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A Glance at the Past Year.

At the commencement of the present year we took a popular view of its future. On referring to our article of the 3rd of January last, it will be found we indulged in expectations which have been more than realized, and we venture to predict as favorably of the year of our Lord 1864. A review of the events of 1863 will not be inappropriate on the present occasion. We may divide our retrospect under the heads of diplomatic, military, financial, and internal affairs. Until the usual volume of the State Department makes its appearance, it would be impossible to form an accurate opinion of the manner in which our foreign relations have been conducted; and although it is quite probable some just grounds for criticism will arise, as they did on the appearance of the previous volumes, yet we must admit we have avoided many perils which a less ingenious Secretary than Mr. Seward could hardly have escaped.

With France, quite unexpectedly we are on the best terms, and we have now its distinct avowal that it has intended, and now intends nothing injurious to our interests. The Emperor is certainly innocent of all open breaches of neutrality towards us, and so far we must admit he has behaved with unexpected fairness. The Secretary of State has guarded against every chance of collision on our part, and even the invasion of Mexico has been left to the accidents of time.

Our relations with England have been far more delicate. The affair of the Alexandra and the rams came very near involving us in serious difficulties, but Mr. Seward's policy has been effectual in repressing those unfriendly movements.

And whether (time will show,) his instructions to Mr. Adams, or the improving condition of our affairs, or the unflinching determination of our people have been the cause, it is now evident that the whole policy of the British Government towards us has entirely changed. But it cannot be denied that the moral and material aid given to the rebel cause in England has protracted the war, increased our debt and greatly damaged our commerce. We have really been fighting two enemies at the same time, one open and desperate, the other bitter and envious. When the impartial historian records the events of the last three years, he will not fail to condemn the unfriendly conduct of the Government of England towards the United States. We have nothing, however, to apprehend in future from that quarter.

With all other nations we have had no embarrassments of any consequence, and we trust that those European powers who can see a justification of war between Germany and Denmark, for the possession of an insignificant Duchy or two, not as large as many ordinary counties in this State, will begin to think, that the loss of thirteen rebel States was quite as injurious to our nationality as a thousand Schleswig and Holsteins could be to those European powers.

Our military career has been generally prosperous, and at the end of the year we have seen the enemy driven from his strongest holds, and cooped up with the remains of his unwilling armies in positions from which he is sure to be expelled. The form of a Government alone remains to the rebels. Its Congress is composed of refugees, representing not more than parts or strips of a few States; it has no currency of any value, no mint, no coins; it collects no taxes; its armies cannot now be filled up even from the conscript rolls; their piratical rams and cruisers are detained in British ports, however tardy comes this act of justice; and its treasury is hopelessly insolvent. It is not in the nature of things that resistance can be much longer maintained. And as we have learned experience, we do better in our campaigns; the real generals of the war begin to loom up in the West and South, and we find our emergencies are producing great men at last.

Our blockade, in spite of the inefficiency of the Navy department, has been maintained with unexampled success, and we may at last say, the enemy has not now a single port into which a false neutrality can run a single cargo of supplies. We may confidently predict also, that the present year will witness the utter destruction of the rebel cause.

Of our financial successes we have again and again spoken. And though no partizans of the Secretary, or any other politician, we have cordially and openly supported his measures. With no other could we have succeeded. The old system would have utterly failed. Our National debt would have been twice as great as it is now; our currency would have been almost worthless. Bank bills that never could be redeemed, and at heavy discounts everywhere, would have made up a discordant and depreciating medium of exchange; the creditor interests of the country demanding payment in gold would have ruined the debtors, and real estate and all other properties forced to a sale, would have fallen one half or more in reputed value.

The most lively imagination cannot depict the scenes of wretchedness that would have occurred in the North, had Mr. Chase been any other statesman than he was. But he created a legal tender, for gold was no longer in circulation, by which debts could be paid, and the men and supplies for the contest could be obtained; he appealed to the people, and not to the banks to fill the National Treasury; he devised a system of taxation which was searching but not unjust, and which has been cheerfully borne; and armies of a million of men, and a navy six hundred vessels strong have been

procured, sustained, and supported with ease, and without the aid of a dollar from abroad. When we contemplate these results, we may thank heaven and take courage. It is a wondrous spectacle, and surpasses any ever chronicled in the history of finance.

Notwithstanding all this, however, it is predicted by many desponding yet shrewd men, that as paper money always produces reverses, and is sure to destroy any system which is based upon it, a crash is at hand which will be no less than universal bankruptcy. We confess we have no such apprehensions. That prices may fall when gold becomes the master of all business is quite probable, but that any serious disaster to the country is to occur by no means seems so certain. At all events we may be able to offer a few reasons why we may escape it.

The examples of the abuse of paper money are found in the history of revolutionary France, and our own revolutionary history.

Neither of these cases are parallel to our own. Neither the one nor the other had any commerce, or revenue of a fixed or productive character, from which to derive the means for the payment even of interest, much less the principal of their debts. This is fatal to all National loans. It is not necessary to name any other cause than these very obvious ones. But in both cases also the sources of internal revenue were equally inadequate.

In our own, there is this striking difference: Our resources are illimitable, the operations of industry are continually enlarging in their area, and remunerative at the most rapid rate. Our population also increases beyond that of any other country. We have naturally the most prolific soil, and its extent is boundless. Land is cheap and easily tilled. We have countless rivers and lakes supplying transportation over thousands of miles at a minimum cost; thousands of miles of railways that compete with both rivers and lakes, a splendid climate, endless variety of products, and a mineral region that is exhaustless. We have a large commerce, and enormous fleets of steamers and sailing vessels ready to resume their former routes when this war is over; and on the Pacific coast when the great iron shod route is completed, we shall have the monopoly of the East India trade beyond all question, and shall compel even Europe to take the products of the East from us at second hand, and with an American profit added to the cost.

Our National debt is therefore protected from depreciation or repudiation in all possible ways, and rests upon a basis that the old confederation, revolutionary France, and no other country in the world possesses. Europe has gone the length of its tether so far as expansion creates National power, and is constantly at wit's ends to defray even its peace expenditures. Our country is yet in its youth, and will not have arrived at its maturity till we shall see our new territories as densely populated as our Atlantic coasts.

And as regards the immediate return from a paper currency to a metallic standard, we are by no means certain that this will produce a convulsion, though it may affect private interests.

The Government has afloat about three hundred and fifty millions of paper dollars, or legal tender notes. This amount is not greater than the country bore in local bank currency before the rebellion broke out; while the circulation of the latter has decreased. The Southern bank circulation has so literally, and so far has nationally and practically become extinct. Nor is the Government currency pressing upon the people so as to excite apprehension, or occasion a want of confidence. On the contrary, it is preferred to all other kinds of currency, has several times been above par, and is so at this moment in several commercial centres in the West. It is everywhere hoarded, and in the confederacy is nearly at par with gold.

As soon as the Government absorbs this currency, which in the course of two years is likely, from its being funded, or returned in taxes, it will at once have arrived at the specie standard. With a hundred millions of gold at its command from the customs, all care of its punctuality with regard to its interest will cease.

The circulation which is to succeed it will be that of the National banks; and as they will begin, and it is presumed continue their business on the prospect of an early return to specie payments, they will be ready to do so. The moment this specie can be had, but few will want it.

And as regards the supposed consequent depreciation of property, we do not see that so clearly. Gold stands to-day at 152. In March last it was as high as 173, and it fell in the month of August to 122. Here was a change in its value of fifty-one per cent., but what disturbance did it produce. Nothing perceptible in prices, or values, certainly not one-half. Here then was an instance where our National currency was 22 per cent. nearer the par of gold than it had been for some time, and yet no bankruptcies, convulsions, or ruinous consequences followed.

We may therefore fairly argue, that a fall of 50 per cent. again will be equally as harmless in its effects, and the change will have been produced so gradually as to be scarcely perceptible. This is the opinion of the ablest thinkers in this country, and we are inclined to adopt it. And finally, it is evident that very great care is taken everywhere to pay off old debts and avoid new ones, so that if we err it will be on the side of prudence, and this alone would prepare the country for a change, even if our former suppositions are not correct. We think, therefore, that we are in the best position we can well be to meet it. Some of our statisticians calculate that there is more specie in the country now than there ever was before, and of this there is little doubt, while authoritative works assert there are now in the country from four to *seven* hundred millions of dollars. If these were in circulation, or deposited in banks, they would at the rate of 1 to 3, the usual rule of proportion, sustain an issue of bank paper to the extent of from 18 to 21 millions of dollars, and yet some people are alarmed at the present issue by the Government, which is at a small premium, and while money is still loaned at 7 per cent. in the wealthiest port of the Union.

The railway system has greatly flourished the past year. The companies have got out of debt, or largely diminished their indebtedness. Their earnings are increasing, their dividends have become regular and inviting. New projects have been rapidly perfected, and the old system of bonding and borrowing for construction is giving way to the cash principle. All through the new States additional lines are being laid out, every facile and remunerating route is being explored and improved, and the great Union Pacific is begun at both termini, and being constructed with a rapidity unknown hitherto in this country. The past year has been therefore the most prosperous ever known to the American Railways, and their management and profits are ascertained to be more satisfactory than those in all Europe, except in a few instances. These railways of ours are bringing our vast prairies to the Atlantic, and transferring our Atlantic cities to the prairies. It is not now so far in time between Chicago and New York, as it once was between New York and Philadelphia, and as a 1,000 miles is to 88, so is the commercial advancement of the present day, to what it then was.

Besides, the canal policy which the great Clinton inaugurated for the interior of States, is about to be enlarged by a connection of our inland seas with the great ocean, so that a steamer of 500 tons burthen may sail from Liverpool, and moor along side a wharf in fresh water in the middle of the continent. Is there any other country in the world that has such a navigation as this?

It is with these extended and liberal views, standing fast and firm to the interests of the country, intent, devoutly intent, upon promoting them, the American Railroad Journal commences a New Year, which has brought us as it has others, a full share of the prosperity of the times. We have reasons to believe that our views which have always been frankly, and we hope, clearly expressed on finance, navigation and internal improvements, will continue to meet the approbation of our friends and subscribers.

Resources of Michigan.--Saginaw Valley.

If any one will look at the Map of Michigan it will be perceived that on the Western shore of Lake Huron, the great bay of Saginaw indents the peninsula, being the largest body of water in the State, sixty miles in length, and in its widest part thirty miles in breadth. Into this empties the river of the same name, thirty miles in length, with a uniform depth of water of from 25 to 30 feet. It has affluent and confluent streams more than ten in number of which the Flint, Shiawassee and Cass, are the principal ones, the former of which, boats can ascend for twenty miles and more. The counties bordering on and enclosing these streams are some of the finest in Michigan with excellent soil and great mineral wealth. It is not singular therefore that this part of our Northwestern territory should have attracted attention from its earliest settlement, held consecutively by the French and the English until it became ours in 1796, then a part of the United States as one of its territories in 1805 and a member of the Union in 1837. While it has been steadily advancing in wealth and population, still the wave of emigration swept by it with such prodigious force, as to leave its natural resources almost unnoticed until recently, when their further development has created so much surprise as to induce further examination, and now heavy investments by enterprising capitalists. We are not in the least surprised at the information we now obtain from general report, as well as actual observation, that it bids fair to advance with enormous strides to the

highest position among its inland neighbors. Its commercial advantages were fully acknowledged. It is surrounded by navigable waters, and has direct communication with the Ocean, and by our canals with the city of New York, its eastern border being only 700 miles distant. The climate is mild and equable. The soil is fertile, its forests are magnificent. It offers every possible inducement for settlement and cultivation. We quote from a cotemporary the following remarks:

"The most valuable pine timber in this country is found in Michigan. Since the days of the Jesuit Missionaries in 1660, and Alexander McKenzie, its "virgin copper" has been noted, till now its copper mines are yielding an immense revenue. No finer iron is seen in this country than is found in Michigan in the upper Peninsula. Coal mines are opened and worked in various parts of the State. Immense beds of gypsum or plaster have been found in the State. The geological report recently published, and the geological maps show these beds of lime-stone as cropping out in high bluffs on the Saginaw Bay, at a point which has long been called 'Plaster Point.'"

Recently gypsum and in its purest forms Alabaster have recently been discovered on Trawas Bay, a part of the Saginaw. This is one of the most valuable of our minerals, and a great fertiliser. Plaster as it is called after being properly ground, is in demand all over the Western States, and the Saginaw quaries while being easily worked are inexhaustible. Connected with this formation is the attendant one of salt, the existence of which has been long suspected. The manufacture of this article has now been gone into extensively, and any one who has passed up the river within the past season, has seen from the deck of the steamer, that the shores are crowded with salt boiling establishments, where tall chimnies rise up in every direction filling the vallies with their evaporations. Millions of dollars are invested in these works, and their products furnish unfailing freights to the lake steamers. The salt wells pour out their brine to the very surface, and in some instances the expensive application of pumps is unnecessary. This is so much saved to the manufacturer. East Saginaw is rapidly becoming another Syracuse, and has many natural advantages over the latter city. Ten years ago it was the haunt of the animals of the forest; it is now populous, and contains well built streets graded and paved, which as well as its dwellings are lighted with gas. Its active commerce is indicated by the fact that it possesses a regular Exchange, where salt and lumber are quoted and sold, with as much regularity as the cereals are at the Commercial Exchange in this city. Here the dealers in these articles from all parts of the Country habitually resort in the course of their business. Orders from the West, from the lakes, from the St. Lawrence are taken and executed in the promptest manner. These staples always in demand more valuable with the increase of population, are certain to make East Saginaw one of our most populous and wealthy cities. The manufacture of barrels and the work now doing in the ship yards, are incidentals of great importance in the future to this flourishing place. What in fact induced imigrants at an early day to pass by Michigan to the western prairies, is now found to be the greatest inducement to its settlement. Its forests contain the finest timber in the Union, and its pine is already celebrated. So its harder trees, maple, and especially black walnut are cotering largely into the forms of cabinet ware and furniture. More than fifty species of forest trees are to be found on the Saginaw and its tributaries, and from there every kind of wood useful in the arts is easily obtained. Besides salt, and gypsum, coal as is above stated, is worked in the Peninsula. Two years ago there were 72 lumber mills in the Saginaw Valley, now increased to hundreds. The agricultural products are equally various and are increasing under the impetus of a large foreign as well as domestic market. In short with all these advantages of climate, soil, production and navigation the Saginaw Valley bids fair to become famous. Its improvement has of late years been very rapid, and the Census report records its progress in unmistakeable language.

We are not surprised to learn therefore that our shrewdest capitalists have turned their attention to the Penninsular State. Within the past three months, Erastus Corning has purchased over 130,000 acres of land in Michigan. The Fairbanks of St. Johnsbury, John W. Brooks and John M. Forbes of Boston, and J. W. Pickersgill of New York, and men of that class, have purchased at recent sales more than 500,000 acres of land in that State.

One company from the City of New York has within six months invested $500,000 on the Saginaw River, and another from the same city $50,000.

We would refer those who wish more definite and scientific information in respect to the salt discoveries in the Saginaw Valley to Hunt's Merchants' Magazine, No. 2, for September, 1863: also to a work published by Rey Haddock of *The Detroit Tribune*, giving full statistics of the pine, mineral salt and plaster of the State of Michigan.

Erie Railway.

The earnings and expenses of this road for the fiscal years ending September 30, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From Passengers..	$1,096,196 60	$1,670,082 58
" Freights	6,642,914 68	8,432,234 47
" Mails, etc. ..	124,861 40	143,800 18
Total.....	$7,863,972 68	$10,246,117 23
Expenses, viz:	1862.	1863.
Transportation exp.	$4,391,393 89	$5,704,370 85
Taxes	74,220 30	155,653 22
Other items	166,507 42	197,614 00
Total.....	$4,632,121 61	$6,057,638 07
Net earnings.	3,231,851 07	$4,188,479 16

Compared with 1862, the gross earnings of 1863 show an increase of $2,382,144 55; with an increase in expenses of $1,425,516 46—making the increase in net earnings $956,628 09.

Pittsburg and Connellsville Railroad.

The gross revenue of this road for the year ending October 31, 1863, was $215,537 49. The expenses of maintenance, working, and administration were $120.358 40. The net revenue of the year was $95,220 09. The whole number of passengers carried was 262,841, with a revenue therefrom of $100,626—143,510 passengers carried the previous year, with a revenue of $56,258. The freight transported amounted to 143,792 tons yielding a revenue of $110,436—against $85,763 tons carried the previous year, with a revenue of $59,992.

Northern Illinois Railroad.

We have received a copy of the Second Annual Report of this company, embracing the construction and operating of the road for the year ending September 30, 1863.

The proportion of revenue credited in account with the Racine and Mississippi Railroad, amounts to.....		$51,288 91
And the expenses of maintaining track and other charges, to....	$10,342 19	
Taxes	1,915 42	
		12,257 61
Leaving net revenue for the year		$39,031 30
Out of which there has been paid:		
Interest.....	$18,710 17	
Coupons matured Oct. 1, on bonds sold	18,840 00	
		37,550 17
Balance to credit of revenue, interest and dividend.....		$1,481 13

From the report we learn that the receipts of the road during the winter of 1862-'63 were not so favorable as might have been expected, in consequence of the failure of the crop of 1862. Since harvest this year, however, the receipts show a large increase, and the development of the business of the road is most satisfactory, and affords reliable assurance of continued prosperity, and improvement in the value of the property. Some important improvements have been added to the road, which were necessary items of construction not accomplished at the time of the last report. The fencing of the road is now complete—26 miles having been built in the last season. Additional side tracks have been put in at Savanna and Lanark; and extensions made to the river tracks at the former place. Depot grounds have been generally improved by ballasting, At Freeport, additional depot grounds have been secured, and a water tank and coal platform erected. At Savanna a large freight house has been constructed, and equipment for the convenience of the river business has been added. The charter for the ferry between Savanna and Sabula, and steam ferry boat have been acquired by the company. The property was taken at a fair valuation. In connection with the ferry business, three barges for transportation of grain in bulk were built, also a floating elevator for transferring the grain from the barges to the cars. There has also been constructed a wharf boat and landing barge with covered freight house upon it; also a dock boat for ferry landing. These arrangements have all been in full operation since harvest, and have worked efficiently. A new ferry boat has been contracted for, to be built on the Ohio river during the winter. The present boat is old, and has not sufficient power for the business. The new boat will have ample power, and is to be constructed specially to resist any moderate amount of floating ice. It is under consideration to purchase cars for the road, and it is proposed to have some built during the winter in the shops at Racine. The increased earnings from each new car would in a short time supply the means necessary to be expended in the gradual construction of rolling stock.

In last year's report it was explained, that the means for construction had been obtained by loan on the 1st mortgage bonds deposited as collateral security. The advances have now been fully repaid, with interest, by sale of the bonds. The

coupons and interest are paid to 1st of October. The current receipts of the road are more than sufficient for the interest on the bonds.

When the time comes for the re-organization of the Racine and Mississippi Railroad, the Northern Illinois must naturally enter into an arrangement for consolidation, so that the line may be owned complete from the Mississippi to Lake Michigan. Beyond the Mississippi, west, and north, and south, connections will unquestionably be made with the Northern Illinois, and when that is accomplished, or any one of these connections, the line will at once become one of the leading routes of the northwest. It will become an important connection between the lake ports and the Union Pacific Railroad. It is the only route, says the report, which can offer equal facilities for the interchange of business at the three leading ports of Lake Michigan—Chicago, Racine and Milwaukee—and, looking to the future, it is not less important as the direct route to Green Bay. The position of this property is such as ought to commend it to capitalists as affording a most favorable opportunity for legitimate enterprise in the development of railroad property, where a moderate amount of investment would enhance the value of previous expenditures, on a scale in proportion to the value of a comparatively local line, and the value of an important trunk line.

BALANCE SHEET.

Construction and general expenses	$525,147 46
Ferry, elevator and barges	19,613 83
Supplies	5,104 79
Bills receivable	9,824 57
Real estate	9,856 50
Open accounts receivable	50,068 28
Cash	307 41
	$619,922 84
Capital stock	$65,975 00
First mortgage 8 per cent. bonds	500,000 00
Revenue, interest and dividend	5,105 99
Open accounts payable	41,683 11
Bills payable	7,158 74
	$619,922 84

The office of the company is at Freeport, Illinois. The officers and directors are:

President.—G. A. THOMSON.

Directors.—Elijah Northey, Enoch Chamberlain, L. H. Bowen, H. A. Mills, Duncan Mackay, Thomas Long, Chancellor Martin, Edward P. Barton, Frank Smith, William Shannon, Marshall M. Strong, R. A. Knapp, G. A. Thomson.

Superintendent of Construction.—R. W. SMITH.

Secretary and Treasurer.—HYATT SINCLAIR.

New England Mutual Life Insurance Co.

The members of the New England Mutual Life Insurance Company held their twentieth annual meeting in Boston on the 21st ult., at which there was a large gathering. The Directors submitted the yearly report, from which are taken the following items, which cannot fail to be interesting to a majority of our readers. The number of members now constituting the company is six thousand five hundred, who are insured to the amount of $20,000,000. Sixteen hundred new members were added to the list during the year 1863, who were insured to the amount of nearly $5,000 000. The increase of the company's funds the past year was $426,000, after preparing for every indebtedness. The business of the company has more than doubled since 1858, and the liabilities are amply covered by a reservation of more than $2,000,000. The prosperous condition of the company's affairs gives to the present members a return of 40 per cent. of their last five years' premiums, amounting to $750,000 in cash. The following gentlemen were unanimously re-elected Directors: Willard Phillips, Charles P. Curtis, Thos. A. Dexter, Marshall P. Wilder, Sewell Tappan, Charles Hubbard, William B. Reynolds, George H. Folger, Francis C. Lowell, Jas. S. Amory, Homer Bartlett.

Railroad Earnings--Weekly.

The earnings of the Chicago and Alton Railroad for the 3d week of December, 1863, were:

	1863.	1862.
Passengers	$16,663 10	$10,821 40
Freight	20,468 29	20,651 37
Sundries	1,475 73	1,227 97
Total	$38,607 12	$32,700 74
Increase	5,906 38	

The earnings of the Galena and Chicago Union Railroad for the 3d week of Dec., 1863, were:

	1862.	1863.
Freight	$26,387 21	$24,193 95
Passengers	6,661 89	12,697 10
Mails, etc.	2,250 00	1,800 00
Total	$34,299 10	$38,191 05
Increase		$3,891 95

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in December, 1863, have been:

From Freight	$11,631 19
" Passengers	6,546 15
" Mails and Rents	993 50
Total	$19,178 34
Same week, 1862	15,328 59
Increase	$3,847 75
Total from Jan. 1, 1863	$1,207,974 45
Same period, 1862	1,148,861 13
Increase	$59,113 32

The approximate earnings of the Marietta and Cincinnati Railroad, in the 3d week of December, 1863, were:

	1863.	1862.
Passengers	$5,618 88	$2,910 60
Freight	8,577 43	7,400 68
Mail, express & telegraph	907 00	922 32
Total	$15,103 31	$11,233 60
This month to date	$48,185 56	$34,555 28

The earnings of the Chicago and Rock Island Railroad for the 3d week of December, 1863, were $46,906 00
Do., 1862 36,423 00
Increase $10,483 00

The earnings of the Chicago and Northwestern Railway for the 3d week in December, 1863, were $30,542 25
Do., 1862 20,633 20
Increase $9,909 05

The earnings of the Michigan Central Railroad for the 3d week of Dec., 1863, were $59,632 00
Same period, 1862 55,703 00
Increase $3,929 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of Dec., 1863, were $71,373 00
Do., 1862 54,424 00
Increase $18,949 00

The traffic of the Great Western Railroad for the week ending Dec. 25, 1863, was as follows:

Passengers	$21,205 89
Freight and live stock	35,280 44
Mails and sundries	1,225 82
Total	$57,712 15
Corresponding week of 1862	51,661 35
Increase	$6,050 80

The earnings of the Grand Trunk Railway for the week ending December 19, 1863, were:

Passengers	$23,776 56
Freight and live stock	5,400 00
Mails and sundries	67,145 35
Total	$96,321 91
Corresponding week, 1862	94,283 18
Increase	$2,038 73

What Constitutes a Common Carrier.

The attributes of a common carrier have been so often defined that it would seem difficult to raise a new question on the point. Yet it has been recently shown that it is possible to do so, the turning point in an action brought by one Mallory against the Tioga Railroad Company, being on the question whether a railroad company, permitting their tracks to be used by the cars of another person, was a common carrier of such cars.

The defendants are a railroad corporation operating a railroad from Blossburgh in Pennsylvania, to Corning New York, a distance of forty miles. The plaintiff was a miner of coal at Blossbugh which he was in the habit of transporting over the defendants' roads sometimes on the cars of the defendants, but generally on those furnished by him, in which case he also furnished brakemen to go on the train under the control of the defendants' conductor, and the cars were loaded and unloaded by the plaintiff. When the plaintiff furnished his own cars, the defendants charged for freight one dollar per ton of coal; when the cars were furnished by defendants the charge was one dollar and twenty cents per ton. On the 21st day of June 1854, the plaintiff's cars loaded with coal, while being transported from Blossburgh to Corning, and about ten miles from the former place in Pennsylvania, were thrown from the track while passing a curve, and fifteen of the cars were more or less broken in pieces, and the contents spilled and partially lost. The action was brought against the defendants as common carriers; the complaint alleging that the defendants received from him, and undertook to carry from Blossburgh to Corning certain cars laden with coal; which the defendants failed to transport. On the occasion in question, the plaintiff furnished his own cars and brakemen, and loaded the cars, agreeing to pay a freight of one dollar a ton to the defendants. On the trial the plaintiff claimed that the defendants were common carriers, but was overruled by the court on that point. He then gave evidence for the purpose of showing negligence on the part of the defendants, and offered to prove specific facts for that purpose. This evidence was objected to and excluded. The court non-suited the plaintiff, and refused to submit to the jury the question of the defendant being a common carrier. Exceptions were taken by the plaintiff to the decision.

By the Court, James C, Smith J. I have come

to the conclusion that the defendants in receiving from the plaintiff his cars loaded with coal, and undertaking to transport them over their railroad from Blossburgh to Corning assumed the liabilities of common carriers.

That they were carriers generally cannot be questioned. The constant employment being the transportation of property and passengers upon their railroad for hire. It is claimed however by the defendants that their undertaking with the plaintiff was special and not within the scope of the general business, and that the law does not cast upon them the duty of common carriers in respect to it for two reasons.

1st. They undertook merely to furnish motive power to draw the plaintiff's cars laden with his property, over their railroads he to load and unload them; and 2dly the plaintiff was to provide brakemen to accompany his cars on the route.

In support of their claim the defendants cite the case of Wells *vs.* Steam Navigation Company. (2 Comstock 207.) There however the defendants engaged to tow the plaintiff's boat on the Hudson River which is a common highway; and the court held that the defendants were not carriers generally, that the property transported was not in their possession or under their control, and that they were not bailees of any description. This brief statement of the points on which that case turned, shows that it widely differs from the case in hand.

Yet in order to allow the defendants all the aid which they can legitimately derive from that decision, I concede that notwithstanding the defendants in the case at bar were carriers generally, and were the proprietors of the route over which the goods were to be transported, in both which respects their case differs from that of the "Steam Navigation Company." Yet if as claimed by them they simply entered into a special engagement outside of their general business, to provide the plaintiff with sufficient motive power to draw his cars over their road, under the care and control of his servants, they did not thereby assume the obligations of carriers. But the case proved is in my judgment materially different from the one thus hypothetically stated.

In the first place, if I correctly apprehend the testimony, the undertaking of the defendants to carry the plaintiff's cars loaded with his coal over their road, was strictly within the scope of the business which they as a corporation were permitted to carry on. The act of the Legislature of the State of Pennsylvania by which they were incorporated, and under which they constructed that part of their road lying in that state authorized them to "charge and receive tolls, and for freight in and for the transportation of goods, * * and for the conveyance of passengers," and among other rates prescribed one "on empty cars," and another "on all passengers excepting only such as are necessarily engaged in conducting the cars." It also directed that "no person * * shall place any car or other carriage" on the defendants' railroad," without a permit or license first had and obtained from said company, subject to such rules and regulations as shall from time to time be established by said company to govern the use of said railroad." And it provided "that all persons using the said road shall use those cars, wagons and conveyances which shall be adapted thereto, which said cars wagons and conveyances to be used thereon, for the transportation of persons or commodities shall be prescribed by the said company." That part of the railroad lying in New York was operated by the defendants under an agreement with the Corning and Blossburgh Company, a corporation created by the laws of the latter state, and by which such portion of the road was constructed and owned. By that agreement the defendants bound themselves to operate the entire road from Blossburgh to Corning, for the purpose of transporting passengers and property, specifying coal among other things, and for that purpose to furnish and keep in repair the necessary motive power engines, machinery and cars (but the agreement expressly provided that they should not be bound to furnish coal cars). In 1854 the plaintiff was engaged in mining and marketing coal, and had large quantities of it carried over the defendants' road, some of it in defendants' cars but principally in his own. When he furnished cars he also furnished brakemen who were under the charge of the defendants' conductor, and he loaded and unloaded the cars whether furnished by the defendants or himself. The price paid for freight per ton was one dollar and twenty cents if the defendants furnished cars, and one dollar when the plantiff furnished them. On the 21st of June 1854, the defendants undertook to transport over their road from Blossburgh to Corning, forty six cars loaded with coal belonging to the plaintiff. On their way fifteen of the cars were thrown from the track, and this action is brought to recover the damages thus occasioned. It is apparent from this statement not only that the carriage of loaded cars belonging to others over the defendants' road for hire was a part of the business expressly authorized by the act of their incorporation, and provided for by their agreement with the Corning and Blossburgh Company, but that they had been engaged in thus transporting cars for the plaintiff, during several months prior to their undertaking to carry the train in question.

But independently of the special provision of the act of incorporation, and the agreement above referred to, I am of the opinion that the defendants' undertaking was in the line of their general business. It was certainly competent for them as carriers to undertake to transport the cars of the plaintiff, whether loaded or unloaded upon trucks or platform cars belonging to themselves; and in such case they would clearly have been liable as carriers. The mere fact that the plaintiff's cars were run upon their own wheels, instead of being placed upon platform cars of the defendants does not in my judgment take the cars out of the scope of the defendants' business as carriers, or relieve them from liability as such. If the injury had occurred in consequence of a defect in the running gear of the plaintiff's cars, which the plaintiff ought to have guarded against, the cars would have been materially different for the reason that a carrier is not liable for a loss occasioned by the negligence or fraud of the owner. But I am unable to perceive in the nature of the undertaking, any sound reason for holding that the defendant did not contract with the plaintiff as carriers.

In the next place the plaintiff's cars while being thus transported over the defendants' road, were not under the care and control of the plaintiff's servants. The entire train was controlled and managed by the employee of the defendant. The plaintiff merely furnished brakemen whose duties as the term implies related exclusively to the running of the train, and not to the care or guarding of the plaintiff's property; and they were in all respects under the control of the defendants' conductor. They had no efficient means of protecting the property of their principal against the consequences of negligence or fraud, and the circumstances that they accompanied the train merely to assist in running, does not in any respect absolve the defendants from their liability as carriers. If a servant of the owner happen to go with the goods but there is no intention to let him meddle with the care of them, the carrier will be answerable for loss (Marsh Ins. B, 1, ch. 7 § 5 Abbott on Ship part 3, ch. 2 § 3, Story on Bail § 538).

So if a man travel in a stage coach, and take his portmanteau with him, though he has his eye upon the portmanteau yet the carrier is not absolved from his responsibility, but will be liable if the portmanteau is lost. (Per Chambre J. in Robinson *vs.* Dunmore 2 Bos. & Pull 418.) It was said by Bronson J. in Hollister *vs.* Nowlen (19 Wend 237) that "when there is no fraud the fact that the owner accompanies the property, cannot affect the principle on which the carrier is charged in case of loss." He likened the liability of a carrier to that of an innkeeper, and cited the remark in Calye's case (8 Co. 63) that "it is no excuse for the innkeeper to say that he delivered the guest the key of the chamber in which he lodged, and that he left the door open, but he ought to keep the goods and chattle of his guest there in safety."

The defendant's possession of the plaintiff's cars while on the route was none the less complete by reason of the circumstance that they were loaded, and to be unloaded by the plaintiff. In this respect the case is precisely like that of a stage coach proprietor carrying the trunk of his passenger.

I have now considered all the circustances relied upon by the defendant, to take this case out of the rule that the carrier is liable for loss unless he shows that it was caused by inevitable accident or the public enemies. I fully appreciate the force of the suggestion that the rule is rigorous and sometimes severe, and that courts have in various instances refused to extend it to new cases, but nevertheless the rule is too well established to be questioned, and I regard this case fully within its policy which as was said by Lord Mansfield in Forward *vs.* Pittard (1 T. R. 27) is "to prevent litigation collusion and the necessity of going into circumstance impossible to be enraveled."

If these views are correct there should be a new trial.

New trial granted.

Portland and Halifax Railroad.

In the revived scheme of connecting Portland with Halifax by rail, *via* Bangor and St. John, N. B. (300 of the 582 miles of which are now built), Bangor is especially interested, and several large meetings have been held there to forward the project. The St. John *Presbyterian* says:

"That the movement to carry the extension from Bangor toward the Aroostook, and not directly towards Calais, will strike the St. Andrew's line at a distance of 70 miles from St. John. So when the line is built, St. John will be nearer Aroostook by rail than Bangor will be, by the difference between 111 miles and 70 miles."

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	£2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	22
Catawissa (preferred)	1,150,000	7	—	32½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarantied)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	52
Chicago & Alton (preferred)	2,464,336	7	—	94½
Chicago & Northwestern (pref.)	2,400,000	7	—	68
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	49½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	—	52
Erie (preferred)	8,535,700	7	7	103½
Hannibal & St. Joseph (preferred)	5,300,728	7	---	40
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	60
" " (2d preferred)	3,424,169	7	—	49
Michigan S. & N. Indiana (guar.)	2,883,600	8	—	133½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	102
" " " (2d pref.)	1,014,000	7	7	87½
Milwaukee & St. Paul (preferred)	2,256,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	110
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guaranticd)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	8½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	---	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	89
Pittsfield & North Adams (guar.)	450,000	6	6	----
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	76
Toledo & Wabash (preferred)	926,200	7	—	70
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	101
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	103
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Pennsylvania:					
1st Mortgage	7?2,000	7	J. & J.	1865	----
Interest Certificates	161,996	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	103½
Unsecured bonds	2,773,728	6	J. & J.	'68-'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	105
North Branch:					
1st Mortgage	550,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99
2d Mortgage	3,980,670	6	J. & J.	1882	86
Improvement	508,500	6	M. & N.	1876	88
Susquch'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	63½
Preferred Interest b'ds	227,589	6	" "	1878	25
Union, (Pa.):					
1st Mortgage	2,500,000	6	M. & N.	1883	27
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	100

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,223,595	—	....
Delaware Division	100	1,633,350	—	36
Delaware and Hudson	100	7,500,000	7	175
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan				
Lehigh Navigation	50	2,500,000	6	59½
" " (scrip)	50	1,803,000	6	49
Monongahela Navigation	50	726,800	8	....
Morris (consolidated)	100	1,025,000	—	65
" (preferred)	100	1,175,000	10	136
North Branch	100		—	....
Sault Ste Marie	100		—	....
Schuylkill Navigation (consolidated)	50	1,932,457	—	17½
" " (preferred)	50	2,722,607	—	33
Susquehanna and Tide Water	50	2,048,250	—	15½
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	78
Steamship and Transit:				
Central American Transit	....	....	....	84
Nicaragua Transit	....	....	....	2½
Pacific Mail Steamship	100	4,000,000	....	217
Union Steamship (Boston)	....	....	....	157
Express:				
Adams'	100	2,000,000	....	....
American	100	1,000,000	....	....
National	100	250,000	....	....
Overland Mail	100	500,000	....	....
United States	100	800,000	....	....
Wells, Fargo & Co.	100	1,000,000	....	....
Telegraph:				
American	100	1,600,000	....	....
Atlantic	....	....	....	....
Insurance Stocks:				
Ætna Fire	50	200,000	....	....
Columbian (Marine)	100	500,000	....	....
Mercantile Mutual	100	600,000	....	....
New England Mutual (Life)	....	....	....	....
Washington (Fire)	50	400,000	....	....
Trust				
Farmers' Loan and Trust	50	1,000,000	....	....
New York Life Insurance & Trust	100	1,000,000	....	....
United States Trust	100	1,000,000	....	....
Land and Improvement:				
Boston Water Power	....	....	....	44½
Boston and Roxbury Mill	....	....	....	59½
Canton (Baltimore)	100	5,000,000	....	34½
Cary Improvement	5	300,000	....	9½
East Boston	....	....	....	13
Essex (Boston)	100	1,000,000	....	50
Waverly (Boston)	....	....	....	2½
Gas-Light:				
Baltimore	100	....	8	....
Boston	500	1,000,000	....	842½
Brooklyn	25	2,000,000	....	....
Cincinnati	....	....	....	....
City (Brooklyn)	....	....	....	....
Citizens' (Brooklyn)	20	....	....	128
Hartford	....	....	....	....
Jersey City and Hoboken	....	....	....	....
Manhattan, N. Y. (stock)	50	4,000,000	....	272
" " (scrip)	37½	....	....	239
Maryland (Baltimore)	25	....	....	....
Metropolitan, N. Y.	100	....	....	134
New Haven	....	....	....	....
New York	50	750,000	....	....
Philadelphia	....	....	....	....
Pittsburg	....	....	....	....
St. Louis	....	....	....	....
Southwark (Philadelphia)	....	....	....	....
Williamsburg	50	....	....	....
Unclassified:				
American Coal	25	1,500,000	....	94
American West India	100	1,000,000	....	....
Baltimore Coal	100	....	....	....
Baltimore and Cuba Smelting	100	....	....	145
Central Transportation	....	....	....	....
Cherry Run Petroleum	....	....	....	9
Cumberland Coal (preferred)	100	5,000,000	....	47
George's Creek Coal and Iron	100	1,000,000	....	72
Gold Mining of Colorado	....	....	....	....
Hazleton Coal	50	....	....	68
Hudson River Bridge	100	....	....	....
Mariposa (gold)	100	10,000,000	....	35
Metropolitan Coal	100	....	....	....
New Almaden (quicksilver)	....	....	....	....
New Jersey Zinc	100	1,200,000	....	....
Pennsylvania Coal	50	3,200,000	....	158
Quicksilver	....	....	....	60
Santa Clara (quicksilver)	....	....	....	8½
Santa Rita [silver, copper, and lead]	....	....	....	....
Sonora Expl. & Mining (silv. & cop.)	....	....	....	....
West India Cotton	100	100,000	....	....

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Div'd'nds last year.	Market price p.sh.
Acton (copper)	....	2½	200,000	....	4
Adventure (copper)	....	....	....	....	....
Albany and Boston (copper)	....	11½	20,000	....	12
American and Mexican Silver	....	....	....	....	....
Algomah (copper)	....	....	20,000	....	2
Arizona (copper)	....	100	10,000	....	....
Aztec (copper)	....	....	20,000	....	5
Balt. and N. Carolina (copper)	....	5	....	....	20
Bay State (copper)	....	....	20,000	....	17½
Bedford (copper)	....	....	20,000	....	1½
Black River (copper)	....	....	20,000	....	62½c
Bohemian (copper)	....	7½	20,000	....	9½
Bucks County (lead)	....	....	....	....	1½
Cambridge (copper)	....	5	20,000	....	10
Caledonia (copper)	....	....	20,000	....	....
Canada (copper)	4	90c.	20,000	....	3
Carp Lake (copper)	....	....	20,000	....	4½
Cascade (copper)	....	....	....	....	....
Central (copper)	....	5	20,000	....	57½
Chandiere (copper)	....	5	20,000	....	3½
Columbian (copper)	....	4½	20,000	....	5
Consolidated (copper)	....	5	20,000	....	5c.
Copake (iron)	....	....	60,000	....	9
Copper Falls (copper)	....	25½	20,000	....	25
Dacotah (copper)	....	....	20,000	....	4½
Dana (copper)	....	....	20,000	....	3½
Doylestown (copper)	....	....	....	....	....
Dudley (copper)	....	....	20,000	....	3½
Eagle River (copper)	....	....	20,000	....	5½
Everett (copper)	....	....	20,000	....	5
Evergreen Bluff (copper)	....	....	20,000	....	9
Excelsior (gold)	....	....	....	....	7½
Flint Steel River (copper)	....	....	20,000	....	10½
Forest City (copper)	....	....	20,000	....	....
Fort Filmore (silver)	....	20	50,000	....	....
Franconia (copper)	....	5	60,000	....	....
Franklin (copper)	....	8	20,000	....	47½
French Creek (copper)	....	....	100,000	....	....
Gardner Hill (copper)	5	5	20,000	....	90c.
Grand Portage (copper)	....	....	20,000	....	....
Great Western (copper)	....	....	20,000	....	3½
Guilford (copper)	....	5	20,000	....	40c.
Hamilton (copper)	....	....	20,000	....	4½
Hancock (copper)	....	4½	20,000	....	11½
Hanover (copper)	....	....	20,000	....	4
Highland (copper)	....	....	20,000	....	5½
Hilton (copper)	....	....	....	....	....
Humboldt (copper)	....	....	20,000	....	7
Huron (copper)	4	12½c	20,000	20	32
Indiana (copper)	....	....	....	....	....
Isle Royale (copper)	....	16½	20,000	....	24½
Jefferson (copper)	....	....	....	....	....
Kickapoo (copper)	....	1	200,000	....	....
Knowlton (copper)	....	....	20,000	....	....
Madison (copper)	....	....	20,000	....	9
Mandan (copper)	....	....	20,000	....	5½
Manhattan (copper)	....	....	20,000	....	3½
Mass (copper)	....	....	20,000	....	4½
Menard (copper)	....	3½	20,000	....	....
Minnesota (copper)	....	3½	20,000	....	13
Montana (gold)	5	50c.	100,000	....	66
Mount Hope (lead)	....	2½	80,000	....	1
National (copper)	....	5½	20,000	....	....
Native (copper)	....	....	20,000	....	30
Naumkeag (copper)	....	....	20,000	....	2½
New England (copper)	....	....	20,000	....	5
North Cliff (copper)	....	2½	20,000	....	3½
North State (copper)	....	5	20,000	....	5
North Western (copper)	....	....	20,000	....	9½
Norwich (copper)	....	....	20,000	....	10½
Nova Scotia (gold)	....	....	....	....	6½
Ogima (copper)	....	....	....	....	....
Ontonagon (copper)	....	....	20,000	....	....
Ottawa (copper)	....	....	20,000	....	3½
Pennsylvania (copper)	....	....	102,000	....	....
Petherick (copper)	25	2½	20,000	—	43c.
Powabic (copper)	....	1½	20,000	....	7½
Phœnix (copper)	....	3½	20,000	....	11
Pittsburg and Boston (copper)	....	10	20,000	....	61½
Placentia Bay (lead)	....	5½	20,000	....	25
Pontiac (copper)	....	5	200,000	....	85
Prince of Wales (copper)	....	2½	20,000	....	....
Providence (copper)	....	....	....	....	6½
Quartz Hill (gold)	....	....	....	....	....
Quincy (copper)	....	....	....	....	....
Rockland (copper)	....	10	200,000	....	11½
Saginaw (saline and mineral)	....	5	20,000	....	95
St. Mary's (copper)	....	....	....	....	16½
Shawangunk (lead)	....	....	....	....	....
Sheldon (copper)	....	5	110,000	....	10
Silver Hill	....	....	....	....	....
Silver Valley	....	5	....	....	....
South Side (copper)	....	5	....	....	10
Springfield (copper)	....	1½	20,000	....	5
Star (copper)	....	5	20,000	....	2½
Superior (copper)	....	....	20,000	....	8½
Toltec (copper)	....	4	20,000	....	0
Tremont (copper)	....	19	20,000	....	2½
Union (lead)	....	....	20,000	....	5
Vermont (copper)	....	....	....	....	50c.
Waterloo (copper)	5	....	....	....	....
Wickham (copper)	....	....	20,000	....	1
Wickopee (copper)	....	....	20,000	....	90c.
Winthrop (copper)	....	5	100,000	....	4½
Wyandotte (copper)	....	....	20,000	....	5

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single trk.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 Horse.	Equipment. Cars. 1 Horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—			—	Boston and Chelsea	140,000	140,000	—		5,600	5,600	4	....	48
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	65
30 Nov. '62	8.21	—			—	Cambridge	602,651	446,800	150,000	74	58,622	53,622	9	....	124½
30 Nov. '62	6.99	—			—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—			—	Dorchester	165,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—			—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—			—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	80
30 Nov. '62	3.81	—			—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—			—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	62	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,866	64,892	8	....	62
30 Nov. '62	6.33	—	260	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	103
30 Nov. '62	2.87	—			—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—			—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—			—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	80½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.46	—	57	8	--	Suffolk (Boston)	61,380	12,357	24,800	23,625	20,083	—	—	....	....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	62
30 Nov. '62	1.62	—			—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—			—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—			—	Winnisimmet	62,152	62,200	—	4,793	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	....	....	--	Worcester	60,000	....	....	....	....	....	....	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	....	....	....	....	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	....	....	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	8	....	69
30 Sep. '62	....	6.50	....	....	....	Brooklyn, Bath & Coney Isl'd	1,505	1,505	....	....	....	....	—	100	60
30 Sep. '62	24.01	—	....	....	69	25 Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.50	....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,750	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	....	....	....	....	Buffalo Street	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	....	....	....	—	Central City (Syracuse)	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	....	....	....	—	Centr'l P'k,N.& E.Riv.(N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	....	....	....	....	Coney Island and Brooklyn	501,564	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	....	....	....	East & North River (N. Y.)	650	650	....	....	....	....	....	....	....
30 Sep. '62	12.67	3.67	....	....	....	Eighth Avenue (N. Y.)	928,366	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	....	....	....	....	Fourteenth Street (N. Y.)	....	....	....	....	....	....	—	....	....
30 Sep. '62	4.52	—	....	....	....	Grand St. & Newtown (W'g)	....	....	....	....	....	....	8	....	....
30 Sep. '62	4.63	—	....	....	....	Harlem Br.,Moris'a & Ford'm	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	—	....	....	....	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	....	....	....	—	Niagara Street (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '62	10.09	16.00	....	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	....	....	....	....	N.Riv.& Wall st. Ferry(N.Y.)	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	....	....	....	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	88
30 Sep. '62	....	—	....	....	....	Seventh Avenue (N. Y.)	....	....	....	....	....	....	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	....
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	—	—	—	—	Utica City	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& Erie Bas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	....	....	—	....	....
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	....	Jersey City & Bergen Point	....	....	....	....	....	....	—	....	....
31 Dec. '62	4.20	—	....	....	....	Orange and Newark	....	....	....	....	....	....	—	....	....
31 Dec. '62	5.80	—	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	....	....	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	57
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	185,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	31
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,936	59,743	7½	....	60
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	56½
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	27½
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	44
31 Oct. '62	11.00	—	....	....	....	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	....	....	—	....	....
31 Oct. '62	—	—	....	....	....	Lombard & South st. (Phila.)	....	....	....	....	....	....	—	....	16
31 Oct. '62	11.17	—	....	....	....	North Philadelphia	300,000	200,000	100,000	—	....	....	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	....	19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	200,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	....	....	....	Race and Vine (Fairmount)	180,000	180,000	....	....	....	....	—	....	21½
31 Oct. '62	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	....	....	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	21
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	84½
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	11
31 Oct. '62	8.35	—	....	17	5	Spruce & Pine (Phil.& Gr'n'F.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	12½
31 Oct. '62	7.65	1.51	170	39	6	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	61
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	84½
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	81,649	239,059	21,058	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	....	....	....	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	....	....	....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	....	....	—	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,500	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorche-ter:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	109
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	95
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	840,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " .....coupon		6	" "	1867	....
Loan of Dec. 31, 1848.....registered	8,903,342	6	" "	1868	105
" " " .....coupon		6	" "	1868	106
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	127
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	98
" " " .....coupon		5	" "	1874	100½
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " .....coupon		5	" "	1871	96
Oregon War Debt of June, 1861.....coupon	1,026,000	6	" "	1881	105
" " " .....coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	106
" " " .....coupon		6	" "	1881	110
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	....
" " " .....coupon		6	" "	1881	....
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	100
" " " (5-20s).....coupon	360,000,000	6	" "	1882	101½
Treasury Notes of Feb. & Aug. 1861.....coupon	52,931,000	7.3	Feb & Aug.	1864	107
" " Apr. & Oct. 1861.....coupon	86,939,500	7.3	April & Oct.	1864	106½
Treasury Notes of 1863 (legal tender).....coupon	50,000,000	5	" "	1865	....
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	....
Certificates of Deposit	70,314,639	5	On red'm'p'n	10 d's' notice	....
Certificates of Indebtedness.....(coin)	157,066,241	6	" "	1 year	102½
" " " .....(currency)		6	" "	1 year	98½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
State Loans.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)...coup'n	899,000	6	No int'est paid for many y'rs	1868	....
" " " (B'k of State). "	610,000	6		1868	....
" " " (" "). "	38,000	5		1868	....
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	126
" " " 1850..... "	196,500	7	" "	1880	....
" —War bonds..... "	610,004	7	" "	1872	....
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	....
" " " " " "		6	" "	'81-'82	107½
" " " " " "	1,000,000	6	" "	1883	....
Florida—State bonds.....coupon	143,000	7			....
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	....
" " " (R. R. & B'k)... "	2,073,750	6	" "	'63-'80	70
" " " (R. R.)..... "	525,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	103
" " " " bonds..... "	1,122,085	6	" "	1872	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock.....coupon	2,187,000	6	" "	'63-'80	104
" —War bonds..... "	2,000,000	6	" "	1879	102
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	101
" " " (dollar)..... "	1,909,397	6	" "	1870	103
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	81
" " " ..... "	2,058,173	2½	" "	1886	55
" —State Int. Imp bonds (not adjusted)	391,000			d'm'd.	....
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	96
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	87½
" " " special stock "	1,218,737	5	" "	.....	....
" " Deferred stock..... "	1,243,000	5	" "	.....	....
" " " special stock "	479,515	5	" "	.....	....
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1863	....
" " " (war loan)..... "	800,000	7	" "	'81-'82	....
" " bonds to School Fund... "	122,295	10	Annually.	d m'd.	....
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	....
" " " " "	54,000	7	May & Nov.	1878	....
" " " (dom stic)..... "	65,000	6	July.	1883	....
Kentucky—State bonds.....coupon	4,800,000	6	Jan. & July.	'65-'75	....
" " " "		5	" "	'81-'91	....
" " " "		5	" "	'93-'96	....
" " " (bank)..... "	600,000	5	" "	1891	....
" " " "	67,500	6	" "	'91-'96	104
" " " (war loan)... "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6		d'm'd.	60
" " " (R. R. etc.)... "	3,902,000	6		'67-'99	....
" " " (banks)..... "	5,398,533	6		.....	....
" " " (war loan)... "	670,000	6		.....	....
Maine—State bonds.....coupon	.....	6	Mar. & Sept.	'63-'77	103
" " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	105
Maryland—State bonds (st'g).....coupon	816,000	5	Chiefly quarterly.	1865	....
" " " (st'g conv.)... "	200,376	5		1865	....
" " " (st'g)..... "	5,585,555	5		'83-'90	106
" " " (st'g conv.)... "	2,490,589	5		'89-'90	103
" " " (dollar).....inscribed	500,000	3		189)	....
" " " (").... "	104,000	4½		1888	....
" " " (").... "	767,560	5		'42-'58	....
" " " (").... "	399,408	3		1880	....
" " " (").... "	148,711	5		'89-'90	....
" " " (").... "	133,689	6		pleas.	....
" " " (").... "	3,000,000	6		1870	111
" " " (").... "	35,000	6		1885	....
" " " (").... "	603,333	5		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	....
" " " " (T. & G. R. R.)... "	503,330	5	" "	'88-'90	....
" " " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " " (" "). "	300,000	5	" "	1893	109½
" " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	....
" " " (N. & W. R. R.) "	400,000	6	" "	1870	....
" " " (Com. Stat'se.) "	150,000	6	" "	1870	....
" " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	118
" " " (" ") "	845,000	5	April & Oct.	'65-'74	....
" " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" " " (" ") "	94,000	5	Jan. & July.	1874	....
" " " scrip.....	200,000	6	" "	'64-'66	....
" " "	247,000	6	June & Dec.	'68-'72	....
" " "	55,000	5	" "	'68-'72	....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	....
" " —Bounty Fund Loan.... "	600,000	5	" "	'77-'78	117½
" " —Coast Defence Loan... "	500,000	5	May & Nov	1893	108½
" " —Back Bay Loan..... "	1,000,000	5	" "	1883	103
Michigan—Renewal Loan.....coupon	168,000	5	" "	1880	....
" —Canal Loan.....(sink'g fd) "	216,000	6	Jan. & July.	1878	100
" —War Loan.....(" ") "	100,000	6	" "	1879	....
" —Redemption l'n (" ") "	537,000	7	" "	1896	104
Minnesota—State bonds.....coupon	2,000,000	6	" "	'68-'83	....
" " —(Indian war). "	250,000	8	Jan. & July.	1867	105
" " —(Railroads)... "	100,000	7	" "	1871	....
Mississippi—State bonds (Banks).....coupon	2,275,000	7	" "	1883	....
Missouri—Bank Stock Loan of 1857.....	2,000,000	6		'41-'71	....
" —Capitol Loan of 1857.....	63,000	6½	Jan. & July.	1863	....
" —Renewal Loan of 1853.....	199,000	6	" "	1863	....
" —R. R. Loans: Pacific R. R...coupon	100,000	6	April & Oct	1863	....
" —S. W. Branch... "	200,000	6	Jan. & July.	1863	....
" —H. & St. Joseph "	7,000,000	6	" "	'72-'88	66½
" —N. Missouri... "	4,500,000	6	" "	'87-'89	....
" —Iron Mountain "	3,000,000	6	" "	'73-'87	87
" —C. & Fulton... "	4,350,000	6	" "	'72-'87	....
" —Platte Co..... "	3,501,000	6	" "	'78-'89	....
" —Revenue bonds..... "	650,000	6	" "	'87-'89	....
" —State Defense warrants.....	700,000	6	" "	1889	....
New Hampshire—State bonds.....coupon	431,000	9	June & Dec.	'54-'60	....
" " —Notes..... "	790,000			.....	....
New Jersey—State stock.....registered	585,100	6	Feb. & Aug.	1876	107½
" " —State bonds (war loan).coupon	200,000	6		.....	....
" " (" "). "	96,000	6	Jan. & July.	Var.	....
New York—General Fd: Astor Debt.....	531,520	6	" "	'65-'71	....
" " — " " Deficiency Loans..	200,000	6	" "	1871	....
" " — " " " " ..	561,500	5	Jan. & July.	pleas.	....
" " — " " " " ..	348,107	5	" "	pleas.	....
" " — " " " " ..	900,000	5	" "	1876	....
" " — " " " " ..	442,961	5	May & Nov.	1568	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas.	....
" " — " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " Comptroller's b'nds	700,000	7	" "	1870	113
" " — " " " " ..	28,698	5	.....	d'm'd	....
" " — " " " " ..	11,050	6½	.....	d'm'd.	....
" " — " " " " ..	14,250		.....	d'm'd.	....
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	....
" " — " " Railroad Loans....	287,700	6½	J., A., J., & O	1864	....
" " — " " " "	68,000	5	Feb. & Aug	1876	....
" " — " " " "	28,000	6½	J., A., J., & O.	1865	....
" " — " " " "	320,000	6½	Jan. & July	1865	....
" " —Canal Fund Loans.....	100,000	6	" "	1867	....
" " — " "	6,922,274	5	" "	'63-'74	100½
" " — " "	15,880,025	7	" "	64-'70	115
North Carolina—State bonds.....coupon	1,200,000	6	" "	1864	....
Ohio—State bonds (foreign debt).....coupon	9,129,605	6	Various.	Var.	53
" " " (" ") "	1,108,905	6	Jan. & July.	1860	....
" " " (" ") "	1,015,000	6	" "	1865	95
" " " (" ") "	379,866	6	" "	1868	....
" " " (" ") "	2,183,532	6	" "	1870	103½
" " " (" ") "	1,000,000	6	" "	1875	104
" " " (" ") "	4,095,309	6	" "	1881	108
" " " (" ") "	2,400,000	6	" "	1886	108
" " " (domestic debt).....	275,385	6	" "	1863	103
" " " (war loan).....coupon	299,704	6	" "	1866	....
" " " (" ")..... "	280,969	6	" "	1868	....
" —Irreducible debt (school funds, etc)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip.....	55,372			.....	....
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	....
" " " "	10,780,095	5	Jan. & July.	due.	99
" " " "	3,886,070	5	Feb. & Aug	due.	....
" " " "	3,690,614	5	Mar. & Sept.	due.	103½
" " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates.....	210,283	6	Feb. & Aug.	due.	107
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,890	5	" "	1864	....
" " " "	675,029	5	Feb. & Aug.	1864	....
" " " "	1,045,629	5	June & Dec.	1864	....
" " " "	1,558,673	5	Jan. & July.	1865	....
" " " "	2,277,755	5	" "	1868	....
" " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	103
" " " ..... "	428,000	5	" "	1878	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,937	5	.....	.....	....
" —Relief Notes in circulation...	97,360		.....	.....	....
" —Military Loan bonds..coupon	3,000,000	6	Feb. & Aug.	1871	....
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	104½
South Carolina—State bonds (stg).....coupon	484,444	6	.....	1868	....
" " —Inscribed certificates.....	1,708,017	6	.....	'68-'90	....
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	....
Tennessee—State bonds (banks).....coupon	1,125,000	6	.....	1882	59
" " " (intern. impr.) "	2,063,606	5	.....	Var.	....
" " " (railroads)... "	12,799,000	6	.....	Var.	....
" " " (capitol)..... "	608,000	5	.....	1890	68½
" " " (Hermitage)... "	48,000	6	.....	1890	....
Texas—Had no debt in 1861.....	.....			.....	....
Vermont—Inscribed certificates.....	175,000	6	.....	63-'64	....
" —State bonds (war loan).....coupon	58,000	6	.....	'62-'63	....
" " " (" ")..... "	751,000	6	Jan. & July	1870	104½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	....
" " " (railroad)...	13,264,642	6	Jan. & July.	'85-'93	49
" —State bonds (railroad).....coupon	12.6 4,500	6	" "	'85-'90	....
" " " (sterling)..... "	1,865,000	5	" "	1892	....
West Virginia—No information.....	.....			.....	....
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	....
" " " (wm.)..... "	200,000	6	Jan. & July.	1867	....
" " " (domestic)... "	100,000	6	" "	1877	....
" " " (")... "	1,100,000	6	" "	'78-'88	....

MUNICIPAL SECURITIES LIST.

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Albany, N. Y.:				
5 per cents, municipal	$50,000	M. & N.	1864	
5 " " "	100,000	J. & D.	'70–'74	
6 " " "	225,000	J. & J.	'65–'69	
6 " " water	800,000	F. & A.	'70–'81	
6 " " Alb. N'rth. R. R.	300,000	M. & N.	1879	
6 " " A. & W. S. R. R.	1,000,000	J. & J.	'65–'76	
Alleghany City, Pa.:				
7 per cents, municipal		J. & J.	var.	
6 " " railroad		J. & J.	"	
Augusta, Me.:				
6 per cents, municipal	21,545	var.	'64–'69	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Baltimore, Md.:				
5 per cents, Int. Improv.	4,983,215	Qrtrly.	'38–'70	
6 " " Miscellaneous	400,920			
6 " " Court House	169,754			
6 " " Water	3,500,000			
6 " " New Jail	250,000			
6 " " B. & O. R. R.	5,000,000		1890	
6 " " P. & C. R. R.	1,000,000	J. & J.	1886	
6 " " Park	553,996		1890	
6 " " Float. & D'fens.	225,000		var.	
6 " " Bounty	9,200			
6 " " N. W. Va guar.	1,500,000	J. & J.	1873	
6 " " Y. & C. "	500,000	" "	1877	
6 " " W. Md. R. R. "	200,000	" "	1890	
Bangor, Me.:				
6 per cents, municipal	109,700	var.	'65–'82	
6 " " K. & P. R. R.	740,000	A. & O.	'63–'74	
Bath, Me.:				
6 per cents, municipal	145,242	var.	'64–'73	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Boston, Mass.:				
4½ per cents, municipal	595,206	var.	'78–'84	
5 " " "	1,807,618	"	'63–'70	
5 " " "	2,593,000	"	'71–'80	
5 " " "	364,000	"	'81–'85	
6 " " "	641,000	"	'63–'71	
6 " " water (notes)	400,000	"	'78–'79	
4½ " " " (sterling)	1,949,711	"	'72–'73	
5 " " " (dollar)	758,000	"	'63–'71	
Brooklyn, N. Y.:				
6 per cents, municipal	804,200	J. & J.	'64–'74	
6 " " "	245,000	" "	'75–'85	
6 " " "	404,000	" "	'86–'96	
6 " " "	25,000	M. & N.	'66–'68	
6 " " Williamsburg	429,070	J. & J.	'63–'81	
6 " " water	1,700,000	" "	'68–'81	
6 " " "	749,000	" "	1880	
6 " " "	819,000	" "	1891	
6 " " "	1,432,000	" "	1896	
6 " " "	850,000	" "	1899	
6 " " War Loan	115,000	" "	1865	
Buffalo, N. Y.:				
6 per cents, municipal	216,000	var.	'63–'79	
7 " " "	299,000	"	'65–'82	
Calais, Me.:				
6 per cents, municipal		J. & D.	1876	
Cambridge, Mass.:				
5 per cents, municipal	166,000	var.	'65–'82	
5½ " " " of '50–'51	16,000	"	'65–'71	
5½ " " " of '54–'57	56,000	"	'64–'77	
6 " " " of '56–'62	52,692	"	'64–'69	
6 " " bridge	20,000	F. & A.	1872	
6 " " water	50,000	J. & J.	1881	
Camden, N. J.:				
6 per cents, municipal	38,100	J. & J.	'65–'74	
6 " " "	27,300	" "	'78–'81	
Charlestown, Mass.:				
5 per cents, municipal	50,000	J. & J.	'67–'73	
5½ " " "	52,000	var.	'65–'67	
6 " " "	78,000	"	'68–'77	
6 " " Volunteer Aid	174,000	A. & O.	'77–'83	
6 " " water	202,000	" "	'82–'83	
Chelsea, Mass.:				
5½ per cents, municipal	105,000	A. & O.	'70–'72	
5½ " " "	74 000	" "	'79–'88	
6 " " "	117,000	var.	'68–'77	
Chicago, Ill.:				
10 per cents, municipal (old)	4,000	J. & J.	'63–'68	
7 " " " (")	60,000	" "	'66–'74	
7 " " " (new)	511,000	A. & O.	1881	
8 " " " (old)	160,000	J. & J.	'63–'74	
6 " " " (new)	200,000	" "	'75–'76	
7 " " sewerage	900,000	" "	'79–'87	
6 " " "	100,000	" "	1888	
6 " " water	1,133,000	" "	1893	
Cincinnati, Ohio:				
6 per cents, municipal		A. & O.	1895	
6 " " water				
7 " " railroads				
Cleveland, Ohio:				
7 per cents, municipal		J. & J.	var.	
8 " " Ohio city		" "	"	
7 " " water		" "	1879	
7 " " sewerage		" "	1890	
Detroit, Mich.:				
6 per cents, hydraulics	50,000	A. & O.	1865	
7 " " sewers	38,545	var.	'69–'71	
7 " " redemptions	167,338	"	'70–'79	
7 " " H. of Correct'n	50,000	J. & D.	1879	
8 " " redemptions	20,000	var.	'70–'71	
7 " " water	650,000	J. & J.	'70–'71	
Dubuque, Iowa:				
8 per cents, municipal	$19,547	var.	'63–'72	
7 " " D. & Pac. R. R.	200,000	J. & J.	1876	
7 " " D. & W. R. R.	250,000	" "	1877	
Fall River, Mass.:				
5 per cents, municipal	$165,500	var.	'64–'71	
5 " " " (1862-'3)	56,500	"	1872	
Gardiner, Me.:				
6 per cents, municipal		var.	var.	
6 " " K. & P. R. R.	150,000	M. & N.	1870	
Hannibal, Mo.:				
10 per cents, municipal	40,000	var.	var.	
10 " " Pike Co. R. R.	59,000	Feb.	'63–'79	
10 " " " (N. Y.)	141,000	"	'74–'81	
Hartford, Ct.:				
6 per cents, municipal	123,800	var.	'64–'80	
6 " " park	130,000	F. & A.	1882	
6 " " railroad	500,000	J. & J.	1876	
6 " " water	250,000	J. & D.	1883	
6 " " "	125,000	J. & J.	1883	
Jersey City, N. J.:				
6 per cents, municipal	58,925	var.	'63–'74	
6 " " coupon	63,000	"	'63–'81	
7 " " "	118,000	"	'63–'75	
6 " " water	650,000	J. & J.	1877	
Keokuk, Iowa:				
8 per cts., railroad	600,000			
10 " " " (sp'l tax)	150,000			
Lawrence, Mass.:				
5 per cents, municipal	13,000	var.	'61–'75	
5½ " " "	150,000	"	'63–'82	
6 " " "	151,550	"	'63–'79	
Lowell, Mass.:				
5 per cents, municipal	58,000	annual	'64–'67	
5 " " "	60,000	sem.-an.	'72–'82	
5½ " " "	60,000	" "	'72–'87	
5 5-6 p. " "	42,000	Feb.	'69–'75	
Louisville, Ky.:				
6 per cents, municipal		var.	var.	
7 " " "		"	"	
6 " " water		M. & N.	1887	
7 " " railroads				
Lynn, Mass.:				
5 per cents, municipal	46,000		1882	
5½ " " "	20,000		1874	
5½ " " "	60,000		1879	
5½ " " "	18,800		'64–'69	
6 " " "	76,300		'63–'74	
Manchester, N. H.:				
6 per cents, munic'l (notes)	7,100	sem.-an.	'72–'78	
6 " " (coupon)	99,500	" "	'66–'78	
6 " " (")	67,500	" "	'80–'88	
Marysville, Cal.:				
10 per cents, municipal		J. & J.	var.	
8 " " "		" "	"	
Milwaukee, Wis.:				
10 per cents, municipal	22,000	var.	due.	
7 " " "	77,500	"	"	
4 " " re-adjust'd	812,000	J. & D.	1894	
Nashua, N. H.:				
6 per cents, municipal	103,185	var.	'64–'80	
Newark, N. J.:				
6 per cents, municipal	216,000	sem.-an.	'70–'83	
7 " Volunteer Aid	100,000	" "	1873	
New Bedford, Mass:				
5 per cents, municipal	425,150	A. & O.	'63–'84	
New London, Ct.:				
6 per cents, municipal	150,000	J. & J.	'67–'87	
Newport, Ky.:				
7 per cents, municipal	20,000	F. & A.	1872	
6 " " bridge	37,000	J. & J.	1883	
8 " " "	15,000	" "	1883	
10 " " municipal	19,500	M. & N.	1888	
Newport, R. I.:				
5 per cents, municipal	150,000	A. & O.	'73–'84	
Newburyport, Mass.:				
5 per cents, municipal	205,000	var.	var.	
6 " " "		"	"	
7 " " "		"	"	
New Haven, Ct.:				
6 per cents, municipal	200,000	J. & J.	'70–'81	
New York, N. Y.:				
5 per cents, water	3,000,000	Quarterly, viz. F., M., A., & N.	1870	
5 " " "	2,147,000		1880	
5 " Croton water	900,000		1890	
6 " " "	100,000		1890	
5 " Wat. Stk '49 & '54	284,700		1875	
6 " " '54&'57	1,878,100		1875	
5 " Build'g Stk No. 3	75,000		1870	
5 " " " No. 4	115,000		1873	
5 " Fire Indemnity	402,768	F. & A.	1868	
5 " Central Park	399,300	Quarterly, viz. F., M., A., & N.	1898	
5 " " "	3,066,071		$1887	
6 " " "	275,000		1895	
6 " " Improv.	2,083,200		1887	
6 " " "	1,666,600		1876	
6 " W. Wash. Mark't	600,000		1873	
6 " Croton water	1,800,000		1883	
6 " Floating Debt	2,748,000		1878	
5 " Publ. Bld'g No. 3	200,000		'62–'66	
6 " Docks & Slips	500,000		'67–'76	
5 " Publ. Education	154,000		1873	
6 " Tompkins M'k't	119,000	F. & A.	'62–'69	
7 " Harlem Bridge	60,000	var.	'63–'68	
6 " Co. Court House	1,000,000	M. & N.	'75–'84	
5 " Vol. Sold. Aid No. 7	500,000	" "	1871	
Oswego, N. Y.:				
7 per cents, Iron Bridge	24,500	annual.	'64–'70	
Peoria, Ill.:				
7 per cents, school	33,000		'78–'80	
7 " " railroad	215,000		'73–'74	
6 " " "	75,000		'71–'72	
Philadelphia, Pa.:				
5 per cents, consolidated	$689,967	J. & J.	'64–'73	
5 " " "	69,255	" "	'74–'82	
6 " " "	1,152,247	" "	'64–'73	
6 " " "	2,902,308	" "	'74–'83	
6 " " "	9,606,307	" "	'84–'90	
6 " " "	4,237,856	" "	'91–'99	
5 " " Phila. City	552,700	" "	'64–'74	
6 " " " "	489,600	" "	'75–'79	
6 " " " "	1,743,200	" "	'80–'91	
5 " "Poor" "	217,295		'64–'68	
5 " " Southwark	99,160		'64–'81	
6 " " "	110,606		'64–'77	
6 " " Richmond	34,146		'82–'93	
5 " " Spring Garden	17,000		1866	
6 " " "	726,200		'69–'85	
6 " " Kensington	204,200		'65–'81	
6 " " District of Penn	60,333		'65–'76	
5 " " Moyamensing	6,000		'68–'71	
6 " " Frankford	48,459		'70–'73	
6 " " North Liberties	30,784		'70–'80	
6 " " West Phila	71,312		'72–'73	
6 " " Germantown	1,000		1875	
6 " " Phila. County	360,117		'70–'76	
Pittsburg, Pa.:				
6 per cents, municipal	1,009,700	J. & J.	var.	
4 " " railroad	1,800,000	" "	1913	
Portland, Me:				
6 per cents, municipal	907,496	var.	'63–'83	
6 " " A. & St. L. R. R.	1,500,000	"	'68–'70	
6 " " " "	500,000	A. & O.	1886	
Portsmouth, N. H.:				
5 per cents, municipal	39,700	M. & S.	'64–'72	
5½ " " "	14,800	" "	'64–'69	
5½ " " "	13,000	" "	'64–'71	
5 " " Volunteer Aid	58,000	A. & O.	'67–'82	
Portsmouth, Ohio:				
7 per cents, municipal	30,000	J. & D.	1871	
7 " " railroad	10,000	" "	1866	
Poughkeepsie, N. Y.:				
6 per cents, municipal	47,677	var.	'64–'86	
6 " " water	14,000	"	'69–'78	
6 " " bounty	48,120	A. & O.		
Providence, R. I.:				
6 per cents, municipal	600,000	M. & S.	1885	
6 " " railroad	500,000	J. & J.	1876	
5 " " war	300,000	" "	1893	
Reading, Pa.:				
6 per cents, municipal	62,000	var.	var.	
Racine, Wisc.:				
10 per cents, plank road, etc.	48,000	var.	var	
8 " " harbor	25,000			
7 " " railroad	300,000			
Rochester, N. Y.:				
7 per cents, Alms house	20,000	J. & J.	1864	
7 " " Floating	66,000	A. & O.	'74–'82	
6 " " City Hall	70,000	J. & J.	'64–'73	
7 " " Bridge & Impr	135,000	var.	'63–'82	
6 " " "	60,000	"	'76–'82	
6 " " St'm Fire Eng's	20,000	"	'81–'82	
6 " " R. & Gen. V. RR.	200,000	J. & J.	'64–'76	
Sacramento City, Cal.:				
10 per cents, municipal			'64–'73	
St. Louis, Mo.:				
6 per cents, Pacific R. R.	457,000	var.	'71–'73	
6 " " O. & M. R. R.	429,000	J. & J.	'72–'74	
6 " " Iron M't'n R. R.	285,000	" "	'74–'77	
6 " " municipal	1,464,000	var.	'65–'83	
6 " " real estate	523,000	"	'64–'80	
6 " " sewerage	425,000	"	'70–'88	
6 " " impr. (old lim.)	254,000	"	'71–'87	
6 " " water	454,000	"	'71–'83	
6 " " harbors	239,000	"	'83–'90	
6 " " wharfs	163,000	"	'67–'81	
6 " " district sewers	15,000	"		
San Francisco, Calif.:				
10 per cents, municipal	1,354,300	M. & N.	1871	
10 " " fire	178,500	J. & J.	1868	
10 " " school	95,500	" "	1870	
7 " " "	34,000	" "	1868	
6 " " municipal	524,000	" "	1875	
6 " " city & county	1,734,800	" "	1898	
Springfield, Ill.:				
10 per cents, municipal	51,467		'64–'82	
8 " " "	55,000		'68–'81	
Springfield, Ohio:				
7 p. cts., Spgfd & Mad. R. R.	2,000	M. & N.	1866	
Taunton, Mass.:				
6 per cents, town bonds	75,000	J. & J.	var.	
6 " " town notes	10,000	" "	"	
Troy, N. Y.:				
7 per cents, municipal	140,000		73–'79	
6 " " Schen. & T. R. R.	19,000		'63–'67	
6 " " Troy U'n R. R.	115,000			
5½ " " Schen. & T. R. R.	167,000		'63–'72	
5 " " water	71,000		'62–'80	
Utica, N. Y.:				
6 per cents, municipal		var.	var.	
Watertown, Wisc.:				
8 per cents, M. l'w. & W. R. R.	80,000	J. & J.	1878	
8 " " W. & Mad. R. R.	200,000	" "	1877	
8 " " C., St. P. & F. du L.	200,000	" "	1876	
Wheeling, W. Va.:				
6 per cents, municipal		M. & S	1873	
Worcester, Mass.:				
5 per cents, municipal	194,500	J. & D.	'64–'84	
Zanesville, Ohio:				
6 per cents, municipal		J. & J.	var.	

Railroads of the United States.

A tabular statement showing the length and cost of each work at the end of the financial year closing nearest 1st January 1864.

(Not including City Passenger Railroads.)

1. Maine.

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
1. Androscoggin	68.00	68.00	$1,252,677
2. Atlantic and St. Lawrence (54 m. in N. Hamp. and 16.20 m. in Vt.)	149.00	149.00	7,654,098
3. Bangor, Oldtown and Milford	12.50	12.50	247,412
4. Calais and Baring	6.00	6.00	226,160
5. European and North American (including late Penobscot Railroad)	90.72	.....	380,000
6. Great Falls and South Berwick	6.00	6.00	172,232
7. Kennebec and Portland (main line)	50.00	50.00	
Yarmouth Extension	13.00	13.00	2,871,269
Bath Branch	9.50	9.50	
8. Lewy's Island	16.50	16.50	315,397
9. Machiasport (Franklin)	7.50	7.50	110,000
10. Maine Central (a consolidation of late Androscoggin and Kennebec, and Penobscot and Kennebec R. R's.	109.81	109.81	4,211,878
11. Portland and Oxford Central	28.50	21.50	430,000
12. Portland, Saco and Portsmouth	53.50	53.50	1,580,184
13. Somerset and Kennebec	37.00	37.00	783,763
14. York and Cumberland	52.00	18.50	1,090,317
Total attributed to Maine	709.53	578.31	$21,324,387
Deduct parts of roads in other States	70.20	70.20	3,606,174
	639.33	508.11	$17,718,213
Add parts of roads in other States	1.26	1.26	70,103
Actual total in Maine	640.59	509.37	$17,788,316

2. New Hampshire.

1. Ashuelot	23.76	23.76	$506,000
2. Boston, Concord and Montreal	93.54	93.54	2,850,000
3. Cheshire (10.50 miles in Mass.)	53.64	53.64	3,839,713
4. Cochecho	28.12	28.12	848,400
5. Concord	34.53	34.53	1,500,000
6. Concord and Portsmouth	49.90	49.90	350,000
7. Contoocook River	14.64	14.64	200,000
8. Eastern of New Hampshire	16.55	16.55	525,205
9. Great Falls and Conway	46.50	20.09	433,404
10. Manchester and Lawrence	26.89	26.89	1,065,345
11. Manchester and North Weare	19.43	19.43	200,000
12. Merrimac and Connecticut Rivers	29.30	29.30	698,258
13. Northern	69.20	69.20	
Bristol Branch	13.00	13.00	3,068,400
14. Peterboro and Shirley (included in Fitchburg, Mass	.....	.....	.....
15. Sullivan	24.70	24.70	1,250,000
16. White Mountains	20.78	20.78	200,000
17. Wilton	15.43	15.43	226,979
Total attributed to New Hampshire	581.91	555.50	$17,761,706
Deduct parts of road in Massachusetts	10.50	10.50	758,650
	571.41	545.00	$17,003,056
Add parts of roads attrib'd to other States	116.32	116.32	4,127,215
Actual total in New Hampshire	687.73	661.32	$21,130,271

3. Vermont.

1. Connecticut and Passumpsic Rivers	110.30	110.30	$2,577,712
2. Rutland and Burlington	119.54	119.54	4,204,051
3. Rutland and Wash'n (11.18 m. in N. Y.)	44.73	44.73	1,771,683
4. Rutland and Whitehall	6.88	6.88	
Hydeville Branch	1.51	1.51	255,700
5. Southern Vermont	8.00	8.00	200,000
6. Vermont and Canada	55.50	55.50	1,378,695
7. Vermont Central	117.00	117.00	
Branches	2.00	2.00	8,522,610
8. Vermont Valley	28.69	28.69	1,301,885
9. Western Vermont	59.00	59.00	
Bennington Branch	5.50	5.50	1,083,500
Total attributed to Vermont	553.65	553.65	$21,295,837
Deduct parts of road in New York	11.18	11.18	442,921
	542.47	542.47	$20,852,916
Add parts of roads attributed to other St's.	26.70	26.70	1,311,771
Add parts of Grand Trunk of Canada	17.00	17.00	911,347
Actual total in Vermont	586.17	586.17	$25,076,034

4. Massachusetts.

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
1. Agricultural Branch	28.36	15.03	$352,276
2. Amherst, Belchertown and Palmer	19.50	19.50	85,000
3. Berkshire (Housatonic)	21.14	21.14	$600,000
4. Boston and Lowell (Main Line)	26.76	26.76	
Woburn Branch	1.86	1.86	2,428,593
5. Boston and Maine (37.22 m. in N. H. and 1.26 m. in Maine)	74.26	74.26	
Medford Branch	2.23	2.23	
Methuen Branch	3.61	3.61	4,277,184
Great Falls Branch (in N. Hamp.)	2.95	2.95	
6. Boston and Providence (6 m. in R. I.)	43.50	43.50	
Dedham Branch	2.97	2.97	3,160,000
Seekonk Branch (in R. I.)	1.00	1.00	
7. Boston and Worcester (main line)	44.63	44.63	
Brookline Branch	1.55	1.55	
Newton and Lower Falls Branch	1.25	1.25	
Saxonville Branch	3.87	3.87	4,500,000
Milford Branch	11.97	11.97	
Framingham Branch	2.06	2.06	
Milbury Branch	3.07	3.07	
8. Cape Cod Branch	46.01	46.01	
Wareham Branch	1.04	1.04	1,031,625
9. Connecticut River	50.00	50.00	
Chicopee Branch	2.35	2.35	1,801,944
10. Danvers	9.20	9.20	236,277
11. Dorchester and Milton Branch	3.26	3.26	136,789
12. Eastern (main line)	44.10	44.10	
Marblehead Branch	3.50	3.50	
Gloucester Branch	13.50	13.50	4,227,572
Salisbury Branch	3.41	3.41	
Saugus Branch	10.10	10.10	
13. Easton Branch	3.78	3.78	55,894
14. Essex (main line)	19.86	19.86	
Harbor Branch	1.32	1.32	747,008
15. Fairhaven Branch	15.11	15.11	252,135
16. Fitchburg (main line)	50.93	50.93	
Watertown Branch	7.85	7.85	
Lancaster and Sterling Branch	9.00	9.00	3,540,000
Marlboro Branch	3.90	3.90	
Peterboro and Shirley in Mass.	14.10	14.10	
Peterboro and Shirley in N. H.	9.36	9.36	
17. Fitchburg and Worcester	13.99	13.99	333,885
18. Grand Junction and Depots	9.00	9.00	1,946,942
19. Horn Pond Branch	0.66	0.66	13,075
20. Lexington and West Cambridge	6.64	6.64	251,258
21. Lowell and Lawrence	12.35	12.35	368,158
22. Medway Branch	3.60	3.60	37,909
23. Middleboro' and Taunton	8.54	8.54	152,318
24. Midland Land Damage (including the late Midland and Norfolk County lines—8 m. in Conn.)	74.50	61.50	4,537,835
25. Nashua and Lowell (6.22 m. in N. H.).	14.58	14.58	654,603
26. New Bedford and Taunton	20.13	20.13	
Harbor Branch	1.46	1.46	556,974
27. Newburyport	14.58	14.58	
Danvers and Georgetown Line	12.39	12.39	597,886
28. New York and Boston	33.00	33.00	1,000,000
29. Old Colony and Fall River	37.26	37.26	
Fall River Division	42.24	42.24	3,362,948
Bridgewater Branch	7.76	7.76	
30. Pittsfield and North Adams	18.65	18.65	443,678
31. Providence and Worcester (18 m. in R.I.)	43.41	43.41	1,671,901
32. Rockport	3.60	3.60	90,263
33. Salem and Lowell	16.88	16.88	464,013
34. South Reading and Branch	8.35	8.35	299,468
35. South Shore	11.50	11.50	501,593
36. Stockbridge and Pittsfield	21.93	21.93	448,700
37. Stoneham Branch	1.63	1.63	30,575
38. Stony Brook	13.16	13.16	267,383
39. Stoughton Branch	4.04	4.04	100,385
40. Taunton Branch	11.10	11.10	
Taunton River Branch	0.68	0.68	250,000
41. Troy and Greenfield	42.55	7.00	1,756,870
42. Vermont and Mass. (10½ miles in Vt.)	69.28	69.28	
Greenfield Branch	8.00	8.00	3,268,415
43. Western	117.81	117.81	8,633,278
44. West Stockbridge	2.75	2.75	39,600
45. Worcester and Nashua (6.57 m. in N.H.)	45.69	45.69	1,270,898
Total attributed to Massachusetts	1,371.83	1,309.95	$60,776,608
Deduct parts of roads in other States	107.08	107.08	3,521,237
	1,264.75	1,202.87	$57,255,371
Add parts of roads attrib'd to other St's.	74.67	74.67	2,729,816
Actual total in Massachusetts	1,339.42	1,277.54	$59,985,187

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
5. Rhode Island.			
1. New York, Providence and Boston (5 miles in Ct.)	50.00	50.00	$2,158,000
2. New York and Boston	32.50	.....	325,000
3. Newport and Fall River	17.32	17.32	350,000
4. Providence, Warren and Bristol (3.30 miles in Mass.)	13.60	13.60	448,242
Total attributed to Rhode Island	113.32	80.92	$3,277,642
Deduct parts of roads in other States	8.30	8.30	330,990
	105.12	72.62	$2,946,652
Add parts of roads attrib'd to other States	51.32	51.32	2,422,322
Actual total in Rhode Island	156.44	123.94	$5,368,974
6. Connecticut.			
1. Danbury and Norwalk	23.81	23.81	$410,958
2. Hartford and New Haven (5.87 in Mass.)	61.38	61.38	
Middletown Branch	10.25	10.25	3,452,957
Hartford Branch	0.89	0.89	
3. Hartford, Providence and Fishkill (26.32 miles in R. I.)	197.50	122.36	4,204,865
4. Housatonic	74.00	74.00	2,439,775
5. Naugatuck	57.00	57.00	1,410,889
6. N. Haven, N. London and Stonington..	50.00	50.00	1,454,040
Stonington Extension	11.00	11.00	397,837
7. New Haven and Northampton (25 m. in Mass.)	85.50	85.50	
Collinsville	7.50	7.50	2,305,205
Tariffville Branch	1.00	1.00	
8. New London Northern (9 m. in Mass.)	66.00	66.00	687,15
9. New York and Boston Air Line	80.00	.....	657,701[2]
10. N. Y. and New Haven (14.14 in N. Y.)	6.35	6.35	5,419,524
Branch at New Haven	1.00	1.00	
11. Norwich and Worcester (21 m. in Mass.)	59.40	59.40	2,613,694
Allyn's Point Branch	7.00	7.00	
12. Rockville Branch	4.50	4.50	145,000
Total attributed to Connecticut	859.08	703.94	$25,599,598
Deduct parts of roads in other States	101.33	101.33	3,855,976
	757.75	602.61	$21,743,622
Add parts of roads attributed to other St's.	13.00	13.00	415,000
Actual total in Connecticut	770.75	615.61	$22,158,622
7. New York.			
1. Adirondac	182.00	.....	$283,591
2. Albany and Boston	21.40	21.40	300,000
3. Albany and Susquehanna	140.00	45.00	2,000,500
4. Albany and Vermont	11.55	11.55	300,100
5. Albany and West Stockbridge	38.25	38.25	2,388,350
6. Atlantic and Great Western in N. York.	48.89	48.89	2,335,484
7. Avon, Genesee and Mount Morris	15.53	15.53	212,717
8. Blossburg and Corning	14.83	14.83	498,217
9. Brooklyn Central and Jamaica	14.50	14.50	794,912
10. Buffalo and Allegheny Valley	30.00	.....	21,300
11. Buffalo, Bradford and Pittsburg (11 m. in Pa.)	100.00	12.00	412,768
12. Buffalo, New York and Erie	142.00	142.00	3,188,461
13. Buffalo and State Line	68.34	68.34	2,784,414
14. Cayuga and Susquehanna	34.61	34.61	651,700
15. Chemung	17.36	17.36	400,000
16. Elmira, Jefferson and Canandaigua	46.84	46.84	500,000
17. Erie (42¼ m. in Penna.)	446.00	446.00	
Buffalo Branch	60.00	60.00	39,985,202
Newburg Branch	19.00	19.00	
Union (Ramapo)	0.25	0.25	
18. Erie and New York City	25.00	25.00	155,125
19. Hudson and Boston	17.33	17.33	175,000
20. Hudson River	144.00	144.00	12,113,794
21. Lake Ontario, Auburn and New York.	73.84	.....	74,854
22. Long Island	94.00	94.00	
Hempstead Branch	2.50	2.50	2,928,474
Glen Cove, Roslyn and Mineola Br.	8.50	.....	
Hicksville and Cold Spring	6.25	4.00	45,263
23. New York Central—main line	297.75	297.75	
Troy and Schenectady	21.00	21.00	
Syracuse and Rochester	104.00	104.00	
Batavia and Attica	11.00	11.00	
Rochester and Niagara	74.75	74.75	31,787,898
Tonawanda	12.25	12.25	
Buffalo and Lewiston	28.25	18.25	
Rochester and Charlotte	6.88	6.88	
24. New York and Flushing	8.00	8.00	261,000
25. New York and Harlem	130.75	130.75	10,036,543
Port Morris Branch	2.12	2.12	
26. Niagara Bridge and Canadaigua	98.57	98.57	1,000,000
TonaWanda Branch	1.64	1.64	
27. Niagara Falls and Lake Ontario	13.15	13.15	393,729
28. Northern (Ogdensburg)	118.00	118.00	4,819,979
Branches	3.75	3.75	
29. Oswego and Rome	.....	.....	.....
30. Oswego and Syracuse	35.91	35.91	815,161
31. Plattsburg and Montreal	23.17	23.17	349,775
32. Port Morris and Westchester	11.00	.....	1,200
33. Rensselaer and Saratoga	25.22	25.22	920,028
34. Rochester and Genesee Valley	49.75	18.45	656,026
35. Rome, Watertown and Ogdensburg	189.63	189.63	
Potsdam Branch	24.28	24.28	3,461,683
Cape Vincent Branch	24.24	24.24	
36. Sacketts' Harbor, Rome and New York.	18.50	18.50	76,562
37. Saratoga and Schenectady	21.50	21.50	480,684
38. Saratoga and Whitehall	40.86	40.86	
Rutland Branch	6.66	6.66	902,208
39. Schenectady and Catskill	40.00	.....	.....
40. Staten Island	13.20	13.20	303,602
41. Syracuse, Binghamton and New York.	80.94	80.94	2,866,104
42. Troy and Bennington	5.38	5.38	253,979
43. Troy and Boston	34.91	34.91	1,710,014
44. Troy and Greenbush	6.60	6.60	294,908
45. Troy and Rutland	18.50	18.50	462,500
46. Troy Union and Depot	2.14	2.14	752,601
47. Utica and Black River	86.25	34.94	
Trenton Falls Branch	2.59	2.59	862,089
48. Warwick Valley	10.33	10.33	168,938
Total attributed to New York	3,525.69	2,912.39	$136,186,337
Deduct parts of roads in other States	53.25	53.25	3,468,750
	3,472.44	2,859.14	$132,717,587
Add parts of roads attrib'd to other St's.	33.32	33.32	1,692,921
Actual total in New York	2,505.76	2,892.46	$134,410,508
8. New Jersey.			
1. Belvidere Delaware	64.21	64.21	$3,170,126
2. Burlington and Mount Holly	7.12	7.12	120,000
3. Camden and Amboy	71 90	63.90	
Trenton Branch	6.19	6.19	6,070,283
New Brunswick Line	26.11	26.11	
4. Camden and Atlantic	60.23	60.23	1,837,386
5. Central of New Jersey	75.80	63.80	
Extra Track (Warren R. R.)	48.00	48.00	6,169,906
6. Flemington	12.00	12.00	291,944
7. Freehold and Jamesburg	17.00	11.50	231,173
8. Hackensack and New York	4.88	4.88	136,308
Lodi Branch (private)	0.78	0.78	20,000
9. Jersey City and Bergen Point	10.00	10.00	200,000
10. Long Dock and Tunnel	2.88	2.88	2,480,000
11. Millstone and New Brunswick	6.62	6.62	110,947
12. Millville and Cape May	39.00	39.00	400,000
13. Millville and Glassboro'	22.30	22.30	191,629
14. Morris and Essex	84.50	52.52	1,627,362
15. Newark and Bloomfield	14.00	6.00	112,027
16. Newark and Hoboken	6.00	6.00	407,192
17. New Jersey	33.80	33.80	5,379,304
18. Northern New Jersey	21.27	21.27	422,297
19. Orange and Newark	5.00	5.00	120,000
20. Paterson and Hudson	14.50	14.50	630,000
21. Paterson and Ramapo	15.12	15.12	350,000
22. Raritan and Delaware Bay	143.00	63.00	
Long Branch Extension	4.00	4.00	2,450,417
23. South Branch	16.00	16.00	280,385
24. Sussex	12.00	12.00	425,068
25. Warren	21.04	21.04	1,907,750
26. West Jersey	86.00	42.00	821,984
Actual total in New Jersey	951.25	761.77	$36,363,438
9. Pennsylvania.			
1. Allegheny Valley	176.41	45.00	$1,765,300
2. Atlantic and Great Western	88.00	88.00	
Franklin Branch	20.00	20.00	6,187,500
Oil Creek Branch	54.00	42.00	
3. Bald Eagle Valley	53.00	27.00	810,000
4. Barclay Coal	16.50	16.50	400,000
5. Beaver Meadow	24.50	24.50	
Branches	23.50	23.50	1,360,021
6. Bedford	19.75	13.27	383,000
7. Bellefonte and Snow-Shoe	20.50	18.50	630,958

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
8. Broad Mountain and Mahonoy	14.60	14.60	448,888
9. Carbondale and Scranton	....	....	.....
10. Catasauqua and Fogelsville	22.00	14.50	224,000
11. Catawissa	65.00	65.00	3,634,000
12. Chartiers Valley	22.50	.....	341,639
13. Chester Valley	21.50	21.50	1,371,909
14. Chestnut Hill	4.20	4.20	129,650
15. Columbia and Reading	39.00	39.00	819,000
Lancaster Branch	6.00	.....	
16. Cumberland Valley	56.00	52.00	1,128,687
17. Delaware, Lackawanna and Western	110.70	110.70	9,249,385
Keyser Valley Branch	2.80	2.80	
18. Delaware and Hudson	26.50	26.50	1,907,655
Branches	4.00	4.00	
Mine Railroads	32.00	32.00	
19. East Brandywine and Waynesburg	17.50	17.50	245,994
20. East Pennsylvania	35.80	35.80	978,861
Temple Junction	1.12	1.12	
21. Ebensburg and Cresson	8.00	8.00	200,000
22. Elmira and Williamsport	78.00	78.00	2,088,607
23. Erie and Northeast	18.50	18.50	700,000
24. Erie and Pittsburg	85.50	85.50	1,800,000
25. Fayette County	12.69	12.69	130,000
26. Franklin (6.50 m. in Md.)	22.50	22.50	525,000
27. Gettysburg	17.12	17.12	274,481
28. Hanover	12.20	12.20	227,052
29. Harrisburg and Lancaster	36.00	36.00	1,882,560
Columbia Branch	18.00	18.00	
30. Hazleton and Lehigh	15.00	15.00	400,000
31. Hempfield (8 m. in W. Va.)	76.30	32.00	1,657,800
32. Huntingdon and Broad Top	31.25	31.25	1,423,481
Branches	19.20	19.20	
33. Jamestown and Franklin	.....	.....	.....
34. Junction (Phila.)	5.63	5.63	500,000
35. Lackawanna (Grassy Island)	9.10	9.10	180,000
36. Lackawanna and Bloomsburg	80.00	80.00	2,629,513
37. Lehigh and Luzerne	20.00	9.50	311,496
Eckley Branch	1.50	1.50	
38. Lehigh and Susquehanna	19.71	19.71	1,380,000
39. Lehigh Valley	46.00	46.00	3,927,385
40. Little Sawmill Run	3.00	3.00	83,044
41. Little Schuylkill	28.30	28.30	1,371,868
Branches	5.50	5.50	
42. Littlestown	7.25	7.25	76,000
43. Locust Gap	0.90	0.90	15,000
44. Lorberry Creek	5.13	5.13	82,050
45. Lykens Valley	15.50	15.50	415,042
Branches	4.20	4.20	
46. McCauley's Mountain	6.00	6.00	200,000
47. Manch Chunk and Summit Hill	6.25	6.25	1,453,789
Branches	22.00	22.00	
48. Mill Creek and Mine Hill	4.09	4.09	323,275
Extension Branch	12.70	12.70	
49. McKean and Elk	26.20	.....	262,000
50. Mine Hill and Schuylkill Haven	24.50	24.50	3,252,265
Extension and Branches	105.50	105.50	
51. Mount Carbon	1.26	1.26	203,259
Branches	6.50	6.50	
52. Mount Carbon and Port Carbon	2.50	2.50	282,350
Branches	6.33	6.33	
53. Nesquehoning Valley	13.10	.....	20,748
54. Newcastle and Beaver Valley	13.20	13.20	264,000
55. North Lebanon	7.52	7.52	306,706
Branches	0.68	0.68	
56. North Pennsylvania	55.26	55.26	5,892,662
Doylestown Branch	10.08	10.08	
Shimersville Branch	1.81	1.81	
57. Pennsylvania	249.99	249.99	22,888,651
Hollidaysburg Branch	9.08	9.08	
Indiana Branch	18.99	18.99	
Philadelphia Division	81.14	81.14	
58. Pennsylvania Coal	47.00	47.00	2,000,000
Extension etc.	7.00	7.00	
59. Philadelphia and Baltimore Central	79.00	31.00	930,000
60. Phila. Germantown and Norristown	17.06	17.06	1,767,809
Germantown Branches	3.14	3.14	
Other Branches	4.00	4.00	
61. Philadelphia (Sunbury) and Erie	288.70	263.70	15,000,000
62. Philadelphia and Reading	95.00	95.00	25,528,164
Lebanon Valley Line	54.00	54.00	
Richmond Branch	5.50	5.50	
63. Philadelphia and Trenton	28.20	28.20	603,882
64. Philadelphia, Wilmington and Baltimore (56 m. in Md. and 23 m. in Del.)	96.00	96.00	7,724,349
Port Deposit Branch	6.00	.....	
65. Pittsburg and Connellsville	149.00	59.50	2,145,383
66. Pittsburg, Fort Wayne and Chicago (249 miles in Ohio; 115 miles in Ind. and 13 miles in Ill.)	468.30	468.30	17,736,353
67. Pittsburg and Steubenville (8 miles in W. Va.)	42.00	31.00	1,947,462
68. Plymouth	.....	.....	.....
69. Quakake	14.09	14.09	700,000
70. Quakake and Mahonoy	24.00	.....	.....
71. Schuylkill and Susquehanna	54.00	54.00	1,197,774
Branches	1.00	1.00	
72. Schuylkill Valley	9.23	9.23	576,050
Branches	15.22	15.22	
73. Shamokin Valley and Pottsville	28.08	28.08	1,291,597
Lancaster Colliery Branch	1.12	1.12	
74. Strasburg	4.25	4.25	100,000
75. Swatara	6.00	6.00	41,780
76. Tangascootuc	.....	.....	.....
77. Tioga	29.61	29.61	797,913
78. Towanda	.....	.....	.....
79. Trevorton	14.50	14.50	792,000
80. Union Coal Co's. R. R.	3.50	3.50	100,000
Branches	2.25	2.25	
81. Tyrone and Clearfield	36.00	22.00	500,000
82. Westchester	9.00	9.00	178,000
Branch	1.25	1.25	
83. Westchester and Philadelphia	26.38	26.38	1,387,074
84. Wrightsville, York and Gettysburg	13.00	13.00	393,230
Sundry Coal Railroads not otherwise accounted for—say	350.00	350.00	5,000,000
Total attributed to Pennsylvania	4,412.67	3,887.16	$178,034,899
Deduct parts of roads in other States	542.60	526.50	23,108,792
	3,870.07	3,360.66	$154,926,107
Add parts of roads attrib'd to other States	200.70	184.70	10,891,729
Actual total in Pennsylvania	4,070.77	3,545.36	$165,817,836

10. Delaware.

1. Delaware	84.30	84.30	$1,552,257
2. Delaware and Maryland	13.50	.....	.....
3. Junction and Breakwater	40.60	8.60	71,107
4. Newcastle and Frenchtown	16.19	6.00	744,425
5. Newcastle and Wilmington	5.00	5.00	150,000
Total attributed to Delaware	159.59	103.60	$2,517,789
Add parts of road attributed to other St's.	23.00	23.00	1,827,972
Actual total in Delaware	182.59	126.60	$4,345,761

11. Maryland.

1. Annapolis and Elkridge	20.50	20.50	$442,500
2. Baltimore and Ohio (241 m. in W. Va.)	379.60	379.60	24,318,773
Branches	7.20	7.20	
Washington Line	30.00	30.00	1,650,000
3. Baltimore and Potomac	80.00	.....	.....
4. Cumberland Coal and Iron	10.40	10.40	560,000
Branches	3.60	3.60	
5. Cumberland and Pennsylvania	25.00	25.00	1,254,992
Branches	2.50	2.50	
6. Eastern Shore	31.60	6.50	76,606
7. George's Creek	21.00	21.00	660,000
8. Maryland and Delaware	40.00	.....	.....
9. Metropolitan	41.00	.....	.....
10. Northern Central (102 miles in Pa.)	142.00	142.00	8,409,577
11. Western Maryland	80.00	40.00	816,000
Sundry Coal Roads not otherwise accounted for—say:	60.00	60.00	1,250,000
Total attributed to Maryland	974.40	748.30	$43,438,448
Deduct parts of roads in other States	343.00	343.00	21,428,787
	631.40	405.30	$21,009,661
Add parts of roads attributed to other St's.	78.50	62.50	4,570,712
Actual total in Maryland	709.90	467.80	$25,580,373

12. West Virginia.

1. Northwestern Virginia	103.50	103.50	$5,683,753
Add parts of road attrib'd to other St's viz:			
Baltimore and Ohio	241.00	241.00	15,425,788
Hempfield	9.00	9.00	437,918
Pittsburg and Steubenville	8.00	8.00	479,273
Actual total in West Virginia	361.50	361.50	$16,342,979

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
13. KENTUCKY.			
1. Bardstown Branch	16.50	16.50	$330,000
2. Breckenridge (Coal)	8.50	8.50	312,000
3. Covington and Lexington	80.00	80.00	4,019,993
4. Henderson and Nashville	96.00	.....	1,000,000
5. Lexington and Big Sandy	133.00	21.00	694,024
6. Lexington and Southern Kentucky	35.00	18.00	765,500
7. Lexington and Frankfort	29.00	29.00	659,088
8. Louisville and Frankfort	65.10	65.10	1,522,964
9. Louisville and Nashville (45 m. in Tenn.)	185.00	185.00	
Memphis Branch	31.70	31.70	9,287,936
Lebanon Branch	37.60	37.60	
10. Maysville and Lexington	89.00	18.80	601,298
11. Mobile and Ohio in Kentucky	58.50	20.50	1,462,400
12. New Orleans and Ohio (Paducah B'ch)	56.00	56.00	1,023,713
13. Portland and Louisville (Horse)	5.00	5.00	100,000
Total attributed to Kentucky	925.90	587.70	$23,778,916
Deduct parts of roads in Tennessee	45.00	45.00	1,730,295
	880.90	542.70	$22,048,621
Add parts of roads attrib'd to Tennessee	7.50	7.50	161,279
Actual total in Kentucky	888.40	550.20	$22,209,900
14. MICHIGAN.			
1. Amboy, Lansing and Traverse Bay	192.00	30.00	$1,250,000
2. Bay de Noquet and Marquette	77.00	20.50	643,904
3. Chicago, Detroit & Canada G. Junc.	59.00	59.00	1,800,000
4. Detroit and Milwaukee	188.90	188.90	6,948,898
5. Detroit, Monroe and Toledo	51.00	51.00	1,285,182
6. Flint and Fentonville	17.00	....	.....
7. Flint and Holly	....	....	.....
8. Flint and Pere Marquette	173.00	35.00	1,250,000
9. Grand Rapids and Indiana	183.00	....	406,956
10. Marquette and Ontonagon	70.00	....	700,000
11. Michigan Central (52 m. in Ind. & 13 miles in Ill.)	284.80	284.80	13,805,576
12. Michigan Southern and Northern Indiann (101 m. in Ind. and 12 m. in Ill.)	246.00	246.00	
Erie & Kalamazoo (12 m. (in Ohio)	30.00	30.00	
Goshen Air Line (63.60 m. (in Ohio)	123.60	123.60	
Det., Monroe & Tol. Junc. in Ohio)	7.00	7.00	
Jackson Branch	42.00	42.00	15,257,882
St. Joseph Valley Line	8.00	8.00	
Constantine Branch	4.00	4.00	
Goshen Branch (in Ind.)	10.00	10.00	
Michigan City Branch (in Ind.)	14.00	14.00	
13. Port Huron and Milwaukee	89.80	....	1,000,000
Total attributed to Michigan	1,870.10	1,153.80	$44,148,398
Deduct parts of roads in other States	344.60	344.60	12,829,442
Actual total in Michigan	1,425.50	809.20	$31,318,956
15. OHIO.			
1. Ashtabula and New Lisbon	84.62	....	$846,200
2. Atlantic and Great Western	242.00	242.00	12,375,000
3. Bellefontaine and Indiana	118.23	118.23	3,030,584
4. Carrollton Branch	11.50	11.50	225,000
5. Central Ohio	137.00	137.00	6,513,258
6. Cincinnati, Hamilton and Dayton	60.30	60.30	3,429,379
7. Cincinnati and Indiana	20.00	20.00	400,000
8. Cin. & Indianap. Junc. (22.33 m. in Ind.)	99.10	42.00	1,050,000
9. Cincinnati, Wilmington & Zanesville	162.80	132.80	6,250,841
10. Cleveland, Columbus and Cincinnati	135.41	135.41	
Delaware Curve	5.79	5.79	4,953,893
Springfield and Mt. Vernon Line	49.80	49.80	
11. Cleveland & Mahoning (Atl. & Gt. W't'n)	85.00	68.50	2,851,951
12. Cleveland, Painesville and Ashtabula (25.50 m. in Pa.)	95.40	95.40	4,042,467
Branch at Erie City (Pa.)	1.20	1.20	
13. Cleveland and Pittsburg	101.00	101.00	
Tuscarawas Extension	32.00	32.00	
Hanover Branch	1.50	1.50	7,771,062
Beaver Extension (14.95 m. in Pa.)	22.00	22.00	
Wheeling Extension	47.00	47.00	
14. Cleveland and Toledo	112.50	112.50	7,231,218
Northern Division	61.50	51.50	
15. Cleveland, Zanesville and Cincinnati	114.10	61.39	1,574,693
16. Clinton Line	55.30	....	1,000,000
17. Clinton Line Extension	94.30	....	1,986,000
18. Columbus and Indianapolis	103.00	103.00	2,555,000
Covington and Richmond Branch	20.00	20.00	500,000
19. Columbus and Xenia	54.56	54.56	1,659,951
20. Dayton and Cincinnati (Tunnel)	53.20	....	2,000,000
21. Dayton and Michigan	144.00	144.00	5,526,265
22. Dayton and Western	38.30	38.30	1,104,085
23. Dayton, Xenia and Belpre	63.60	16.20	860,496
24. Eaton and Hamilton	45.10	45.10	1,217,868
25. Four Mile Valley	34.00	....	340,000
26. Fremont, Lima and Union	118.00	40.00	1,500,000
27. Greenville and Miami	32.00	32.00	888,000
28. Iron	56.00	13.00	250,641
29. Little Miami	83.40	83.40	4,037,137
30. Marietta and Cincinnati	182.80	182.80	
Hillsboro' Branch	21.60	21.60	10,722,322
Dayton and Eastern Branch	42.00	....	
31. Ohio & Mississippi (172 m. in Ind.)	192.30	192.30	17,594,546
32. Ohio Valley (Cin. & Portsmouth)	120.00	....	200,000
33. Pittsburg, Columbus and Cincinnati	117.80	117.80	
Cadiz Branch	8.00	8.00	4,772,951
34. Pittsburg, Maysville and Cincinnati	225.00	....	1,125,000
35. Sandusky, Dayton and Cincinnati	154.00	154.00	
Findlay Branch	16.00	16.00	4,593,798
36. Sandusky, Mansfield and Newark	116.00	116.00	
Huron Branch	10.00	10.00	2,399,419
37. Scioto and Hocking Valley	130.00	55.60	1,103,975
38. Springfield and Columbus	19.50	19.50	346,500
39. Tiffin and Fort Wayne	102.70	....	102,700
40. Toledo and Wabash	242.40	242.40	8,547,168
Total attributed to Ohio	4,594.01	3,384.38	$139,479,361
Deduct parts of roads in other States	407.82	391.55	23,018,791
	4,186.19	2,992.83	$116,460,570
Add parts of roads attributed to other St's	363.91	363.91	13,993,718
Actual total in Ohio	4,550.10	3,356.74	$130,454,283
16. INDIANA.			
1. Chicago and Great Eastern	110.00	61.00	$1,250,000
2. Cincinnati and Chicago	108.00	108.00	2,080,433
3. Cincinnati, Peru and Chicago	102.00	29.00	1,000,000
4. Evansville and Crawfordsville	109.00	109.00	
Rockville Extension	23.00	23.00	3,000,000
5. Evansville, Indianapolis & Cleveland	155.00	....	500,000
6. Indiana Central	72.40	72.40	1,941,120
7. Indiana and Illinois Central	70.00	....	700,000
8. Indianapolis and Cincinnati	89.80	89.80	
Cincinnati Exten'n (17½ m. in Ohio)	20.00	20.00	3,457,995
9. Indianapolis and Madison	86.00	86.00	
Martinsville Branch	26.00	26.00	1,438,812
Shelbyville Branch	23.00	23.00	
10. Indianapolis, Pittsburg and Cleveland	82.87	82.87	1,879,880
11. Jeffersonville	78.00	78.00	
New Albany Extension	4.50	4.50	1,650,000
12. Joliet and N. Indiana (30 m. in Ill.)	45.00	45.00	1,300,000
13. Knightstown and Shelbyville	27.00	27.00	400,000
14. Lafayette and Indianapolis	64.00	64.00	1,856,287
15. Lake Erie and Pacific	60.00	....	.....
16. Louisville, New Albany and Chicago	288.00	288.00	6,000,000
17. Peru and Indianapolis	74.00	74.00	2,000,000
18. Rushville and Shelbyville	20.00	20.00	320,000
19. Shelbyville Lateral	16.00	16.00	160,000
20. Terre Haute and Richmond	73.00	73.00	1,611,450
21. Toledo, Logansport and Burlington	49.00	49.00	1,200,000
22. Union Track and Depot	3.50	3.50	275,000
Total attributed to Indiana	1,878.07	1,472.07	$35,015,977
Deduct parts of roads in other States	47.50	47.50	1,021,667
	1,830.57	1,424.57	$33,994,310
Add parts of roads attrib'd to other St's.	749.00	749.00	37,719,218
Actual total in Indiana	2,579.57	2,173.57	$71,713,528
17. ILLINOIS.			
1. Chicago and Alton	220.00	220.00	$8,117,529
Chicago Extension	20.00	20.00	1,000,000
2. Chicago, Burlington and Quincy	138.00	138.00	7,994,813
Lewiston Branch	30.00	30.00	500,000
3. Chicago & Milwaukee (40 m. in Wisc.)	85.00	85.00	3,000,000
4. Chicago & N. Western (177 m. in Wisc.)	243.00	243.00	12,836,872
5. Chicago & Rock Island	181.80	181.80	7,069,728
6. Fox River Valley	32.20	32.20	580,000
7. Galena and Chicago Union	121.00	121.00	
Fulton and Iowa Line	105.50	105.50	
Fulton Extension	1.75	1.75	9,420,622
Beloit Branch	21.00	21.00	
Elgin Branch	1.50	1.50	
St. Charles Air Line	10.50	10.50	

Corporate Titles of Companies.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
8. Great Western	175.00	175.00	4,039,561
Meredosia Branch	7.00	7.00	
9. Illinois Central	308.75	308.75	27,675,671
Chicago Branch	252.20	252.20	
Galena Branch	146.50	146.50	
10. Illinois Coal	4.00	4.00	100,000
11. Illinois and Indiana Central	74.50	....	745,000
12. Iowa and Southern Illinois	26.00	26.00	400,000
13. Jacksonville, Peoria and Chicago	81.50	81.50	1,630,000
14. Joliet and Chicago	35.80	35.80	1,000,000
15. Logansport, Peoria and Burlington	123.00	123.00	4,200,000
16. Mound City	3.00	3.00	60,000
17. Northern Illinois	38.50	38.50	1,200,000
18. Ohio and Mississippi	148.00	148.00	4,870,586
19. Peoria and Bureau Valley	46.60	46.60	2,106,000
20. Peoria and Hannibal	129.00	....	1,290,000
21. Peoria and Oquawka	94.00	94.00	5,400,000
22. Quincy and Chicago	100.00	100.00	1,978,555
23. Quincy and Toledo	34.00	34.00	1,000,000
24. Rock Island Bridge	1.00	1.00	250,000
25. Rock Island and Peoria	71.00	11.00	220,000
26. St. Louis, Alton and Rock Island	120.00	....	1,200,000
27. St. Louis, Alton and Terre Haute	168.50	168.50	10,400,000
St. Louis Branch	25.00	25.00	
Belleville Branch	14.80	14.80	
28. St. Louis, Jacksonville and Chicago	185.00	20.00	1,000,000
29. Sterling and Rock Island	52.00	52.00	1,040,000
30. Syracuse and Cortland	5.00	5.00	75,000
31. Warsaw and Peoria	83.30	13.00	500,000
Total attributed to Illinois	3,764.20	3,145.40	$122,639,947
Deduct parts of road in other States	217.00	217.00	9,341,797
	3,547.20	2,928.40	$113,294,150
Add parts of roads attrib'd to other St's	151.75	151.70	5,011,422
Actual total in Illinois	3,698.90	3,080.10	$118,308,572
18. Wisconsin.			
1. Beloit and Madison	47.00	47.00	$1,000,000
2. Fox Lake	2.08	2.08	15,000
3. Kenosha, Rockford and Rock Island (45.7 miles in Ill.)	74.00	74.00	2,500,000
4. La Crosse and Milwaukee, E. Division.	95.00	95.00	3,000,000
5. La Crosse, Viroqua and Mineral Point.	90.00	.....	.....
6. Manitowoc and Mississippi	220.00	7.50	500,000
7. Milwaukee and Beloit	43.00	.....	435,000
8. Milwaukee and Prairie du Chien	191.90	191.90	7,500,000
Janesville Branch	8.70	8.70	
Southern Line	33.80	33.80	
9. Milwaukee and St. Paul	105.00	105.00	8,144,138
Columbus to Portage	28.00	.....	
Milwaukee and Western	71.00	71.00	
Milwaukee and Horicon	42.00	42.00	
Ripon and Wolf River	16.00	16.00	
10. Mineral Point	32.00	32.00	1,000,000
11. Racine and Mississippi (35 m. in Ill.)	104.00	104.00	3,802,016
12. St. Croix and Lake Superior	242.00	.....	.....
13. Sheboygan and Fond du Lac	63.00	20.00	457,292
14. Sugar River Valley	35.50	.....	.....
Total attributed to Wisconsin	1,543.98	849.98	$28,353,436
Deduct parts of roads in other States	80.70	80.70	3,250,000
	1,463.28	769.28	$25,103,436
Add parts of road attrib'd to other States	217.00	217.00	9,341,797
Actual total in Wisconsin	1,680.28	986.28	$34,445,233
19. Minnesota.			
1. Minneapolis, Faribault & Cedar Valley	112.00	.....	$1,000,000
2. Minnesota Southern	180.00	10.00	500,000
3. Root River Valley	79.00	.....	200,000
4. St. Paul and Duluth	171.00	.....	.....
5. St. Paul and Pacific	222.00	30.00	2,000,000
Pembina Branch	400.00	.....	
6. St. Paul and Winona	.....	.....	.....
7. Winona and St. Peter	268.00	30.00	1,500,000
8. Winona and La Crosse	28.00	.....	.....
Actual total in Minnesota	1,460.00	70.00	$5,200,000
20. Iowa.			
1. Burlington and Missouri	276.50	75.50	$1,514,257
2. Cedar Rapids and Missouri	240.00	69.00	2,100,000
3. Chicogo, Iowa and Nebraska	82.00	82.00	2,800,000
4. Dubuque and Sioux City	320.00	101.00	3,151,795
5. Dubuque, Marion and Western	90.00	54.00	1,250,000
6. Iowa Central Air Line	438.00	.....	438,000
7. Keokuk, Ft. Des Moines & Minnesota	139.00	92.00	4,000,000
8. Keokuk, Mt. Pleasant and Muscatine	68.50	25.20	1,200,000
9. Mahaska County	12.00	12.00	250,000
10. McGregor Western	165.00	40.00	1,000,000
11. Mississippi and Missouri	312.00	169.00	8,000,000
Muscatine and Oskaloosa Line	113.00	52.60	
Actual total in Iowa	2,256.80	872.30	$25,704,052
21. Missouri.			
1. Cairo and Fulton	76.79	37.00	$1,213,497
2. Chariton and Randolph	40.00	40.00	400,000
3. Cameron and Kansas City	36.00	36.00	360,000
4. Hannibal and St. Joseph	206.80	206.80	12,392,003
5. Missouri River Valley	.....	.....	.....
6. North Missouri	286.75	168.80	6,903,762
7. Pacific of Missouri	282.00	196.00	11,825,287
South Western Branch	283.00	77.50	4,892,669
8. Platte County	150.40	52.00	2,000,000
9. Quincy and Palmyra	10.50	10.50	250,000
10. St. Louis and Iron Mountain	86.50	86.50	5,675,661
Potosi Branch	3.65	3.65	
Actual total in Missouri	1,412.89	914.75	$45,912,879
22. Kansas.			
1. Union Pacific—Eastern Division	360.00	40.00	$1,000,000
23. California.			
1. California (Pacific) Central	43.80	43.80	$2,000,000
2. California Northern	186.00	.....	.....
3. Placerville and Sacramento City	28.68	.....	.....
4. Sacramento Valley	22.50	22.50	1,750,000
5. San Francisco and Sacramento City	58.00	.....	580,000
6. San Francisco and San Jose	50.00	50.00	1,250,000
7. Western Pacific	120.00	.....	.....
8. Las Mariposas (Fremont's)	3.75	3.75	200,000
Actual total in California	512.73	120.05	$5,780,000
24. Oregon.			
1. Cascade Transit	6.00	6.00	$200,000
2. Dallas and Deschuttes	13.50	13.50	500,000
Actual total in Oregon	19.50	19.50	$700,000
25. Virginia.			
1. Alexandria, Loudoun and Hampshire	160.00	41.51	$1,533,038
2. Alexandria and Washington	6.00	6.00	120,000
3. Blue Ridge (State road)	16.81	16.81	1,604,761
4. Clover Hill (coal)	18.50	18.50	185,000
5. Covington and Ohio	224.00	.....	1,905,644
6. Fredericksburg and Gordonsville	45.00	.....	221,572
7. Manassas Gap	139.30	77.77	3,153,228
Port Royal Branch	1.00	1.00	
Gainesville Branch	7.36	7.96	
Harper's Ferry Branch	44.12	....	
8. Norfolk and Petersburg	80.00	80.00	2,129,029
9. Orange and Alexandria	88.30	88.30	6,421,798
Warrenton Branch	8.90	8.90	
Lynchburg Extension	59.50	59.50	
10. Petersburg (8.22 miles in N. Carolina)	62.00	62.00	1,259,854
Gaston Branch (8.97 m. in N. C.)	18.00	18.00	
11. Richmond and Danville	140.50	140.50	3,726,037
Midlothian Branch	1.14	1.14	
Manchester Branch	1.55	1.55	
12. Richmond, Frederick and Potomac	75.00	75.00	1,985,579
Springfield Branch	3.50	3.50	
13. Richmond and Petersburg	22.14	22.14	1,222,523
Port Walthall Branch	2.75	2.75	
14. Richmond and York River	38.30	23.66	725,394
15. Roanoke Valley (13.88 m. in N. Car.)	22.00	22.00	476,612
16. Seaboard & Roanoke (16.77 m. in N.C.)	80.00	80.00	1,469,246
17. South Side (Petersburg & Lynchburg)	123.00	123.00	4,239,537
City Point Branch	9.00	9.00	
18. Virginia Central	189.19	189.19	5,493,950
19. Virginia and Kentucky	130 00	....	105,601
20. Virginia and Tennessee	204.24	204.24	7,430,835
Salt Works Branch	9.42	9.42	
Other Branches	1.20	1.20	
21. Winchester and Potomac	32.00	32.00	575,830
Total attributed to Virginia	2,064.32	1,426.54	$45,985,068
Deduct parts of roads in other States	47.84	47.84	883,219
Actual total in Virginia	2,016.48	1,378.70	$45,101,849

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
26. North Carolina.			
1. Atlantic and North Carolina	94.92	94.92	$2,157,503
2. North Carolina	223.00	223.00	4,235,072
3. Raleigh and Gaston	97.00	97.00	1,240,241
4. Western (coal)	41.50	41.50	830,000
5. Western North Carolina	278.12	81.00	2,000,000
Newton Branch	3.00	3.00	
6. Wilmington, Charlotte & Rutherford'n.	262.00	112.00	2,500,000
7. Wilmington and Manchester (99 miles in S. Carolina)	161.50	161.50	2,869,223
8. Wilmington and Weldon	161.50	161.50	3,076,588
Tarboro' Branch	15.00	15.00	120,000
9. Piedmont (Greensboro' to Danville)	....	....	.....
Total attributed to North Carolina	1,382.54	990.42	$19,028,627
Deduct parts of road in other States	99.00	99.00	1,758,834
	1,283.54	891.42	$17,269,793
Add parts of road attributed to other St's	86.88	53.88	971,502
Actual total in North Carolina	1,320.42	945.30	$18,241,295
27. South Carolina.			
1. Blue Ridge	53.50	31.50	$2,989,165
Branch	1.50	1.50	
2. Charleston & Savannah (15 m. in Ga.)	103.32	103.32	2,319,784
3. Charlotte and South Carolina (6.04 m. in North Carolina)	109.60	109.60	1,719,045
4. Cheraw and Darlington	40.30	40.30	612,000
5. Cheraw and Coal Fields (33 m. in N.C.)	57.00	....	.....
6. Greenville and Columbia	143.25	143.25	2,762,930
Abbeville Branch	11.50	11.50	
Anderson Branch	9.50	9.50	
7. King's Mountain	22.50	22.50	225,000
8. Laurens	32.00	32.00	543,408
9. North Eastern	102.00	102.00	2,054,315
10. South Carolina	136.00	136.00	6,503,106
Columbia Branch	68.00	68.00	
Camden Branch	38.00	38.00	
11. Spartanburg and Union	67.00	40.00	897,391
Total attributed to South Carolina	994.97	910.97	$20,626,139
Deduct parts of road in other States	54.04	21.04	394,283
	940.33	889.93	$20,231,856
Add parts of roads attributed to other St's	99.00	99.00	1,758,834
Actual total in South Carolina	1,039.93	988.93	$21,990,690
28. Alabama.			
1. Alabama and Florida	115.60	115.60	$2,981,716
2. Alabama and Tennessee Rivers	167.40	109.80	2,446,833
3. Alabama and Mississippi	88.30	88.30	2,000,000
4. Marion and Cahawba	14.00	14.00	280,000
5. Mobile and Girard	228.30	57.30	2,000,000
6. Mobile and Great Northern	67.30	49.16	1,094,200
7. Mobile and Ohio (in Alabama)	68.00	68.00	1,788,373
8. Montgomery and West Point	88.50	88.50	2,265,983
Opelika Branch	28.40	28.40	
9. North East and South West	209.50	....	619,000
10. Selma and Gulf	58.80	....	588,000
11. Tennessee and Alabama Central	26.10	26.10	781,500
12. Tennessee and Coosa	36.50	....	365,000
13. Wills' Valley	82.00	....	410,000
Total attributed to Alabama	1,278.70	640.16	$17,619,605
Add part of road attributed to Tennessee	161.00	161.00	3,731,497
Actual total in Alabama	1,434.70	891.16	$21,351,102
29. Mississippi.			
1. Grand Gulf and Port Gibson	8.00	8.00	$200,000
2. Mississippi Central (47.40 m. in Tenn.)	236.00	236.00	6,318,792
3. Mississippi and Tenn. (9.78 m. in Tenn.)	99.20	99.20	2,872,915
4. Mobile and Ohio (in Mississippi)	270.00	270.00	6,731,927
Columbus Branch	14.50	14.50	
5. Raymond	7.00	7.00	100,000
6. Southern Mississippi	143.60	143.60	4,308,000
Total attributed to Mississippi	778.30	778.30	$20,031,634
Deduct parts of road in other States	57.18	57.18	1,379,418
	721.12	721.12	$18,652,216
Add parts of road attributed to other Sts.	351.00	146.00	5,581,922
Actual total in Mississippi	1,072.12	867.12	$24,234,138

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
30. Georgia.			
1. Atlanta and West Point	86.74	86.74	$1,192,389
2. Augusta and Savannah	53.00	53.00	1,032,298
3. Barnesville and Thomaston	16.00	16.00	200,000
4. Brunswick and Florida	67.20	43.50	755,919
5. Central of Georgia	190.72	190.72	3,700,000
6. Etowah	8.87	8.87	112,526
7. Georgia	171.00	171.00	4,156,000
Athens Branch	89.00	89.00	
Warrenton Branch	4.00	4.00	
Washington Branch	18.00	18.00	
8. Macon and Brunswick	174.00	37.50	1,000,000
9. Macon and Western	102.00	102.00	1,501,964
10. Main Trunk (Atlantic and Gulf)	163.50	109.69	2,193,817
11. Milledgeville and Eatonton	22.00	22.00	275,901
12. Milledgeville and Gordon	17.00	17.00	213,500
13. Muscogee	50.00	50.00	1,000,000
14. Rome and Kingston	20.00	20.00	250,000
15. Savannah, Albany and Gulf	68.13	68.13	1,386,634
16. South Western	106.10	106.10	4,000,000
Butler Branch	22.00	22.00	
Eufala Branch	59.08	59.08	
Fort Gaines Branch	21.89	21.89	
17. Western and Atlantic (13 m. in Tenn.)	130.00	138.00	5,901,497
Total attributed to Georgia	1,618.23	1,404.22	$28,872,445
Deduct parts of road in other States	13.00	13.00	555,932
	1,605.23	1,391.22	$28,216,513
Add parts of road attrib'd to other States	30.00	30.06	719,879
Actual total in Georgia	1,635.23	1,421.22	$29,036,392
31. Florida.			
1. Florida	154.20	154.20	$3,084,000
2. Florida and Alabama	45.10	45.10	1,133,000
3. Florida, Atlantic and Gulf Central	59.30	59.30	1,212,000
4. Pensacola and Georgia	297.00	112.00	2,719,000
Monticello Branch	3.90	3.90	
5. Perdido and Junction	6.00	6.00	60,000
6. Tallahassee	21.00	21.00	420,000
Actual total in Florida	586.50	401.50	$8,628,000
32. Louisiana.			
1. Baton-Rouge, Gross-Tete & Opelousas	46.00	17.00	$327,009
2. Clinton and Port Hudson	22.00	22.00	750,666
3. Mexican Gulf	27.00	27.00	662,610
4. Milnburg and Lake Pontchartrain	6.00	6.00	212,938
5. New Orleans and Carrollton	6.50	6.50	500,000
Branches	8.50	8.50	
6. N. Orleans, Opelousas and Gt. Western	258.00	80.00	4,459,680
Houston Line	161.00	....	1,610,000
7. New Orleans, Jackson and Great Northern (118 miles in Miss.)	411.00	207.00	6,611,181
8. Vicksburg, Shreveport and Texas	189.00	53.75	1,662,691
9. West Feliciana	26.00	26.00	620,000
Total attributed to Louisiana	1,161.00	452.75	$17,417,075
Deduct part of road in Mississippi	323.00	118.00	3,786,856
Actual total in Louisiana	838.00	334.75	$18,639,219
33. Texas.			
1. Buffalo Bayou, Brazos and Colorado	160.00	32.00	$1,200,000
2. Eastern Texas	140.00	21.00	1,000,000
3. Galveston, Houston and Henderson	240.00	72.00	2,880,000
4. Houston and New Orleans	96.00	96.00	3,000,000
5. Houston Tap and Brazoria	80.00	80.00	2,000,000
6. Houston and Texas Central	356.00	78.00	4,829,772
Austin Branch	120.00	20.00	
7. Memphis, El Paso and Pacific	225.00	....	.....
8. Sabine and Rio Grande	452.00	....	100,000
9. San Antonio and Mexican Gulf	135.00	25.00	500,000
10. Southern Pacific	783.00	27.50	1,000,000
Actual total in Texas	2,787.00	451.50	$16,509,772
34. Arkansas.			
1. Cairo and Fulton	301.00	....	$1,000,000
2. Little Rock and Fort Smith	155.00	....	200,000
3. Little Rock and Napoleon	99.33	....	400,000
4. Memphis and Little Rock	146.00	38.50	1,200,000
Actual total in Arkansas	701.33	38.50	$2,800,000

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
35. TENNESSEE.			
1. Central Southern	47.58	47.58	$1,079,572
2. Cleveland and Chattanooga	30.00	30.00	867,210
3. East Tennessee and Georgia	110.80	110.80	3,637,367
4. East Tennessee and Virginia	130.28	130.28	2,866,297
5. Edgefield and Kentucky	46.70	46.70	1,289,771
6. Knoxville and Kentucky	63.00	....	630,000
7. Memphis and Charleston (28 miles in Miss. and 157 miles in Ala.)	271.56	271.56	6,744,647
Somerville Branch	15.40	15.40	
Florence Branch (in Ala.)	4.00	4.00	
8. Memphis and Ohio	130.60	130.60	2,612,019
9. Memphis, Clarkesville and Louisville	56.80	56.80	1,592,518
10. McMinnville and Manchester	34.20	34.20	590,623
11. Mobile and Ohio (in Tennessee)	118.50	118.50	2,957,599
12. Nashville and Chattanooga	149.75	149.75	3,632,882
Shelbyville Branch	9.00	9.00	
13. Nashv. and N. Western (7.5 m. in Ky.)	175.00	175.00	5,269,879
14. Rogersville and Jefferson	14.00	....	140,000
15. Tennessee and Alabama	57.52	45.81	1,185,053
16. Winchester and Alabama	38.12	38.12	629,662
Total attributed to Tennessee	1,502.81	1,414.10	$35,725,099
Deduct parts of road in other States	211.51	211.51	5,109,376
	1,291.30	1,202.59	$30,615,723
Add parts of road attributed to other St's.	102.18	102.18	2,929,788
Actual total in Tennessee	1,393.48	1,304.77	$33,545,511

RECAPITULATION

Showing the actual mileage and cost of the railroads in the Loyal States and the States in rebellion respectively at the commencement of 1864:

	Mileage. Total.	Mileage. Completed.	Cost of Road and Equipm't.
Loyal States	34,807.04	24,926.93	$1,025,115,742
Rebel States	14,825.19	8,933.45	240,836,473
Grand Total 1st January, 1864	49,632.23	33,860.38	$1,265,952,215
" " " " 1863	49,136.48	32,470.95	1,224,221,671
Increase during year	495.75	1,389.43	$41,730,544

PROGRESS OF RAILROADS.

A table showing the mileage of railroads in operation near the 1st January yearly.

Years.	Miles.	Years.	Miles.	Years.	Miles.	Years.	Miles.
1826	3	1836	1,102	1846	4,870	1856	19,251
1827	3	1837	1,421	1847	5,336	1857	22,625
1828	3	1838	1,843	1848	5,682	1858	25,090
1829	28	1839	1,920	1849	6,350	1859	26,755
1830	41	1840	2,197	1850	7,475	1860	28,771
1831	54	1841	3,319	1851	8,589	1861	30,593
1832	131	1842	3,877	1852	11,027	1862	31,769
1833	576	1843	4,174	1853	13,497	1863	32,471
1834	762	1844	4,311	1854	15,672	1864	33,860
1835	918	1845	4,522	1855	17,398		

INTEREST AND DIVIDENDS.

The Cleveland, Painesville and Ashtabula (Lake Shore) Road has declared a cash dividend of 5 per cent, and a scrip dividend of 11 per cent, payable 2d of January; and the Cleveland Columbus and Cincinnati Road a cash dividend of 5 per cent., and a scrip dividend of 20 per cent., payable 1st of February. These scrip dividends represent the surplus of previous years, invested in the permanent property of the roads. In the case of the Cleveland, Columbus and Cincinnati, the scrip of 20 per cent. raises the capital to the limit of the charter of $6,000,000.

The Dubuque and Sioux City Railroad Company have declared a semi-annual dividend of 3½ per cent on the preferred stock payable to the Eastern Stodkholders at the Banking House of Messrs. Schuchardt & Gebhard, No. 21 Nassau-st. New York. and to the Dubuque Stockholders, only at the Treasurer's office in Dubuque.

A dividend of 2½ per cent. on the preferred stock of the Elmira and Williamsport Railroad Company will be paid at the office of the Pennsylvania Railroad Company Philadelphia, on and after January 2, 1864.

The Metropolitan Railroad has declared a dividend of 3 per cent. free of Government tax, payable Jan. 6 to stockholders of 30th ult.

The New Bedford and Taunton Railroad Company have declared a dividend of 3 per cent. payable Jan. 2.

The Salem and South Danvers Railroad Company an interest dividend of 6 per cent to Nov. 1.

The Terre Haute and Richmond Railroad Company will pay, 2d January, at the office of the Farmers' Loan and Trust Company, a dividend of 7 per cent., free of tax.

The coupons on the first mortgage bonds of the Dubuque and Sioux City Railroad Company due Jan. 1, will be paid at the office of Schuchardt & Gebhard, 21 Nassau-st.

The Worcester and Nashua Railroad Company have declared a dividend of $1.50 per share, payable Jan. 1.

The July coupon of the first Mortgage Bonds (extended) of the Northern Railroad, New York, will be paid, less Government tax, Jan. 1, at 58 Washington street Boston.

The coupons on the Bonds of the State of Missouri, issued to the Hannibal and St. Joseph Railroad Company, which mature January 1, will be paid at the Bank of Commerce in this City.

George T. M. Davis, No 47 Excnange place, will pay on and after the 1st of January, interest of the First Mortgage Bonds of the St. Paul and Pacific Railroad Company. The Government tax is paid by the Company.

The coupons of the Evansville and Crawfordsville Railroad Company (formerly the Evansville and Illinois Railroad Co.) due on the 1st January, 1864, will be paid at the office of the Farmers' Loan and Trust Company 56 Wall st.

The Paterson and Ramapo Railroad Company will pay, 2d January, a dividend of 3½ per cent., at the office of Stimson, Fronk & Co. 44 Exchange Place; and the Paterson and Hudson River Railroad Company will pay, 2d January a dividend of 4½ per cent., at the same office.

The Brooklyn City and Newton Company will pay, 2d January, the interest coupons of their mortgage bonds.

Coupons of the first mortgage bonds of the Joliet and Chicago Railroad Company, due January 1, 1864, and coupons of the first mortgage preferred bonds of the Dubuque and South-western Railroad Company, due January 1, 1864, will be paid by M. K. Jesup & Co., No. 59 Exchange Place, on and after January 2, 1864, less the Government tax of 3 per cent.

The coupons on the bonds of the Chicago and Alton Railroad Company, due Jan. 1, will be paid by G. S. Robbins & Son, 54 William street.

Interest on bonds of the Grand Rapids and Indiana Railroad, due January 1, 1864, payable in New York, will be paid in current funds, at the office of King, Sutton & Co., 62 William street.

The coupons of the income bonds of the Mississippi and Missouri Railroad Company, due Jan. 1, 1864, will be paid, on presentation at the Corn Exchange Bank.

The coupons of the first mortgage bonds, series A, of the St. Louis, Alton and Terre Haute Railroad Co., due Jan. 1, will be paid at the Bank of North America.

The coupons of the Cleveland and Pittsburgh Railroad Company will, after Jan. 1, 1864, be paid at the Ocean Bank in this city.

The coupons of the first mortgage bonds of the Allegheny Valley Railroad Company, due January 1st, 1864, will be paid to the bondholders residing in Philadelphia, on presentation at the office, 309 Walnut street.

The Athens County, Ohio, coupons, due 1st prox., will be paid less 3 per cent. Government tax, by William Hoge & Co., No. 58 Wall-st.

The interest on the bonds issued by the State of Michigan, due in New York on the 1st day of January, 1864, will be paid at the Metropolitan Bank in that City.

The interest due on the Mortgage Bonds of the Western Maryland Railroad Company will be paid at the banking house of Wainwright & Co., Baltimore.

The interest due 1st January on the bonds of the city of Portsmouth, Ohio, and on the bonds of the county of Scioto Ohio will be paid by Thompson Brothers, 2 Wall street.

The interest coupons on the bonds of Belmont County, Ohio, due January 1, and the bonds of said county maturing at the same time, will be paid on presentation at the Nassau Bank.

The coupons of the eight per cent loan of the State of Minnesota, due Jan. 1, will be paid at the office of M. P. Myers & Co., No. 6 Broad street.

The holders of the Dayton and Michigan Railroad Company's Mortgage Bonds, are notified that the interest coupons falling due on the first day of January, 1864, and signed Preserved Smith, Secretary, will be paid at the Bank of America, and the coupons of said mortgage bonds maturing on the first day of January, 1864, and signed J. G. Telford, President, will be paid on presentation at the office of Winslow, Lanier & Co.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,224	84,322	91,398	850,845
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	220,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	142,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,759	2,567,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	83,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,090	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	128,090	100,449	82,252	984,577
1860	72,854	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,809	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	112,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,965	209,391	208,559	191,789	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,201	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,091	81,160	92,483	100,904	107,986	124,283	115,861	106,491	172,072	210,476	153,388	------	------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,729	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,563	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,579	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	136,350	110,836	103,352	115,115	113,854	123,466	131,423	173,162	192,174	172,381	165,178	180,063	1,716,543
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	78,304	82,220	780,230
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,986	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,638	102,176	112,507	117,284	164,876	1,167,544
1863	146,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,725	5,236,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,706	963,859	8,400 934
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	966,371	1,026,066	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,106	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,396
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	267,529	284,808	219,886	------	------
Hudson River:													
1859	192,161	190,580	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,073	1,933,424
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,922
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	137,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	408,571	2,922,970
1863	458,963	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,820	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	205,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,390	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,566	756,476
1861	63,898	45,689	52,159	67,245	113,472	106,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,226	139,761	163,615	80,900	44,895	709,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	132,796	101,710	151,170	173,870	218,465	195,466	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	------	------
Michigan Central:													
1859	101,396	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,366	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,458	780,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	662,076	696,176	927,036	952,080	872,985	7,996,789
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	908,228	1,002,798	9.093.244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,517	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,556	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,716	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339.911	368,956	321,208	249,031	3,316,600
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	266,258	294,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	261,900	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,235,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	362,071	302,700	301,958	3,031,787
1862	298,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,531	370,983	3,745,310
1863	337,250	366,598	461,322	464,357	418,739	383,314	348,003	404,898	467,321	508,146	466,370	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,005	734,874
1860	45,518	42,084	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,725
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,555	137,086	92,574	1,172,100
1862	82,285	47,142	66,008	83,582	106,845	113,578	116,214	168,219	170,350	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,006	132,110	134,272	152,585	105,764	116,379	130,700	151,092	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1904	
Albany, Vt, and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	804,600	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'65-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	97
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1885	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	106½
" " " 1850.	700,000	6	J.n. & July.	"	1880	107
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	108
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1866	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	103½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1868	104
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £451,093	2,192,923	6	Semi-annual.	London.	1850	
Converted Sterling Loan	793,200	5	"	"	1868	
American Loan	762,000	6	"	New York.	1864	106½
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $300,000	790,600	6	"	"	1870	105½
" " $375,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	106
Consolid. Mort. Loan $5,000,000			"	"		102½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	108
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	101
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	105
3d Mortgage (S. F.)	950,000	7	" "	" "	1883	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	45
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York	1863	124
" " " inconvertible	3,034,000	8	" "	" "	1888	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage prof. S. F.	600,000	7	April & Oct.	" "	1877	95
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1868	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	109
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	92½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	76
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
*Cincinn., Wilm. and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1882	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	102
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1880	36½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	234,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	18?5	70
C. and T. Income (convertible)	26,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	104
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1941	100
Dayton and Western:						
1st Mortgage	299,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		46
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1856	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (D. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	500,000	6	Jan & July.	London.	1872	85
3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	104
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'86-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	750,488					
East Tennessee and Virginia:						
State, 1st Lien	1,802,000					
Endorsed by State of Tenne'e	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	146,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	62-'63	111
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112
2d Mortgage (S. F.) Coupon	1,316,000	7	May & Nov.	" "	1875	101
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1878	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1885	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'78-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	83
Convertible Bonds	1,360,000	7	Jan & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	112
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	104½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1855	----
Construction	11,612,500	7	April & Oct.	London.	1875	----
Construction	3,101,000	6	" "	New York.	1875	120
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "		----	110
Income	20,500	---			----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250.000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	----
1st Mortgage	280,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
3d Mortgage	600,000	7			----	----
Guaranteed by Covington	200,000	6			----	----
Cincinnati (exchanged)	100,000	6			----	----
Keokuk, Ft. D. Moines and Minn:						
City of Keokuk, 20 years	400,000	8†			----	----
City of Keokuk, (special tax)	150,000	10†			----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8			----	----
City of Keokuk	200,000	8			----	----
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	105
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	203,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	176,000	7	May & Nov.	" "	1900	107
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'83-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	800,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	185,869	7	Feb. & Aug.	New York.	1891	90
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			----	----
1st Mortgage	1,600,000	7			1880	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	810,000	6			----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6			----	----
Michigan Central:						
1st Mortgage Sterling	457,489	6	Jan. & July.	London.	1872	94½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	119½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121½
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	51,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	108
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	108
2d General Mortgage	2,656,500	7	" "	" "	1877	104½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8			----	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	----	107
2d Mortgage	200,000	8	" "	" "	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8			----	10
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	107
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
1st Mortgage	350,000	7	" "	----	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.	----	----
2d Mortgage (S. F.)	400,000	8		" "	----	----
Oskaloosa Division	500,000	7		" "	----	----
1st Land Grant	2,000,000	7		" "	----	80
2d Land Grant	700,000	---		" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,860	6			----	----
Alabama State Loan	389,410	6			----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,036	6			1883	----
Mississippi State Loan	200,070	6			----	----
Montgomery and West Point:						
Alabama State Loan	122,822	---			----	----
Mortgage (due 1880, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1886	----
Muscogee:						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	231,000	---			----	----
*New Albany and Salem:						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	----
New Jersey:						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,066,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	105
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
Real Estate Bonds	235,775	6	" "	" "	1883	101
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1864	100½
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	761,000	7	Feb. & Aug.	" "	1876	130
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	111
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114½
3d Mortgage	6,000,000	7	" "	" "	1883	111
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	109
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	100½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	108½
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1904	109½
3d Mortgage	980,500	7	Jan. & July.	"	1897	101
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,083,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1876	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	105
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	101½
2d Mortgage	3,077,000	7†	" "	" "	1861	22½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	300,000	10	" "	"	1887	120½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,209,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,960,000	6	Jan. & July.	Philadelphia.	1880	110½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1886	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	105
" 1861, "	278,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,300	6	" "	"	1860	100
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1886	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	112½
" 1856, "	1,470,000	7	" "	"	1856	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	130
Improvement	88,500	6	May & Nov.	Boston.	1903	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
5d "	2,000,000	7	April.	"	1912	80
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1878	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$580,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	800,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,005	6	----	----	1900	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	61½
2d Mortgage	937,500	7	" "	"	1863	19
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1868	----
3d Mortgage	1,000,000	7	----	----	1876	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	123,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	104
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Hante and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1566	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1565	103
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1565	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	86½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----	----	----	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	17
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "	Richm'd & New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1850	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1885	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	108½
Wilmington and Manchester:						
1st Mortgage	595,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1868	144,500	6	----	----	1868	----
Company's, endorsed by State.	150,000	6	----	----	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, &c.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,286	*	—	877,953	503,500	105,256	1,515,704	54.0	-------	101,102	37,566	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,013	109.6	-------	207,626	111,282	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	580,216	*	—	600,431	—	—	600,431	—	—	—	—	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,506	116.9	-------	505,156	260,269	6	----
1 May, '61	—	—	—	209.6	—	—	—	*North East and South West*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	---	---	-----	Cairo and Fulton	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,624	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,904	----	----
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,366	302,511	—	1,936,740	2,037,500	211,674	4,443,584	122.4	229,088	301,402	126,918	—	----
31 Aug. '63	61.4	1.6	54.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	[596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	-------	284,485	70,187	4	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	-------	206,420	97,700	6	----
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,590	135,072	-------	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y.	& N. H.	4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	58,766	5	90
31 Mar. '63	61.3	1.0	63.6	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,764,362	117.4	518,810	1,036,437	454,096	12	121
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,044,867	66.4	294,173	353,064	158,927	—	93
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,007,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	832,791	30,586	—	191,496	196,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,386	86.7	-------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	90.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-------	53.0	-------	165,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	857	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 498	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102 5	226,241	404,418	212,676	12	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	600 950	249,000	—	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	[180,621	1,478,140	71.6	-------	-------	-------	—	123½
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-------	-------	388,853	18	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	832,843	454,541	—	----
								ILLINOIS.													
31 Dec. '62	220.0	—	----	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	281.0	976,381	1,225,001	457,794	—	86
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,309,146	2,412,821	1,206,039	8	117
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	-------	1,083,064	448,503	—	47½
31 Mar. '63	181.8	—	----	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	123½
10 Nov. '62	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	-------	84.0	-------	-------	-------	—	----
31 Dec. '62	140.0	80.4	74.5	—	66	53	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	804,665	6	106½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	-------	742,097	377,476	—	65½
31 Dec. '62	454.8	252.5	----	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	117½
-- -- --	—	—	—	81.5	—	—	—	Illinois River	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,686	*	—	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-------	-------	-------	-------	600,000	-------	-------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	—	----
31 Dec. '62	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	-------	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	-------	-------	-------	-------	-------	-------	-------	oper	by Chic.	& R. Is.	-------	—	----
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	-------	-------	3,700,000	6,700,000	-------	10,400,000	205.0	-------	1,117,693	368,029	—	94½
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-------	1,106,679	1,006,125	-------	-------	108.6	-------	-------	-------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	-------	-------	-------	-------	-------	29.0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,059	274,081	20,041	611,050	1,254,500	15,900	2,102,761	109.0	-------	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,362,284	140,689	3,455,108	110.0	-------	448,858	230,834	9	87
31 Dec. '62	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	-------	450,079	247,338	—	----
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
-- -- '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	-------	2,000,000	64.0	-------	-------	-------	—	----
31 Mar. '63	86.0	46.0	3.0	—	17	10	203	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	-------	1,538,763	132 0	-------	285,974	104,961	—	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40	—	36½
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	—	----
30 Nov. '62	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,514	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	-------	86 0	7 mo's.	85,230	46,771	—	----
31 Dec. '62	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	3,068,593	63,196	— —	2,992,427	300,000	222,601	3,179,833	111.0	-------	228,560	122,931	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	-------	-------	-------	245,000	755,000	-------	-------	-------	-------	-------	-------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	54	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,419	570,000	-------	-------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	-------	-------	-------	—	----
-- -- '62	155.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	-------	230.0	-------	-------	-------	—	38
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,992	111.8	-------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000	—	-------	20.0	-------	-------	-------	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	766,500	-------	-------	694,444	71,000	-------	-------	13 0	oper. by	Cov. &	Lex.	—	----
30 Jun. '62	29.0	—	----	—}	13	10	230	} Louisville and Frankfort	596,728	52,300	—	514,573	130,000	—	746,668	29.0	215,031	78,985	28,794	2	80
30 Jun. '62	66.1	—	----	—}				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	66.1		170,251	62,421	2	86
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595 258	1,777,983	1,062,166	—	----
-- -- '59	18.8	—	----	70.2	—	—	—	Maysville and Lexington	-------	-------	-------	-------	-------	-------	-------	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	-------	-------	-------	-------	22.0	-------	-------	-------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	-------	-------	-------	-------	27.0	-------	-------	-------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,218	566,000	359,297	4,855,320	80.0	180,204	481,922	223,549	—	----
31 Mar. '61	204.0	—	----	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	-------	2,665,000	1,150,717	-------	205.0	-------	-------	-------	—	----
1 Aug '60	53.7	—	----	136.3	---	---	-----	*Vicksburgh, Shreveport & Texas*	1,662,991	*	—	1,283,015	248,969	108,434	1,710,819	53.7	-------	-------	-------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	6	4	71	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	787,281	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	549	Atlantic and St. Lawrence	6,868,205	857,724	—	2,494,900	3,038,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford.	244,726	*	—	136,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	159,968	172,113	91,467	—	—
31 May, '63	99.7	9.5	.....	—	13	2	234	Maine Central	4,211,878	*	21,925	1,050,600	3,068,491	139,262	4,259,303	109.2	186,240	323,032	174,028	—	—
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	78,014	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,682,446	51.3	.....	283,197	170,276	6	110
31 May, '59	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,000	—	.....	37.0	.....	56,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	870,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,781	3,579,907	13,118,902	10,781,835	866,070	31,241,011	286.8	.....	3,922,203	3,305,788	6	98
30 Sep. '60	30.0	—	.....	—	7	23	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	200,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	406,133	2,280,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	43½
					2																
					8			MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,845	—	1,830,000	440,000	21,046	2,785,815	70.9	336,565	421,969	130,121	6½	104
31 Mar. '63	74.8	8.8	51.1	—	33	72	434	Boston and Maine	3,380,350	400,463	496,903	4,078,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	126
30 Nov. '62	47.0	7.0	32.5	—	23	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	365,362	8	136
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	664,117	1,008,130	490,304	8	139
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,700	123,865	—	651,654	141,000	—	1,086,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	60.0	2.4	3.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,691,100	250,000	—	1,900,919	52.4	170,018	268,152	123,864	6	105½
30 Nov. '62	44.2	30.5	25.2	—	28	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	99½
30 Nov. '62	19.9	1.8	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	54,492	58,601	15,103	—	67
30 Nov. '62	60.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	250,149	—	3,440,000	—	—	3,829,241	93.4	342,542	580,580	254,146	6	116½
30 Nov. '62	14.0	—	2.8	—	4	4	86	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,932	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	80,275	—	200,000	75,000	11,782	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	658,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,292	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,924	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	435	Old Colony and Fall River	3,008,445	384,503	—	3,015,100	350,500	134,068	4,187,740	102.1	388,585	580,150	312,031	6	110
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	852	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	331,470	82,543	—	245,503	226,900	464	471,170	oper. by B		and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,853	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	oper. by Housatonic.			81,409	7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	—	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	924,810	379,308	42,352	1,945,470	oper. by T. and B.		.....	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	999,525	—	3,516,900	77.3	112,242	216,086	116,241	—	39
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,096,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	140½
30 Nov. '62	45.7	—	9.3	—	16	12	145	Worcester and Nashua	1,147,041	123,353	—	1,141,000	141,500	1,130	1,266,645	45.7	164,248	200,744	92,979	5½	83
								MICHIGAN.													
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	—
30 Jun. '62	168.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,003,369	188.0	.....	340,898	.....	—	—
-- --	--	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- --	--	—	—	188.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '63	284.8	—	23.4	—	98	55	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,500	1,674,200	8	121
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	12,613,624	1,644,250	1,658,252	9,019,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,881	1,461,276	—	85
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	675,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	208.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,222	—	2,000,961	2,554,722	895,902	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.6	7	4	41	*Mississippi and Tennessee*	1,224,894	159,018	—	798,286	456,949	276,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	53.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	53.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	...	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Dec. '62	206.3	—	13.2	—	11	12	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	13,571,000	.....	.....	206.3	.....	438,544	258,544	—	48
31 Dec. '62	168.5	—	17.7	65.0	21	26	307	*North Missouri*	6,393,779	604,983	—	2,450,207	4,350,000	.....	.....	168.5	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	...	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,488,916	7,000,000	137,019	20,455,420	196.7	507,040	679,966	227,396	—	—
28 Feb. '63	77.0	—	3.9	206.0	...	...	...	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	—
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,261	5,906,277	90.1	232,631	353,235	65,250	—	—
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,620	—	.....
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	.....
30 Nov. '62	53.3	—	.....	—	11	11	504	Cheshire (preferred)	2,832,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	82
30 Nov. '62	28.1	—	2.5	—	4	4	28	Cocheco	848,400	*	—	.....	—	57,461	867,462	28.1	.....	84,045	10,492	—	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $60)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	62
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	18,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	625,206	—	—	492,500	—	42,796	626,206	ope	r. by Eas	tern Ma	ss.	4	99
31 Jan. '62	20.5	—	1.3	25.5	3	2	27	Great Falls and Conway	433,404	40,587	—	166,748	200,000	58,210	.....	20.5	.....	26,120	12,867	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,425	74,985	7	116½
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	695,588	586,000	—	.....	52.7	.....	84,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.6	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	71
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	178,982	3,261,344	76 0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	...	Camden and Amboy	6,070,236	*	3,971,060	5,009,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	164½
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,286	*	—	1,000,563	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	12
31 Dec. '62	64.0	—	48.0	—	33	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	637,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	540,000	—	1,756,710	53.0	147,000	226,448	101,526	7	.....
31 Dec. '62	32.8	—	.....	—	—	—	—	New Jersey	3,553,961	397,878	1,897,974	4,297,800	675,000	400,017	6,696,704	33.8	612,849	1,111,067	652,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,257	*	—	126,550	204 200	77,798	428,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.6	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	53,400	8	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	5½	—
31 Dec '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,205,555	1,280,000	143,608	2,497,161	—	[2 mos.	10,588	.....	—	25
31 May, '62	.....	.....	.....	.....	.....	.....	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Dec '61	24.0	—	.....	45.0	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	229,880	124,742	6½	110
31 Dec. '62	26.5	—	.....	—	—	—	—	West Jersey	821,964	*	—	581,800	212,500	31,742	821,964	—	52,963	90,122	46,923	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passengers.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotive with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075						.....
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.			—	.....
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	45.9	140,556	224,413	123,989	—	.....
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	by Tioga.		44,100	—	.....
30 Sep. '62	5.4	—	5.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,527	16,231	8	.....
30 Sep. '62	14.6	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	903,720	127,842	10,867	—	45
30 Sep. '62	28.3	—	26.9	1.9	—	160	—	Brooklyn City	1,020,370	312,138	—	1,300,000	170,000	10,000	1,322,506	26.3	2,631,216	491,629	118,300	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	660,000	5.3	273,289	30,944	2,750	—	55
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	550,000	2,426,714	135,547	3,652,852	176.0	609,076	624,425	275,466	—	100
30 Sep. '62	63.3	—	14.5	—	20	24	899	Buffalo and State Line	2,277,838	503,276	149,000	1,977,950	949,000	—	2,926,950	88.0	457,522	1,207,921	626,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	691,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	60
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,125	64,237	—	800,000	—	25,000	935,365	6.8	2,458,019	509,955	121,565	12	.....
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	600,000	—	—	600,000	—	—	600,000	incl.	in Erie	—	30,000	6	.....
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,986,292	*	—	19,973,200	19,831,500	480,605	40,285,305	633.0	4,582,360	7,863,978	2,993,542	—	1684
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,303,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,629	1,269,954	—	1284
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	16,218	2,928,474	100.5	226,611	203,457	109,137	2½	40
30 Sep. '62	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,088,991	5,616,077	791,965	24,209,000	13,779,648	284,411	42,559,850	654.9	5,692,233	1,497,631	4,764,959	7	1534
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,295,961	69,136	11,781,297	163.0	807,473	1,154,005	456,066	—	80
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl	in N.Y. Central.	60,000	60,000	6	.....
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,850	89,498	19,429	—	.....
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.5	341,704	492,453	176,755	—	0.25
30 Sep. '62	55.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,628	—	396,340	208,500	16,375	819,161	58.1	75,622	140,584	77,150	7	.....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,960	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,845	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g	8,092,378	868,306	—	1,499,100	1,923,000	64,292	3,486,392	189.6	209,521	455,512	230,219	4	58
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl	in Rens. & Sar.	—	—	—	.....
30 Sep. '62	40.0	6.6	3.9	—	5	11	84	Saratoga and Whitehall	824,622	77,585	—	599,000	376,000	6,337	882,337	51.3	111,256	146,227	52,258	—	.....
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	68
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,628	—	750,000	25,000	—	1,089,817	4.0	1,491,960	358,053	88,285	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	128,687	70,919	827,708	13.0	60,277	37,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,040,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	.....
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,706	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,976	12	240
30 Sep. '62	84.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	809,500	271,097	1,686,508	50.0	247,698	271,158	134,958	—	.....
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	402 500	.....	oper. by	Vt. Co.	.....	—	.....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp'a.	—	.....
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	562,089	*	—	811,660	—	—	562,089	31.9	61,344	71,800	6,387	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,272	2,419,401	94.9	.....	102,953	36,672	—	.....
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	.....
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	—	—	25	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	61,800	2,934,509	171.9	.....	469,456	219,688	—	.....
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,222	*	107,000	1,340,213	791,056	102,391	3,114,954	171.0	323,089	477,554	236,201	6	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	504,072	—	—	—	—	—	.....
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	618,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	1,126	3,376,255	118.2	.....	541,150	234,320	—	28
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,456	6,810,432	141.0	.....	699,716	230,561	—	10
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	108.3	.....	877,404	464,416	10	120
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
1 May, '59	181.5	—	.....	51.0	16	10	852	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,975	.....	131.5	804,165	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,658	1,724,917	1,033,637	20	176
31 Dec. '62	67.0	—	.....	16.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,035	1,762,400	128,857	2,917,322	67.0	248,587	575 209	238,551	—	45
1 Dec. '62	95.5	1.2	20.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,297	1,561,628	975,923	33½	180
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,838,693	*	—	3,832,712	4,324,000	94,329	8,251,648	208.5	.....	1,436,317	552,800	—	108½
31 May '63	109.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,607,595	—	7,810,858	188.6	663,371	1,391,537	747,582	—	120½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,668	*	—	369,678	875,250	632,486	.....	61.5	76,120	68,129	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,000,000	205,000	.....	72.0	144,000	84,000	17,760	—	66
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,586	216,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	225,883	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,434	5,609,826	144.0	414,779	763,705	451,840	—	.....
31 Aug. '60	30.0	—	.....	—	5	5	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,945	.....	36.6	.....	62,020	3,665	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,668	—	1,104,086	16.0	40,064	64,000	33,000	—	.....
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	125,170	33,412	—	.....
-- -- '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,368,557	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	868,000	*	—	800,000	478,000	75,000	.....	47.0	.....	69,382	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	80,000	3,965	.....	13.0	24,000	31,128	10,466	—	.....
30 Nov. '62	83.5	—	37.5	—	26	32	437	Little Miami	3,541,138	492,979	442,283	2,981,257	1,490,000	—	4,879,806	138.0	846,882	1,632,488	889,419	15	148
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org	10,722,322	*	—	10,379,554	375,487	63,066	11.164 820	226.6	445,157	620,029	200,630	—	.....
30 Apr. '62	192.5	—	.....	—	48	34	628	Ohio and Mississippi	10,363,619	745,475	*	6,246,950	9,870,000	4,243,042	20,649,420	192.8	.....	829,962	119,082	—	14
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	28	422	Sandusky, Dayton and Cinc.	3,986,565	495,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	599,880	119,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	165,610	2,608,237	125.0	214,404	239,396	82 968	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,300	63,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	0	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,165	*	14,038	2,335,550	6,211,618	195,590	8,789,373	260.0	1,614,982	1,968,202	950,462	—	544
								PENNSYLVANIA.													
31 Oct. '62	48.0	—	3.0	138.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	46.0	.....	104,024	58,029	—	1
31 Oct. '62	88.0	—	.....	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	.....
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	385,986	210,817	3	84
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,651,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	649,045	276,680	.....	—	104
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	486,900	270,200	50 545	1,381,456	74.5	.....	255,860	108,427	3	.....
31 Oct. '62	110.7	2.8	45.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862 814	202.0	1,107,638	1,808,363	753,465	6	198
31 Oct. '62	58.5	1.1	5.2	—	7	4	67	East Pennsylvania	878,116	105,245	—	492,190	598,500	27,478	1,116,168	36.9	130,302	173,993	98,654	—	.....
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	217,098	347,825	133,496	—	35
31 Oct. '62	13.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,540	53,826	10	.....
31 Oct. '62	36.9	13.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	70
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hemptield	1,616,560	41,340	—	1,309,566	600,000	100,000	2,409,566	32.3	23,476	29,799	5,079	—	.....
31 Oct. '62	31.3	19.2	3.6	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570 961	1,166,030	289,153	2,026,144	50.5	150,984	186,044	164,134	—	20
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,029,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	807,589	169,046	—	.....
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,878,022	554,263	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,027	469,516	8	100
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,871,868	*	—	2,256,100	960,000	72,000	3,288,700	33 8	62,150	120 316	68,801	—	51½
31 Oct. '62	24.5	103.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252 266	130.0	—	461,918	174,435	8½	65
30 Nov. '62	55.6	13.2	8.6	—	18	25	677	North Pennsylvania	5,485,476	408.187	—	3,147,350	3,106,360	287,000	6,447 780	66.4	263 334	807,186	218,900	—	28
31 Dec. '62	355.6	55.8	318.0	—	258	157	3,871	Pennsylvania	19,308,347	3,682,304	—	13,274,100	9,82 ,40.	—	28,324,213	411.4	.....	10,304,991	4,831 215	8	69½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	256,259	—	1,243,500	432,900	—	1,892,498	24.0	229,938	262,583	129,742	6	87
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,450	6,0 ,,,0	157,739	12,12 ,857	94.0	213,374	413,472	80,909	—	29½
30 Nov. '62	147.4	5.5	157.8	—	148	67	7,800	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,648,929	12,036,100	94,466	25,628,166	356.0	2,086,166	3,91 ,830	2,066,778	—	86
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,451	27,519	—	219,020	671 ,,,	5,0 ,,	89 ,,,	1.0	8,218	7,116	20,581	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,979 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	63½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,863	72.0	194,000	129,918	50,379	—	8½
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,035,173	312 309	19,451,676	468.3	2,694,467	3,745,311	1,802,196	—	86½
31 Oct. '62	54.0	1.1	5.5	—	7	4	60	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,650	1,297,256	----	57,928	159,534	99,060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,828	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	10½
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----	62.0	297,700	415,309	199,155	6	55
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	4 7,917	8,500	—	----	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	132.4	2	—	26	Blue Ridge	2,126,589	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	31.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	----
21 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,648,832	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----	----	----	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	90,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,969	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	870,000	1,361,000	145,000	----	----	----	----	----	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	796,285	554,949	319,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,500	----	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,806	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Colr'do	----	----	----	----	----	----	----	32.0	----	----	----	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	----	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275-000	240,000	171,560	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110 0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
— — '59	28.0	—	----	756 0	----	----	----	Southern Pacific	----	----	—	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----	----	90.7	92,639	208,867	----	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	822,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	960,000	221,683	—	1,097,000	----	----	----	62.5	138,299	140,888	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----	174.5	679,677	713 418	191,466	—	75c
30 Jun. '62	47.0	3.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----	4	154
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,063,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----	----	----	—	----
30 Sep. '59	77.8	5.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	6
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	123.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,436,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,931,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	252,328	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	75.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,858	----	42.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 668	634,081	359.130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----	55.0	----	----	----	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----	199.9	----	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	----	42.0	10 mos.	60,000	----	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	254.4	----	1,163,734	414,741	—	58½
— — '57	50.0	—	----	86.0	—	—	—	Milw., Watertown & Baraboo	514,238	----	—	345,861	182,000	----	----	50.0	----	121,401	----	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,602,471	142.0	364,381	344,769	83,839	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,084	2,663,376	49.0	----	242,798	117,842	—	----
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	—	----	----	----	----	48.0	----	----	----	—	----
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,406	77,210,346	1,096	----	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,746	9,281,435	----	28,084,180	357.0	----	3,011,880	1,649,510	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	—	----	----	----	----	24.0	----	----	----	—	----
31 Dec. '62	95.0	1.0	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	----	----	----	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	—	----	----	----	----	54.0	----	----	----	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----	----	—	----	750,000	----	----	25.0	----	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,560,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	18,100	126,000	1,709,232	60 0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
1 Dec. '62	48.7	—	----	—	11	22	120	Panama	8,000,000	*	615,555	5,000,000	3,375,000	—	10,763,728	48.7	----	1,743,294	1,013,444	12	200

New York Stock Exchange.

Actual Sale Prices for the week ending December 30.

	Th.24.	F.25	Sat.26.	M.28.	Tu.29.	W 30.
American Coal Co.	----	----	94	----	94	94
Buffalo, N.Y. & E., 1M.	----	----	----	----	103½	----
California 7s	126	----	----	----	----	----
Canton Co.	----	----	----	33½	34½	34½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	85½	86	----
" " pref.	----	----	----	94½	----	----
" " 1 M.	----	----	----	104	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	117
" " " 8 p.c.	124	----	124	----	----	----
Chic. & Northwest'n	47	----	47	47½	47½	47½
" " pref.	----	----	----	----	64	63
" " 1st M.	92½	----	----	92½	----	92½
" " 2d M.	74	----	75	----	----	76
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	115	----	115½	119½	121	123½
" " 1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	175	176	----
Clev. and Pittsburg	106	---	106	107½	107½	108½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	100	----	----	----	----	----
" " 4 M.	----	----	----	86½	----	----
Clev. and Toledo	----	----	116½	121	120½	120½
" " S. F. 7 p.c.	----	----	----	111	110½	----
Cumberland Coal, pref.	43½	----	44½	45½	46½	47
Del. & Hudson Canal	----	----	171	173	175	175
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	108	----	107½	108½	109½	108½
" pref.	103	----	103	103½	103½	103½
" 1 M. 7 p.c. '67.	----	----	----	----	----	----
" 2 M. 7 p.c. '79.	----	----	----	----	----	114½
" 3 M. 7 p.c. '83.	----	----	----	111	----	----
" 4 M. 7 p.c. '80.	107½	----	----	----	109	109
" 5 M. 7 p.c. '85.	----	----	----	----	----	----
Galena and Chicago	107	----	107½	104½x	104½	105½
" 1M. 7 p.c. '68	----	----	----	----	----	----
" 2M. 8 p.c. '75	101	----	----	----	----	----
" 1M. Ex. '82.	----	----	----	----	----	----
Hann. & St. Jo. pref.	----	----	40	----	----	83
" " bonds	----	----	83	----	----	----
Hudson River	126½	----	129½	129½	125½	128½
" scrip	93	----	----	----	92	----
" 1M. 7 p.c. '69.	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	104½	----	----	----
Illinois Central scrip	116	----	117½	117½	117	117½
" full stock	112½	----	----	----	115	----
" Can. bd. sc.	----	----	----	----	----	105
" bonds	119	----	----	----	120	----
Marietta & Cin 1st pref.	68½	----	----	69	69	69
" " 2d	----	----	----	50	49	----
Mariposa Mining Co.	36	----	35½	36	35	35
Michigan Central	120½	----	120½	121½	120½	121
" S F. 8 p.c. '82	----	----	----	----	----	124½
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82	----	83	85	83	85
" " guar'd.	131	----	130½	133	133½	----
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	104½	----	----	----	----	104½
Mil. and P. du Chien	54	----	----	57½	57½	58½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	87½
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	66½	----	66	66½	66½	66½
" iss. to H. & St. J. R.	83	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	132½	----	132½	133½	133½	133½
" " 7s, 1864	----	----	----	100½	----	----
" " 7s, S.F. '76.	----	----	----	----	----	----
" " 7s, conv. '76.	----	----	----	----	----	----
" " 6s, S.F. '83.	----	----	----	----	----	----
N. York & Harlem	80	----	89½	90	----	89½
" " pref.	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	103½
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	101	----	----	----
Norwich & Worcester	----	----	----	----	----	----
Ohio & Miss. cer.	93	----	----	----	----	----
Pacific Mail S.S. Co.	211½	----	----	212½	213½	217
Panama	200	----	----	----	----	----
Penn'a Coal Co.	156½	----	----	----	----	----
Phila. and Reading	113	----	113	113½	112½	112½
Pitts. Ft. W. & Chicago	83	----	83½	84½	84½	86½
" " 1M.	----	----	----	----	----	----
" " 2M. 104	----	----	----	----	----	104½
" " 3M.	----	----	----	87½	----	89
Quicksilver Mining Co.	55	----	56½	58	59	60
St. L., Alton & T. H.	----	----	62	64	65	64½
" " pref.	----	----	----	76	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	91½
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	59	55½	58½	58½
Toledo & Wabash	----	----	50	50½	52	54½
" " Pref.	----	----	----	----	----	70
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	86½
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending December 30.

	Th.24.	F.25	Sat.26.	M.28.	Tu.29.	W.30.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	100½
U. S. 5s, 1885, coup.	----	----	----	----	126½	127
U. S. 6s, 1881, reg.	----	----	----	104½	105	----
U. S. 6s, 1881, cou.	----	----	110	110	110	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	105
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " new	98½	----	98½	98½	98½	98½
U. S. 6s, 5-20s, coupon	101½	----	101½	101½	101½	101½
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	107
" " Ap'l & Oct.	----	----	106½	----	106½	106½
American Gold	151½	----	151½	151½	152½	151½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending December 29.

	W. 23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.
Beaver Meadow	----	----	----	----	84	----
Cattawissa	10½	10½	----	----	10½	----
" preferred	32½	32½	----	----	32½	32½
Camden & Amboy	----	165	----	----	----	164½
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	102½	----	----	----	----
" " 6s, '83.	----	----	----	----	----	----
" " 6s, '89.	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	36
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	59½	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " scrip	49	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	100	----
" " scrip	----	----	----	----	----	49
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	52	----	----	----	51½	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	62	62½	----	----	----	62½
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	105
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	25½	25½	----	----	25½	26
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	70	----	----	----	----	69½
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	99½	99½	----	----	----	99½
" " 6s, coupon	----	----	----	----	----	----
" " 6s, " '107	----	----	----	----	----	107
Philadelphia City, 6s	100	----	----	----	100½	----
" " new	104	----	104	104	104	104
Philad., Germ. & Nor.	----	----	----	----	57	57
Phila. & Reading	56½	56½	----	56½	56½	56½
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	105½	----	----	----	----	----
Philadelphia & Erie	30½	30½	----	----	34	32½
" " 6s	----	----	----	----	----	103
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	17	17½
" " pref.	----	----	----	----	33½	33
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	15½	16	----	----	----	15½
" " 6s '78	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	27½	----	----	----	27	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	78
Arch street, (Horse)	30½	30½	----	30½	30½	31
Chestnut & Wal. "	----	57	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	21	22½	----	22½	22½	21½
2d and 3d streets, "	84½	----	----	----	84½	----
Spruce & Pine, "	----	13½	----	13½	13½	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending December 29.

	W. 23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.
Baltimore City 6s, 1875.	108½	----	----	----	108	108½
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	----	----	----	----	108½	107
Balt. and Ohio	95	95½	----	95½	----	98
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	----	----	----	----
Northern Central	----	----	----	----	44	43½
" " b'ds, '85.	----	----	----	----	----	----
" " " '95.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending December 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W. 30.
Boston and Lowell	----	104	----	----	----	----
Boston and Maine	----	----	126	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest	----	----	136	136	----	----
Cheshire, pref.	----	51½	51½	51½	51½	52
Concord	62	----	----	62	62	----
Connecticut River	----	----	----	----	----	105
Eastern, Mass.	----	94	94½	----	----	95
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	116	----	----	115½
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	71	----	----	----	----
Old Colony and Fall R.	111	----	111	110½	----	110
Ph., Wil. & Baltimore	----	66½	66½	----	----	----
Portl'd, Saco & Porta.	----	----	----	----	----	----
Vermont & Canada	----	153	----	154	----	----
Vermont & Mass.	88	----	----	39½	39	39
Western	----	----	----	----	140½	140½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	124½	----	----	----
Metropolitan "	62½	----	61½	62	----	----
Middlesex "	106	----	106½	----	----	103
Central Mining Co.	----	----	----	----	----	57⅝
Franklin "	----	----	----	----	----	47½
Isle Royale "	----	----	----	----	24½	----
National "	----	----	30	30	----	30
Minnesota "	----	----	63	----	64½	66
Pewabic "	62	----	62	62½	62½	61½
Pittsburg "	85	----	----	----	----	----
Quincy "	----	----	97	95	95	95
Rockland "	----	----	19½	----	----	18½

London Stock Exchange.

The following were the closing prices for American Securities on the 15th December:

Maryland 5s	72	to	74
United States 6s, 1881	63	"	68
Do. 5s, 1874	60	"	65
Virginia State 5s	43	"	48
Do. 6 per cent.	33	"	35
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	80	"	82
Do., Pennsylvania do. do.	79	"	81
Erie shares, $100 (all paid)	63	"	68
Do., 7s, preference	58	"	62
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s, 3d mort., 1883	65	"	70
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	63	"	68
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	72	"	74
Do. do. $100 shares, $90 paid, dis.	26	"	14
Do. do. $100 shares, all paid	69	"	71
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	70	"	76
Do. do. S. F. 1st mort., do., '82. x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do: $100 shares	--	"	--
New York Central 6s, S. F., 1883	65	"	70
Do do. 7s, 1864	55	"	60
Do. do. 7s, S. F., 1876	78	"	82
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	80	"	85
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	105	"	107
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	35	"	40

American Railroad Journal.

Saturday, January 2, 1864.

☞ The *postage* upon the AMERICAN RAILROAD JOURNAL is only *five cents per quarter*, if paid *in advance* at the Post office where the paper is received

Stock Exchange and Money Market.

The past year closed tranquilly on the Money Market. This is in part owing to a habit of long standing in this city to do as little business as possible about the time of the holidays. The usual bustle of Wall and William streets is transferred to Broadway, where gifts for the season attract the attention of crowds, and are disposed of in large quantities. In a few days, however, the old spirit of speculation will re-enter its old tabernacle, and we shall doubless have to record the customary conflicts between the two great parties in the street—those who operate for a fall, and those who work for a rise.

The year closed on a continued demand for 7 per cent. interest on the part of the lenders; and

in many instances, where parties are to be ferried over the holidays, a larger price was demanded and paid. For all legitimate purposes, where the risk is nothing in the ordinary acceptation, money has been plentiful throughout the year. On mortgages the rate has been quite uniform at 6 per cent.; and the greater portion of existing mortgages, carrying the legal rate of 7 per cent., have been reduced 1 per cent. voluntarily by the mortgagees. This concession has been felt in lightening the burthen of taxation.

Gold has been very steady at its last advances, which is probably due to the heavy imports which the country seems to require. There are numerous articles we do not produce, and cannot do without; and as twelve hundred millions of dollars have been paid out by the Government, and large dividends are declared by our numerous successful companies of all descriptions, our people were never more able to buy, and apparently never more willing. Some branches of trade appear to thrive beyond all expectation, especially those which affect the personal convenience or taste of our population. Government stocks remain firm, and seem to be general favorites. U. S. sixes of 1881, registered, upon which the interest has just been paid, are in demand at 104 to 105; the coupon 6s of 1881 bring 110; and the 5s of 1865 sell at 127. The 5-20's are being rapidly absorbed, and it is now announced that the receipts of the Treasury are fully adequate to all demands upon it. This is a satisfactory condition of things, and shows good management on the one hand, and loyalty and confidence on the other. While the principal powers in Europe are endeavoring to borrow money wherever it is to be had, and not very particular as to price, while as yet at peace, the U. S. Government finds no difficulty in obtaining all it requires among its own citizens.

State stocks and bonds have been rather dull, and bank stocks do not enter much into the material for speculation, being generally held by parties who like steadiness and security rather than large profits.

Railroad shares are still in high favor. The earnings of our trunk and auxiliary lines continue to be on the increase. Many, esteemed almost worthless a few years since, and which had carried down all who had largely invested in, or trusted them, have redeemed themselves in a remarkable manner, and are now considered valuable. The fact is, our railway system is a great success; and, as the country increases in population and production, it will become permanently prosperous. We notice that numerous companies are being organized to construct new lines, connecting established commercial centres, and creating new ones. In the Northwestern States a large number of these lines are about to be built.

Among those eliciting public attention at the present time, is the Chicago and Great Eastern Railway. Subscription books for a loan of $2,000,000 are now open at the banking house of Messrs. Schuchardt & Gebhard, No. 21 Nassau street. The map and prospectus of this company present the project in a very clear and perspicuous manner. The construction of a railway from Chicago to Logansport, on the Wabash, of only 110 miles, opens a connection with roads already built, so that the proposed line will be an uninterrupted one, save with a single change of cars to Baltimore, 826 miles; between Chicago and Philadelphia, 856 miles; and from Chicago to New York 911 miles. It will also furnish the shortest route between Chicago, and Cincinnati and Louisville. There are seven main trunk lines leading into the former city from the Northwest, West and Southwest, and only three lines extending from it to the East. It is therefore easily demonstrable that the new project offers a great success to its supporters, and will be of immense advantage to our Western friends.

It will be observed by reference to our customary tables, that all of our well managed railroads are in favor with monied men.

The Illinois Central appears to be enjoying extraordinary prosperity. It has recently paid into the Treasury of the State of Illinois the sum of $264,344 09, or 7 per cent. of its gross earnings, for the year ending April 30th, last. The gross earnings must therefore have amounted to $3,776,329 25, and will be found next April to have increased even on this last sum. Its stock is quoted at 117 to 118.

The increase of our foreign commerce is not checked by the war, though too much of it is done under foreign flags. It is a melancholy fact that our own ships have been almost driven from the ocean, although our navy is composed of about six hundred vessels; yet the presence of these strangers in our harbor adds to the receipts of the customs in various ways, which do not apply to our own ships. Our trade with England and Germany continues brisk, while with France it has seriously declined.

It is understood that the French merchants are not as enterprising or daring as those of England, or Germany, and it is asserted that the latter are more numerous, and prosperous in their commercial transactions in this port, than those of any foreign nation.

The imports into the port of New York from January 1, to December 31, 1863, have been $182,517,881, against $169,785,114 in 1862, and $125,788,682 in 1861. The exports of specie during the same periods have been: in 1863, $49,882,575; in 1862, $59,437,021; and in 1861, $4,216,250.

The deposit line in our city banks has fallen off the past week almost two millions, a circumstance easily explained by the continuous subscriptions to the Government loans. No less a sum than $2,558,400 were paid into the assistant Treasury's office on Monday last. The reserve of specie in this city seems to be impregnable to the assaults of the remitters and agents, purchasing with bills for the foreign market, as the aggregate amount in our banks and Mr. Cisco's great national iron safe is $38,191,000.

It is evident from the steadiness of this reserve, that the export demand is supplied from other sources than the banks. It is a curious fact that this large amount should have remained so entirely undisturbed. It shows that the banks have a large portion of their capital or earnings in this shape, and not within reach of their customers, and not a deposit fund subject to their checks.

Our latest advices from abroad are of some interest to us, as they show clearly that the foreign Money Market is by no means in a settled condition, and that a rupture between Germany and Denmark is imminent. German troops are on their march to the Duchies, Denmark has a large force to resist them, and the British Minister sends word to the Danish Government that England will not stand by and see its interests put in jeopardy. Some one will have to give way, or war is inevitable. The Napoleonic Congress now dwindles down into a petty meeting of small powers, happy to be invited to any place, which for a time puts them on an equality with their superiors, but knowing at the same time that "their room is better than their company."

We note also that the liberal party in France favored by the freedom of debate in the Imperial Assembly, are beginning to call in question the conduct of the Government with unusual boldness. All political revolutions in France have been preceded by an outbreak of tongues.

Every great speech and every great leader in a Paris journal which vigorously assails the Government, is equivalent to a barricade. We look, therefore, with interest to the political opposition now showing its head against the Government.

Thus as we are gradually emerging from our troubles and trials, we see other nations on the brink of theirs. As our continent emerges from the boisterous sea which has been breaking over it, Europe appears to be about to be submerged. This war over, the republican principle sustained, our free institutions triumphant, there will be no other such country to be found in the world, more peaceful, more stable, more prosperous, more pleasant to live in, or so likely to influence the conduct and secure the respect of all foreign nations. This is our destiny.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon 6s, 1870, 103; North Carolina 6s, 53; Atlantic and Great Western (Ohio division,) 1st mort., 96; Brooklyn City Water Loan, 110; Mariposa Mining Co. 1st mort., 101; Copake Iron Mine, 9; Wyoming Valley Coal Co., 93; Quartz Hill G. M. Co., 11¼; Metropolitan Bank, 115; Merchants Bank, 103; American Exchange Bank, 108; Bank of Commerce, 103¼; Bank of Republic, 102.

Philadelphia.—West Branch Canal, 105; Union Canal, 2; Huntington and Broad Top, 20; do., scrip, 75; Girard College R. R., 27½; Bohemian Mining Co., 9½; Penn. Mining, 8⅛; Big Mountain, 5⅜; N. Y. and Mid. Coal, 8½; City Bank, 52; Kensington Bank, 71¼; Corn Exchange Bank, 37; Mechanics Bank, 27¼. The latest quotations are: City 6s, 99½@100¼; do., new, 103¾@104; State 5s, 99½@99¾; Reading, 55⅞@56; do., 6s, 1870, 105@106; do., 1886, 112⅝@112⅞; Camden and Amboy, 164½@165; Pennsylvania R. R., 69½@70; do., 1st mort., 110⅛; do., 2d mort., 106½@107; Little Schuylkill R. R., 51½@51¾; Morris Canal, 65@70; do., pref., 136@140; Susquehanna Canal, 15; do., 6s, 63½@64½; Sch. Nav., 17@17½; do., pref., 32@33; do., 6s, 1882, 86@87; Union Canal bonds, 27@27½; Delaware Div. Canal, 85½@36½; do., bonds, 103; Elmira and Williamsport, 35@37; do., pref., 52@54; do., 7s, 1878, 108@109; Beaver Meadow, 83@84; Harrisburg, 70; Long Island R. R., 40; Lehigh Coal and Navigation, 59@60; do., scrip, 49@49½; North Pennsylvania, 25½@26; do., 6s, 96@97; do., 10s, 120¼@121; Philadelphia and Erie, 32⅛@32¾; do., 6s,

102¾@103¼; Minehill, 62@62½; Catawissa, 10¼@10¾; do., pref., 31¾@32; Lehigh Valley, 99@101; do., bonds, 105@106; Fifth and Sixth streets, (horse,) 60; Second and Third, 84½; Race and Vine, 20@21¼; West Philadelphia, 70@72; Spruce and Pine, 13@14; Green and Coates, 44@45; Chestnut and Walnut, 57@58; Arch, 31@31⅛; Thirteenth and Fifteenth, 34½; Seventeenth and Nineteenth, 12⅛; Girard College, 27@27½; Tenth and Eleventh, 51; Norristown, 56¾@57¼; Lombard and South, 16; Ridge Avenue, 21.

Boston.—Vermont Central R. R. stock, 75c.; do., 1st mort., 81; Rutland and Burlington 1st mort., 61⅜; do., 3d mort., 8; Sullivan R. R. 1st mort., 72; Northern (Ogdensburg) 1st mort., 101¼; do., 2d mort., 22½; Lynn and Boston, horse, R. R., 80; Cary Imp. Co., 9¼; Essex Co., 90; Boston Water Power Co., 44½; Waverly, 2¼; Union Steamship Co., 157; Massachusetts 6s, 1876, 118; Maine 6s, 1880, 105; Vermont 6s, 1874, 104; do., 1876, 105; Roxbury 5s, 1879, 97; Webster Bank, 103½; Atlantic Bank, 95; Merchants, 99; State, 70; Blackstone, 106; Freeman, 99¼; Mt. Vernon, 98; Howard, 98¾; City, 103; Bank of North America, 102; Bank of Republic, 73½; Bank of Commerce, 100¾; Acton Mining Co., 4; Albany and Boston, 12; Aztec, 5½; Bay State, 17½; Bedford, 1⅛; Black River, 52½c.; Bolton, 4; Canada, 3; Copper Falls, 25; Columbian, 8; Dana, 3½; Dudley, 3¾; Durham, 45c.; Excelsior, gold, 7½; Eagle River, 5⅞; Flint Steel, 10½; Great Western, 3⅝; Huron, 32; Hanover, 4; Highland, 5⅞; Hancock, 12; Madison, 5½; Manhattan, 4¼; North Cliff 5; Northwestern, 10; Ottawa, 43c.; Penn, 7¼; Pontiac, 6⅜; Phœnix, 25; Quartz Hill gold, 11¼; Superior, 9⅜; South Side, 5; Star, 8½; Tremont, 4⅛; Wickham, 90c.; Waterloo, 1⅝.

Baltimore.—Maryland 6s, 1890, 114; Western Maryland bonds, 83; City Passenger R. R., 17½; Santa Clara, 8⅜; Union Bank, 73½; Bank of Commerce, 23½; Peoples' Bank, 16. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 96½@98; do., 6s, 1867, 104; do., 1875, 108@110; do., 1880, 107; do., 1885, 106½@107; Northern Central, 43½@44; do., bonds, 1885, 105@105¼; N. W. Va., 6; do., 1st mort., 108@110; do., 2d mort., 103½@104; do., 3d mort., 26; do., guar., 101; Central Ohio 2d mort., 105; do., 3d mort., 75; do., 4th mort., 45@50; do., income 1857–'60, 30; Western Md. bonds, 82½@83¼; do., guar., 106; Maryland 6s, coupon, 1870, 111; do., Ins., 112; do., 1890, 114; Baltimore 6s, 1870, 105@106; do., 1873, 106; do., 1875, 108@108½; do., 1885, 107; do., 1890, 108½; do., coupon, 108@108¼; do., 5s, 1888–'70, 97; City Passenger R. R., 17@17¾.

Pennsylvania Railroad Company.

The Board of Directors of this Company have elevated Mr. Lombaert to the Vice Presidency. Colonel Thomas R. Scott, Vice President, will perform all the duties of the President, and Mr. Lombaert will be the responsible Vice President of the Company. At present there are two Vice Presidents, Mr. Lombaert and Col. Thomas R. Scott, who serve in the place of the actual President, Mr. J. Edgar Thomson, who is at the present time in Europe, where he will remain for about three years, to advocate the interests of this corporation.

Interesting Emigration Statistics.

The following table, compiled from official sources, exhibits the increased emigration since 1820:—

Number of arrivals for ten years ending Sept. 30, 1829	128,502
Number of arrivals for ten years ending Sept. 30, 1839	538,381
Number of arrivals for ten years ending Sept. 30, 1849	1,427,337
Number of arrivals for eleven years ending Sept. 30, 1862	2,968,194
Total	5,062,414
The number previous to 1822	34,000
Estimated arrivals since 1863	50,000
Grand total	5,646,414

The average amount of money brought by these emigrants is estimated at $75, making in all the sum of $424,000,000 thus imported. Deducting from this amount $21,000,000, or five per cent. of the whole amount, for sums remitted to friends and relatives at home, it leaves over $400,000,000 contributed to the capital of the country by emigration.

Protection from Draughts.

Messrs. E. S. & J. Torrey, No. 72 Maidenlane, offer to housekeepers, a contrivance called the "weather strip, and door and window moulding," by which cold, rain, dust and snow may be effectually excluded from their dwellings. It is not only a comfort, but an economy, as its use saves a considerable amount of fuel. The reputation of the vendors, the Messrs. Torrey, is a guarantee of the value of the article recommended.

Western Railroads.

The Nashville and Decatur Railroad is about to be re-opened from one end to the other. The Memphis and Charleston, (between Decatur and Stevenson,) will also be rebuilt, and the Nashville and Chattanooga is being repaired with new rails throughout. As fast as the Federal troops advance and hold their ground, the old railways are put in good order.

Car Indicator.

Messrs. Crommelin & Crisp, of Washington, have invented a machine, which when applied to cars, hotel dining rooms, theatres, &c., records with great accuracy the number of persons who enter them and depart. If practicable, for numerous similar attempts have hitherto failed, it will act as a correction of "knock downs," and be equal to a policeman on constant duty.

Chicago and Great Eastern Railroad.

The directors of this company are: W. D. Judson, Amos Tenney, Charles Judson, John W. Reid, New York; John Brandt, Jr., Richmond, Ind. The officers are: President, W. D. Judson; Treasurer, Amos Tenney; Secretary, L. H. Walkley, Richmond, Ind.; Chief Engineer, Joseph E. Young, Chicago, Illinois.

New Arrangements.

We hear on the best authority, that under the lead of Mr. Garrett, the able President of the Baltimore and Ohio Railroad Company, it is in contemplation to run four daily (extra) trains between this city and Washington, not taking up any way passengers even at Philadelphia or Baltimore. This will be a great accommodation to through travelers between the two cities.

Commercial Marine of Buffalo.

Some idea may be formed of the lake commerce of Buffalo, from the fact there are now laid up for the winter in its harbor.

Side wheel steamers	6
Propellers	42
Tugs	26
Barks	34
Brigs	13
Schooners	126
Sloop	1
	248

In 1861 the number was 163; 1862, 230; 1863, 248.

Harlem Railroad.

The United States Government having taken three locomotives from the Harlem Railroad Company, has so reduced its motive power, that it has been obliged to discontinue one of its afternoon trains between New York and White Plains. It has, however, three new locomotives in process of construction.

Chicago & Great Eastern Railway Company,

FIRST MORTGAGE BONDS,

FOR $2,000,000.

SUBSCRIPTION BOOKS OPENED WITH

Messrs. SCHUCHARDT & GEBHARD,

BANKERS,

No. 21 NASSAU ST., NEW YORK.

THE CHICAGO AND GREAT EASTERN RAILWAY COMPANY now offer for sale ONE MILLION ONE HUNDRED THOUSAND DOLLARS of their FIRST MORTGAGE BONDS, in sums of One Thousand Dollars each, maturing in thirty years, bearing interest at the rate of seven per cent. per annum, payable in the City of New York on the first days of April and October in each year.

These Bonds are secured by a First and only Mortgage on the property, income and franchises of the Railway Company, executed to Frederick Schuchardt and Henry Morgan of the City of New York, Trustees.

The remaining Nine Hundred Thousand Dollars of the Bonds are set apart and remain in the hands of the said Trustees, for the purpose of being exchanged for the indebtedness of the Chicago and Cincinnati Railroad Company, running from La Crosse to Logansport; this effected, the $2,000,000 will form a First and only Mortgage on a line of road 110 miles in length, extending from Chicago to Logansport, where it connects with the Cincinnati and Chicago Air-Line Railroad, forming the shortest line by 40 miles between Chicago and Cincinnati, and by 36 miles the shortest line between Louisville and Chicago.

It will also open, in connection with Roads now in operation, entirely new and very direct lines from Chicago to New York, Philadelphia, Baltimore, and all Eastern Cities. The distance between Chicago and New York by this route being shorter than by either of the existing lines via Dunkirk or Buffalo.

The road is now under contract, and the most strenuous efforts are being made to have it open for traffic during the summer of 1864.

The interest on the Bonds maturing during the progress of the work has been provided for, and will remain on deposit with the Bankers of the Company, Messrs. SCHUCHARDT & GEBHARD, No. 21 Nassau st., to whom the Company refer for further particulars, and where subscription books for this loan have been opened.

4t1 W. D. JUDSON, President.

Dec. 23, 1863. No. 87 William st., New York

L. P. MORTON & CO.,
BANKERS,
35 WALL ST.,
BILLS of EXCHANGE
AT SIGHT, OR SIXTY DAYS ON THE
ALLIANCE BANK
Of LONDON and LIVERPOOL, limited;
(AUTHORIZED CAPITAL, THREE MILLION POUNDS STERLING.)
GOVERNMENT SECURITIES, STOCKS AND BONDS
Bought and Sold on Commission.

WANTED.—A Civil Engineer, of good address and business capacity, to be employed in soliciting orders for railroad stock. A liberal salary will be paid, and only those having the very highest qualifications and references need apply to box 1337 Post office, New York. 2t52

PATENT EXCELSIOR
WEATHER STRIP
FOR EXCLUDING WIND, COLD AND DUST
FROM BUILDINGS OF EVERY DESCRIPTION.
E. S. & J. TORREY,
1m52 **Sole Agents, 72 Maiden Lane.**

ALBERT H. NICOLAY
AUCTIONEER
AND
STOCK-BROKER
No. 52 WILLIAM ST. N.Y.
☞ STOCKS & BONDS, GOVERNMENT SECURITIES &c.
BOUGHT & SOLD AT THE STOCK BOARD.

for cash or on time, exclusively on commission and upon as favorable terms as any Stock house in New York.
☞ Stocks and Bonds, also Insurance Scrip, bought and sold at private sale. Interest allowed on deposits and Dividends collected.
☞ Regular auction sales of stocks and bonds every Monday and Thursday (which have been the regular established days for many years), at 12½ o'clock, at the STOCK SALES ROOM, No. 52 William st., or at the EXCHANGE SALES ROOM, No. 111 Broadway, whichever may be desired.
☞ Orders by mail promptly attended to.

I. KENDRICK,
No. 135 WALNUT ST., PHILADELPHIA,
AGENT OF THE
UNION COAL & OIL CO.
OF MAYSVILLE, KY.,
FOR THE SALE OF THEIR
Paraffine Lubricating Oil,
FOR ALL CLASSES OF
STATIONARY MACHINERY, LOCOMOTIVE ENGINES,
RAILROAD CARS, COTTON SPINDLES,
SEWING MACHINES AND WOOLEN FACTORIES.
ALSO,
MAYSVILLE COAL OIL
FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND
ROLLING MILL GREASE,
FROM PURE CANNEL COAL.
P. S.—All Oils **warranted** to answer the purpose represented.
☞ **Particular attention given to orders for shipment in cans or barrels.**

KIRK & CHEEVER,
STOCK AND NOTE BROKERS,
No. 57 WEST THIRD ST.,
CINCINNATI, OHIO.

20 Ton Second Hand Locomotive.
For 4 ft. 8½ in. Gauge. Wheels, 5 ft. Inside Connections. Cylinders 15 x 20. Price **$6,000.**
For sale by
WILLIAMS & PAGE,
3m50 **67 Water st., BOSTON.**

FOR SALE.

500 TONS	38 lbs.	CRAWSHAY'S RAIL	in store.	
500 do.	50 lbs.	do.	do.	now due.
300 do.	56 lbs.	do.	do.	now due.
3,000 do.	50 and 56 lbs.	RAIL to arrive.		

GEO. T. M. DAVIS,
Dec. 10, 1863. 2m **47 Exchange Place.**

UNION
STEAM AND WATER
HEATING COMPANY,
FOR WARMING AND VENTILATING
PUBLIC BUILDINGS, PRIVATE RESIDENCES,
GRAPERIES, GREENHOUSES, ETC,
UNDER GOLD'S IMPROVED PATENTS.
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21 NASSAU ST.,
NEW YORK.
BILLS OF EXCHANGE
At sight or 60 days on all the principal cities of Europe.
LETTERS OF CREDIT for travellers in Europe, and also COMMERCIAL CREDITS.

SAFEST AND CHEAPEST SYSTEM OF INSURANCE.
Scrip Dividend for 1861 .....60 per cent.
Scrip Dividend for 1862 .....60 per cent.

Washington Insurance Co.,
172 Broadway, cor. Maiden Lane.

Assets Feb. 1, 1863	$528,521 51
Contingent Liabilities	5,000 00
Cash Capital and Surplus	$523,521 51

INSURES Buildings, Merchandise, Furniture, Rents, Leases Cargoes and other Insurable property, against loss or damage by Fire, and **INLAND MARINE RISKS, on the Lakes, Rivers and Canals.**
Three-fourths of the Profits divided annually to the insured without their incurring any liability whatever.
GEORGE C. SATTERLEE, Pres't.
HENRY WESTON, Vice-Pres't.
WM. K. LOTHROP, Secretary.

The Mercantile Mutual
INSURANCE
COMPANY,
No. 35 WALL ST., NEW YORK.
INCORPORATED, APRIL, 1843.
ASSETS OVER $1,250,000.
MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.
Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.
Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.
The risk of war covered at the lowest current rates.
ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

PARTICIPATION.
ÆTNA
Fire Insurance Company
of New York,
CASH CAPITAL, $200,000. No. 170 Broadway. CHARTERED 1824.
INSURES Buildings, Merchandise, Household Furniture, Vessels in Port and their Cargoes, etc., against Loss or Damage by Fire, on the most favorable terms, also, **Inland Navigation & Transportation Risks.**
The Insured receive **75** per cent of the Net Profits annually, without incurring any Liability When preferred, account will be made in lieu of participation in Profits.
SCRIP DIVIDEND OF 1861 ....50 per cent.
SCRIP DIVIDEND OF 1862 ....50 per cent.
JACOB BROUWER, President.
LIVINGSTON SATTERLEE, Sec'y.

NEW ENGLAND
MUTUAL LIFE
INSURANCE CO.
CASH ACCUMULATION, $2,500,000.
Clear Surplus, $1,250,000.
WILLARD PHILLIPS, Pres. B. F. STEVENS, Sec.
DIRECTORS.

Charles P. Curtis,	**William B. Reynolds,**
Thomas A. Dexter,	**Geo. H. Folger,**
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Charles Hubbard,	**Homer Bartlett.**

The oldest and most reliable wholly Mutual Company in the United States, established in Boston 1843, and uniformly successful. **DIVIDENDS paid in cash. Send for documents—supplied gratis.**
JOHN HOPPER, Agent,
110 Broadway, cor. Pine st

OFFICE OF THE
COLUMBIAN (MARINE)
INSURANCE
COMPANY,
Corner of WALL and NASSAU Streets.
CASH CAPITAL....$1,000,000
Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,661 03.
LOSSES PAID IN GOLD
Upon RISKS on which the PREMIUM is paid in like Currency.
DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:
1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.
2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.
3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.
Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.
B. C. MORRIS, President.
THOS. LORD, Vice-President.
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The Reciprocity Treaty.

The period limiting the duration of what is called the Reciprocity Treaty is close at hand, and whether, and how, it is to be renewed is becoming a subject of discussion both in the United States and the British Provinces contiguous. In the Canadas, party spirit has begun to show itself in regard to it; the friends of the South calling loudly for its discontinuance, while others, prudently regarding it in a purely commercial light, desire and advocate its continuance.

This treaty was negotiated in 1854, by James Buchanan, while our minister abroad under the instructions of Mr. Marcy, Secretary of State.

The treaty was considered to have procured us great advantages, as it secured to our hardy fishermen the right "of fishing for all kinds of fish on the sea coasts and shores and in the bays, harbors and creeks of Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and the islands adjacent, and also of the Magdalen islands," and of drying their nets and curing their fish there, provided they did not interfere with the rights of private property, or with the British fishermen in the peaceable use of the said coasts in their occupation for the same purpose. This privilege however, was for a sea fishery only and did not permit the taking of shad or salmon.

A reciprocal right of fishing was granted by our Government to British fishermen on our coasts and shores, north of the 36th parallel.

By the same treaty, the citizens of the United States were allowed to navigate the St. Lawrence river and the canals, the same as British subjects: in return these last were permitted to navigate Lake Michigan with the same freedom as Americans. But the clause which gave the treaty its immediate and most practical importance, was that which allowed the productions of the British Provinces, and the United States to be reciprocally imported by them free of duties. The following is the list of articles which were declared to be free, and which have ever since the time of the treaty been the staples of this reciprocal commerce, viz:

Grain, flour and breadstuffs of all kinds.
Animals of all kinds.
Fresh, smoked, and salted meats.
Cotton, wool, seeds, and vegetables.
Undried and dried fruits.
Fish of all kinds.
Products of fish and all other creatures of the water.
Poultry, eggs.
Hides, furs, tails undressed.
Stone or marble, crude or unwrought.
Slate, butter, cheese, tallow, lard, horses.
Manures, Ores of metals of all kinds.
Coal, pitch, tar, turpentine, ashes.
Timber and lumber of all kinds round or sawed, and unmanufactured in whole or in part.
Fire wood, plants, shrubs, trees.
Pelts, wool, fish oil, rice, broom corn and bark.
Gypsum ground and unground.
Hewn or wrought, or unwrought burr or grind stones.
Dye stuffs. Flax hemp and tow unmanufactured.
Unmanufactured tobacco, and rags.

It was also agreed that no export duty should be charged on lumber floated down the St. Johns. (This article was inserted for the benefit of the Maine lumbermen).

The treaty was to continue in force for 10 years or to cease upon twelve months' notice. It also appears that articles 3 and 4 were liable to a temporary suspension by either party, in relation to the products so admitted free and the use of the canals, but the right has never been exercised by either party.

In the month of June next, then, the treaty expires by its own limitation, unless it is renewed by previous agreement between the two Governments.

It has been a question warmly agitated which of the parties to this treaty have gained most by it. Many Canadians and some of the Canadian presses, such as the Kingston *News* maintain, that the results are unfavorable to their interests, and call for its abrogation. Others perhaps more sagacious, anxiously desire its renewal.

It is a curious fact that one of the principal points which it was thought at the time we had made, was that the treaty had given us the right of boat fishing, and so it did; that is to say our fishermen could have occupied the shores and coasts not in the possession of British fishermen, to dry their nets and cure their fish; in other words have established stations on the land and fished from thence in greater security.

But the fact is, our people have never taken advatage of the treaty in this respect; there is no American boat fishing in existence there. The privilege of fishing three miles off the shore we enjoyed under existing National law, and there is no sea fishing within that distance of any valne as every one acquainted with the fisheries, well knows. On the contrary a Nova Scotian well acquainted with the subject writes to an influential journal in London as follows:

"The idea that we conceded any real or beneficial privilege to the American fishermen by the Reciprocity Treaty is a delusion; they had all they wanted in this respect before. That American statesmen thought they were getting a benefit, I have no question, but they are undeceived now, and if there are no stronger ties than these fishing privileges to hold them to the treaty, you may rely upon it the notice for its repeal will be given the next year. Now I contend that previous to the

treaty being passed, the American fisherman could catch fish in the gulf and bays of these provinces upon equal terms with ourselves, and he had the advantage of 20 per cent. over our own fishermen in his own markets; that advantage under the treaty he lost by its provisions. We now enter his markets on equal terms, and living nearer the fishing grounds, and being enabled to fit out vessels and supplies cheaper than he, *we can more than compete*, and would *finally drive him out of the business or force him to settle in the Colony.*"

The same writer makes the following admissions with regard to the effect the treaty has had on Nova Scotia, which certainly offers but a poor return to us for the advantages we have given her. He says "The treaty opened for us (Nova Scotia) a free market with a nation of thirty millions of people for everything we had, or could produce for sale; coal, fish, oil, potatoes, boards, woods of all kinds; in fact all the productions of the soil and the sea, and these almost without an exception were subject to a duty of not less than twenty per cent previous to the treaty, and as the Nova Scotians *had no other market* for the larger portion of these productions, we were compelled to export them to the United States and pay the duty. Can any sensible man believe that under such circumstances the treaty has not been of immense advantage to the Province?"

These extracts are proof enough of the fact that the treaty has been highly beneficial to the British provinces. The question now recurs, what have been its benefits to us. The following is a favorable view of this side of the question from a gentleman of Milwaukee. He affirms that the exports from the United States into the Provinces were in

1852 ..... $10,500,160
1853 13,140,642

And the imports were:

1852 ..... $6,110,299
1853 7,550,718

During the two years following the treaty our exports were:

1856 ..... $29,029,349
1857 24,262,482

And the imports were:

1856 ..... $21,310,420
1857 22,104,296

The exports from the U. S. into Canada were:

1861 ..... $21,069,388

And the imports were:

1861 ..... $14,386,427

It has been said in reply, that most of the articles however which we export to Canada, and are not expected from duties under the treaty, contribute largely to the Canadian revenue, but if they do, they nevertheless pay the American exporter a profit. We also do the same thing in regard to their imports into the United States, not excepted by the same treaty, and the navigation of Lake Michigan by British vessels is more than a compensation for the use of their canals, and the river St. Lawrence. But the fact is, that the number of British vessels which navigate all the lakes is very inconsiderable compared with ours. We are in fact the carriers of nearly the whole productions of the Lake Coasts and the West. The imports from the Canadas to the port of Milwaukee in 1862 were of the value of $4,400 only, of which $3000 were horses, imported for the use of our government, while the exports from that port to Canada were $2,500,000 of which more than one-half were in American vessels.

The Montreal *Witness* is of the opinion that the reciprocity treaty can not be altered so as to admit manufactured goods into Canada and the other provinces, as this "would never be allowed by the Mother Country, and it also expresses the opinion that if this is the *sine qua non*, the treaty will have to fall," and the plan even then would be impossible without a Customs Union.

Should the treaty be allowed to expire without renewal, it is difficult to say what would be result. Without the Western trade, the Canadian railways supported by Western products, would evidently be ruined. The only countervailing influence the Provinces could exert would be to take off the tolls on their canals, which might retain the traffic by steamers or sailing vessels to a certain extent.

On the other hand, we might levy a light duty on their exports to the United States not enough to drive them away, and yet sufficient to increase our revenue.

The subject certainly is one of great importance, and will probably come up for discussion during the present session of Congress, where we hope it will be well and carefully considered. We have a great number of good friends on the other side of the St. Lawrence who are doing all they can to increase the connections of business with the United States, yet for all that, it may be questioned if we are called on to consult British interests.

We are aware of the fact that a formal report was prepared a few years since by the United States Commissioner Mr. Hatch on this subject, but it was not received as a full solution of the question.

Pittsburg and Connellsville, and Baltimore and Ohio Railroad Companies.

An important decision was very recently made in the U. S. Circuit Court at Pittsburg, in a case between these two companies, involving the validity of the late election of the Board of Directors in the first named Company. It appears from the Baltimore papers, that on the 7th of December last a meeting of the stockholders took place at eleven o'clock, instead of twelve o'clock, the hour regularly designated and according to usage. It was at once perceived that an opposition to the former board was contemplated and under protests of different parties, the temporary organization was completed, and the election was voted to be proceeded with. Various proxies were offered, and among them was that of the Baltimore and Ohio Railroad Company, which represented 17,800 shares. An old Stock Ledger of the Connellsville Company was referred to by the Inspectors of Election in which the Baltimore and Ohio Company had credit for only 700 shares which they offered to receive as authority for votes to that extent.

The proxy of the Baltimore and Ohio Railroad Company then produced the Stock Register of the Pittsburg and Connellsville Railroad Company, stating to the said Judges that the Stock Ledger which they had before them as a guide, had not been used or had any entry made in it for five or six years past, as was known to the Secretary of the Company then present; and that the Stock Register which he, the said proxy, then produced, was in fact, and had been for years past, the only Stock Ledger of the Company, and he tendered his ballot marked with 17,800 shares, and also the Stock Register, as evidence of his right to vote such stock.—The Judges of Election still refused to receive the ballot.

The proxy of the Baltimore and Ohio Railroad Company then tendered the same ballot, endorsed with the same number of shares as before, and produced in support of his right to vote said number of shares the last voting list of the Pittsburg and Connellsville Railroad Company, prepared by its own officers, and one of the books of that Company, and which was an abstract of the Stock Register, as evidence of his right to vote the number of shares endorsed on said ballot. But the Judges again refused to receive the ballot as tendered.

During the proceedings, the City of Pittsburg, by its proxy, tendered a vote for, and voted 10,000 shares of the Stock standing in its name upon this "Stock Ledger," used by the Judges of Election, although the greater part, if not all, of this Stock had been seized and sold under execution, or assigned by the City of Pittsburg, and although the purchasers of parts of that Stock—holding it by regular transfer and appearing in the Stock Register and last voting list—tendered their votes in vain.

W. S. Bissell, holding 500 shares M. O'Hara, holding about 500 shares, Mr. Howley, holding about 866 shares; Mr. Howley, also, holding 100 shares, tendered their votes for the ticket nominated for the Baltimore and Ohio Railroad Company, which shares were shown to be their property by the Stock Register and voting list already referred to; but they were refused a vote because their names did not appear as stockholders on the Stock Ledger, used as a guide by the Judges of Election in which no entry had been made for five years.

In connection, and simultaneously with these proceedings, a communication from John Lee Chapman, Mayor of Baltimore, was presented and read, instructing the stockholders that he appointed Wm. W. Taylor, Joseph R. Marston, and J. W. Stevenson, Jr., Directors of the Pittsburg and Connellsville Railroad Company on the part of the City of Baltimore.

The Deputy Marshal of the Circuit Court of the United States for the Western District of Pennsylvania then appeared and read the following orders of that Court, obtained in a proceeding in which J. H. B. Latrobe, of Baltimore, and D. Ritchie, Esq., of Pittsburg, were counsel for the Baltimore and Ohio Railroad Company:

"The Baltimore and Ohio Railroad Company *vs.* The Pittsburg and Connellsville Railroad Company, a body corporate by an Act of the General Assembly of the State of Maryland, have exhibited in the Circuit Court of the United States for the Western District of Pennsylvania, sitting as a Court of Equity, their Bill for relief, and to command the Pittsburg and Connellsville Railroad Company, a body corporate by an Act of the General Assembly of the Commonwealth of Pennsylvania, and the Directors of the said last mentioned Company, and the judges and officers of the meeting of stockholders and of the election to be held at the office of the said last mentioned Company, in Pittsburg, on the 12th day of November, A. D., 1863, and of the annual meeting of the stockholders and of the election to be held at said office on the 7th day of December, 1863, and of any such meeting and elections thereafter, not to vote to accept or reject a certain Act of the

General Assembly of the Commonwealth of Pennsylvania, approved the first day of April A. D., 1863, entitled 'An Act to repeal the seventh section of an Act authorizing the laying out of a State road from the borough of Orwigsburgh, Schuylkill county, to intersect a public road leading from Easton to Mauch Chunk, and for other purposes—or on any question touching the business and affairs of said Pittsburg and Connellsville Railroad Company, otherwise than by allowing one vote to be given for each share of stock by the holders thereof, in person or by proxy.

"These are, therefore, to command the said Pittsburg and Connellsville Railroad Company, and Benjamin H. Latrobe, Thomas S. Blair, Cyrus S. Markle, John A. Caughey, J. R. Marston, Wm. W. Taylor, A. Miller, H. Burgwin, John S. Dilworth, Daniel R. Davidson, W. S. Haven and James Parker, Jr., the Directors of said Pittsburg and Connellsville Railroad Company, and the judges and officers of election to be held at the office of said Company, in Pittsburg, on the 12th day of November A. D., 1863, and of any election, thereafter, not to vote, or to receive or count any vote to accept or reject the said Act of Assembly, or on any question touching the business and officers of said Pittsburg and Connellsville Railroad Company, otherwise than by allowing one vote to be given for each share of stock by the holder thereof, in person or by proxy.

"Supplemental order made on the 12th day of November, A. D., 1863.

"And these are further to command the said Pittsburg and Connellsville Railroad Company, and the said Directors of said Company and the said officers and judges of said meetings and elections, in all cases in which the said stockholders are called upon to vote, to be guided in their estimating the number of votes to which each voter is entitled, by the Stock Ledger of the said Pittsburg and Connellsville Railroad Company, and the order of this court heretofore made."

The proxy of the Baltimore and Ohio Railroad Company then moved that the election of the said Directors should be postponed until two o'clock P. M., an hour not then arrived, in order that the meeting of stockholders there present might take up and consider two laws of the Commonwealth of Pennsylvania relating to the Pittsburg and Connellsville Railroad Company, one of which changed the scale of voting in said Company, and one of which authorized the extension of the road into certain counties of the State of Pennsylvania, and on this he demanded a vote by stock.

The motion was ruled out of order, upon the ground that no notice had been given that these questions would come before the meeting. The proxy of the Baltimore and Ohio Railroad Company contended that as the meeting was an annual and general meeting of the stockholders, no notice was required to give it jurisdiction over these questions; and he then moved for the rejection of the said laws and demanded a vote by stock. The motion was ruled out of order, and an appeal was demanded, with the further demand that the vote on the appeal should be taken by stock. This motion was ruled out of order, because it was alleged that there was no second to the motion. The proxy of the Baltimore and Ohio Railroad Company contended, however that his motion required no seconding, because he represented a majority of the whole stock of the Company.

These motions being ruled out of order, the voting proceeded. The proxy of the Baltimore and Ohio Railroad Company tendered a ballot for the Directors nominated by him, which ticket was endorsed with the number of shares actually owned by the Baltimore and Ohio Railroad Company, when the transfer books were last closed, which took place a short time before the said annual meeting. The number of shares endorsed upon the said ticket was 17,800 shares. The Judges of Election referred to a book before them, marked "Stock Ledger," and said that in said book the Baltimore and Ohio Railroad Company appeared only as the holder of 700 shares, and asserted that, in adopting this book, they were obeying the order of the United States Circuit Court, and they offered to receive a ballot endorsed for 700 shares, but refused to receive the ballot endorsed for 17,800 shares.

The vote was then taken and the following ticket nominated by Mr. Davidson was declared elected, viz: James Park, Jr., Thomas S. Blair, C. P. Markle, A. Miller, J. A. Caughey, Wm. S. Haven, H. B. Goe, W. W. Taylor, Joseph R. Marston, Joel C. Strawn, Daniel R. Davidson and George Nickle.

16,900 votes were counted in its favor and the other ticket was reported to have received but 250 votes. Thus in consequence of the decision of the Inspectors the ticket was declared elected though by an actual apparent minority. A protest was prepared, signed and presented to the chairman of the meeting which he refused to receive.

The next morning, application was made to the Circuit Court of the United States for the Western District of Pennsylvania for an order restraining the Directors claiming to be elected, under this proceeding of the previous day from doing any act as such Directors and asking also that the Directors voted for by the stockholders holding an actual majority of the stock at such election might be declared to be the Directors for such Company. This order stood for hearing in the Circuit Court of the United States at Pittsburg on 20th December, 1863.

On hearing arguments on that day, on proofs and allegations, the Court decided that the election was illegal, and declared the gentlemen named in the opposition ticket to be really elected, a majority of the stockholders having tendered their votes for the same. The following are, therefore, the directors of the Pittsburg and Connellsville Railroad for the ensuing year: Wm. S. Bissell, Wm. Bingham, John Fleming, Jos. Pennock, G. L. B. Fetterman, William Baldwin, Pittsburg; Cyrus Myers, Somerset county; Benjamin Deford, Wm. E. Murdock, Benjamin H. Latrobe, Joseph R. Marston, Wm. W. Taylor, Baltimore. Immediately after the decision of the Court, United States Marshall Murdock served the order of the Court on the sitting Board. The new Board will take possession forthwith. It is reported that an appeal will be taken to the United States Supreme Court.

Railroad and Steamboat Accidents.

The total number of serious accidents in the United States on railroads, in 1863, was 935; of which 264 resulted in death, and 671 in wounds. This does not include accidents where no lives were lost, accidents to individuals which were caused by their own carelessness or design, or deaths or injuries resulting from the recklessness of persons in crossing or standing upon railroad tracks where trains were in motion. The total number of casualties by steamboat accidents during the year was 340, of which 255 were killed and 85 wounded.

The following table exhibits the number of railroad accidents, with the number of persons killed and injured by such casualties during the last eleven years:—

Years.	Accidents.	Killed.	Wounded.
1853	138	234	496
1854	193	186	589
1855	142	110	539
1856	143	105	629
1857	126	130	536
1858	82	119	417
1859	79	129	411
1860	74	57	315
1861	63	101	459
1862	99	264	877
1863	89	264	671
Total	1,228	1,699	5,939

The following table shows the number of steamboat accidents and the killed and wounded during the last eleven years:—

Years.	Accidents.	Killed.	Wounded.
1853	31	319	158
1854	48	587	225
1855	27	176	107
1856	29	358	127
1857	30	322	82
1858	27	300	107
1859	21	342	146
1860	29	597	134
1861	19	69	88
1862	16	220	70
1863	20	255	85
Total	297	3,545	1,329

Liability of Corporations for Wilful Injuries by their Servants.

The responsibility of masters for the acts of their servants is an important doctrine of the law. Doubt has been entertained as to their liability for anything but mere negligence, but it is now held that masters are liable for even the wilful acts of their servants, in matters concerning which they have a general authority to act.

This rule is well illustrated in the case of Vandiver against the Pennsylvania Railroad Company, which was an action brought by Sarah Vandiver to recover damages for the loss of her husband, who she charged was ejected from the cars of the company, by reason whereof he was injured and died. The material facts of the case were these: On the 6th day of December, 1856, John Vandiver, the husband of the plaintiff took his seat in a car of the Pennsylvania Railroad Company, as a passenger from Philadelphia to Parkesburg. Soon after leaving the river the conductor of the train and the agent of the state commenced to collect the tickets or fare of the passengers. When they reached the seat occupied by Mr. Vandiver they demanded his passage money or his ticket, but he was unable to find the latter, although he declared he had purchased a ticket in Philadelphia at the office of the company. He was somewhat under the influence of liquor at the time, but knew what was going on. The conductor told him he must show his ticket or pay the price of passage, or they would be required to put him off the cars. After leaving him for some minutes while they collected the fare from the other passengers they returned to him, and he being still unable to find his ticket and not paying the passage money, they took him to the rear of the car and assisted him off. In getting from the car to the ground he fell across the rail of the south track; his head and shoulders alighting on the ballasting of the road between

the two southern rails. After being assisted to rise by the conductor and agent, he walked after his hat which had blown down the south side of the embankment—when down the slope some half way pitched headlong down the bank and lay there apparently without motion. This occurred at what was called the Paschall station, or some one hundred yards west of it, and about four o'clock in the afternoon. Between sundown and dark he was found at or near the same place, and being unable to walk, and was taken over the railroad to the stable of Mr. Bonsall where he was laid on hay, and where he stayed all night. Early on Sunday morning when he was visited by Mr. Bonsall, he seemed to have recovered consciousness, asked for water, told them when they attempted to lift him not to hurt him, and with the help of those present walked to the house.

He complained of his left side, did not appear to have the use of his left arm, and moaned as though in great pain. His clothes were not torn nor were they dirty, and a slight spot of blood on his cheek showed the only external wound upon him. He remained at the house of Mr. Bonsall until the following Monday morning, when he was placed in a car and conveyed to Parkesburg, and from thence to his own house, where he arrived Monday evening. While he was at Bonsall's no attention was paid to his wounds. He ate but little, and during that time he appeared to be in his right mind. Soon after he reached home a physician was called in, and on examination it was found that he was fearfully bruised on his head and shoulder and down his back. He died on Monday morning, a week thereafter, and a *post-mortem* examination disclosed a series of injuries, which from their aspect were, in the opinion of the physician, sufficient to produce his death.

Feb. 10, 1862. The opinion of the Court was delivered by

Read, J.—A great deal of the difficulty originally felt in holding corporations liable for the acts of their agents within the scope of their authority, arose from the supposition that it was necessary their appointment should be under the seal of their principals.

The decisions both in England and America have satisfactorily disposed of this technical doubt, and it is now clearly the law, particularly with regard to what are called trading corporations, that no such evidence of authority is required. A private corporation is liable for the acts of its agents within the scope of their authority in the same way, and it would appear in the same form as any individual person is.

"A master," says Smith, in his Master and Servant, 2 ed. p. 183, "is ordinarily liable to answer in a civil suit for the tortions or wrongful acts of his servant, if those acts are done in the course of his employment in his master's service. The maxims applicable to such cases being *respondeat superior*, and that before alluded to *qui facit per alium facit per se*. This rule, with some few exceptions, which will hereafter be pointed out is of universal application, whether the act of the servant be one of omission or commission, whether negligent, fraudulent, or deceitful, or even if it be an act of positive malfeasance, his master is responsible for it *civiliter* to third persons." At page 187, citing several English and American authorities, he says: "Actions against railways and steam packet companies, also necessarily involve similar principles, as such companies can only act through the instrumentality of servants."

In the Philadelphia, Wilmington and Baltimore Railroad Company *vs.* Quigley, 21 Howard 202, the Supreme Court of the United States, held that an action on the case for a libel could be brought against a corporation; and Mr. Justice Campbell in delivering the opinion of the Court thus defines its liability for the acts of its agents. "With much wariness and after close and exact scrutiny into the nature of their constitution have the judicial tribunals determined the legal relations which are established for the corporation by their governing body and their agents with natural persons with whom they are brought into contact or collision. The result of the case is, that for acts done by the agents of a corporation, either *in contractu* or *in delicto* in the course of business, or of their employment the corporation is responsible, as an individual is responsible under similar circumstances. At a very early period it was decided in Great Britain as well as in the United States, that actions might be maintained against corporations for tortions; and instances may be found in the judicial annals of both countries of suits for torts, arising from the acts of their agents of nearly every variety." Similar doctrine is maintained in Addison on Wrongs p.p. 721, 722. In Moore *vs.* Fitchburg Railroad Company and another 4 Gray, 465, it was held that a corporation may be sued for an assault and battery committed by their servant acting under their authority. There the conductor put out a passenger who had paid his fare, and the Court ruled that if the company gave the conductor the power to act according to his discretion in all such cases as should arise, and in the exercise of that discretion he wrongfully exercised the power, or removed a passenger, it would be the act of the company, and they would be liable. In this case the suit was against the corporation and the conductor. The Court held the joinder was right, and although the conductor was acquitted they would not interfere with the verdict against the company. The English cases prior to 1860, are collected in a convenient form in a leading article in the 6 Jurist N. S. part 2, p. 143. "The old doctrine that a corporation aggregate has no soul, and therefore is incapable of a malicious intention, has been described by Erle, C. J., as being rather quaint than substantial; and accordingly in these days when substance is preferred to form and utility to quaintness, it has been held that corporations, especially those of a trading character have souls, and therefore may be guilty of malice. The number and importance of corporate bodies established for the purpose of trade in modern times, and transacting their business through the agency of servants, have rendered it necessary to relax the old rules existing on the subject, and to extend to them the maxim *respondeat superior*, as if they were private individuals; the only special limitation engrafted upon their liability, being that the act complained of should be within the scope and purpose of the incorporation. Thus after being liable to an action for a false return to a *mandamus*, (Yarborough *vs.* Bank of England, 16 East 6,) for the negligence of their servants; (Scott *vs.* the Mayor &c., of Manchester, 2 H. & N., 204; 3 Jur. R. part 1, p. 690,) for an assault; (the Eastern Counties Railway Company *vs.* Broom, 6 Exch. 314–15: Jurist part 1, p. 297,) for false imprisonment; (Chilton *vs.* the London and Croydon Railway Company, 16 M. & W. 212,) to an indictment for non-feasance; (Regina *vs.* the Birmingham and Gloucestershire Railway Company, 3 Q. B. 223,) and for misfeasance; Regina *vs.* the Great North of England Railway Company, 9 Q. B. 315; 10 Jurist part 1, p. 755,) it was decided that an incorporated company might be sued for a libel contained in a message transmitted by their telegraph, the company being incorporated for the purpose, (*inter alia*) of transmitting messages, (Whitefield *vs.* South Eastern Railway Company, 4 Jurist N. S. part 1, p. 683,) and that they might also be guilty of acts maliciously committed, with a view to injure individuals of rival companies, (Green *vs.* the London General Omnibus Company, 6, Jurist N. S. part 1, p. 228.") So in Cowley *vs.* the Mayor &c., of Sunderland, 30 Law J. Rep. Exch. 127, February 5th, 1861, the corporation were held liable to an action for an injury done by a wringing machine erected by them; placing them on the same footing as an individual under such circumstances.

These cases have been followed by two very important cases decided in the Courts of Exchequer and Queens Bench in the beginning of last year. The first Seymour *vs.* Greenwood was decided on the 22d of January 1861, and is reported in 30 Law J. Rep. Exch. 189, and was affirmed in the Exchequer Chamber Id. 327.

In this case the plaintiff was a passenger in the defendants' omnibus, and was removed by the conductor a servant of the defendant in such a manner that the plaintiff fell into the road and was severely injured. The allegation was that the plaintiff was drunk and refused to pay his fare; and the court thought the conductor was obeying the lawful commands of his master in removing a troublesome passenger. The conductor went into the omnbus and took the plaintiff who was inside by the collar with both hands, and backed himself out of the omnibus, drawing the plaintiff along with him. The plaintiff was then on the step and the conductor on his feet in the road; and he then threw the plaintiff on to the road to the right hand. The omnibus was stopped when he threw the plaintiff down. The plaintiff fell, the conductor did not. A Hansom cab came up in the same direction as the omnibus and the driver tried to draw up, but something under the cab caught the plaintiff, and the cab went over his foot and struck his head at the same time. Pollock, C. B. said: "I do not believe he intended to do any mischief but his want of care clearly was the cause of the mischief, and therefore I think the effect of the evidence is, that the servant by carelessly executing his master's commands caused the mischief complained of, and that is what I should have found had I been on the jury. There is no doubt that the law on this subject was once very much confused, and when McManus *vs.* Crickett 1 East 107 was decided, the law had not been settled. I think the view we take of this case is quite in conformity with all the more recent decisions. Public safety and private convenience require that we should so decide; for if we were to hold that a railway company is not to be responsible for the act of its servant causing damage to a third person

unless it be an act done in the mere negligent obedience to the orders of the company there would be no protection to the public." "I have no doubt" said Martin B., "that if the conductor used unnecessary violence in removing the plaintiff the master would be responsible. If by an act done by a servant within the scope of his ordinary employment, another person is injured that person may maintain an action against the master; and the act of removing the plaintiff from the omnibus, was within the scope of the conductor's ordinary employment." "The criterion is not whether the master has given the authority to do the particular act, but whether the servant does it in the ordinary course of his employment."

The plaintiff died while the rule to set aside the verdict was pending, and the court ordered the judgment to be entered in his name *nunc pro tunc* as of Easter Term when he was living.

In Goff *vs.* The Great Northern Railway Company 30 Law J, Rep. (Q. B.) 148, February 13th 1861 the written opinion of the court was delivered by Mr. Justice Blackburn in which the prior decisions on the subject were deliberately and carefully reviewed. It was held that, "a railway company though it be a corporation is liable to an action for false imprisonment if that imprisonment be committed by the authority of the company; and it is not necessary that the authority should be under seal." Then as to the evidence of such authority it was held that the doctrine enunciated by the Court of Exchequer Chamber in 1853 in Giles *vs.* The Taff Vale Railway Company 2 Ellis & Bl. 822, gives the correct rule and all prior decisions conflicting with it, were considered as overruled on that point." It is not necessary to enter into this question, as in the present case it was proved by the defendants that they had expressly authorized and instructed their officers or agents to put passengers out of their cars in cases like the present.

Two errors only were argued or pressed by the counsel of the plaintiff in error. About the first alleged error that the court erroneously held that the company were liable for the acts of their agents in this case, there can be no doubt that the court below were right in their exposition of the law which is in strict conformity with the authoritive statement of the law by the latest and best authorities, and is founded upon the clearest principles of public policy and private convenience. A railway company selects its own agents at its own pleasure, and it is bound to employ none except capable, prudent and humane men. In the present case the company and its agents were all liable for the injury done to the deceased.

The other error that the court should have instructed the jury to find for the defendants is not sustained, and I think that the court went farther in expressing their opinion upon the evidence than I would have done; for it appears to me that there was persuasive evidence sufficient to convince a jury that the deceased died of the wounds which he received, when his hands were forcibly removed by the agent, and he fell on the track of the road between the rails on the ballasting. There was therefore no error committed by the court, and we do not see that the former reversal on the question of damages has materially improved the condition of the defendants and it would hardly be to their interest to have another trial.

Judgment affirmed.

Railroads of the United States, January 1, 1864.

Statement showing the actual mileage and cost of the railroads in each State, etc.:

States.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
Railroads in the Loyal States.			
Maine	640.59	509.37	$17,788,316
New Hampshire	687.73	661.32	21,130,271
Vermont	586.17	586.17	23,076,084
Massachusetts	1,339.42	1,277.54	59,985,187
Rhode Island	156.44	123.94	5,368,974
Connecticut	770.75	615.61	22,158,622
New York	3,505.76	2,892.46	134,410,508
New Jersey	951.25	761.77	36,363,438
Pennsylvania	4,070.77	3,545.36	165,817,886
Delaware	182.59	126.60	4,345,761
Maryl'd & Dist. of Columbia	709.90	467.80	25,580,373
West Virginia	361.50	361.50	16,342,979
Kentucky	888.40	550.20	22,209,900
Ohio	4,550.10	3,356.74	130,454,383
Michigan	1,425.50	809.20	31,318,956
Indiana	2,579.57	2,173.57	71,713,528
Illinois	3,698.90	3,080.10	118,308,572
Wisconsin	1,680.28	986.28	34,445,233
Minnesota	1,460.00	70.00	5,200,000
Iowa	2,256.80	872.30	25,704,052
Missouri	1,412.39	914.75	45,912,879
Kansas	360.00	40.00	1,000,000
California	512.73	120.05	5,780,000
Oregon	19.50	19.50	700,000
Tot. Loyal St.	34,807.04	24,926.93	$1,025,115,742
Railroads in the Rebel States.			
Virginia	2,016.48	1,378.70	$50,869,354
North Carolina	1,320.42	945.30	18,241,295
South Carolina	1,039.93	988.93	21,990,690
Georgia	1,635.23	1,421.22	29,036,392
Florida	586.50	401.50	8,628,000
Alabama	1,434.70	801.16	21,351,102
Mississippi	1,072.12	867.12	24,234,138
Tennessee	1,393.48	1,304.77	33,545,511
Arkansas	701.33	38.50	2,800,000
Louisiana	838.00	334.75	13,630,219
Texas	2,787.09	451.50	16,509,772
Tot. Rebel St.	14,825.19	8,933.45	$240,836,473
Grand Total	49,632.23	33,860.38	$1,625,952,215
Do. last y'r	49,136.48	32,470.95	1,224,221,671
Increase in 1863	495.75	1,389.43	$41,730,544

INTEREST AND DIVIDENDS.

The Illinois Central Railroad Company has declared a dividend of 4 per cent, payable on the 1st of February. The transfer books are to be closed on the afternoon of the 18th inst.

The New York and New Haven Railroad Company have declared a dividend of $3, free of Government tax, payable on and after February 15.

The New York, Providence and Boston Railroad Company have declared a dividend of 6 per cent, free of Government tax, payable on demand at M. Morgan's Sons, No. 37 William street.

The half-yearly interest due the 1st instant on the funded debt of the State of Indiana will be vanced to holders by Messrs. Winslow, Lanier & Co.

The Little Schuylkill Railroad Company will pay a semi-annual dividend of three per cent, free of all taxes, on the 18th inst.

Messrs. Duncan, Sherman & Co. will pay, on demand, the following coupons: Chicago City, municipal; Chicago City, water loan; Albany City; Detroit and Milwaukee Railroad, funded; Detroit and Pontiac Railroad; Buffalo and State Railroad.

Field, Morris & Co., No. 345 Broadway, will pay the coupons upon the City Debt of Evansville Ind.

The Philadelphia City Passenger Railway Company (Chestnut and Walnut) has declared a dividend of $2 25 per share.

The interest on the bonds and stocks of the corporation of this city, due February 1, will be paid on and after that day at the Broadway Bank.

The Beaver Meadow Railroad Company announce a semi-annual dividend of five per cent., payable on and after January 11th, inst., at the office of the company.

The East Mahanoy Railroad Company have declared a dividend of three per cent., payable subject to the deduction of United States tax, on demand.

The Susquehanna and Wyoming Valley Railroad and Coal Company, have declared a dividend of ten per cent. free of Government tax, payable on or after the 28th inst.

The Minnesota Mining Company will pay, 20th January, a dividend of $3 per share.

The Central Mining Company will pay, January 18, a dividend of $2.50, or 10 per cent.

The Panama Railroad Company have declared a dividend of four per cent. out of the earnings of the road for the three months ending 31st, and one per cent. out of the earnings of steamers, sailing vessels, &c., payable on and after the 5th of January.

The interest coupons of the bonds of the Mariposa Company, falling due on the 1st day of Jan. next, will be paid on that day, in gold, on presentation at the office of the Company.

The January interest on Kansas State Bonds will be paid at Metropolitan Bank, New York City.

The Jersey City Water Loan, interest coupons, due Jan. 1, will be paid, on presentation, at the Merchants' Bank, N. Y., or at the Mechanics' and Traders' Bank, Jersey City.

The New Jersey Zinc Company has declared a dividend of four per cent on preferred, and two per cent on common stock, payable on the 1st of January.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending January 1, 1864, was as follows:

Passengers	$18,551 42
Freight and live stock	30,539 28
Mails and sundries	1,226 63
Total	$50,317 33
Corresponding week of 1863	51,886 02
Decrease	$1,568 69

The earnings of the Grand Trunk Railway for the week ending December 26, 1863, were:

Passengers	$23,685 29
Freight and live stock	5,400 00
Mails and sundries	71,050 37
Total	$100,085 66
Corresponding week, 1863	90,798 49
Increase	$9,287 17

Boston and Worcester, and Western Railroad Companies.

The controversy which has been so long pending between these companies, has been at length amicably settled, and on terms satisfactory to both parties. Messrs. Twichell & Chapin, the respective Presidents, accomplished the good work. The settlement covers all points in dispute, and liquidates all arrearages and balances.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21½
Catawissa (preferred)	1,150,000	7	—	32⅝
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	49½
Chicago & Alton (preferred)	2,464,336	7	—	95⅛
Chicago & Northwestern (pref.)	2,400,000	7	—	63
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	835,000	6	—	49½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	50
Erie (preferred)	8,535,700	7	7	103
Hannibal & St. Joseph (preferred)	5,309,528	7	—	45
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	69
" " (2d preferred)	3,424,169	7	—	40
Michigan S. & N. Indiana (guar.)	2,813,600	8	—	135
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	100
" " " (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,256,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	110
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,600	—	5	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	87½
Pittsfield & North Adams (guar.)	450,000	6	6	—
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,400,000	6	—	76
Toledo & Wabash (preferred)	925,200	7	—	70
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1856	101
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	90½
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					----
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	106½
Unsecured bonds	2,773,726	6	J. & J.	'63–'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	104½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99
2d Mortgage	3,980,670	6	J. & J.	1882	85½
Improvement	568,500	6	M. & N.	1876	88
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	63½
Preferred Interest b'ds.	227,559	6	" "	1878	25
Union, (Pa.):					
1st Mortgage	2,500,000	6	M. & N.	1883	26½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1875	99½

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	36
Delaware and Hudson	100	7,500,000	7	178
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,500,000	6	59
" " (scrip)	50	1,803,000	6	49
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	67
" (preferred)	100	1,175,000	10	136
North Branch	100		—	
Sault Ste Marie	100			
Schuylkill Navigation (consolidated)	50	1,932,457	—	17
" " (preferred)	50	2,722,607	—	31
Susquehanna and Tide Water	50	2,048,260	—	15½
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	78
Steamship and Transit:				
Central American Transit	----	----------	---	34
Nicaragua Transit	----	----------	---	2½
Pacific Mail Steamship	100	4,000,000	---	222½
Union Steamship (Boston)	----	----------	---	157
Express:				
Adams'	100	2,000,000	---	----
American	500	1,000,000	---	----
National	100	250,000	---	----
Overland Mail	100	500,000	---	----
United States	100	800,000	---	----
Wells, Fargo & Co.	100	1,000,000	---	----
Telegraph:				
American	100	1,000,000	---	----
Atlantic	----	----------	---	----
Insurance Stocks:				
Ætna Fire	50	200,000	---	----
Columbian (Marine)	100	500,000	---	----
Mercantile Mutual	100	600,000	---	----
New England Mutual (Life)	----	----------	---	----
Washington (Fire)	50	400,000	---	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	---	----
New York Life Insurance & Trust	100	1,000,000	---	----
United States Trust	100	1,000,000	---	----
Land and Improvement:				
Boston Water Power	----	----------	---	46½
Boston and Roxbury Mill	----	----------	---	51⅜
Canton (Baltimore)	100	5,000,000	---	34½
Cary Improvement	5	300,000	---	9⅛
East Boston	----	----------	---	13
Essex (Boston)	100	1,000,000	---	91½
Waverly (Boston)	----	----------	---	2½
Gas-Light:				
Baltimore	100	----------	8	----
Boston	500	1,000,000	---	850
Brooklyn	25	2,000,000	---	----
Cincinnati	----	----------	---	----
City (Brooklyn)	----	----------	---	----
Citizens' (Brooklyn)	20	----------	---	128
Hartford	----	----------	---	----
Jersey City and Hoboken	----	----------	---	----
Manhattan, N. Y. (stock)	50	4,000,000	---	272
" " (scrip)	37½	----------	---	239
Maryland (Baltimore)	25	----------	---	----
Metropolitan, N. Y.	100	----------	---	134
New Haven	----	----------	---	----
New York	50	750,000	---	----
Philadelphia	----	----------	---	----
Pittsburg	----	----------	---	----
St. Louis	----	----------	---	----
Southwark (Philadelphia)	----	----------	---	----
Williamsburg	50	----------	---	----
Unclassified:				
American Coal	25	1,500,000	---	94
American West India	100	1,000,000	---	----
Baltimore Coal	100	----------	---	----
Baltimore and Cuba Smelting	100	----------	---	145
Central Transportation	----	----------	---	----
Cherry Run Petroleum	----	----------	---	9
Cumberland Coal (preferred)	100	5,000,000	---	49
George's Creek Coal and Iron	100	1,000,000	---	70
Gold Mining of Colorado	----	----------	---	----
Hazleton Coal	50	----------	---	68
Hudson River Bridge	100	----------	---	----
Mariposa (gold)	100	10,000,000	---	35
Metropolitan Coal	100	----------	---	----
New Almaden (quicksilver)	----	----------	---	----
New Jersey Zinc	100	1,200,000	---	----
Pennsylvania Coal	50	3,200,000	---	160
Quicksilver	----	----------	---	59
Santa Clara (quicksilver)	----	----------	---	8½
Santa Rita [silver, copper, and lead]	----	----------	---	----
Sonora Expl. & Mining (sil'v. & cop.)	----	----------	---	----
West India Cotton	100	100,000	---	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Div'ds last year.	Market price p.sh.
Acton (copper)	----	2½	200,000	----	4½
Adventure (copper)	----	----	-------	----	----
Albany and Boston (copper)	----	11½	20,000	----	12
American and Mexican Silver	----	----	-------	----	----
Algomah (copper)	----	----	20,000	———	2
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	----	20,000	----	5
Balt. and N. Carolina (copper)	----	5	-------	----	20
Bay State (copper)	----	----	20,000	----	19
Bedford (copper)	----	----	20,000	----	1½
Black River (copper)	----	----	20,000	----	52½c
Bohemian (copper)	----	7½	20,000	----	9½
Bucks County (lead)	----	----	-------	----	1½
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	90c.	20,000	----	2½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	-------	----	----
Central (copper)	----	5	20,000	----	59
Chaudiere (copper)	----	5	20,000	----	3½
Columbian (copper)	----	4½	20,000	----	8½
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	13
Copper Falls (copper)	----	25½	20,000	----	28
Dacotah (copper)	----	----	20,000	----	4½
Dana (copper)	----	----	20,000	----	4
Doylestown (copper)	----	----	-------	----	----
Dudley (copper)	----	----	20,000	----	4
Eagle River (copper)	----	----	20,000	----	6½
Everett (copper)	----	----	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	———	9
Excelsior (gold)	----	----	-------	----	7½
Flint Steel River (copper)	----	----	20,000	----	10½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	———
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	8	20,000	----	40
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	80c.
Grand Portage (copper)	----	----	20,000	----	----
Great Western (copper)	----	----	20,000	----	3½
Guilford (copper)	----	5	20,000	----	30c.
Hamilton (copper)	----	----	20,000	----	4½
Hancock (copper)	----	4½	20,000	----	12
Hanover (copper)	----	----	20,000	----	4½
Highland (copper)	----	----	20,000	----	5½
Hilton (copper)	----	----	-------	----	----
Humboldt (copper)	----	----	20,000	----	7
Huron (copper)	4	12½c	20,000	20	35½
Indiana (copper)	----	----	-------	----	----
Isle Royale (copper)	----	16½	20,000	----	28
Jefferson (copper)	----	----	-------	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	----	20,000	----	2
Madison (copper)	----	----	20,000	----	6
Mandan (copper)	----	----	20,000	----	3½
Manhattan (copper)	----	----	20,000	----	5½
Mass (copper)	----	----	20,000	----	----
Mesnard (copper)	----	8½	20,000	----	12
Minnesota (copper)	----	3½	20,000	----	70
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	32
Native (copper)	----	----	20,000	----	2½
Naumkeag (copper)	----	----	20,000	----	5
New England (copper)	----	----	20,000	----	5
North Cliff (copper)	----	2½	20,000	----	5
North State (copper)	----	5	20,000	----	80c.
North Western (copper)	----	----	20,000	----	12
Norwich (copper)	----	----	20,000	----	----
Nova Scotia (gold)	----	----	-------	----	0½
Ogima (copper)	----	----	20,000	----	8½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	----	102,000	----	41c.
Pennsylvania (copper)	25	2½	20,000	———	8½
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	64
Phœnix (copper)	----	10	20,000	----	25
Pittsburg and Boston (copper)	----	5½	20,000	----	90
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	2½	20,000	----	6½
Prince of Wales (copper)	----	----	-------	----	----
Providence (copper)	----	----	-------	----	----
Quartz Hill (gold)	----	----	-------	----	----
Quincy (copper)	----	10	200,000	----	13
Rockland (copper)	----	5	20,000	----	95½
Saginaw (saline and mineral)	----	----	-------	----	19½
St. Mary's (copper)	----	----	-------	----	----
Shawangunk (lead)	----	5	110,000	----	9½
Sheldon (copper)	----	----	-------	----	----
Silver Hill	----	5	-------	----	----
Silver Valley	----	5	-------	----	----
South Side (copper)	----	1½	20,000	----	10c.
Springfield (copper)	----	5	20,000	----	5½
Star (copper)	----	----	20,000	----	2½
Superior (copper)	----	4	20,000	----	9½
Toltec (copper)	----	19	20,000	----	10½
Tremont (copper)	----	----	20,000	----	7½
Union (lead)	----	----	-------	----	4½
Vermont (copper)	5	----	-------	----	50c.
Waterloo (copper)	----	----	20,000	----	----
Wickham (copper)	----	----	20,000	----	1½
Wickopee (copper)	----	5	100,000	----	95c.
Winthrop (copper)	----	----	20,000	----	4½
Wyandotte (copper)	----	----	-------	----	5½

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equival't in single t'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	48
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	65
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	124½
30 Nov. '62	5.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	80
30 Nov. '62	3.61	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	6	....	68½
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	103
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	30½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	100
						NEW YORK.									
30 Sep. '62	....	....	....	....	..	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	224	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	—	69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	....	149	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Centr'l P'k,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N.Y.)	350	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	....	....	..	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	....	....	....	..	Fourteenth Street (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	....	....	—	—	—	—	8	....	....
30 Sep. '62	4.63	—	—	—	—	Harlem Br.,Moris'a & Ford'm	....	....	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	....	....	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	....	....	—	—	—	—	—	....	....
30 Sep. '62	10.00	16.00	....	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	....	....	..	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	88
30 Sep. '62	....	....	....	....	..	Seventh Avenue (N. Y.)	....	....	—	—	—	—	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	....
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& Erie Bas. (Buff.)	298	250	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.52	—	....	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	..	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	....	....	..	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.50	—	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	54½
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,050	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	30½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	50
31 Oct. '62	24.21	—	144	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	56½
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	27½
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	44½
31 Oct. '62	11.00	—	....	....	..	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	....	....	....	....	....
31 Oct. '62	—	—	....	....	..	Lombard & South st. (Phila.)	....	....	....	—	....	....	....	....	16
31 Oct. '62	11.17	—	....	....	..	North Philadelphia	300,000	200,000	100,000	—	....	....	....	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	....	19	—	Pittsb.,Alleghany & Manch'r	76,569	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,456	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	....	....	..	Race and Vine (Fairmount)	180,000	180,000	—	—	....	....	—	....	21
31 Oct. '62	5.20	—	....	....	..	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	....	....	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,290	8	....	19
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	84½
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	10
31 Oct. '62	8.35	—	....	17	5	Spruce & Pine (Phil.&Gr'sF.)	173,010	159,212	15,500	—	70,223	25,740	12½	....	13
31 Oct. '62	7.65	1.51	170	39	6	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	47
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	54
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	71
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	17
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.83	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	—	—	—	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Rate.	Int Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,500	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	100
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	94
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " ..... coupon		6	" "	1867	....
Loan of Dec. 31, 1848 .....registered	8,908,342	6	" "	1868	105
" " " ..... coupon		6	" "	1868	106
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	125½
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	98
" " " ..... coupon		5	" "	1874	100½
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " ..... coupon		5	" "	1871	98
Oregon War Debt of June, 1861.... coupon	1,026,600	6	" "	1881	105
" " " " ... coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	104½
" " " ..... coupon		6	" "	1881	105½
Loan of July 17, 1861 .....registered	50,000,000	6	" "	1881	....
" " " ..... coupon		6	" "	1881	....
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	100½
" " " (5-20s)..... coupon	150,000,000	6	" "	1882	101½
Treasury Notes of Feb. & Aug. 1861..coupon	52,931,000	7.3	Feb. & Aug.	1864	107½
" " Apr. & Oct. 1861..coupon	86,989,500	7.3	April & Oct.	1864	106½
Treasury Notes of 1863 (legal tender),coupon	50,000,000	5	" "	1865	....
Treasury Notes of 1861 & 1862 (customs)	717,141	....	.....	d'm'd.	....
Certificates of Deposit	23,059,295	4	On red'mp'n	10 d's'	....
" "	70,814,639	5	" " "	notice	....
Certificates of Indebtedness.....(coin)	157,093,241	6	" " "	1 year	102½
" " .....(currency)		6	" " "	1 year	98
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)...coupon	986,000	6	No int'rest	1868	....
" — " " (B'k of State). "	610,000	6	paid for	1868	....
" — " " (" "). "	38,000	5	many y'rs	1868	....
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	126
" — " " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,004	7	" "	1872	....
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	....
" — " " " ..... "		6	" "	'81-'82	107½
" — " " " ..... "	1,000,000	6	" "	1883	....
Florida—State bonds..... coupon	143,000	7	.....	.....	....
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	....
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.)..... "	325,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " " bonds ..... "	1,322,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock ....coupon	2,187,000	6	" "	'63-'80	104
" —War bonds..... "	2,000,000	6	" "	1879	103
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	101
" — " " (dollar) ..... "	1 969,897	6	" "	1870	103
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1856	81
" — " " ..... "	2,058,173	2½	" "	1886	56
" —State Int. Imp bonds (not adjusted)	391,000	.....	.....	d'm'd.	....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	96
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	87½
" — " " special stock "	1,216,737	5	" "	.....	....
" — " Deferred stock ..... "	1,243,000	5	" "	.....	....
" — " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks..... .....coupon	2?0,000	7	Jan. & July.	1858	....
" — " (war loan) ..... "	800,000	7	" "	'81-'82	....
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	....
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	....
" — " " (domestic)..... "	54,000	7	May & Nov.	1878	....
	65,000	6	July.	1883	....
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	....
" — " " ..... "		5	" "	'81-'91	....
" — " " ..... "		5	" "	'91-'96	....
" — " " (bank) ..... "	600,000	5	" "	1891	....
" — " " ..... "	67,500	6	" "	'91-'00	104
" — " " (war loan) . "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	.....	d'm'd.	60
" — " " (R. R. etc.)..... "	3,902,000	6	.....	'67-'99	....
" — " " (banks)..... "	5,198,533	6	.....	.....	....
" — " " (war loan)..... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	103
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	105
Maryland—State bonds (st'l'g).....coupon	816,000	5	Chiefly quarterly.	1865	....
" — " " (st'l'g conv.)... "	200,376	5		1865	....
" — " " (st'l'g)..... "	5,585,555	5		'89-'90	105
" — " " (st'l'g conv.)... "	2,490,569	5		'89-'90	103
" — " " (dollar)..... inscribed	500,000	3		1893	....
" — " " (") ..... "	103,000	4½		1888	....
" — " " (") ..... "	767,560	5		'42-'58	....
" — " " (") ..... "	399,408	5		1850	....
" — " " (") ..... "	148,711	5		'89-'90	....
" — " " (") ..... "	133,689	6		pleas.	....
" — " " (") ..... "	3,000,000	6		1870	111
" — " " (") ..... "	35,000	6		1585	....
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	....
" — " " (T. & G.R.R.)... "	508,880	6	" "	'88-'90	....
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	106½
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	....
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	....
" — " " (Cons. Stat'se.) "	150,000	6	" "	1870	....
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	116
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" — " " (" ") "	94,000	5	Jan. & July.	1874	....
" — " scrip.....	200,000	6	" "	'64-'66	....
" — " "	247,000	6	June & Dec.	'68-'72	....
" — " "	65,000	5	" "	'68-'72	....
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	....
" — " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	108½
" —Coast Defence Loan... "	1,000,000	5	" "	1883	108
" —Back Bay Loan ..... "	168,000	5	" "	1850	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	....
" —War Loan .....(" ") "	567,000	7	" "	1886	104
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	....
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	....
" — " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	.....	'41-'71
Missouri—Bank Stock Loan of 1857.....	68,000	5½	Jan. & July.	1863	....
" — " " " "	199,000	6	" "	1863	....
" — " " " "	100,000	6	April & Oct.	1863	....
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	....
" —Renewal Loan of 1853.....	200,000	6	" "	1883	....
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	87
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	....
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	87
" — " " N. Missouri ... "	4,755,000	6	" "	'72-'87	....
" — " " Iron Mountain "	3,501,000	6	" "	'72-'89	....
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	....
" — " " Platte Co. .... "	700,000	6	" "	1889	....
" —Revenue bonds ..... "	431,000	9	June & Dec.	'54-'66	....
" —State Defense warrants	780,000	.....	.....	.....	....
New Hampshire—State bonds..... .....coupon	585,100	6	Feb. & Aug.	1876	107½
" " —Notes	200,000	6	.....	.....	....
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	....
" — " " (" "). "	200,000	6	" "	1871	....
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	....
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	....
" " — " " " " "	900,000	5	" "	1875	....
" " — " " " " "	442,961	5	May & Nov.	1868	107
" " — " " " " "	1,189,781	6	Jan. & July.	pleas.	....
" " — " " " " "	1,800,000	6	" "	'68-'78	115
" " — " " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,098	5	.....	d'm'd.	....
" " — " " " " "	11,050	6½	.....	d'm'd.	....
" " — " " " " "	14,230	6	.....	d'm'd.	....
" " — " " " " "	421,003	6	Jan. & July.	'65-'67	....
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1884	....
" " — " " " " "	65,000	5	Feb. & Aug.	1876	....
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	....
" " — " " " " "	320,000	5½	Jan. & July.	1865	....
" " — " " " " "	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	6,922,274	6	" "	'63-'74	105½
" " — " " " "	15,889,025	6	" "	'54-'76	115
" " — " " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	52
Ohio—State bonds (foreign debt) .....coupon	1,608,905	6	Jan. & July.	1860	....
" — " " (" ") ..... "	1,015,000	6	" "	1865	95
" — " " (" ") ..... "	579,666	6	" "	1868	....
" — " " (" ") ..... "	2,183,532	6	" "	1870	103½
" — " " (" ") ..... "	1,600,000	6	" "	1875	104
" — " " (" ") ..... "	4,095,309	6	" "	1881	108
" — " " (" ") ..... "	2,400,000	6	" "	1885	108
" — " " (domestic debt).....	215,385	6	" "	1863	108
" — " " (war loan)..... .....coupon	299,704	6	" "	1866	....
" — " " (" ")..... "	1280,969	6	" "	1868	....
" —Irreducib'e debt (school funds, etc.)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip	55,372	.....	.....	.....	....
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	....
" — " " "	10,780,095	5	Jan. & July.	due.	97½
" — " " "	3,886,070	5	Feb. & Aug.	due.	....
" — " " "	3,690,614	5	Mar. & Sept.	due.	106½
" — " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,890	5	" "	1864	....
" — " " "	675,029	5	Feb. & Aug.	1864	....
" — " " "	1,045,629	5	June & Dec.	1864	....
" — " " "	1,558,673	5	Jan. & July.	1865	....
" — " " "	2,277,755	5	" "	1858	....
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,000,000	5	Feb. & Aug.	1877	103
" — " " " ..... "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	....
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,937	5	.....	.....	....
" —Relief Notes in circulation...	97,360	.....	.....	.....	....
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	....
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	105
South Carolina—State bonds (stg)....coupon	484,444	5	.....	1868	....
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	....
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	58
" — " " (intern. impr.) "	2,088,806	6	.....	Var.	....
" — " " (railroads) ... "	12,799,000	6	.....	Var.	....
" — " " (capitol) ..... "	600,000	5	.....	1890	55½
" — " " (Hermitage) . "	45,000	6	.....	1890	....
Texas—Had no debt in 1861	.....	.....	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	....
" —State bonds (war loan) .....coupon	58,000	6	.....	'62-'63	....
" — " " (" ") .... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	6	Various.	Var.	....
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'53-'93	48
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'65-'93	....
" — " " (sterling)..... "	1,865,000	5	" "	1892	....
West Virginia—No information	.....	.....	.....	.....	....
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	....
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	....
" — " " (domestic) ... "	100,000	6	" "	1871	....
" — " " (" " ... "	1,100,000	6	" "	'78-'88	....

RAILROAD EARNINGS—MONTHLY.

Buffalo, New York and Erie:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1861	36,633	37,426	49,194	58,881	56,174	45,093	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,024	83,324	84,222	91,298	850,845
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,720	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	----------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	------	------	----------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,389	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,865	209,391	208,559	191,789	------	----------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,240	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	45,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	850,758
1862	46,605	49,103	59,249	64,725	84,706	104,815	96,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	------	----------
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,662	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,023	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	136,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,981	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	----------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,286
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,606	94,406	82,467	82,400	889,499
1861	85,230	76,918	85,663	90,324	65,202	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,289	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	526,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,106	963,559	8,400,334
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	955,371	1,926,065	------	----------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	98,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,496
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	267,529	284,808	219,886	------	----------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,251	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,262	246,283	2,023,537
1862	307,320	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	209,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,399	------	----------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,603	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,736	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	----------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,885	1,163,784
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	156,417	205,054	138,342	------	----------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,993
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	------	----------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,166	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2,124,514
1862	230,159	159,658	151,902	176,696	186,039	174,001	172,189	216,624	295,956	322,349	307,475	258,633	2,650,701
1863	242,073	245,357	236,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	------	----------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,590	709,671	637,792	520,396	6,303,703
1860	387,123	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	572,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	----------
New York and Harlem:													
1859	91,000	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,866	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	85,700	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,119,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	------	------	----------
Philadelphia and Reading:													
1859	148,722	155,327	188,609	215,475	225,464	230,377	248,862	241,605	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,950	321,208	249,031	3,315,600
1861	161,106	160,538	191,266	252,154	263,917	270,051	299,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,526	4,088,837
1863	335,635	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	------	------	----------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,674	192,770	182,566	188,831	165,705	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	203,071	265,735	270,675	216,501	204,778	180,429	248,031	270,066	352,071	302,790	301,958	3,021,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	404,898	467,321	508,146	466,370	------	----------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	55,558	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,294	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,674	1,172,100
1862	82,235	47,142	56,066	85,582	105,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	105,066	132,110	134,272	152,585	105,754	116,379	130,700	151,052	------	------	----------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	70
Stock, convert. (Coupon)	710,000	6			'61-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	97
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	454 000	6	Nov. & May.	London.	1875	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	105½
" " " 1850.	700,000	6	Jan. & July.	"	1880	107
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	108
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	104,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	103½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	793,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	106½
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	106
" " $800,000	790,600	6	"	"	1870	105½
" " $675,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	106
Consolid. Mort. Loan $5,000,000			"	"		105
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	104
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	45
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	124
" " " inconvertible	3,034,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1904	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	102
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,884	7			1866	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	93
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	95
2d Mortgage	2,000,000	6	" "	" "	1890	74
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	554,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	960,000	7	May & Nov.	" "	1890	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	674,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	93½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	96½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	189 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	104
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,003,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	299,000	7	March & Sept.	New York.	1892	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (R. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1891	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'62-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	112
1st Mortgage (Extended)	871,000	7	" "	" "	1852	112
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	101
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1858	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1981	85½
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				---
Mortgage	125,000	7			1866	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	104½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	119½
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	384,000	10	" "			110
Income	20,500	---				---
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		---
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				---
1st Mortgage	260,000	7				---
2d Mortgage (convertible)	1,000,000	7				---
3d Mortgage	600,000	7				---
Guaranteed by Covington	200,000	6				---
Cincinnati (exchanged)	100,000	6				---
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				---
City of Keokuk, (special tax)	150,000	10†				---
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				---
City of Keokuk	200,000	8				---
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	105
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		50
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				---
Unsecured Bonds	1,785,000	†				---
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	150,000	6		Lexington.	'64-'74	---
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	107
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	---
Mortgages on Land	473,809	7	" "	" "		---
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	---
1st Mortgage	223,000	---	" "	" "	'63-'75	---
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	---
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	---
Lebanon Branch 1st Mortgage	400,000	7			var.	---
Memphis Branch 1st Mortgage	300,000	7			var.	---
McMinnville and Manchester:						
State [Tenn.]	372,000	6				---
Mortgage	24,000	7				---
Mortgage	10,000	6				---
Marietta and Cincinnati:						
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1891	90
1st Mortgage sterling	87,818	7	" "	" "	1891	---
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	---
1st Mortgage	1,000,000	7				---
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	810,000	6				---

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				---
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	93½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	119½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121½
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1862	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1865	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1886	108
2d General Mortgage	2,656,500	7	" "	" "	1877	104½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				----
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.		107
2d Mortgage	200,000	8	" "	" "		----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	107
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		----
2d Mortgage (S. F.)	400,000	8		" "		----
Oskaloosa Division	500,000	7		" "		----
1st Land Grant	2,000,000	7		" "		60
2d Land Grant	700,000	---		" "		----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				---
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				---
Tennessee State Loan	674,860	6				---
Alabama State Loan	389,410	6				----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	209,970	6				----
Montgomery and West Point:						
Alabama State Loan	122,622	---				----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7				----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				----
Chat. and Clev. Subsc. (endors.)	231,000	---				----
*New Albany and Salem:						
Crawfordsville	175,000	7				----
1st Mortgage	500,000	10				----
1st Mortgage	2,235,000	6				----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	600,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'83 '4 '8	---
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	105
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1863	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
Real Estate Bonds	235,776	6	" "	" "	1883	101
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1864	100½
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	781,000	7	Feb. & Aug.	" "	1876	130
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	109
2d Mortgage	4,000,000	7	March & Sept.	" "	1919	114½
3d Mortgage	6,000,000	7	" "	" "	1883	111½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	109
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	106
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York	1873	108½
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100½
3d Mortgage	950,300	7	Jan. & July.	"	1897	99
New York and New Haven:						
Plain Bonds, Coupon	512,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1856	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	101½
2d Mortgage	3,077,000	7†	" "	" "	1861	23½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93½
Chattel Mortgage	360,000	10	" "	"	1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1858	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	107½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1850	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	105
" 1861, "	778,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	112½
" 1856, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	131
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	105
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1889	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1876	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	61
2d Mortgage	907,500	7	" "	"	1863	16
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1868	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	108
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	85
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81½
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	17½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	51
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	105
Dollar Bonds	850,000	6	" "	Boston.	1878	
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	108½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State.	150,000	6	----------	----------	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	
								ALABAMA.														
30 Jun. '60	65.0	—	----	50.6	---	---	.....	*Alabama and Florida*	1,451,236	*	—	877,953	502,550	105,255	1,515,704	54.0	----------	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	336,010	109,500	21,632	518,985	30.3	----------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	.....	*Mobile and Girard*	1,500,000	*	—	----------	----------	----------	----------	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	----------	----------	600,431	—	----------	----------	----------	—	----
1 May, '61	469.8	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	----------	----------	----------	----------	—	----------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,888,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	----------	505,156	260,209	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	----------	----------	----------	----------	----------	----------	----------	—	----------	----------	----------	—	----
								ARKANSAS.														
-- -- --	—	—	—	301.4	—	—	—	Cairo and Fulton	----------	----------	----------	----------	----------	----------	----------	—	----------	----------	----------	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	----------	----------	----------	—	----
								CALIFORNIA.														
30 Dec. '60	22.5	—	----	—	---	---	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----------	230,251	104,594	----	----
								CONNECTICUT.														
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,453	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,087,500	211,574	4,443,584	122.4	229,088	801,402	126,918	—	----
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	[596,135]	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	----------	284,485	70,187	4	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	28,924	1,594,661	62.0	----------	208,429	97,700	6	----
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	----------	—	117
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,466	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,096	12	121
30 Nov. '62	50.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,963	149,711	214,100	2,122,600	799,300	9,298	3,004,867	66.4	294,173	353,664	158,927	—	93
								DELAWARE.														
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----------	27,233	10,290	9	----
								FLORIDA.														
-- -- '62	154.2	—	----	150	---	---	.....	*Florida*	----------	----------	----------	----------	----------	----------	----------	—	----------	----------	----------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	----------	7,857	3,535	—	----
-- -- '62	50.9	—	5.0	—	---	---	.....	*Flo., Atlantic and Gulf Central*	----------	----------	----------	----------	----------	----------	----------	—	----------	----------	----------	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	.....	*Pensacola and Georgia*	----------	----------	----------	----------	----------	----------	----------	29.4	----------	----------	----------	—	----
								GEORGIA.														
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	125,000	—	1,597,385	86.7	----------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	.....	Atlantic and Gulf—M. Trunk	----------	----------	----------	----------	----------	----------	----------	30.0	----------	----------	----------	—	----
31 Dec. '60	53.0	—	----	—	---	---	.....	Augusta and Savannah	1,032,200	*	—	733,700	120,500	—	----------	53.0	----------	168,968	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	.....	Brunswick and Florida	755,000	*	—	151,887	----------	----------	----------	31.0	----------	----------	----------	—	----
30 Nov. '60	191.0	—	----	53	62	597		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	----------	----------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	----------	1,159,188	528,043	8	106
30 Nov. '60	102.5	—	----	19	16	171		Macon and Western	1,500,000	*	—	1,500,000	----------	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	7	2	107		Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----------	202,714	110,516	8	----
1 May, '58	68.1	—	----	5	4	33		Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	[180,621	1,473,140	71.6	----------	----------	----------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	596,500	19,913	3,822,913	228.8	----------	----------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----------	138.0	----------	832,343	454,541	—	----
								ILLINOIS.														
31 Dec. '62	220.0	—	----	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	86
30 Apr. '63	138.0	—	21.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	283.0	1,308,146	2,412,821	1,206,039	8	118
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,869	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	----------	1,083,054	448,503	—	47
31 Mar. '63	181.8	—	----	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	129
10 Nov. '62	23.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	----------	580,000	—	----------	84.0	----------	----------	----------	—	----
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,641	834,605	6	105
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,581	2,350,000	—	4,214,342	180.0	----------	[742,097	377,476	—	65
31 Dec. '62	454.9	252.5	----	—	112	94	2,385	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	119
-- -- --	—	—	—	81.5	—	—	—	Illinois River	----------	----------	----------	----------	----------	----------	----------	—	----------	----------	----------	—	----
-- -- --	148.0	—	----	—	---	---	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----------	----------	148.0	----------	----------	----------	—	----
-- -- --	46.6	—	----	—	---	---	.....	Peoria and Bureau Valley	----------	----------	----------	----------	600,000	----------	----------	oper	by Chic.	& R. Is.	125,000	—	----
-- -- --	—	—	—	129.0	—	—	—	Peoria and Hannibal	----------	----------	----------	----------	----------	----------	----------	—	----------	----------	----------	—	----
-- -- '62	186.0	—	----	—	---	---	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	----------	----------	186.0	----------	----------	----------	—	----
31 Dec. '62	100.0	—	----	—	---	---	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	----------	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	.....	Rock Island Bridge	----------	----------	----------	----------	----------	----------	----------	oper	by Chic.	& R. Is.	----------	—	----
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	----------	----------	3,700,000	6,700,000	----------	10,400,000	203.0	----------	1,117,603	568,020	—	62
								INDIANA.														
-- -- --	108.0	—	----	—	---	---	.....	Cincinnati and Chicago	2,080,433	*	----------	1,106,679	1,006,125	----------	----------	108.0	----------	----------	----------	—	----
-- -- --	29.0	—	----	73.0	---	---	.....	Cincinnati, Peru and Chicago	----------	----------	----------	----------	----------	----------	----------	29.0	----------	----------	----------	—	----
31 Aug. '57	100.0	—	----	—	---	---	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,233,748	109.0	----------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	256	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----------	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	513	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140,689	3,458,108	110.0	----------	448,858	230,834	9	87
31 Dec. '62	84.0	—	----	—	---	---	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	----------	450,079	247,338	—	----
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,166	—	----
-- -- '59	54.0	—	----	—	---	---	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	----------	2,000,000	64.0	----------	----------	----------	—	----
31 Mar. '63	56.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	----------	772,812	661,812	----------	1,538,763	132.0	----------	285,974	104,951	—	100
-- -- '58	288.0	—	----	—	---	---	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----------	645,827	371,40.	—	36
-- -- '58	74.0	—	----	—	---	---	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	----------	----------	----------	—	----
30 Nov. '62	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,236,522	73.0	319,251	563,314	361,273	12	125
								IOWA.														
1 Jun. '58	75.5	—	----	201.5	---	---	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	685,000	92,663	1,542,768	50.0	----------	----------	----------	—	----
31 Dec. '59	86.0	—	----	—	---	---	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	389,084	----------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '62	111.0	—	----	259.0	7	7	102	Dubuque and Sioux City	3,068,599	63,196	—	2,992,427	300,000	222,601	3,179,833	111.0	----------	228,560	122,931	—	----
-- -- --	—	—	—	438.0	—	—	—	Iowa Central Air Line	----------	----------	----------	245,000	755,000	----------	----------	—	----------	----------	----------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	54	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----------	----------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	----------	----------	----------	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	----------	230.0	----------	----------	----------	—	38
								KENTUCKY.														
31 Oct. '59	80.0	—	----	—	---	---	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	----------	----------	20.0	----------	----------	----------	—	----
-- -- '58	13.0	—	----	22.0	---	---	.....	Lexington and Danville	765,500	----------	----------	694,444	71,000	----------	----------	13.0	oper.by	Cov. &	Lex.	—	----
30 Jun. '62	29.0	—	----	—	13	10	230	Lexington and Frankfort	596,723	52,300	—	514,573	180,000	—	740,066	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	85.1	—	----	—				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	82.0	16.2	—	43	27	878	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	545,258	1,777,983	1,062,165	—	----
-- -- '59	18.8	—	----	70.2	---	---	.....	Maysville and Lexington	----------	----------	----------	----------	----------	----------	----------	18.8	oper.by	Cov. &	Lex.	—	----
								LOUISIANA.														
-- -- --	22.0	—	----	—	---	---	.....	Clinton and Port Hudson	750,000	*	—	----------	----------	----------	----------	22.0	----------	----------	----------	—	----
-- -- --	27.0	—	----	—	---	---	.....	Mexican Gulf	662,911	*	—	----------	----------	----------	----------	27.0	----------	----------	----------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,518	586,000	339,207	5,856,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	----------	2,665,000	1,180,717	----------	206.0	----------	1,232,624	655 434	—	----
1 Aug '60	52.7	—	----	135.5	---	---	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	948,960	105,454	1,710,819	52.7	----------	----------	----------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	444,688	205,584	757,381	36.5	76,344	79,761	43,461	—	.....
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,118	91,487	—	.....
31 May, '63	90.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,252	4,259,303	109.2	186,240	323,062	174,028	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	178,014	180,497	300,000	75,000	.....	—	—	—	—	—	.....
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,652,446	51.3	.....	288,197	170,276	6	110
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	23,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	256.8	.....	3,922,203	2,305,788	6	100
30 Sep. '60	30.0	—	.....	—	7	33	107	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	44
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,143	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,999	136,191	6½	103
31 Mar. '63	74.3	8.8	51.1	—	33	72	434	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	460,302	8	126
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	132
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	139
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,162	133,854	6	105½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,812,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	96
30 Nov. '62	19.9	1.3	3.9	—	—	—	—	Essex	742,592	4,416	—	299,108	280,281	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	115½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,526	64,100	5,846	289,772	26.4	33,739	38,588	4,619	0	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,253	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,634	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	852,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	25.5	—	24	61	435	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,600	134,058	4,187,740	102.1	388,585	580,150	312,031	6	110½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,179	oper. by B		and Lowell		17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	431,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	oper. by Housatonic.				31,400	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,876	9	126
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	oper. by T. and B.				—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	79½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	994,564	8	140½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	83
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. June.	built and	equipped by G	r. Tr'k R	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '63	284.8	—	23.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,426	7,999,489	—	14,884,955	329.3	1,448,558	2,946,560	1,674,200	8	120
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	67½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,389,702	1,022,501	—	1,782,686	10,571,000	.....	.....	206.8	.....	433,544	258,544	—	45
31 Dec. '62	168.5	—	17.7	68.0	21	28	307	*North Missouri*	6,398,779	504,933	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,695	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	198.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,871	241,482	128,886	—	.....
30 Sept. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,236	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	oper. by Conn. River			1,690	—	.....
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	.....
30 Nov. '62	52.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,718	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	49½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	28.1	.....	84,045	10,492	—	.....
31 Mar. '62	24.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	62
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	oper. by Conn			25,000	24,500	7	129
31 Mar. '62	14.8	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	oper. by Eastern Mass.				4	99
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conwny	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,887	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	20,904	.....	oper. by C'd		162,426	74,885	7	117
30 Nov. '62	29.3	—	2.5	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,396	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	123,652	4	71
31 Mar. '62	24.7	—	2.2	—	1	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	5.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,039,500	172,982	3,261,344	78.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.5	.....	8.0	...	...	.....	Camden and Amboy	6,070,226	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	164½
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,558	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,123	—	12
31 Dec. '62	64.0	—	48.0	38	20	540		Central of New Jersey	4,915,252	805,542	672 113	3,630,000	2,000,000	320,453	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	58.0	—	—	45.6	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	545,000	—	1,756,710	53.0	147,000	226,448	101,620	7	.....
31 Dec. '62	32.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,666,704	33.8	512,349	1,111,087	552,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,018	29,592	—	160
31 Dec. '62	13.8	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	oper. by Erie R. R.			53,400	8	.....
31 Dec. '62	18.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	oper. by Erie R. R.			26,500	5½	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,460,417	*	—	1,203,558	1,250,000	148,608	2,697,161	—	[2 mos.	10,588	.....	—	25
31 May '62	.....	.....	.....	.....	.....	.....	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	24.0	—	—	.....	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	33.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,892	212,500	31,743	821,984	—	82,963	90,123	46,328	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending..	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.														
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075		incl.	In Re	ns. & S	arat.	—	....
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000		incl.	In Re	ns. & S	arat.	—	....
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,930	—	....
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope	r by Ti	oga.	44,100	—	....
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	....
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	45
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	812,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,290	8	150
								Brooklyn City and Newtown	267,625	*	—	246,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.8	—	14.5	—	29	24	399	Buffalo and State Line	2,277,888	508,576	149,000	1,977,950	949,000	—	2,926,950	68.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	182,036	21,457	.....	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	.....	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,292	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,863,973	2,993,542	—	108½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,365,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,209,954	—	133½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	228,611	293,457	109,157	2½	38
30 Sep. '63	297.8	258.1	400.0	—	239	265	4,424	New York Central	27,092,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	854.9	5,092,225	10,697,631	4,054,999	7	132½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	91
30 Sep. '62	96.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	....
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	551,174	24,600	—	795,360	22,000	—	875,774	5.0	779,580	89,498	19,429	—	....
30 Sep. '62	118.0	3.8	17.8	—	25	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,453	176,753	—	0.25
30 Sep. '62	55.9	—	2.2	—	5	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,023	140,634	77,460	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,945	6½	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	.....	—	....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,237	882,237	51.3	111,286	146,227	52,258	—	....
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,616	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,191,960	558,033	88,285	10	186
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,910	.....	—	....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,571	172,757	—	....
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,662,708	104,521	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	690,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	....
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	....	oper. by	Vt. Co.	.....	—	....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	....	oper. by	the 4	Comp's.	—	....
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	611,560	—	—	862,089	34.9	61,344	71,899	6,587	—	....
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	...	...	....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	....
-- -- '58	223.0	—	....	—	...	...	....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	....
-- -- '59	97.0	—	....	—	...	...	....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	....
30 Sep. '60	161.6	15.0	....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	....
30 Sep. '59	161.9	—	....	—	24	82	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,984	171.0	823,069	477,564	235,201	8	....
15 Mar. '60	81.0	8.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	....
								OHIO.														
-- -- '58	—	—	....	—	...	...	....	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....	.....	.....	.....	.....	.....	....
31 Dec. '62	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	10
31 Mar. '63	60.3	—	....	—	22	28	482	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	120
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	32.0	.....	—	—	—	—
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,136	191.2	926,628	1,724,917	1,033,637	20	176
31 Dec. '62	67.0	—	....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,780	22,340	1,036,035	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	890,344	—	3,300,000	1,500,000	—	—	96.7	484,297	1,551,628	975,923	33½	185
30 Nov. '62	101	102.5	....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,806	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	108½
31 May '63	108.2	79.4	....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,558	158.6	663,371	1,361,537	747,562	—	127
31 Dec. '58	61.4	—	....	55.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	76,120	68,128	19,763	—	....
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,555	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,833	15	....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	863,705	451,540	—	....
31 Aug. '60	30.6	—	....	—	5	3	87	Dayton and Western	992,173	104,912	—	307,246	716,000	80,845	—	36.6	.....	62,025	3,565	—	....
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,338	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	....
31 Dec. '61	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	....
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,258,867	.....	.....	.....	.....	.....	....
31 Oct. '61	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	....
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	....
30 Nov. '62	85.5	—	27.8	—	25	22	457	Little Miami	3,544,108	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,438	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,054	11,164,820	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,052	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	....
30 Jun. '63	153.2	52.0	....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	599,850	115,290	—	—
31 Dec. '62	116.0	9.0	....	—	10	10	257	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,976	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	....
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	....
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	....
31 Dec. '62	242.4	—	....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,982	1,938,202	960,462	—	58½
								PENNSYLVANIA.														
31 Oct. '62	45 6	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	....	—	...	...	....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	....
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	385,365	210,817	3	61
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	10½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,284,456	74.5	.....	255,660	166,427	3	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,385	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	198
31 Oct. '62	53.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,058,607	78.0	227,088	347,828	183,499	—	35
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	23,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,560	700,000	—	1,882,560	55.5	oper. by	Penn.	R.R.Co.	7	69½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,585	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,451	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,094	164,134	—	20
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	206,000	2,662,833	80.0	242,400	307,389	169,056	—	....
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	100
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	560,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	51½
31 Oct. '62	24.5	106.5	62.5	—	...	...	....	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	.....	451,918	174,435	8½	62½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	605,187	—	3,147,350	3,106,360	280,000	6,447 780	66.4	253 554	397,136	218,960	—	26½
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,847	3,582,304	—	13,274.100	9,52 ,40.	—	18,324,213	441.4	.....	10,304,991	4,872,219	8	69½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,600	432,900	—	1,852,496	24.0	229,938	262,338	129,742	6	57
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,458	6,93 ,500	157,789	12,124,857	15 10	213,574	413,472	80,606	—	32½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	356.0	2,088,166	3,917,830	2,026,776	—	56
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	213,000	575 ,00	5,500	(30 ,2	1.0	8,218	7,416	20,961	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	482,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,979 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	66
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	8
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,786,353	*	—	5,709,592	12,935,173	312 399	19,451,678	468.3	2,694,467	3,745,311	1,302,995	—	85½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,289,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,778	112,824	—	500,000	791,597	5,659	1,297,256	----	57,923	159,534	99,060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	124,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	963,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,168,000	*	—	1,508,000	256,800	—	----	62.0	297,700	415,809	199,155	6	58
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	427,917	8,500	—	----	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	28	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	24,272	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----	109.6	----	283,283	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.8	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	2,919,554	184.5	----	841,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	----
31 July '58	32.6	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	986,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	700	South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----	----	----	----	----	----	----	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	636,554	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,886,578	878,069	129,384	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	818,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,569	----	47.4	54,175	83,129	44,666	—	----
1860	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----	----	----	----	----	----	----	----	----	----	----	—	----
1860	45.5	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	168.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	----	----	----	----	----	32.0	----	----	----	—	----
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	----	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,569	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110 0	----	----	----	San Antonio & Mexican Gulf	----	----	----	----	----	----	----	25.0	----	----	----	—	----
— — '58	28.0	—	----	756 0	----	----	----	Southern Pacific	----	----	----	----	----	----	----	28.0	----	----	----	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	198,647	—	1,280,400	800,000	----	----	90.7	92,639	208,867	----	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,876	3,183,038	663,019	6,279,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	198	Rutland and Washington	950,000	221,683	—	1,097,000	----	----	----	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----	174.5	679,677	713,418	191,466	—	75c.
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----	4	154
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	6.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.8	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,534,194	----	----	----	----	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,802	43,062	—	----
30 Sep. '58	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	10,382	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	6
30 Sep. '60	88.8	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	278	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	123.4	----	410,166	201,344	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	833,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,931,197	1,200,000	75 908	6,753,655	143.2	224,014	550,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	----	43.5	1,056,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	35,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.0	480,193	740,489	347,957	—	----
30 Sep. '58	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----	32.0	30,000	49,971	14,409	—	----
								WISCONSIN.													
1 Dec. '58	55.6	—	2.0	121.0	8	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----	55.0	----	----	----	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----	199.9	----	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukie and Horicon	919,757	*	—	1,101,200	—	—	----	42.0	10 mos.	60,066	----	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,626,800	2,454,000	221,282	7,978,841	214.4	----	1,163,734	414,741	—	56½
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----	50.0	----	121,401	----	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	314,769	85,830	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (g y)	11,938,000	*	—	11,750.000	188,000	—	11,938,000	16.10	----	236,795	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	----	242,798	117,342	—	15
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	----	----	----	----	----	48.0	----	----	----	—	----
30 Jun. '63	1,096	137.0	----	78.0	204	150	2,999	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,262,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,260,000	16,802,745	9,281,435	----	26,084,180	367.0	----	3,011,880	1,649,610	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	----	----	----	----	----	24.0	----	----	----	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	----	----	----	----	----	95.6	----	----	----	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	----	----	----	----	----	54.0	----	----	----	—	----
31 Dec. '62	95.0	—	----	—	4	—	57	Welland	----	----	----	----	750,000	----	----	25.0	----	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	29,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,386	—	1,380,000	13,100	136,000	1,729,232	60 0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
31 Dec. '62	61.0	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	155,416	139,107	37,181	—	----
								NEW GRANADA.													
1 Dec. '62	48.7	—	----	—	11	22	120	Panama	5,000,000	*	615,659	5,000,000	3,375,000	—	10,763,728	48.7	----	1,745,294	1,013,444	15	200

New York Stock Exchange.

Actual Sale Prices for the week ending January 6.

	Th 31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
American Coal Co.	94	....	....	94	....	....
Buffalo, N. Y. & E., 1M.	103½	....	....	....	103½	....
California 7s	....	....	....	....	....	....
Canton Co.	....	....	34½	34	34½	....
Central Am. Transit.	....	....	....	....	....	....
Chicago & Alton	86	....	86	86	85	86
" " pref.	95½	....	....	96	....	....
" " 1 M.	....	....	....	....	102	....
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	118	....	....
" " " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n	47½	....	48	47	47	47
" " pref.	....	....	....	....	....	....
" " 1st M.	92½	....	....	....	93	93
" " 2d M.	....	....	....	....	74	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	123	....	123½	125	129½	129
" " 1st M. '70.	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	108½	....	108½	107½	108½	108½
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	103	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	121	....	121½	121½	124½	127
" " S. F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	47½	....	48	49	51	49
Del. & Hudson Canal	178	....	....	177½	178	....
Del., Lack. & West.	....	....	....	....	....	....
" 1M. 8 p.c. '71-A.	....	....	....	....	....	....
" 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	108½	....	108½	108½	109½	108½
" pref.	103	....	103	102½	103½	103
" 1 M. 7 p.c. '67.	....	....	....	....	109	....
" 2 M. 7 p.c. '79.	....	....	....	....	....	....
" 3 M. 7 p.c. '83.	111½	....	....	....	....	111½
" 4 M. 7 p.c. '80.	109	....	....	....	....	....
" 5 M. 7 p.c. '88.	....	....	....	107	....	106
Galena and Chicago	106	....	106	105½	106½	105½
" 1M. 7 p.c. '63	....	....	....	112s	....	....
" 2M. 7 p.c. '75	....	....	....	....	....	....
" 1M. Ex. '82.	....	....	....	....	....	....
Hann. & St. Jo. pref.	45	....	....	....	....	....
" " bonus.	....	....	83½	....	....	....
Hudson River	128	....	132½	133	134½	133½
" scrip.	....	....	....	....	....	....
" 1M. 7 p.c. '69.	....	....	....	....	....	110½
" 2M. S. F.	....	....	....	....	....	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	104½	....	....	....	....	....
Illinois Central scrip	117½	....	117½	117½	118½	119½
" full stock.	....	....	....	....	....	....
" Can. bd. sc.	....	....	....	107½	....	109
" bonds.	....	....	119½	....	....	....
Marietta & Cin 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
Mariposa Mining Co.	34½	....	34½	34½	34½	35
Michigan Central	120	....	120½	120½	120½	120½
" S F. 8 p.c. '82	....	....	....	....	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	89	....	87	86½	87½	87½
" " guar'd.	135	....	....	....	....	135
" " 1M. S. F.	108½	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	59	....	59	57½	57½	56½
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	88	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	38	....
" L. G. bonds.	....	....	....	....	....	....
Missouri 6s	....	....	66½	66½	67	67
" iss. to H. & St. J. R.	....	....	....	....	....	....
N. J. Central 1st M.	....	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
New York Central	133	....	132½	132½	132½	132½
" " 7s, 1864	....	....	....	....	100½	....
" " 7s, S. F. '76.	....	....	....	....	....	....
" " 7s, conv. '76.	....	....	....	....	....	....
" " 6s, S. F. '83.	....	....	....	....	....	105
N. York & Harlem	89	....	92	92	92	91
" " pref.	....	....	....	....	112	110
" " 1M. 7 p.c. '73	....	....	....	....	....	....
" " 2M. 7 p.c. '64	....	....	....	....	....	....
" " 3M. 7 p.c. '67	....	....	....	....	....	99
Norwich & Worcester	....	....	....	....	....	....
Ohio & Miss. cer.	37	....	37½	37½	....	....
Pacific Mail S.S. Co.	227	....	223	220	....	222½
Panama	....	....	202	200	201	....
Penn's Coal Co.	160	....	....	160	....	....
Phila. and Reading	112½	....	113	112½	112½	112
Pitts. Ft. W. & Chicago	86	....	86	85½	86½	85½
" " 1M.	....	....	....	....	....	....
" " 2M. 105	....	....	....	....	....	....
" " 3M.	....	....	....	87½	....	....
Quicksilver Mining Co.	59	....	58	58	60	59
St. L., Alton & T. H.	63	....	....	62½	....	62
" " pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	101
" " 2M. pref.	91½	....	....	....	....	....
" " Inc. b'ds.	....	....	....	....	....	....
Tennessee 6s, 1890.	58	....	58	58	....	....
Toledo & Wabash	54	....	54	53	55½	....
" " Pref.	70	....	....	....	70	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	....	....	....
" " 2M.	....	....	86	....	87	85
" " Int. b'ds.	....	....	....	....	....	....
Virginia 6s	....	....	48	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending January 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	98	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	100½	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	125½x	....	....
U. S. 6s, 1881, reg.	....	....	105	105	104½	....
U. S. 6s, 1881, coup.	....	....	105½x	106	105½	105½
U. S. 6s, '81, O. W. I. y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	106½	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	98½	....	....	....	....	....
U. S. 6s, " " new	....	....	98½	....	98	98
U. S. 6s, 5-20s, coupon	101½	....	101½	....	101½	101½
U. S. 6s, " reg.	100½	....	....	....	....	....
7.30 Notes, Feb. & Aug.	....	....	....	....	....	107½
" " Ap'l & Oct.	106½	....	106½	....	106½	....
American Gold	151½	....	151½	....	151½	151½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending January 5.

	W. 30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.
Beaver Meadow	....	81	....	....	....	....
Cattawissa	10½	10½	....	10½	10½	10½
" preferred	31½	32	....	32½	32½	32½
Camden & Amboy	164½	164½	....	....	164½	....
" " 6s, '67.	....	....	....	....	....	....
" " 6s, '70.	....	....	....	....	....	....
" " 6s, '75.	102½	....	....	....	....	102½
" " 6s, '83.	....	....	....	....	....	....
" " 6s, '89.	....	....	....	....	....	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	85
Kimira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	69½
Lehigh Navigation	....	....	....	....	56	....
" " 6s	....	....	....	....	104	....
" " scrip	49	....	....	....	....	49
Lehigh Valley R. R.	....	....	....	....	100	....
" " scrip	....	....	....	....	....	....
" " 6s	106	....	....	....	....	....
Little Schuylkill R. R.	51½	51½	....	....	51½	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	62	....	....	62½	62½	....
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	25½	....	....	26	25½	25½
" " 6s. 96	....	....	....	....	....	....
" " 10s.	....	....	....	....	....	....
Pennsylvania R. R.	60½	60½	....	....	....	60½
" 1st m.	....	....	....	....	....	107½
" 2d m.	....	....	....	....	103½	....
Penn. State, 5s	100	100	....	....	....	....
" " 5s, coupon	....	....	....	....	....	....
" " 6s, "	106½	....	....	....	....	....
Philadelphia City, 6s	100	....	....	....	100	100
" " new	104	....	....	....	104	104
Philad., Germ. & Nor.	....	....	....	....	....	57
Phila. & Reading	56	56	....	56½	56½	56
" " 6s, '86.	....	....	....	....	....	....
" " 6s, '70.	....	....	....	....	....	105½
Philadelphia & Erie	32½	32½	....	32½	32½	32½
" " 6s.	....	....	....	....	....	103
Philad. & Sunbury, 7s.	100½	....	....	....	....	....
Schuylkill Navigation	17½	....	....	....	....	....
" " pref.	33	....	....	....	31	31
" " 6s '82	....	....	....	87	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s.	....	....	....	....	....	....
Susq. Canal	15½	15½	....	15½	....	15½
" " 6s '78.	....	....	....	....	....	....
" " scrip.	....	....	....	....	....	....
Union Canal, pref.	....	4½	....	....	....	....
" " 6s '83	....	26½	....	27	....	27
West Br. Canal 6s '78.	....	....	....	....	....	....
Wyoming Valley Canal.	....	....	....	....	....	....
Arch street, (Horse)	....	....	....	30½	30½	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	....	20½	....	20½	21	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	13½	....	....	....	13

Baltimore Stock Exchange.

Actual Sales Prices for the week ending January 5.

	W. 30.	Th. 31.	F.1.	Sat.2.	M 4.	Tu.5.
Baltimore City 6s, 1875.	108	....	....	....	....	108½
" " 1886.	....	....	....	....	....	....
" " 1870.	....	....	....	....	....	....
" " 1890.	108½	....	....	108½	108½	108½
Balt. and Ohio	99	99½	....	99½	100	100
" " b'ds, '62.	....	....	....	....	....	....
" " " '67.	....	....	....	....	....	....
" " " '75.	....	....	....	....	....	....
" " " '80.	....	....	....	....	....	....
" " " '85.	....	....	....	....	....	....
Northern Central	....	43½	....	....	44	....
" " b'ds, '85.	105	....	....	....	....	....
" " " '95.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sales Prices for the week ending January 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Boston and Lowell	103	....	....	103	....	103
Boston and Maine	....	....	....	126	126	....
Boston and Providence	....	....	132	....	132	....
Boston and Worcest.	....	....	136½	....	136	....
Cheshire, pref.	....	....	....	51½	49½	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	105½	105½
Eastern, Mass.	....	....	....	....	98	....
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	117	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	....	71	....	....	....
Old Colony and Fall R.	110	....	110	110	110	110½
Ph., Wil. & Baltimore	....	....	67	67	67½	66½
Portl'd, Saco & Ports.	....	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	....	39	38½	39½	39½
Western	....	....	140	140½	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	124½
Metropolitan "	....	62	....	61	....	58½
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	50	....	....	....
Franklin "	....	47½	....	49½	48	....
Isle Royale "	....	....	26½	26	....	49
National "	....	....	....	32	....	....
Minnesota "	....	....	....	....	70	....
Pewabic "	....	62½	....	63½	63½	....
Pittsburg "	....	90	....	....	90	64
Quincy "	....	95½	....	....	....	....
Rockland "	....	18½	....	16½	19½	....

London Stock Exchange.

The following were the closing prices for American Securities on the 19th December:

Maryland 5s.	72	to	74
United States 6s, 1881	65	"	70
Do. 5s, 1874	60	"	65
Virginia State 6s	43	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	80	"	82
Do., Pennsylvania do. do.	79	"	81
Erie shares, $100 (all paid)	62	"	64
Do., 7s, preferenee	58	"	62
Do., 7s, 1st mort., 1867	63	"	66
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s, 3d mort., 1883	65	"	70
Do., 7s, 4th mort.	63	"	66
Do., 7s, 5th mort.	63	"	65
Illinois Central 6s, 1875	82	"	84
Illinois Central 7s, 1875	72	"	74
Do. do. $100 shares, $90 paid, dis.	27	"	25
Do. do. $100 shares, all paid	68	"	70
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82 s. c.	73	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares.	..	"	..
New York Central 6s, S. F., 1883	65	"	70
Do. do. 7s, 1864	55	"	60
Do. do. 7s, S. F., 1876	78	"	82
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	80	"	85
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	105	"	107
Pennsylvania, 1st mort., 6s, Convertible	68	"	72
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	35	"	40

American Railroad Journal.

Saturday, January 9, 1864.

☞ The *postage* upon the AMERICAN RAILROAD JOURNAL is only *five cents per quarter*, if paid *in advance* at the Post office where the paper is received.

Stock Exchange and Money Market.

It must be admitted that there has been an active demand for money the past week at 7 per cent., and a considerable shifting of loans. It is a curious fact that the operators in Wall street are frequently troubled in carrying their stocks from one day to another, thus showing that a great many of them are working beyond their own capital, and also the spirit of speculation which prevails among them. It is not to be wondered at, that they are very often caught, and sometimes compelled to default upon their contracts. Whatever sums the fortunate may gain in their ventures, the unfortunate have to lose, and this explains why so many well-known faces dis-

appear from the street, and so many new ones take their place.

Gold has been very steady for the last week, fluctuating between 151 and 152, without gravitating below or rising above these figures, and this notwithstanding the payments of interest by the Government, and the certainty that several millions are to be paid out next month.

The course of trade has been quite equable for months past, and our imports and exports have been large. The country seems to desire the finest and choicest products of the old world, and to be able to pay for them without difficulty. It is useless to attempt to control the tastes or the wants of those who have the means to pay for them, and sumptuary laws may do for the confederates but not for the flourishing North.

Many persons, (and those who as a rule predict evil, are most generally sure of their predictions,) look forward to a general crash when the finale comes in the shape of peace, and the restoration of the Union. And it is very possible it may. Forewarned and forearmed are said to be almost the same thing, and if so we have plenty of time to prepare for the coming shock. This intention is probably seen in the readiness, if not anxiety shown by the possessors of money to invest it in Government stocks, for the nation, with its industry and enterprise, its population, its rivers, canals, lands, and railways will outlast all individualities, and while the world stands they will stand, in the relations and importance they now maintain. Those who incur debts in paper to be paid hereafter in gold, may be losers, if they have not the gold to pay. Merchants with large surplus stocks may suffer, but it is to be hoped the profits that they now are making are large enough to leave a margin to meet the loss when it comes. In short, if our people are as sagacious in this as in other things, we believe they may be able to encounter the financial change, or accommodate themselves to it without serious injury.

This seems to be the prevailing feeling, for every one is driving on to make hay while the sun shines, and to be ready to get it in doors before there is a change of weather. We find accordingly that the railway market sustains itself most buoyantly, and it may be supposed that those who have made largely by its advance, will not feel any coming depression. Those who hereafter lose their margins will be found not to be permanent holders of anything, and they will doubtless bear their reverses with philosophy. There has been the last week quite a general rise in railway shares, and the market has been active as it always is in such cases. The variations in railway shares will be found on reference to our tables.

Governments was also strong. Registered 6s, sold on Tuesday at 104 to 105. Treasury notes 106 to 106¾. Certificates found favor at 102 and ⅜ for gold, and the leading State stocks were firm and quiet. The National Banks are increasing with great rapidity, and bid fair to obtain all the circulation, from their having a national redemption in the form of payments of taxes and other Government dues except duties. This will keep them at par, or nearly, and must give them an enormous advantage over the local bank issues, which always have been at a discount, if not in discredit, at a distance from their place of issue. The business of discounting bank notes, so profitable hitherto, will be cut up, and millions of dollars will thereby be saved to the people. This is an immense advantage.

One of the objections made by the old and respectable banks to the new system, is the merging of their time honored names into new ones, where their designation will only be by numbers. This may be easily obviated by stamping the new notes across the face with a few words of description, such as, "late the National Bank," or "for, merly the Bank of North America." This will answer all the purpose of the former appellation, and may carry with it a certain amount of extra confidence to the holder.

We notice a large increase in the capitals of our City Fire Insurance Companies, chiefly in this city, the sum of two millions having been added to the former amounts. This is an indication of an increase of prosperity, in the fact that they are making large dividends, and also of the increase of insurable property, and of prudence on the part of the owners.

Much anxiety is being expressed as to the financial movements of the Treasury Department, and the correlative action of Congress in regard to increased taxation. We have understood and still understand that the Secretary intends to hold to his determination to make his present issues of legal tenders no larger than they are. It is true that from appearances, a larger circulation might be sustained, for the interest of money is still high, and legal tenders are in many places at a premium; but on the other hand the rise in prices in many articles of necessity keeps on, and it is better to be taxed heavily and have our necessaries of life cheap, than to escape taxation and be ruined in prices. This certainly is the feeling of all classes but the very rich, to whom in fact the whole subject is a matter of but little moment. It would be presumptuous in us to offer any plan of finance when there is so much ability in the Treasury Department, and as we believe in both houses of Congress.

Nor do we think it necessary to repeat the rumors afloat, as to what decision these parties may come. It will be time enough to express an opinion when our future financial policy is determined by those who are to shape it. We have only to express our perfect conviction, that the Country is able to meet all its engagements, that its present income is equal to its present expenditures, that a large part of the proposed appropriations for the army and navy may be left out by Congress with perfect safety, and that particularly the 140 millions asked for by Mr. Wells may be cut down one half. We do not want a navy of six hundred ships when this war is over. We do not want them now. We believe that many millions of expenditure could also be saved, by a revision of the contracts by which steamboat owners have been acquiring immense fortunes. We trust that the proper committees in Congress will probe all these transactions to the quick. We are willing to expend everything for the cause but nothing for favorites.

We were in error last week when alluding to the first mortgage bonds of two millions to complete the connections of the Chicago and Great Eastern railway, in stating that this sum was to be applied to complete the route from Chicago to Logansport, 110 miles. If we now understand it, it is only necessary to build a link from Chicago to La Cross, Indiana a distance of 62 miles, the balance of the line to Logansport being already in operation. Messrs. Schuchardt & Gebhard, at whose office these valuable securities are offered to the public, will doubtless meet little difficulty in the negotiation for the required sum.

The delivery of fourteen millions five per cent legal tender notes to the Banks having taken place, it is believed they will be in great demand. Every one who has money to pay at a future day, or wishes to accumulate for any particular object will seek these notes, which carry interest, and are nevertheless available at any emergency for immediate use as legal tender. We imagine this policy, touches the right spot with its needle. We believe a very large amount of greenbacks are held and hoarded throughout the Country which will be exchanged for these 5 per cent legal tenders, if they can be got. This will give our circulation a sufficient enlargement for all the wants of the Country without any further direct issue of notes from the Treasury, a policy which Mr. Chase will, if he is wise, persist in.

The balance in Mr. Cisco's vaults on Tuesday last was $36,992,691 67.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 103; Cincinnati, Hamilton and Dayton 2d mort., 108; Chicago and Alton S. F. Bonds, 100; U. S. 5s, coupon, 1874, endorsed, 97; Brooklyn City Water Loan, 106; Copake Iron Mine, 13; Quartz Hill, Gold, 13; Wyoming Valley Coal Co., 85; Central Coal, 65; North Carolina 6s, 52; Merchants' Bank, 108; Mechanics' Banking Ass., 107; American Exchange Bank, 109; Bank of North America, 105; Continental Bank, 101.

Philadelphia.—Camden and Amboy mort. 6s, 105; Reading 6s, 1848-'80, 110½; Ph., Wil. and Balt. R. R. 6s, 131; Camden and Atlantic pref., 21¼; Huntington and Broad Top, 20; Wyoming Canal 6s, 99½; Girard College R. R., 27¼; 18th and 15th streets, 34; West Chester R. R., 12; N. Y. and Mid. Coal, 4¾; Big Mountain, 6; Penn. Mining, 8½; Fulton Coal, 4¾; Lehigh Zinc, 50½; New Creek, 1; City Bank, 52⅜; Mechanics Bank, 26⅞. The latest quotations are: City 6s, 99¾@100; do., new, 103¾@104; State 5s, 97⅛@98; Reading, 56@56⅛; do., 6s, 1870, 105@106; do., 1886, 112¼@112¾; Camden and Amboy, 164½@165; Pennsylvania R. R., 69¼@69½; do., 1st mort., 107@107¼; do., 2d mort., 106@107; Little Schuylkill R. R., 49@50; Morris Canal, 67@69; do., pref., 136@138; bonds, 104½@105; do., 2d mort., 101@102; Susquehanna Canal, 15@15½; do., 6s, 60½@63; Sch. Nav., 17@17⅛; do., pref., 31@31¼; do., 6s, 1882, 85⅝@86¾; Union Canal bonds, 26¾@27¼; Delaware Div. Canal, 35¾@36¼; do., bonds, 96½@100½; Elmira and Williamsport, 35@37; do., pref., 50@52; do., 7s, 1873, 107@108; Beaver Meadow, 80@81; Harrisburg, 70; Long Island R. R., 38@41; Lehigh Coal and Navigation, 59@59½; do., scrip, 48½@49; North Pennsylvania, 25¾@26; do., 6s, 93⅛@94; do., 10s, 120@121; Philadelphia and Erie, 32¾@32⅞; do., 6s, 103@103½; Minehill, 62@62⅜; Catawissa, 10¼@10½; do., pref., 32⅜@32½; Lehigh Valley, 99@101; do., bonds, 105⅛@106⅛;

Fifth and Sixth streets, (horse,) 60; do., 7s, 108½; Second and Third, 84½@85; Race and Vine, 19⅛@20¼; West Philadelphia, 71@72; Spruce and Pine, 13@14; Green and Coates, 44⅛@45¼; Chestnut and Walnut, 54¾; Arch, 30@30¼; Thirteenth and Fifteenth, 30@34; Seventeenth and Nineteenth, 10@11; Girard College, 27@27¼; Tenth and Eleventh, 47@50; Norristown, 56½@57; Lombard and South, 16; Ridge Avenue, 19@21.

Boston.—Eastern R. R. 6s. 1874, 103; Rutland and Burlington 1st mort., 61; do., 2d mort., 18; Vermont Central 1st mort., 81¼; do., 2d mort., 17½; Northern (Ogdensburg) 2d mort., 23½; Mad River and Lake Erie R. R. 7s, 1866, 65; New York and Boston Air Line, 10; do., 6s, 64; Metropolitan horse R. R. Rights, 3½; Salem and Danvers R. R., 87; Troy and Greenbush, 50¼; Malden and Melrose, horse, R. R. 6s, 1880, 94; Maine State 6s, 1880, 105; Rhode Island 6s, 105; Vermont 6s, 1871, 103¼; do., 1876, 104⅞; Boston 5s, 1886, 110½; do., 1867, 122¾; Bath 6s, 1891, 103; Albany 6s, (W. R. R.,) 1876, 105; Bangor 6s, 1870, 102¾; Dorchester 5½s, 1875, 100½; Cary Imp. Co., 9⅞; Boston and Roxbury Mill Co., 51; Essex Co., 91½; Waverly Co., 2¼; Boston Water Power Co., 46⅛; Union Steamship Co., 157; Am. Ins. Co., 191; Chelsea Gas, 95; Roxbury Gas, 153; Citizens Gas, Reading, 35; Boston Gas, 850; East Boston Gas, 28½; Webster Bank, 103; Merchants' Bank, 100; Mechanics' Bank, 99½; East Boston, 18¼; Union, 121¼; City, 103; Atlas, 100¼; Eagle, 111; Revere, 105; State, 70½; New England, 114¾; Washington, 102½; National, 90; Traders', 90; Boylston, 113; Freeman's, 99; Granite, 112; Eliot, 98½; Market, 72¼; Mt. Vernon, 97¾; Howard, 98⅜; Maverick, 93; Blackstone, 104¼; Acton Mining Co., 4⅛; Bay State, 19; Bedford, 1⅛; Bolton, 3½; Canada, 2½; Copper Falls, 28; Copake, Iron, 13; Columbian, 8¼; Dana, 4; Dudley, 4; Durham, 45c.; Eagle River, 6½; Flint Steel, 10¾; Great Western, 3⅝; Green Mountain, 4¾; Huron, 85⅛; Hanover, 4½; Highland, 5⅞; Hancock, 12; Mesnard, 12; Madison, 6; Manhattan, 5¼; Native, 2⅝; North Cliff, 5; Northwestern, 12; Ottawa, 41c.; Pontiac, 6⅞; Plumbago, 65c.; Superior, 10½; South Side, 5½; Star, 9½; St. Mary's, 9¾; Tremont, 4¼; Wickham, 95c.; Waterloo, 1¼; Winthrop, 5¾.

Baltimore.—N. W. Va. 1st mort., 108; City Passenger Railway, 17; Santa Clara Mining Co., 8¼; Springfield Mining Co., 2.30; Bank of Baltimore, 101; Farmers' and Mechanics' Bank, 38¼. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 99½@100; do., 6s, 1867, 104; do., 1875, 108@110; do., 1880, 106; do., 1885, 107¼@108; Northern Central, 43@44; do., bonds, 1885, 101@103; N. W. Va., 6; do., 1st mort., 106@108; do., 2d mort., 101; do., 3d mort., 26; do., guar., 102; Central Ohio 2d mort., 104; do., 3d mort., 75; do., 4th mort., 45@50; do., income 1857-'60, 30; Western Md. bonds, 82@82½; do., guar., 107; Maryland 6s, coupon, 1870, 111; do., Ins., 109; do., 1890, 109; Baltimore 6s, 1870, 104½@105½; do., 1873, 107; do., 1875, 108@108½; do., 1886, 106½@106¾; do., 1890, 108¼@108½; do., coupon, 108@108½; do., 5s, 1858-'70, 94@98; City Passenger R. R., 16¼@17¼; South Carolina 6s, 50@60; Canton Co., 83¼@84; Deep River, .10@.20; Gardner, .80@1.00; Guilford, .30@.40; Maryland, .90@.95; North State, .30; Rudisell, .70; Silver Valley, .10; Springfield, 2.35@2.45; George's Creek, 56@70; Santa Clara, 8½@8¾.

Montreal.—Champlain and St. Lawrence R. W., 13@15; do., preferential, 90@93; do., 6 per cents, 80@83; Government 5 per cents, sterling, 95@96; do., 6 per cents, 1872, currency, 106@106½; Montreal City bonds, 6 per cents, 97@97½; do., Water Works, 6 per cents stg., 97½@98; Quebec City 6s, 95@96; Toronto 6s, 1876, 89@90; County debentures, 85@95; Montreal Consols, 4@5; Huron Copper Bay, 42½@47½; Montreal Telegraph Co., 130; City Gas Co., 118@120½; City Passenger Railway, 110@112.

Illinois Central Railroad.

At a meeting of the directors of this company held in this city on the 5th inst., it was resolved hat a dividend of four per cent in cash, free of government tax, upon the stock and cancelled bonds scrip of the company is declared, payable on the 1st of February to the registered holders of stock and scrip on the 18th inst. This dividend is in lieu of and in advance of two coupons in the full paid stock, and by terms of the contract terminates the obligation to pay interest to the full paid shareholders. The cancelled bonds scrip now amounts to $1,750,000, which the directors recommend the holders at the annual meeting of the company in May next to change into the more convenient form of Scrip Stock or full paid shares. The dividends hereafter will be made uniform. The present half-yearly division in cash is made double that of July, (paid 1st August,) by reason of the flattering results of the business of the entire year, which amounts to $4,500,000 in traffic, $2,400,000 in land sales, and $1,400,000 in cash collections on previous Land Sales, of which $800,000 is applicable to the Mortgage Interest of the Company. The Land Mortgage is now reduced to $14,300,000—originally $17,000,000—by actual collections on the principal of the Land Sales. The interest charge upon this Mortgage, which, for six years or more was a heavy burden upon the net traffic of the road, is now reduced to $1,000,000, or only $200,000 in excess of the interest collected from the Land Notes held by the Company. The increase of gross traffic for the year is $1,000,000 or one-third more than in 1862. The transfer books for the dividends close on the 18th inst.

Complimentary Dinner to Walter Shanly, Esq., M. P. P. for Granville C. E.

The constituents of this gentleman gave him a public dinner at Spencerville on the 30th ult., in token of his services as their representative in Parliament. This gentleman has numerous friends in the Northern States who have long recognised his abilities as an Engineer, and his advocacy of measures tending to cement the commercial relations between our country and his own, through the means of internal improvements.

Chicago and Alton Railroad.

We learn that the Chicago and Alton Railroad Company have concluded a perpetual lease of the Joliet and Chicago Railroad, the conditions being very advantageous to the former, besides insuring a reduction on the compensation it has paid for the use of the latter during the past year of $50,000. This negotiation virtually places the entire route from Chicago to Alton permanently under the control of the Company.

Allegheny Valley Railroad.

The Pittsburg *Chronicle* states that the Allegheny Valley Railroad Company has issued $600,000 of second mortgage bonds, $300,000 of which is to complete its extension to the mouth of the Mahoning river, in Armstrong county, and $300,000 for further extension. Surveys are to be immediately commenced of the branch line from Franklin to Mahoning, and it is expected to open the road as far as Brady's Bend, if not to Franklin during the present year.

Frankenheimer & Lichtenstadter,
35 Wall Street, New York,
Specie, Bank Note and
EXCHANGE BROKER.

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EXCHANGE BOUGHT AND SOLD.
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Chicago & Great Eastern
Railway Company,
FIRST MORTGAGE BONDS,
FOR $2,000,000.

SUBSCRIPTION BOOKS OPENED WITH
Messrs. SCHUCHARDT & GEBHARD,
BANKERS,
No. 21 NASSAU ST., NEW YORK.

THE CHICAGO AND GREAT EASTERN RAILWAY COMPANY now offer for sale ONE MILLION ONE HUNDRED THOUSAND DOLLARS of their FIRST MORTGAGE BONDS, in sums of One Thousand Dollars each, maturing in thirty years, bearing interest at the rate of seven per cent. per annum, payable in the City of New York on the first days of April and October in each year.

These Bonds are secured by a First and only Mortgage on the property, income and franchises of the Railway Company, executed to Frederick Schuchardt and Henry Morgan of the City of New York, Trustees.

The remaining Nine Hundred Thousand Dollars of the Bonds are set apart and remain in the hands of the said Trustees, for the purpose of being exchanged for the indebtedness of the Chicago and Cincinnati Railroad Company, running from La Crosse to Logansport; this effected, the $2,000,000 will form a First and only Mortgage on a line of road 110 miles in length, extending from Chicago to Logansport, where it connects with the Cincinnati and Chicago Air-Line Railroad, forming the shortest line by 40 miles between Chicago and Cincinnati, and by 36 miles the shortest line between Louisville and Chicago.

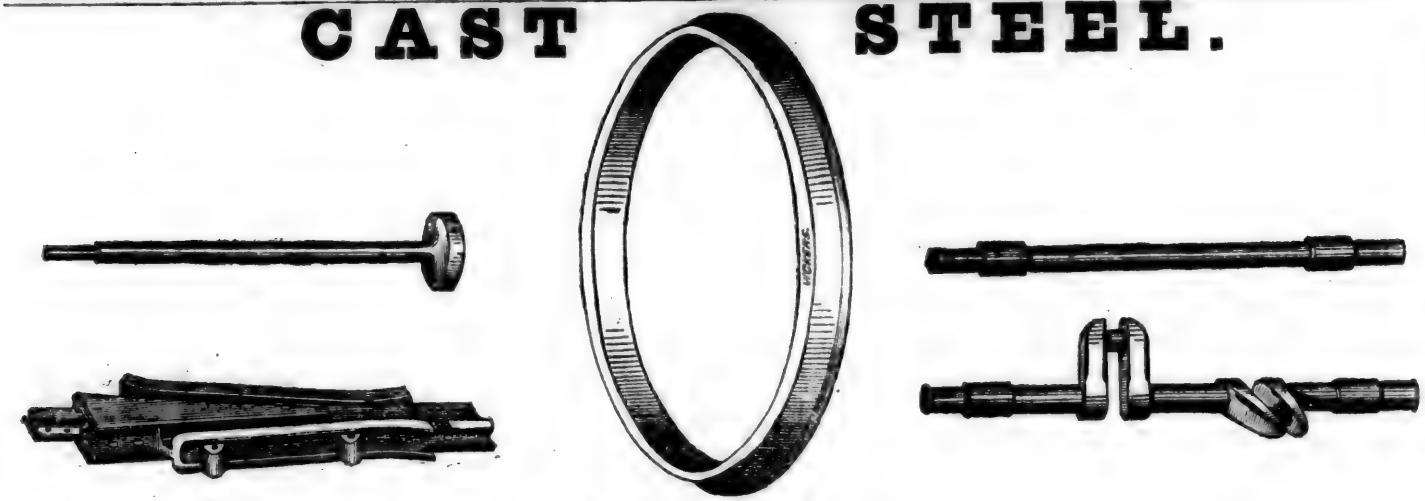
It will also open, in connection with Roads now in operation, entirely new and very direct lines from Chicago to New York, Philadelphia, Baltimore, and all Eastern Cities. The distance between Chicago and New York by this route being shorter than by either of the existing lines via Dunkirk or Buffalo.

The road is now under contract, and the most strenuous efforts are being made to have it open for traffic during the summer of 1864.

The interest on the Bonds maturing during the progress of the work has been provided for, and will remain on deposit with the Bankers of the Company, Messrs. SCHUCHARDT & GEBHARD, No. 21 Nassau st., to whom the Company refer for further particulars, and where subscription books for this loan have been opened.

4t1 W. D. JUDSON, President.
Dec. 23, 1863. No. 27 William st., New York.

CAST STEEL.



MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD,

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

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STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to **NAYLOR & CO.,**

421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

STIMSON, FRONK & CO.,
SUCCESSORS TO
A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
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STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
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RAILROAD IRON.
THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American** or **Welsh Rails**, and of any required weight and pattern.
PERKINS & LIVINGSTON,
54 Exchange Place, NEW YORK.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, January 5, 1864.

Resolved, That a dividend of FOUR PER CENT., in cash, free of government tax, upon the Stock and Cancelled Bonds scrip of this Company is declared, payable on the first day of February to the registered holders of stock and scrip at the close of business on the 18th inst.

This dividend is in lieu of and in advance of two Coupons in the full-paid stock and by terms of the contract terminates the obligation to pay Interest to the full-paid-share-holders.

Resolved, That the transfer books be closed on the 18th instant, and re-opened on the third day of February.

By order of the Board.
412 THOMAS E. WALKER, Treasurer.

PATENT
SOLID EMERY WHEELS.
THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 61 Beekman st., (up-stairs,) New York.

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Of LONDON and LIVERPOOL, limited;
(AUTHORIZED CAPITAL, THREE MILLION POUNDS STERLING.)
GOVERNMENT SECURITIES, STOCKS AND BONDS Bought and Sold on Commission.

WANTED.—A Mechanical Engineer, of good address and business capacity, to be employed in soliciting orders for railroad supplies. A liberal salary will be paid, and only those having the very highest qualifications and references need apply to box 1337 Post office, New York.

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FOR WARMING AND VENTILATING
PUBLIC BUILDINGS, PRIVATE RESIDENCES, GRAPERIES, GREENHOUSES, ETC,
UNDER GOLD'S IMPROVED PATENTS.

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BROWNE'S METALLIC WEATHER STRIPS, AND Window Bands.

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one-half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., **644 Broadway, corner of Bleecker st.** Local Agents wanted everywhere.

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20 Ton Second Hand Locomotive.
For 4 ft. 8½ in. Gauge. Wheels, 5 ft. Inside Connections. Cylinders 15×20. Price **$6,000.**
For sale by
3m50 **WILLIAMS & PAGE,**
67 Water st., BOSTON.

FOR SALE.

500 TONS	38 lbs.	CRAWSHAY'S	RAIL	in store.
500 do.	50 lbs.	do.	do.	now due.
300 do.	56 lbs.	do.	do.	now due.
3,000 do.	50 and 56 lbs.	RAIL to arrive.		

GEO. T. M. DAVIS,
Dec. 10, 1863. 2m **47 Exchange Place.**

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 16, 1864.

Steam Pressure, Hydraulic and Vacuum Gauges.

Our attention has been called to the very complete and scientifically constructed pressure, hydraulic and vacuum gauges manufactured at the celebrated Prussian works at Buckaw Magdeburg by Schaffer & Budenburg, and for sale at their agency 61 Cedar Street N. Y. They have been in use for several years in the United States, and are recommended by a large number of persons who have used them "for their unsurpassed accuracy and endurance." These recommendations are signed by boiler and engine builders, engineers and locomotive manufacturers, and are unanimous in the expressions of approval.

☞ MR. JAMES W. LOW has in press and is about publishing his Railway Directory for 1864. This year his work is got up with great care and correctness, and he has combined the Telepraph Companies with it, which as they are now forming a very important item in the enterprises of the day will prove interesting to the Railway public. The book when ready will be sent as usual to the Railroad officers.

Philadelphia and Reading Railroad.

The managers submit the following report of the receipts and expenditures for the year ending November 30, 1863, with the Treasurer's general balance sheet, exhibiting the financial condition of the Company at that date. (Here follows transportation and income account, which, we condense as follows:)

RECEIPTS.

From travel, 576,861, equal to 211,970 through passengers		$566,520 38
From freight on m'd'se, 652,363 tons.	673,142 61	
" " " coal, 3,065,262 tons at $1.59 8-10 per ton.	4,897,200 04	
From United States mail	21,309 34	
From other sources	94,729 65	
Gross receipts		$6,252,902 02

EXPENSES.

Transportation	$1,588,156 32	
Roadway	374,211 99	
Dumpage, rents, taxes, profit and loss, insurance, &c	583,633 43	
		2,545,001 74
Receipts over expenses		$3,706,900 28
Interest on bonded debt.	$653,454 00	
Interest on bonds and mortgages	33,972 00	
Renewal Fund: 5 cents per 100 tons on 740,315,180 t'ns transported one mile during the year	370,157 59	
New cars and engines	729,797 98	
New machines for workshops	21,078 07	
New coal barges	77,888 00	
Real estate	238,019 29	
		2,124,368 93
Dividend fund during the year.		$1,582,531 35

Which has been disposed of as follows:

Sinking funds	$210,830 30	
State tax on capital	43,136 90	
Dividends on preferred stock	108,626 00	
		362,593 20
Balance of dividend fund, 1863.		1,219,938 15
Add " " " 1862.		951,321 14
Total reserved fund		$2,171,259 29

The season of 1863 has been one of unprecedented prosperity to those engaged in the production and transportation of coal. Owing to the freshet of June, 1862, and the subsequent demand, it was found impossible to accumulate the usual stock of coal for the winter consumption of the Atlantic cities. The season of 1863, from this cause, opened with a bare market, and, although there has been an increased production during the year just closed of 1,800,000 tons, there is, in consequence of the increased demand, no stock in first hands for sale, in any of the great markets.

The following tabular statement in detail for each branch of traffic shows the comparative results of the year:

	1862—Passengers.	Tons.	1863—Passengers.	Tons.	Increase.	
Travel	150,970		211,972		Increase.	40.4
	$403,564		$566,520		$162,956—	
Merchandise		451,733		647,263	Increase.	43.3
		$523,416		$673,143	149,727—	28.6
Coal		2,879,419		4,897,200	2,017,781—	70.1
		2,310,991		3,065,261	754,270—	32.6
Mail		19,618		21,309	1,691—	8.6
Miscellaneous		85,813		94,730	8,917—	10.4
Gross receipts		$3,911,380		$5,252,902	$2,341,072	59.7
Gross expenses		1,816,055		2,916,159	1,100 104	60.6
Net profit		$2,095,775		$3,336,743	$1,240,968	59.2

Gross expenses including renewal fund, in the year 1862, were 46.42 of gross receipts.
" " " in the year 1863, were 46.64 " "

The receipts and expenses per passenger and per ton, have been as follows, viz:

	1862. Cost.	Received.	1863. Cost.	Received.	Increase.
Per passenger	$1 10.4	$2 67.3	$0 91.3	$2 67.3	.22
Merchandise, per ton	53	1 15.8	0 50.3	1 08.2	
Coal	35.8	1 24.6	0 47	1 59.8	

It will thus be seen that the additional charge for transportation has only equalled the increased cost, and that no greater sum has been collected from the public than was necessary to maintain the same proportion to the expenses as in the previous years.

The result of the year's business, as condensed from transportation and income account, may be stated thus:

Gross receipts		$6,252,902 02
Deduct working expenses, including renewal fund		2,916,159 33
Receipts over cost of working road.		$3,336,742 69
From which deduct—		
Interest on bonded debt.	$653,464 00	
Interest on bonds and gages	33,972 00	
Cost of new cars and engines	729,797 98	
Cost of new machines for workshops	21,078 07	
Cost of new coal barges	77,880 00	
Cost of real estate	238,019 29	
		1,754,211 34
Leaving for net profit or divid'd fund		1,582,531 35
This has been credited as follows:		
Sinking funds	$210,830 30	
State tax on capital	43,136 90	
Dividend on preferred stock	108,626 00	
		362,593 20
Balance carried to reserved fund, '63.		1,219,933 15
Amount to credit of reserved fund, 1862, per report of Nov. 30, 1862	$990,956 21	
From which is deducted for sundry drawbacks on traffic for '62, paid	39,635 07	
		951,321 14
Total reserved fund		$2,171,259 29

The sum heretofore annually required for the sinking funds is materially reduced, in consequence of the market price of the bonds being above par. A condition of some of the mortgages is, that such appropriations are required only when the bonds can be purchased at or under par, while in others, the amount stated must be annually invested, either in the bonds of the company, or Government securities. The last annual report stated the balance then due the sinking funds to be $391,458 34

Appropriation for 1863, was	210,830 00
Amount required to Nov. 30, 1863	$702,288 34

As some classes of the bonds to which the sinking funds still apply, have been selling much above their par value, it has been deemed wise to make deposits in the United States Mint at an interest of five per cent., payable on ten days' notice. This is intended to continue only until the bonds can be bought at a suitable price. As other of the bonds of the Company could be purchased at or near par, the investments in some of the sinking funds have been anticipated. Appropriations have, therefore, been made as follows, viz:

Purchase of bonds for sinking funds, now due	$150,997 51
Deposit in United States Mint	400,000 00
Purchase of other bonds of the Co.	274,258 74
	$825,256 25

It will thus be seen that the appropriations exceed the requirements $122,965 91.

This Company has been subjected in past years to great embarrassment, and been compelled to make heavy sacrifices to meet at maturity obligations for which no proper provision had or could be made. The wisdom of reducing the debt, by purchasing the securities before maturity, or by the accumulation of a fund to meet it, cannot be doubted.

The bonded debt has been still further reduced during the fiscal year:

By conversion of Lebanon Valley 7 per cent bonds into stock	28,000 00
By conversion of Lebanon Valley 1857 -'86 6 per cent. bonds into stock.	936,500 00
By real estate bonds paid	972 16
	$964,672 16

Also, since the close of the fiscal year:

Bonds of Lebanon Valley 7 per cents have been converted into stock	$15,000 00
Bonds of 1857–'86 have been converted into stock	1,024,000 00
	$1,039,000 00

Some of the holders of the bonds issued into 1844, and payable July 1, 1860, and which originally were entitled to be converted into stock, (at the option of the holder,) till they matured, and which were extended to July 1, 1880, still claim the right of conversion, on the ground that the bonds were extended before the option of conversion expired, and that the extension carried with it all the original privileges, as well as security. The managers could not acquiesce in this view. The question will not be finally decided within the next few months. Should the decision be in favor of the right to convert, the privilege will inure to all holders of this class of bonds, and the stock will be issued to such of them as request it.

Anticipating the great demand that would be made for largely increased transportation facilities, the Board of Managers determined to purchase and manufacture cars and engines sufficient, in their opinion, for the business. Large as these acquisitions have been, they were found entirely inadequate to meet the demand. So great an increase of rolling stock necessarily required additional sidings, work-shops, &c., which, owing to the great difficulty in obtaining materials and labor, have not yet been so far completed as such an augmentation of business demands.

During the year, thirty-two additional canal barges have been purchased for the transportation of coal from Richmond, through the Delaware and Raritan Canal, to New York. A regular and constant supply of tr nsports at the wharves at Richmond is of the first importance, not only in facilitating the shipments of coal, but in giving regularity and stability to the rates of freight.

The chief items of expenditures which have been thus made are as follows, viz:

Cars and engines	729,797 98
Machinery and workshops	21,078 07
Real Estate	238,019 29
Coal barges	77,880 00
	$1,066,775 34

The stocks and bonds held by the company have been increased chiefly by investments in the lateral railroads, to increase the business and profits of the main line.

In pursuance of the policy of obtaining control of the various lateral coal railroads, which has so repeatedly secured your approval, the managers entered into negotiations for the purchase on lease of the Minehill and Schuylkill Haven Railroad. As this work was under lease to the Schuylkill Navigation Company, the negotiation naturally involved some arrangement with the latter company. The agreements are not yet executed. The pending negotiations will probably result substantially as follows, viz:

1st. This company is permanently to lease the Minehill and Schuylkill Haven Railroad at an annual rent of eight per cent. on the capital stock.

2d The profit or loss on this lease and others now held by this company are to be divided with the Schuylkill Navigation Company in proportion to the coal tonnage which may be received from such lateral railroads. The coal tonnage received between April 1st and December 15th of each year, it is assumed shall be divided between the two works in the proportions of forty-five per cent. to the Schuylkill Navigation Company, and fifty-five per cent. to this company, until the tonnage of the canal reaches 1,750,000 tons. This division is substantially that which has existed for many years. Should either company have more than its proportion, it is to pay the other twenty-five cents per ton of coal on such excess.

Owing to the interruption to business, caused by the invasion of the State, in July last, and the general scarcity of laborers, the pier at New Castle and the Junction Railroad have not been completed this year, as was expected. Three and a half miles of the Junction Railroad are now in daily use, for the passage of a portion of the city coal trade, and for the passenger trains between New York and Washington. The remainder of the line, about one mile in length, will be completed during the coming summer.

The reports of the General Superintendent and Chief Engineer are appended.

The expenditures and investments to which reference has been made, have absorbed the cash resources of the company.

In pursuance of the resolutions of the stockholders, the amount appropriated to the sinking funds during the year has been represented by a dividend of seven per cent., payable in stock—the preferred stockholders receiving common stock or money, at their option.

The operations of the year may be thus briefly recapitulated:

1st. Net profits, after paying interest on debts and renewal fund		$2,649,306 68
2d. Acquisition of property made necessary by a largely increased business		1,066,775 34
3d. Investments in lateral railroads.		573,255 45
4th. Decrease of debt by purchase of bonds, par value		404,100 00
Deposit in United States Mint.		400,000 00
		$2,444,130 79

The capital stock has been increased by the dividends just declared, an amount not exceeding $948,342 93.

5th. A diminution of bonded debt by conversion into stock of $2,003,500 00.

The Managers respectfully submit that a policy which has produced these results should be continued.

By order of the Board of Managers.

CHAS. E. SMITH, President.

New York State Canals.

ANNUAL REPORT OF THE AUDITOR.

The following is a synopsis of the Annual Report of the Auditor of the Canal Department:

There was in the treasury and invested, belonging to the Canal Fund, Sept. 30 1862	$4,580,303 83
Received during the fiscal year ending 30th Sept. 1863.	6,722,268 45
Total receipts, and available and unavailable balances	$11,311,572 28
Payments during the year	4,395,955 07
Leaving a balance, 30 Sept. 1863 of	$6,915,617 21

Of the above balance, there was on deposit in banks, to the credit of the Treasurer of the State, on account of the Canal Fund:

In solvent banks, available	$4,123,084 98
In broken banks, unavailable	105,003 80
Total in banks	$4,228,088 78

In the custody of the Auditor, securities invested on account of the Canal Fund, viz:

Bank Fund stock	$12,743 15	
General Fund stocks	525,221 23	
Canal stocks	105,785 00	
Comptroller's stock	2,000,000 00	
School Fund bonds	40,000 00	
Real estate, &c., Bank of Corning	3,799 00	
		2,687,528 48
Champlain canal appropriation overdrawn		61,733 71
Total balance, September 30, 1863		$6,977,350 92

The above sum belongs to the several constitutional Sinking Funds, under article 7, pledged to the payment of the principal and interest of the stock debt of the State, including the $200,000 for the support of the Government, the appropriated and unappropriated remainder of the canal revenues of the fiscal year, the Repair Trust Fund, and the available and unavailable balances of the several canal appropriations, the particulars of

which will be found in the above-named document.

Receipts during the year:		
From tolls collected on all the canals		$5,028,431 32
Rent of surplus waters		1,165 00
Interest on current canal revenues		58,016 50
Miscellaneous receipts		30,888 53
Total		$5,118,501 35
Payments during the year:		
To Canal Commissioners, for repairs	$149,347 09	
To contractors, for repairs	353,993 02	
To Sup'ts, for repairs	156,038 63	
To collectors, for salaries, clerk hire, pay of inspectors and expenses of Collectors' offices	56,774 51	
To Weigh-Masters	9,164 07	
For Salaries chargeable to annual revenues, refunding tolls, printing, and other miscellaneous payment	45,565 20	
		770,882 52
"Surplus revenues"		$4,347,618 83
Payments to S. Fund, under § 1, art. 7	$1,700,000 00	
Payments to S. Fund, under § 2, art. 7	350,000 00	
Under § 3, art. 7	1,116,242 66	
Payments to the Treasury, under § 3, art. 7, to defray the expenses of Governm't.	200,000 00	
Payments to Sinking Funds, for advances.	198,309 68	
		3,564,552 34
Remainder appropriated and unappropriated		$783,066 49
Deduct appropriations by act. chapter 310, Laws of 1863		475,000 00
Remainder to be appropriated, &c.		$308,066 49

The following are comparative statements for four years:

	1860.	1861.
Rec'pts from tolls, &c.	$2,415,588 39	$3,402,628 30
Payments to superintendents & contractors of repairs	378,285 89	367,606 84
Payments by Canal Commissioners for repairs	231,753 23	224,957 28
Paym'ts to collectors, weigh-masters, and assistant collectors.	96,889 04	70,456 85
Refunding tolls, salaries, &c	40,048 62	43,765 17
Total expenses	$746,976 78	$706,786 14
Net receipts	$1,668,611 61	$2,695,842 16
	1862.	1863.
Rec'pts from tolls, &c.	$4,854,989 67	$5,118,501 36
Payments by superintendents, and to repair contractors	$428,088 62	$510,031 65
Payments by Canal Commissioners for repairs	236,318 16	149,347 09
Payments to collectors and their assistants and weigh-masters.	66,454 20	65,938 58
Refunding tolls, salaries of officers &c.	42,537 34	45,565 20
Total exps. for the yr.	$773,398 32	$770,882 52
Net receipts	$4,081,591 35	$4,347,618 83

The net as well as the gross receipts are larger than at any former periods since the canals were first completed and opened. The expenses of ordinary repairs and collections of the last year correspond very nearly with those of the three previous years. The net receipts of 1863 exceed those of 1860 $2,678,007 22, and those of 1861 $1,651,976 67, which, with the differences between 1863 and 1862, make a total of $4,596,011 36 in excess of what the tolls would have been had they remained stationary at the figures of 1860.

The condition of the Canal Debt Sinking Fund under section 1, article 7, at the close of the fiscal year, was as follows:

Sept. 30, 1862 balance on hand	$1,533,371 98
Received during the fiscal year	2,336,113 76
Total	$3,869,488 74
Paid during the year	$1,041,501 02
Balance on hand Sept. 30, 1863	$2,827,987 72

Schedule of Stocks issued, and when payable, secured by this Sinking Fund.

Rate of int.	When due.	Amount.	Annual int'st.
6 pr. ct.	1st July, 1864.	$400,000 00	$24,000 00
7 "	1st Oct., 1864.	1,200,000 00	84,000 00
6 "	1st July, 1865.	1,523,724 76	92,023 48
5 "	1st Oct., 1868.	1,294,000 00	64,700 00
5 "	1st Jan., 1874.	4,000,000 00	200,000 00
Total		$8,417,724 76	$464,723 48

Under sec. 3, art. 7, as follows:

1862, Sept. 30, balance on hand	$964,833 57
Received during the fiscal year	1,351,955 42
Total	$2,316,788 99
Paid during the year	894,865 00
Balance on hand Sept. 30, 1863	$1,421,923 99

Schedule of Stocks issued, and when payable, secured by this Sinking Fund.

Rate of int.	When due.	Amount.	Annual int'st.
5 pr. ct.	1st Jan., 1871.	$440,000 00	$22,000 00
6 "	1st July, 1872.	2,250,000 00	135,000 00
6 "	1st Jan., 1873.	1,000,000 00	60,000 00
6 "	1st July, 1873.	2,750,000 00	165,000 00
6 "	1st Nov., 1872.	2,250,000 00	135,000 00
5 "	1st Jan., 1873.	500,000 00	25,000 00
6 "	1st Oct., 1874.	2,250,000 00	135,000 00
6 "	1st Oct., 1875.	500,000 00	30,000 00
		$11,940,000 00	$707,000 00

Under sec. 12, art. 7 as follows:

1862, Sept. 30, balance on hand available and unavailable	$426,754 76
Received during the year	360,804 86
Total	$787,559 62
Paid during the year	432,326 75
Balance on hand Sept. 30, 1863	$355,232 87

Schedule of Stocks issued, and when payable, secured by this Sinking Fund.

Rate of Int.	When due.	Amount.	Annual Int.
6 per cent.	1st July, 1866.	$558,000	$33,480
6 per cent.	1st July, 1872.	800,000	48,000
6 per cent.	1st Dec., 1877.	900,000	54,000
Total		$2,258,000	$135,480

Schedule of Canal Stocks issued for Loans under section 10 of article 7 of the Constitution.

Rate of Int.	When due.	Amount.	Annual Int.
6 per ct.	1st July, 1865.	$50,000 00	$3,000 00
6 "	1st July, 1866.	200,000 00	12,000 00
5 "	1st July, 1866.	192,585 49	9,629 28
		$442,585 49	$24,629 28

Recapitulation of balances of the Sinking Funds.

Amount under section 1, article 7	$2,827,987 72
Amount under section 3, article 7	1,421,923 99
Amount under section 12, article 7	355,232 87
Total	$4,605,144 58
Annual interest charged thereon	1,307,208 48
Balance applicable to payment of principal	$3,297,941 10

Recapitulation of the canal stock debt of the State, paying interest on and after September 30, 1863.

	Principal.	Annual Int.
Under art. 7, sec. 1, of the Constitution	$8,427,724 76	$464,723 48
Under art. 7, sec. 3	11,940,000 00	707,000 00
Under art. 7, sec. 10.	442,585 49	24,629 28
Under art. 7, sec. 12.	2,258,000 00	135,480 00
Total	$23,068,310 25	$1,331,832 76

The principal of the canal stock debt of 1846, which has a preference in payment under section 1, article 7, was, at the close of the fiscal year, $8,427,724 76. Four millions of that debt, drawing five per cent interest quarterly, matures January 1, 1874, leaving $4,427,724 76 of the principal to be paid, as it matures between this time and the 1st of October, 1868, when $1,294,000 falls due. This is the last payment required until January, 1874. By the statement above given of the condition of the Sinking Fund under section 1, article 7, it will be seen there was a balance of this fund on hand of $2,827,987 72.

After paying the interest for the current fiscal year, there will remain, applicable to the payment of the principal $2,363,264 24, which added to the balance of the annual contribution of $1,700,000, on the 1st day of October next, after providing for the interest during the fiscal year commencing on that day, there will remain $3,706,540 76 of this fund to reimburse principal. The amount of stock secured by this fund, which matures in 1864 and 1865, is $3,123,724 76.

Of the Canal Repair Trust Fund on the 30th Sept., the principal and accrue l int'st was	$93,501 42
Increase during the year	38,527 40
Total	$132,028 82
Diminution during the year	18,815 98
1862, Sept., 30th principal and interest invested	$113,212 84

The statements of canal stocks purchased, cancelled, and paid up show that there has been purchased $1,307,721 28 of Canal and General Fund stocks, for a premium in the aggregate of $60,731 45, which is an average on the whole sum of a little over 4 64-100 per cent. It is shown above that $713,300 of the canal stocks purchased have been cancelled. In addition to this, the Commissioner of the Canal Fund hold $525,221 28 of General Fund stock, and $69,200 of canal stock as investment.

The canals have not impoverished the General Fund. They are now rendering service to the State by furnishing funds for bounties to volunteers at half the interest banks would have charged.

DEFICIENCIES AND DEFFERRED PAYMENTS.

The net receipts of canal tolls for each of the fiscal years stated below, after paying the expenses of collection, superintendence, and ordinary repairs, were as follows:

For the fiscal yr. end'g Sept. 30, 1857	$1,589,015 60
" " " " 1858	993,325 97
" " " " 1859	962,000 67
" " " " 1860	1,669,611 61
Total net receipts of 4 years	$5,213,953 85

which is about $1,586,046 15 less than the four years' required contribution of $1,700,000 a year to the sinking fund, under section 1, of article 7, and leaves the tolls indebted to that fund in that sum.

The deficiency of canal tolls to meet the annual constitutional charge of $350,000, under section 2 of article 7, to the General Fund Debt Sinking Fund, have been as follows:

For the year ending Sept. 30, 1857	$87,500
" " " " 1858	350,000
" " " " 1859	350,000
" " " " 1860	350,000
" " " " 1861	350,000
Total	$1,487,500

The Constitutional Sinking Fund, under section one, is entitled to and should have had set apart

to it the full annual contribution of $1,700,000, commencing on the 1st of October, 1856. This has not been done.

The Constitutional General Fund Debt Sinking Fund, under section 2, is entitled to and should have had set apart to it the full annual contribution of $350,000, commencing on the on the 1st day of October, 1847. But this has not been done. The aggregate of these deficiencies now amounts to $3,073,548 15, beside the quarterly interest payable to the General Fund.

On the 30th of September last, the balance of the canal debt of 1846 was $8,427,724 76. Four millions of this debt, carrying 5 per cent interest, matures Jan. 1, 1874, and $4,427,724 76 at different periods between the 30th of June, 1864, and the 1st of October, 1868. Three years' contribution of $1,700,000 a year, will accumulate a fund sufficient to pay the stock debt due in January, 1874, and the interest from October, 1868. If there be no intervening deficiencies, the accumulations of this $1,700,000 fund from the 1st of October, 1868, will amount to $8,500,000.

The balance of this fund in the Treasury on the 1st of October last was $2,827,987 72, subject to the payment of the quarterly interest on the whole debt, and the reimbursement of $1,600,000 of stock due in 1864. The annual interest on this debt is $464,843 48. In October, 1864, the capital of this fund will be quite adequate to the reimbursement of all the stock that will mature up to the 1st of October, 1868, and in 1865 the reimbursement to the treasury of the $1,487,500 deferred payments may be commenced, and completed in 1866, without interfering "with the just rights of the creditors holding the canal debt," secured by the priorities recognized by the first section of the seventh article.

Amount of canal funds deposited in banks, available		$4,123,084 93
Amount of canal funds deposited in banks, unavailable		105,003 80
Total available and unavailable		$4,228,088 78
The appropriations for superintendence, collection and ordinary repairs of the canals, for the fiscal years of 1863 and 1864 have been		$1,600,000 00
For extraordinary repairs and improvements		630,000 00
Total		$2,230,000 00

The receipts of toll on the Erie Canal from the Schenectady to the Lockport offices inclusive, in 1862, were $653,856 73, and at least fifty per cent. of this amount was paid on Western and Canadian products and tonnage.

The whole amount of tolls on tonnage contributed by the lateral canals, with the entire receipts of the latter, including the Champlain, make an aggregate of $1,045,248 04.

The full amount of tolls for the season of 1862, paid into the Treasury, after deducting the tolls refunded by the collectors, was		$5,172,021 16
Tolls received at		
Buffalo office	$3,075,784 99	
Tonawanda office	51,327 27	
Oswego office	466,610 76	
Whitehall office	63,021 13	
		3,655,744 15
Balance collected at other offices on all canals		$1,415,277 01

The just conclusions to be drawn from the facts given are that of the whole of our canal revenue in 1862 not to exceed $1,200,000 of it was paid on the products of this State and on property going north and west left within it. Take away from us the external traffic, and we should have barely enough revenue, if our internal traffic can be maintained, to keep our public works in tolerable condition of repair.

During the past four years, the canal revenues have fallen short of the constitutional charges upon them to pay the principal and interest of the old 1846 debt, and the interest on the new debt by $4,490,000, and taxes to the amount of $5,570,758 82, have been applied as far as needed to make good these deficiencies.

The unpaid claims for awards in 1862 are $116,143 88, and for sums due to contractors, $104,779 04, which ought to be promptly paid. There are claims for interest also on sundry drafts and awards. Altogether the unpaid claims are estimated at $700,000, to meet which are $300,000 now in the treasury.

The rates of toll on the canals 1862 and 1863 have been alike, except in two or three unimportant particulars. The rates on the great leading staples of agricultural production have been brought to the standard they were in 1857, and left there. The nominal receipts of gross tolls for the navigation season will reach very nearly $4,551,571 which will be in excess of any other year, except 1862.

The indications of a falling off in the traffic on the canals during the season of 1864, compared with the three preceding years of 1861, 1862, and 1863, are marked and ominous of a strong and heavy reaction in the toll receipts on the canals.

The tonnage movements on the canals in 1860, 1861, and 1862, were unusually large, but there has been a very considerable falling off in 1863, and especially in shipments from Buffalo to tide water, which very materially affects the toll receipts on the Erie Canal.

In 1862, the receipts from the 1st of September to the close of navigation, amounted to $2,369,476. In 1863, the receipts for the like period were $1,972,782, showing a comparative loss of $396,794. The receipts from the opening of navigation, in 1862, to September 1, were $2,819,467. 09, and for the like period, in 1863, $2,672,529, showing a comparative loss of $146,938. These exhibits do not give a favorable omen as to our future revenue prospects.

Receipts of tolls from Sept. 1, 1863, to close of navigation		$1,972,682 00
Estimated receipts of tolls from the opening of navigation, in the Spring of 1864, to the 1st of September, same year		2,170,823 00
		$4,143,505 00
Deduct appropriation for collection, superintendence and ordinary repairs		800,000 00
Total estimated net revenue		$3,343,505 00
This sum is charged under the constitution with the following paym'ts:		
Under § 1, art. 7, with	$1,700,000 00	
Under § 2, art. 7, with	350,000 00	
Under § 3, art. 7, with	710,000 00	
Under § 3, art. 7, with	406,242 65	
Under § 3, art. 7, with	200,000 00	
		3,366,242 65
Estimated deficiency		$122,737 65

The auditor may have put his estimate of the receipts from the opening of navigation, in 1864, to September, too low. He does not believe it. The great danger is that the actual receipts will fall below rather than exceed the estimated amount.

Copake Iron Mines.

The stock of this company, after examination by the respective Committees of the Stock Exchange, has been added to the list daily called at the Board. The issue stock, all of which is taken, amounts to 50,000 shares of $50 each, making a total nominal value of $2,500,000. The mines, by the statement of the Company, are situated at Copake, Columbia County, New York, on the Harlem Railroad. The property of the Company consists of 1,000 acres of land, about fifty of which are said to be an almost solid mass of rich iron ore to an ascertained depth of at least 45 feet. The Company, who have an office at No. 7 Nassau street, over the Continental Bank, are confining themselves to the production of the ore.

Pittsburg, Fort Wayne & Chicago Railway.

The following is a statement showing the financial condition of this company at the close of October 31st ult., showing net profits of $14,195 63 during the first ten months of the present year, and a balance of $169,475 48, to the debit of income account at the above named date.

The earnings show an increase of $1,168,900 15, or 38 8-10 per cent. and the expenses of operating and maintaining the railway and equipment an increase of $899,915 34, or 56½ per cent, over the same items last year. The per centage of earnings absorbed by expenses during the time in question was 59 6-10 per cent.

General Account, October 31, 1863.

Cost of railway, equipment, &c		$18,151,098 17
Cost of supplies on hand for current operations	$554,504 90	
Amount due from other companies	247,139 10	
Miscellaneous assets	291,185 61	
Cash in hand	385,635 62	
		1,478,465 23
Interest on coupon b'ds for 10 mos.		631,444 39
Construction expenditures for ten months, viz:		
On Eastern Division	454,508 19	
On Western Division	655,404 38	
		1,109,912 57
Transportation expenditures for ten months, viz:		
Conducting transp	$620,069 97	
Motive power	703,959 67	
Maintenance of way	811,937 27	
Maintenance of cars	191,994 27	
General expenses	163,099 57	
		2,491,060 75
Net profits during ten months		14,195 63
Balance to debit of income account		169,475 48
		$24,045,652 22
Capital stock, viz:		
Full shares	$6,078,000 00	
Scrip certificates	45,736 36	
		$6,124,336 36
Funded debt, viz:		
1st mortgage bonds	5,250,000 00	
2d mortgage bonds	5,160,000 00	
3d mortgage bonds	2,000,000 00	
Bridge bonds of O. & P. R. R. Co.	188,000 00	
Depot bonds of P., Ft. W. & C. R. R. Co.	337,173 00	
		12,935,173 00
Amount due other companies	$28,862 80	
Miscellan's liabilities.	47,839 17	
Amount due J. F. D. Lanier, *et al.*, Trust's	138,413 46	
Amount due for expenditures in October and prior	524,414 09	
		739,529 52
Earnings for ten months, viz:		
From freights	$2,715,148 89	
" passengers	1,272,606 25	
" express matter.	27,853 75	
" mails	78,250 00	
" rent of railway.	70,833 33	
" rents	2,694 32	
" miscel. sources.	11,605 91	
		4,178,992 45
Amount due from Cleveland and Pittsburg Railroad Company for excess of joint earnings received by them during the six months ending September 30, over and above their proportion thereof, per contract		67,620 89
		$24,045,652 22

Railroads of the United States, January 1, 1864.

Statement showing the actual mileage and cost of the railroads in each State, etc.:

RAILROADS IN THE LOYAL STATES.

States.	Mileage—Total.	Mileage—Completed.	Cost of Road and Equipm't.
Maine	640.59	509.37	$17,788,316
New Hampshire	687.73	661.32	21,130,271
Vermont	586.17	586.17	23,076,034
Massachusetts	1,339.42	1,277.54	59,985,187
Rhode Island	156.44	123.94	5,368,974
Connecticut	770.75	615.61	22,158,622
New York	3,505.76	2,892.46	134,410,508
New Jersey	951.25	761.77	36,363,438
Pennsylvania	4,070.77	3,545.86	165,817,836
Delaware	182.59	126.60	4,345,761
Maryl'd & Dist. of Columbia	709.90	467.80	25,580,373
West Virginia	361.50	361.50	16,342,979
Kentucky	888.40	550.20	22,209,900
Ohio	4,550.10	3,356.74	130,454,383
Michigan	1,425.50	809.20	31,318,956
Indiana	2,579.57	2,173.57	71,713,528
Illinois	3,698.80	3,080.10	118,308,572
Wisconsin	1,680.28	986.28	34,445,233
Minnesota	1,460.00	70.00	5,200,000
Iowa	2,256.80	872.30	25,704,052
Missouri	1,412.39	914.75	45,912,879
Kansas	360.00	40.00	1,000,000
California	512.73	120.05	5,780,000
Oregon	19.50	19.50	700,000
Tot. Loyal St.	34,807.04	24,926.93	$1,025,115,742

RAILROADS IN THE REBEL STATES.

Virginia	2,016.48	1,378.70	$50,869,354
North Carolina	1,320.42	945.30	18,241,295
South Carolina	1,039.93	988.93	21,990,690
Georgia	1,635.23	1,421.22	29,036,892
Florida	586.50	401.50	8,628,000
Alabama	1,434.70	801.16	21,351,102
Mississippi	1,072.12	867.12	24,234,138
Tennessee	1,393.48	1,304.77	33,545,511
Arkansas	701.33	38.50	2,800,000
Louisiana	838.00	334.75	13,630,219
Texas	2,787.09	451.50	16,509,772
Tot. Rebel St.	14,825.19	8,933.45	$240,836,473
Grand Total	49,632.23	33,860.38	$1,625,952,215
Do. last y'r	49,136.48	32,470.95	1,224,221,671
Increase in 1863	495.75	1,389.43	$41,730,544

Morris and Essex Railroad.

The Morris and Essex Railroad Company of New Jersey have completed the purchase of the Hoboken extension, for $1,050,000. There is also to be added the sum of $200,000, to be paid the New Jersey road, for the bridge over the Passaic, at Newark, and the branch road from the terminus at the bridge to the connection at East Newark.

The Company receive the following equivalents:

1. The Passaic bridge and branch road to East Newark, $200,000.

2. The road from East Newark to Hoboken ferry, including everything appertaining to the road, except the passage through the tunnel, $322,892 80. To this must be added the amount expended since the schedule was made.

3. The passage-way through the tunnel—$139,859 23. This secures the right of passage till Nov. 1, 1873. At the end of this time the Long Dock Company have the right to refund this Company $116,550, principal paid by us for such passage-way, and in that case our right of passage-way will be perpetual on payment of a fixed rate for passage and freight.

4. The extensive and valuable tract of land in Hoboken, at the terminus of the road on which the depot and other buildings now stand, this land across which our track is laid 1,100 feet in length—603 feet on the west and 486 feet on the east, by river, including over 13 acres of land $501,108.

5. The fifth item is a tract lying in front of the tract last named, extending east into the river. This tract, now mostly under water gives a river front of 480 feet, and extending out into the river to the utmost length for which such a track could be used for piers, abutments or wharves—gives desirable facilities to the company, to be used as they may wish for ferries, for the transportation from their depot in Hoboken to New York, of their own passengers and freight.

6. The sixth item is that of $15,000, allowed for the equipments of the road furnished by Mr. Stevens, and which being an approximate estimate, may be somewhat, but not considerably altered, on a more accurate appraisement.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending January 8, 1864, was as follows:

Passengers	$17,176 34
Freight and live stock	23,198 14
Mails and sundries	1,193 93
Total	$41,568 41
Corresponding week of 1863	63,924 17
Decrease	$22,355 76

The earnings of the Galena and Chicago Union Railroad for the 1st week in Jan., 1863, were:

	1863.	1864.
Freight	$18,922 64	$1,889 63
Passengers	7,504 78	7,488 74
Mails, etc	1,100 00	1,300 00
Total	$27,527 42	$10,678 37
Increase		$16,849 05

The approximate earnings of the Marietta and Cincinnati Railroad, in the 4th week of December, 1863, were:

	1863.	1862.
Passengers	$8,936 16	$4,642 04
Freight	10,834 06	7,963 14
Mail, express & telegraph	907 25	1,383 51
Total	$20,677 47	$13,988 69
This month to date	$68,863 03	$48,543 92

The Michigan Central Road earned the first week in January:

1863 ..... $46,121 | 1864 ..... $35,548
Decrease $10,573

The Cleveland and Toledo Road earned the first week in January:

1863 ..... $31,484 | 1864 ..... $27,503
Decrease $3,861

The earnings of the Grand Trunk Railway for the week ending January 2d, 1864, were:

Passengers	$22,391 72
Freight and live stock	5,700 00
Mails and sundries	60,964 24
Total	$83,055 96
Corresponding week, 1863	95,146 75
Increase	$2,090 79

☞ We have received from Leonard, Scott & Co., 38 Walker street, the December number of Blackwood's Edinburgh *Magazine*. The great article of this number is a review of Professor Tyndall's theories, expressed in the title of his work, "Heat considered as a mode of motion." At this moment when the subjects of steam, and fuel, and the relations of heat to power are being largely discussed, the review in question comes in good time to give interest to the discussion. Professor Tyndall's views are, however, warmly opposed by some of our most eminent practical thinkers. Since they assert they can produce motion without heat, as in the case of a cylinder charged with many atmospheres of cold air, which will without ever increasing its temperature lift enormous weights.

Cedar Valley, and St. Paul and Pacific Railroads.

A correspondent of the Milwaukee *Wisconsin*, writing from St. Paul, under date of December 24th, says;

"A letter has been received from Mr. Chamberlain, in which he gives the information that he had closed a contract for 150 box cars, 30 flat cars, 3 passenger cars, and 4 caboose and baggage cars, for the use of the Cedar Valley Railroad. Contracts are being entered into for a sufficient quantity of cross ties to lay the southern portion of the road, and it is apparent that the road will be finished to the State line during the ensuing year.

"Litchfield & Co., contractors on the St. Paul and Pacific Railroad, assisted by the Hudson Bay Company, have concluded the purchase of 10,000 tons of railroad iron in England at $35 per ton. This is exclusive of 25 per cent. duties, and the cost of transportation from England. This immense purchase is hypothecated on the real estate bonds of the company, arising from their share of the land grant for railroad purposes. Should all this vast amount of iron be applied to a legitimate purpose, it would be ample to complete the road 120 miles west from St. Cloud, or if the unnecessary detour to Crow Wing could be avoided—and it ought to be,—it would complete the road very nearly to Georgetown. As the contract requires all the iron thus purchased to be delivered in this country by the 1st of next May, we see no reason why the road should not be completed to Georgetown in 1864."

Business Failures during the Year 1863.

We give below a statement of the amount of business failures during the year 1863, as compared with 1862, in the cities of Philadelphia, New York, Brooklyn, Boston, and the whole of the Northern States, together with the British Provinces. It will be seen that the amount for the year 1862 exceeds that of 1863 by nearly $16,000,000. This is accounted for chiefly by the check given to speculation, the heavy rise in the prices of goods, and the disposition shown by merchants, in view of the uncertain prospect the future presented, to profit by the opportunities afforded, and place themselves in shape to meet any emergency. The number of failures have diminished in uniform ratio throughout the Northern and Western States.

	1862.	1863.
N. Y. City and Brooklyn	$7,491,000	$2,035,000
Philadelphia	1,310,000	442,000
Boston	2,013,000	1,138,000
Balance Northern States	12,235,300	4,289,000
British Provinces	3,292,588	2,568,000
Total Northern States & British Provinces	$26,341,838	$10,467,000

The list of failures embraces those only in the legitimate line of trade, and does not include speculators in gold, stocks, produce, etc. The large number of houses that have, from various causes, either failed or ceased business in the prominent cities since the war began, has left the trade in the hands of comparatively few, whose ample means enabled them to lay in their stocks in the beginning of the year at low figures. The rapid advance in price of all merchandise, with a steady but not excessive demand, has made the year's business a more than usually profitable one to importers and jobbers; while the purchases have not been on so large a scale as in peaceful times, the enhanced value of goods has increased the amount beyond precedent. The retail trade has been equally prosperous.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21½
Catawissa (preferred)	1,150,000	7	—	37½
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	48½
Chicago & Alton (preferred)	2,464,336	7	—	94
Chicago & Northwestern (pref.)	2,400,000	7	—	63
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	49½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	50
Erie (preferred)	8,535,700	7	7	102½
Hannibal & St. Joseph (preferred)	5,309,'28	7	—	45
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	67
" " (2d preferred)	3,424,169	7	—	49
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	134
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	109
" " " (2d pref.)	1,014,000	7	7	89½
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	107
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	5	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	87½
Pittsfield & North Adams (guar.)	450,000	6	6	----
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	8	—	----
St. L., Alton & Terre Haute (pref.)	1,800,000	6	—	74
Toledo & Wabash (preferred)	926,200	7	—	71
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J.	1886	101
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	96½
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	106½
Unsecured bonds	2,773,726	6	J. & J.	'63–'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	104½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99
2d Mortgage	3,980,670	6	J. & J.	1882	85⅝
Improvement	668,500	6	M. & N.	1876	88
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	963,000	6	" "	1878	61½
Preferred Interest b'ds.	237,589	6	" "	1878	26
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	26½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	99½

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	85
Delaware and Hudson	100	7,500,000	7	175
Delaware and Raritan	100	2,208,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,500,000	6	50½
" " (scrip)	50	1,803,000	6	48½
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	65
" (preferred)	100	1,175,000	10	137
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolidated)	50	1,932,457	—	17½
" " (preferred)	50	2,722,607	—	31½
Susquehanna and Tide Water	50	2,048,260	—	16
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	78
Steamship and Transit:				
Central American Transit	----	----------	---	34
Nicaragua Transit	----	----------	---	2½
Pacific Mail Steamship	100	4,000,000	---	220
Union Steamship (Boston)	----	----------	---	155
Express:				
Adams'	100	2,000,000	---	----
American	500	1,000,000	---	----
National	100	250,000	---	----
Overland Mail	100	500,000	---	----
United States	100	800,000	---	----
Wells, Fargo & Co.	100	1,000,000	---	----
Telegraph:				
American	100	1,600,000	---	----
Atlantic	----	----------	---	----
Insurance Stocks:				
Ætna Fire	50	200,000	---	----
Columbian (Marine)	100	500,000	---	----
Mercantile Mutual	100	600,000	---	----
New England Mutual (Life)	----	----------	---	----
Washington (Fire)	50	400,000	---	----
Trust				
Farmers' Loan and Trust	50	1,000,000	---	----
New York Life Insurance & Trust	100	1,000,000	---	----
United States Trust	100	1,000,000	---	----
Land and Improvement:				
Boston Water Power	----	----------	---	46
Boston and Roxbury Mill	----	----------	---	51
Canton (Baltimore)	100	5,000,000	---	33½
Cary Improvement	5	300,000	---	9½
East Boston	----	----------	---	13
Essex (Boston)	100	1,000,000	---	91½
Waverly (Boston)	----	----------	---	2½
Gas-Light:				
Baltimore	100		8	----
Boston	500	1,000,000	---	850
Brooklyn	25	2,000,000	---	----
Cincinnati	----	----------	---	----
City (Brooklyn)	----	----------	---	----
Citizens' (Brooklyn)	20	----------	---	128
Hartford	----	----------	---	----
Jersey City and Hoboken	----	----------	---	----
Manhattan, N. Y. (stock)	50	4,000,000	---	272
" " (scrip)	37½	----------	---	239
Maryland (Baltimore)	25	----------	---	----
Metropolitan, N. Y.	100	----------	---	134
New Haven	----	----------	---	----
New York	50	750,000	---	----
Philadelphia	----	----------	---	----
Pittsburg	----	----------	---	----
St. Louis	----	----------	---	----
Southwark (Philadelphia)	----	----------	---	----
Williamsburg	50	----------	---	----
Unclassified:				
American Coal	25	1,500,000	---	93
American West India	100	1,000,000	---	----
Baltimore Coal	100	----------	---	----
Baltimore and Cuba Smelting	100	----------	---	145
Central Transportation	----	----------	---	----
Cherry Run Petroleum	----	----------	---	9
Cumberland Coal (preferred)	100	5,000,000	---	48½
George's Creek Coal and Iron	100	1,000,000	---	70
Gold Mining of Colorado	----	----------	---	----
Hazleton Coal	50	----------	---	68
Hudson River Bridge	100	----------	---	----
Mariposa (gold)	100	10,000,000	---	32½
Metropolitan Coal	100	----------	---	----
New Almaden (quicksilver)	----	----------	---	----
New Jersey Zinc	100	1,200,000	---	----
Pennsylvania Coal	50	3,200,000	---	160
Quicksilver	----	----------	---	56
Quicksilver	----	----------	---	8½
Santa Clara (quicksilver)	----	----------	---	----
Santa Rita (silver, copper, and lead)	----	----------	---	----
Sonora Expl. & Mining (silv. & cop.)	----	----------	---	----
West India Cotton	100	100,000	---	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	2½	200,000	----	4½
Adventure (copper)	----	----	----	----	----
Albany and Boston (copper)	----	11½	20,000	----	11
American and Mexican Silver	----	----	----	----	----
Algomah (copper)	----	----	20,000	----	1½
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	----	20,000	----	5
Balt. and N. Carolina (copper)	----	5	----	----	20
Bay State (copper)	----	----	20,000	----	18½
Bedford (copper)	----	----	20,000	----	1½
Black River (copper)	----	----	20,000	----	55c.
Bohemian (copper)	----	7½	20,000	----	9½
Bucks County (lead)	----	----	----	----	1½
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	90c.	20,000	----	2½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----	----	----
Central (copper)	----	5	20,000	----	56
Chaudiere (copper)	----	5	20,000	----	3½
Columbian (copper)	----	4½	20,000	----	8½
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	10½
Copper Falls (copper)	----	25½	20,000	----	28
Dacotah (copper)	----	----	20,000	----	4½
Dana (copper)	----	----	20,000	----	4
Doylestown (copper)	----	----	----	----	----
Dudley (copper)	----	----	20,000	----	1
Eagle River (copper)	----	----	20,000	----	6
Everett (copper)	----	----	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	----	----	----	7½
Flint Steel River (copper)	----	----	20,000	----	10½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	8	20,000	----	46½
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	80c.
Grand Portage (copper)	----	----	20,000	----	----
Great Western (copper)	----	----	20,000	----	3½
Guilford (copper)	----	5	20,000	----	30c.
Hamilton (copper)	----	----	20,000	----	3
Hancock (copper)	----	4½	20,000	----	12
Hanover (copper)	----	----	20,000	----	3½
Highland (copper)	----	----	20,000	----	5½
Hilton (copper)	----	----	----	----	----
Humboldt (copper)	----	----	20,000	----	7
Huron (copper)	4	12½c	20,000	20	33
Indiana (copper)	----	----	----	----	----
Isle Royale (copper)	----	16½	20,000	----	25
Jefferson (copper)	----	----	----	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	----	20,000	----	9
Madison (copper)	----	----	20,000	----	6
Mandan (copper)	----	----	20,000	----	3½
Manhattan (copper)	----	----	20,000	----	6¾
Mass (copper)	----	----	20,000	----	----
Mesnard (copper)	----	3½	20,000	----	12
Minnesota (copper)	----	3½	20,000	----	72½
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	33
Native (copper)	----	----	20,000	----	2½
Naumkeag (copper)	----	----	20,000	----	4½
New England (copper)	----	----	20,000	----	5
North Cliff (copper)	----	2½	20,000	----	5
North State (copper)	----	5	20,000	----	30c.
North Western (copper)	----	----	20,000	----	12
Norwich (copper)	----	----	20,000	----	6¼
Nova Scotia (gold)	----	----	----	----	----
Ogima (copper)	----	----	20,000	----	3½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	----	102,000	----	40c.
Pennsylvania (copper)	25	2½	20,000	----	8½
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	62
Phœnix (copper)	----	10	20,000	----	26
Pittsburg and Boston (copper)	----	5½	20,000	----	91
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	2½	20,000	----	6⅝
Prince of Wales (copper)	----	----	----	----	----
Providence (copper)	----	----	----	----	----
Quartz Hill (gold)	----	----	----	----	----
Quincy (copper)	----	10	200,000	----	11⅛
Rockland (copper)	----	5	20,000	----	9¼
Saginaw (saline and mineral)	----	----	----	----	19⅛
St. Mary's (copper)	----	----	----	----	----
Shawangunk (lead)	----	5	110,000	----	10
Sheldon (copper)	----	----	----	----	----
Silver Hill	----	5	----	----	----
Silver Valley	----	5	----	----	----
South Side (copper)	----	1½	20,000	----	10c.
Springfield (copper)	----	5	20,000	----	5
Star (copper)	----	----	20,000	----	2½
Superior (copper)	----	4	20,000	----	9½
Toltec (copper)	----	10	20,000	----	9⅜
Tremont (copper)	----	----	20,000	----	3⅜
Union (lead)	----	----	----	----	5
Vermont (copper)	5	----	----	----	50c.
Waterloo (copper)	----	----	20,000	----	----
Wickham (copper)	----	----	20,000	----	1½
Wickopee (copper)	----	5	100,000	----	95c.
Winthrop (copper)	----	----	20,000	----	5½
Wyandotte (copper)	----	----	----	----	5½

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'l in single tr'k	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	48
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	65
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	124
30 Nov. '62	0.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.45	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	80
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	20,000	73,100	66,223	—	—	—	....	29
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	54,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.1	—	51	82	--	Metropolitan (Boston)	733,955	600,000	—	103,750	380,806	64,892	8	....	54½
30 Nov. '62	6.35	—	200	42	--	Middlesex (Boston)	461,780	355,000	—	9,457	124,718	41,398	4	....	103
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	30½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	—	—	69	25 Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	25	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Centr'l P'k, N. & E. Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	483,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	....	....	....	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,965	121,565	12	100	....
30 Sep. '62	....	....	....	....	....	Fourteenth Street (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '62	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.00	10.00	....	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	....	....	....	....	....	N. Riv. & Wall st. Ferry (N.Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	88
30 Sep. '62	....	....	....	....	....	Seventh Avenue (N. Y.)	....	....	....	....	....	....	....	....	185
30 Sep. '62	8.37	—	633	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	....
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Eric Bas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	5
31 Dec. '62	10.47	—	....	....	....	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	....	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	54
31 Oct. '62	8.13	—	122	15	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	30
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	62½
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	56½
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	27
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	45
31 Oct. '62	11.00	—	....	....	....	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	....	....	....	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	5
31 Oct. '62	7.04	—	....	19	—	Pittsb., Allegheny & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	....	....	....	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	15
31 Oct. '62	5.29	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	81
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	11½
31 Oct. '62	8.35	—	....	17	5	Spruce & Pine (Phil. & Gir'd F.)	173,010	159,212	15,500	—	70,223	25,740	12½	....	11½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,907	18	....	50
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	33
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	71½
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	—	....	17
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	....	....	—	St. Louis	298,804	298,804	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable	Principal payable	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	300,000	7	J. & J.	1869	109
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	94½
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1875	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105½
" " " .....coupon		6	" "	1867	----
Loan of Dec 31, 1848 .....registered	8,903,342	6	" "	1868	105
" " " .....coupon		6	" "	1868	106
Texas Indemnity, of Sep. 9, 1850 ....coupon	3,461,000	5	" "	1865	130
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	98
" " " .....coupon		5	" "	1874	99
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	96
" " " .....coupon		5	" "	1871	98
Oregon War Debt of June, 1861....coupon	1,026,000	6	" "	1881	105
" " " " " ....coupon		6	Yearly.	1881	106
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	105
" " " .....coupon		6	" "	1881	105½
Loan of July 17, 1861 .....registered	$50,000,000	6	" "	1881	----
" " " .....coupon		6	" "	1881	----
Loan of Feb. 28, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	100½
" " " (5-20s).....coupon	350,000,000	6	" "	1882	101
Treasury Notes of Feb. & Aug. 1861..coupon	52,931,000	7.3	Feb. & Aug.	1864	106
" " Apr. & Oct. 1861..coupon	36,989,500	7.3	April & Oct.	1864	106
Treasury Notes of 1863 (legal tender),coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
" "	70,814,639	5	" "	notice	----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	102½
" " .....(currency)		6	" "	1 year	97½

[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]

STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	123
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	107½
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	----------	----------	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds ..... "	1,322,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	104
" —War bonds..... "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	101
" — " " (dollar) ..... "	1 969,397	6	" "	1870	103
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	81
" — " " ..... "	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	96
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	-------	87½
" — " " special stock "	1,216,737	5	" "	-------	----
" — " Deferred stock ..... "	1,243,000	5	" "	-------	----
" — " " special stock "	479,545	5	" "	-------	----
Iowa—State stocks..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,296	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " ... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	6	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	104
" — " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	----------	d'm'd.	60
" — " " (R. R. etc.)... "	3,902,000	6	----------	'67-'99	----
" — " " (banks)..... "	5,393,533	6	----------	-------	----
" — " " (war loan)... "	670,000	6	----------	----------	----
Maine—State bonds .....coupon	-------	6	Mar. & Sept.	'63-'77	103
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	105
Maryland—State bonds (st'k'g)..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " " (st'k'g conv.)... "	200,376	5		1865	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	105
" — " " (st'k'g conv.)... "	2,490,589	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	10 1,000	4½		1888	----
" — " " (")..... "	767,560	5		'42-'58	----
" — " " (")..... "	399,408	5		1880	----
" — " " (")..... "	148,711	5		'89-'90	----
" — " " (")..... "	133,680	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	111
" — " " (")..... "	36,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	503,380	6	" "	'88 '90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	108½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stock etc.) "	150,000	6	" "	1870	----
" — " " (Buildings etc) "	200,000	6	June & Dec.	'68-'77	118
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	83,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	----
" — " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	108½
" —Coast Defence Loan... "	1,000,000	5	" "	1883	108
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g Fd) "	100,000	6	" "	1879	----
" —War Loan .....(" ") "	587,000	7	" "	1886	104
" —Redemption Fn (") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	----
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	70½
" — " " S.W. Branch.. "	4,000,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	87
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	107½
" " —Notes	200,000	6	----------	----------	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" — " " (" "). "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans...	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " ..	424,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " ..	68,000	5	Feb. & Aug.	1870	----
" " — " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ..	320,000	5½	Jan. & July.	1865	----
" " — " " " " ..	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105½
" " — " " "	15,889,025	6	" "	'64-'76	115
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	50
Ohio—State bonds (foreign debt) ....coupon	1,068,905	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	6	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	103½
" — " " (" ") ..... "	1,600,000	6	" "	1875	104
" — " " (" ") ..... "	4,095,309	6	" "	1881	108
" — " " (" ") ..... "	2,400,000	6	" "	1886	108
" — " " (domestic debt).....	275,385	6	" "	1863	108
" — " " (war loan).....coupon	299,704	6	" "	1868	----
" — " " (" ")..... "	$280,960	6	" "	1868	----
" —Irreducible debt (school funds, etc)...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans.....	151,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	97
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	106½
" — " "	3,241,598	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	100
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,558,673	5	Jan. & July.	1885	----
" — " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	105
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	----------	----
" —Relief Notes in circulation...	97,360	----	----------	----------	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	105
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1866	----
" " —Inscribed certificates	1,708,017	6	----------	'88-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	57
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	----
" — " " (railroads) ... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	608,000	5	----------	1890	58½
" — " " (Hermitage) . "	48,000	6	----------	1890	----
Texas—Had no debt in 1861	-------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'63-'83	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	6	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	47
" —State bonds (railroad) .....coupon	12,6 4,500	6	" "	'85-'95	----
" " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----------	----------	----
Wisconsin—State bonds (civil)..... coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") ... "	1,100,000	6	" "	'75-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,653	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862	67,862	56,876	78,285	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075 309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	152 585	225,082	220,211	212,812	270,816	304,943	252,934	229,780	2,557,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	---- ----
Chicago and Alton:													
1860	55,734	55,123	74,690	63.995	86,211	76,426	81.453	103,635	94,928	107,758	73.751	64.937	938.641
1861	81,531	75,621	78,361	65,358	75,240	63,761	73,474	136,897	141,174	122.487	104,254	80.296	1,098,464
1862	73,169	93,591	110,985	72,196	81,994	90,625	95,096	128.191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140.107	154,617	162,226	167,966	188,939	185,591	------	------	---------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73.578	72,392	67,076	87,233	120,053	126,090	100.440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104.272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1.181,003
1861	83,030	63,975	77,007	76,609	102,103	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,060
1862	120,776	90,607	75,676	76 469	102,353	138,373	119,547	117,086	146,268	161,503	138,795	135,595	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	159,363	151,965	209,391	208,559	191,789	192,656	1,930,652
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24 326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,760	49,571	80,819	108,737	74.331	53.554	675.764
1861	48,325	48,681	59.920	60.410	84,891	83,229	76,897	60,527	87,167	105.146	81.296	55.199	835,658
1862	46,605	49,103	59,249	54,725	84.706	104,815	95,340	71,306	104,094	124,787	108.956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,966	124,283	115,861	106,491	172,072	210.476	153.388	180,522	1.488,197
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	90,025	82,835	83,897	76,759	92,652	97,614	92.073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,564	94,820	118,589	119,487	107.672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95.081	96,435	89.028	82,690	106,535	120,793	135,050	140,561	164,916	1,256.004
1862	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
1863	166,687	152,435	155,000	185,000	------	------	------	------	------	------	------	------	---- ----
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55.085	50,756	66,573	84.603	91,405	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65.302	63,137	52,269	60,285	84,640	98.528	88,401	105.253	955,959
1862	106,263	88,468	103,175	87,915	69.716	64,910	71,716	78,588	102.176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557.985	473,366	384,379	383,322	389,373	375,250	456.226	436,599	392,293	5.014,992
1859	304,703	319,593	372,296	380,343	340,953	334,657	361,819	369,114	455,295	465,959	536,008	414.764	4.651,049
1860	353,000	345.000	433,311	457,161	393.409	393,409	319,955	477,642	600,124	587,242	561.448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506.610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	624,070	587,416	528.842	595,024	615,962	756,421	885,126	902, 06	963,859	8,400,334
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	955,571	1,026,065	1,044,214	10,390,742
Galena and Chicago:													
1859	62,421	60,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	173,907	89,344	1,369,441
1860	60,653	62,998	80,793	93,254	115,505	93,449	80, 05	166,541	219,528	252,108	142,655	94,860	1.462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,596
1862	109,567	105,424	74,346	90,180	158.194	225,048	190,456	129.019	188.370	263,.75	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	267,529	284,808	236,618	217,033	2,224,693
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115.444	125,306	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,261	129,996	140.860	167.220	180,000	193,961	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114.804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,253	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,440
Illinois Central:													
1859	132,936	134,311	154,660	153,644	141,894	149,592	139,102	181.612	246.829	245.392	250.742	192.322	2.126,066
1860	185,257	185,926	209.994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	220,334	192,054	199,488	177.829	180,280	268,983	289,862	284,020	243.249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206.246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,399	------	---- ----
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	35,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,756	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,096,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	---------
Milwaukee and Prairie du Chien:													
1860	37,620	32,301	39,501	45,811	59,082	48,797	37.429	60,229	139,761	163,615	90,990	44,995	799,841
1861	54,246	44,027	43,437	49.102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	53,903	62,907	47,010	61,759	130.218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,120	76,132	44,925	88,177	106,967	111,260	71,587	69,352	1 5,417	205,054	138,342	------	---------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,853	166,454	170,842	175,481	134,688	127,273	196.821	243,851	273,722	203,492	134,972	2,068,846
1861	140,925	116,934	153,170	186,951	170,302	161,391	126,558	178,773	235,690	276,181	231,285	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200.826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263.981	237,982	188,141	235,512	300,822	371,361	326,650	341.608	2,367,260
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127.145	119,770	108,303	150.366	210,837	226,077	181,617	132.949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149.550	133,620	123,377	144,982	226.84	307,333	242,089	200,134	2 124,314
1862	230,159	159.658	151,902	175,696	186.039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	308,186	3.163,004
New York Central:													
1859	380,349	370,514	509,211	476,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1.043,515	------	---- ----
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97.857	85,785	94,554	1,102,623
1860	97,016	96,666	88,598	90,463	89,577	93,378	100.639	104,118	105.478	111.173	99,461	100,141	1,175,708
1861	103,495	83,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97.858	91,111	90,671	1,110,065
1862	100,604	96,680	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107.093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	------	------	---- ----
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241.695	264,622	283,646	268,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,859
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,488	714,302	815,902	746,955	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,133	2,335,354
1861	217,282	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,231	370,983	3,745,310
1863	337,350	306,598	461,322	464,357	418,739	383,314	348,003	404,898	467,321	508,146	466,370	------	---- ----
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67.428	84,879	122,785	106,100	125,027	77,599	51,296	926.735
1861	59,630	47,043	62,561	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	130,700	151,052	------	------	---- ----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	97
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1506	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1853	107½
" " " 1850	700,000	6	Jan. & July.	"	1880	107
" " " 1855	1,128,500	6	Jan. & July.	"	1875	108½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1806	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1885	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	103½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Canaden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	100½
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $800,000	790,600	6	"	"	1870	102½
" " $675,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	105⅞
Consolid. Mort. Loan $5,000,000			"	"		105⅞
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of Georgia:						
Mortgage	86,067	7			1951	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	101
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	91½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	45
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	124
" " " inconvertible	3,034,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	100
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,364	7			1923	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	109
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	93
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	74
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	96
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574 000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,000	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1850	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,92-	6	" "	" "	1886	80½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169.000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	18-5	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	106½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	104
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,616,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	580,000	5	Jan & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a y'r after 64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenne'a	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,600,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,113,000	7	Feb. & Aug.	New York.	62-'63	112
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	101
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102¼
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1891	83½
Convertible Bonds	1,360,000	7	Jan. & July	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1893	112¼
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	183,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1556	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	113½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	104½
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	119½
Eight per cent. bonds	304,000	8	March & Sept	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	110
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	105½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	502,000	7	May & Nov.	Milwaukee.		55
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44¼
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	107
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	
1st Mortgage	228,000	---	" "	" "	'63-'78	
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	2,000,000	7	Feb & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	135,669	7	Feb. & Aug.	New York.	1861	90
1st Mortgage sterling	87,818	7	" "	" "	1901	
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	610,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	95¼
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1870	119½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	121½
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	96½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	98
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	107
2d General Mortgage	2,656,500	7	" "	" "	1877	102
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.		107
2d Mortgage	200,000	8	" "	" "		
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	107
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	
1st Mortgage	350,000	7	" "		1883	
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		80
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1886	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,880	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1909	
New Jersey :						
Company's (various)	668,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'5	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	104
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
Real Estate Bonds	235,775	6	" "	" "	1883	101
Bonds of June, 1851	2,000,000	7	June & Dec.	" "	1864	100½
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	781,000	7	Feb. & Aug.	" "	1876	136
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	109
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	115
3d Mortgage	6,000,000	7	" "	" "	1883	111½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	108½
5th Mortgage	1,791,500	7	June & Dec	" "	1888	104
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	108½
2d Mortgage	1,000,000	7	Feb. & Aug	"	1864	100½
3d Mortgage	980,300	7	Jan. & July.	"	1867	90
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

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§Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6				----
North-Eastern (S. C.):						
1st Mortgage	700,000	---				----
2d Mortgage	224,500	---				----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"		----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	98
2d Mortgage	3,077,000	7†	" "	" "	1861	22
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93
Chattel Mortgage	360,000	10	" "	"	1887	120½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,920,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	-----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	107
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106
2d Mortgage Sterling	2,128,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			-----	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	105½
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	106
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	111
" 1856, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	131
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	107
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	105
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1866	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description,	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	-----	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	62
2d Mortgage	957,500	7	" "	"	1863	15
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	320,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Six per cents	422,324	6			1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1865	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	12,088	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1868	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			-----	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			-----	----
2d Mortgage	450,000	---			-----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	-----	90
St. Louis City Subscription	500,000	---			-----	----
St. Louis County Subscription	1,000,000	---			-----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			-----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1500	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	108
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	85
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7			-----	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	53
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	21
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'88-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	108½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	99½
2d Mortgage	200,000	7	" "	" "	1872	---
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (-) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M	M.	$	$	p. c	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,386	*	—	877,155	565,500	106,255	1,515,704	54.0	.....	101,102	37,866	—	----
29 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	401,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	85,791	31,852	—	----
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	183,903	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	67.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,778	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	—	—	—	----
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—					—	.....	1,402,858	695,870	—	----
29 Feb. '60	88.5	28.4	....	—	23	14	263	Montgomery and West Point	1,838,718	427,266	100,000	1,419,769	932,622	23,579	2,582,503	116.9	.....	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104 594	—	----
								CONNECTICUT.													
1 Feb. '63	28.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford and New Haven	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	----
31 Aug. '63	61.4	1.6	64.6	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,163	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,234	124.0	.....	284,485	70,187	4	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,000	23,924	1,594,661	62.0	.....	200,420	97,700	6	----
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	.....	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y.	& N. H.	4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	686,827	66.0	156,905	151,751	38,765	5	90
31 Mar. '63	61.3	1.0	63.5	—	28	74	467	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,764,362	117.4	518 810	1,036,437	454,090	12	121
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,170	353,664	158,927	—	93
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,697,684	84.3	136,631	138,970	41,468	—	----
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,260	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,285	10,290	9	----
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.6	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
.. .. '63	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
.. .. '62	100.0	3.9	10.0	153.6	....	....	....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	266,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,812	—	----
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,589,173	229.0	879 46	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,166,000	*	1,003,650	2,156,000	312,500	—	8,123 343	232.0	.....	1,159,158	628,042	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102 5	226,241	404 618	212,676	9	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,858	50.0	.....	202,714	110,510	8	----
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.0	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,000	396,500	19,913	3,822,913	228.8	.....	.....	388,853	3	----
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832 343	454,541	—	----
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	36	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	281.0	976,381	1,225,001	457,704	—	84½
30 Apr. '63	138.0	—	26.0	—	75	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,823	1,206,039	8	119
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,866	188,085	2,050,066	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	28	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,345,000	223,641	13,147,136	242.0	.....	1 083 054	448,503	—	46½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,109	6	140
10 Nov. '62	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	580,000	.....	.....	.....	84.0	.....	.....	.....	—	----
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341 7	1,420,341	1,777,541	834,606	6	112½
31 May, '63	174.5	5.5	14.3	—	21	23	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	68½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,000,500	—	36,071,630	708.3	2,561,192	3,446,827	1,870,723	4	122½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
.. .. ..	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	----
.. .. ..	46.6	—	....	—	....	....	....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	—	.....	oper.	by Chic.	& R. Is.	125,000	—	----
.. .. ..	—	—	....	120.0	....	....	....	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
.. .. '62	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	----
31 Dec. '62	100.0	—	....	—	....	....	....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
.. .. ..	1.0	—	....	—	....	....	....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	----
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	.....	3,700,000	6,700,000	—	10,400,000	208.0	.....	1,117,692	568,020	—	60
								INDIANA.													
.. .. ..	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	.....	1,106,879	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
.. .. ..	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	----
31 Dec. '62	72.4	—	....	—	19	17	286	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,000	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	22	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,332,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	87
31 Dec. '62	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,879,850	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	----
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,559	527,863	268,156	—	----
.. .. '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	----
31 Mar. '63	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	.....	1,538,748	132 0	.....	285,974	104,961	—	100
.. .. '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
.. .. '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	----
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,460	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	782,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	518,072	360,000	369,084	.....	86 0	7 mo's.	85,236	46,771	—	----
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,992,427	300,000	222,601	3,179,833	111.0	.....	228,560	122,931	—	----
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	240,000	755,000	.....	.....	.....	.....	.....	.....	—	----
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	459,821	21,356	—	----
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc	745.703	*	—	548,216	414,000	60,452	1,022,608	71.2	.....	.....	.....	—	----
.. .. '62	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	38½
								KENTUCKY.													
31 Oct. '59	80.6	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,950,000	337,532	4,375,993	111.8	.....	426,408	227,584	—	85
30 Jun. '57	22.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	.....	20..	.....	.....	.....	—	----
.. .. '58	13.0	—	....	22.0	....	....	....	Lexington and Danville	765,500	*	—	694,444	71,000	.. ....	.....	13 0	oper. by	Cov. &	Lex.	—	----
30 Jun. '62	29.0	—	....	—	—	—	—	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	.....	78,986	26,794	2	80
30 Jun. '62	65.1	....	....	—	13	10	230	Louisville and Frankfort	1,396 229	126,755	6,540	1,104,587	402.519	—	1,685,856	65.1	215,031	179,251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595 258	1,777,985	1,062,166	—	----
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.													
.. .. ..	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750.666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	----
.. .. ..	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	----
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,315	566,000	339,207	5,855,320	80 0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	....	206.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	----
1 Aug '60	58.7	—	....	136.8	....	....	....	*Vicksburg, Shreveport & Texas*	1,662,601	*	—	1,253,015	248,962	108.434	1,710,611	58.	.....	.....	.....	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (incl. all other assets and liabilities).	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.														
30 Nov. '62	55.0	—	.....	—	6	4	71	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—	
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,191	—	7,982,476	149.0	oper. by	Gd. Tk.	.....	—	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	155,000	3,472,000	40,576	244,726	12.6	.....	30,830	Loss.	—	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,090,998	109.5	139,968	172,113	91,487	—	—	—
31 May, '63	99.7	9.6	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	158,240	323,032	174,028	—	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	78,014	180,497	300,000	75,000	—	—	—	—	—	—	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	—	283,197	170,276	6	108½	—
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,767	*	—	169,200	556,600	—	—	37.0	.....	55,403	23,404	—	—	—
31 May, '61	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—	—
								MARYLAND.														
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	666,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	106½	—
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127	—
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,565	466,133	2,280,000	5,150,000	402 654	9,838,621	155.0	940,558	1,920,641	927,341	—	43½	—
								MASSACHUSETTS.														
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....	—	
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	156,191	6?	103	—
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	406,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	126	—
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	133	—
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	98,654	5,335,584	83.6	564,117	1,006,130	490,304	8	136	—
30 Nov. '62	48.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	60	—
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	105½	—
30 Nov. '62	44.2	30.5	26.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.0	462,168	635,629	315,734	—	96½	—
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	57	—
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	91.4	342,542	580,580	254,146	6	115½	—
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105	—
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,749	—	292,951	303,014	—	606,881	29.8	27,424	16,344	1,233	—	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125	—
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½	—
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	—	oper. by	B. & M.	Co.	—	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20	—
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,543	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	113	—
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	109	—
30 Nov. '62	43.4	1.0	14.9	—	18	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128	—
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110	—
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150 000	1,456	531,715	11.5	22,218	64,425	20,484	—	16	—
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatun.	31,409	7	.....	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126	—
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½	—
30 Nov. '62	69.3	8.0	5.5	—	11	18	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	39	—
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W. S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	140	—
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	83	—
								MICHIGAN.														
1 Jun '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....	—
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....	—
-- --	--	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....	—
-- --	--	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....	—
31 May, '63	284.8	—	23.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,438	7,999,489	—	14,884,965	329.3	1,448,558	2,946,560	1,674,200	8	131	—
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	86½	—
-- --	--	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....	—
								MINNESOTA.														
31 Dec. '62	14.5	—	—	208.5	2	2	19	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	—	.....	.....	—	.....	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	—	—	.....	.....	—	.....	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	—	—	.....	.....	—	.....	—
31 Dec. '62	—	—	—	266.6	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	—	—	.....	.....	—	.....	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	.....	—
								MISSISSIPPI.														
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....	—
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....	—
								MISSOURI.														
31 Dec. '62	37.0	—	2.8	51.0	.....	.....	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....	—
31 Dec. '62	204.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,869,702	1,022,801	—	1,782,886	10,571,000	—	.....	206.8	.....	438,544	258,544	—	48	—
31 Dec. '62	168.8	—	17.5	68.0	21	26	307	*North Missouri*	6,388,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....	—
31 Dec. '62	52.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....	—
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....	—
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,683	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....	—
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,193	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,269	—	.....	—
								NEW HAMPSHIRE.														
31 Mar '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246.018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	—	—
31 Mar. '63	93.6	—	5.6	—	14	10	292	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	.....	—
30 Nov. '62	53.6	—	—	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	48½	—
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	857,462	28.1	.....	84,045	10,492	—	.....	—
31 Mar. '62	54.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	213,651	112,327	7	60½	—
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129	—
31 Mar. '63	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Mass.	.....	4	96½	—
31 Jan. '62	50.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26 120	12,857	—	.....	—
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,429	74,885	7	115	—
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	.....	—
30 Nov. '62	89.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	72	—
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,430,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—	—
								NEW JERSEY.														
31 Dec. '62	84.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,128	*	—	997,562	2,089,500	173,982	3,261,344	76 0	.....	259,921	113,533	—	.....	—
31 Dec. '62	63.8	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,000,200	8,620,181	—	.....	124 2	.....	3,040,148	1,728,548	10	164	—
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,533	1,037,376	117,095	2,153,624	60.2	.....	144,886	65,128	—	12	—
31 Dec. '62	64.0	—	48.0	38	26	540		Central of New Jersey	4,915,252	606,542	672 113	3,620,000	2,000,000	329,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½	—
31 Dec. '62	53.6	—	—	45.5	11	16	91	Morris and Essex	1,629,202	*	57,000	1,167,800	340,000	—	1,756,710	53.0	147,000	276,448	101,520	7	.....	—
31 Dec '62	33.8	—	—	—	.....	.....	.....	New Jersey	3,583 951	397,378	1,397,974	4,397,800	678,000	460,017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....	—
31 Dec. '62	21.2	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,550	204 200	77,798	438,798	21.2	—	90,615	29,592	—	160	—
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	83,400	8	.....	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100.000	476	350,000	ope	r. by Erie	R. R.	26,500	5½	.....	—
31 Dec. '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2 450,417	*	—	1,203,563	1,250,000	143,008	2,597,161	—	(2 mos.	10,588	.....	—	25	—
31 May, '62	.....	—	.....	—	.....	.....	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	279,859	124,742	6½	110	—
31 Dec. '62	88.6	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,129	46,323	—	.....	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	5,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rome & Sarat.	—	—	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,415	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	by Tioga.	44,100	—	—	—
30 Sep. '62	5.4	—	6.4	—	—	2	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	226,036	5.4	454,073	52,327	16,231	3	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	48
30 Sep. '62	28.5	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,156	—	1,000,000	170,000	10,000	1,332,506	28.3	2,651,216	491,629	118,390	8	1.50
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,752	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	155,947	3,688,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	68.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,500	7,000	2,717	503,517	10.8	1,2,,036	21,457	.....	—	69
30 Sep. '62	6.6	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	*	800,000	—	25,000	938,265	6.3	2,458,019	369,985	121,565	12	—
30 Sep. '62	46.3	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	.....	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,292	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,868,973	2,993,542	—	102½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	134½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,667,162	361,342	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	169,137	2	43
30 Sep. '62	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,855,880	564.9	5,692,223	10,897,631	4,064,960	7	153½
30 Sep. '62	130.7	2.1	29.0	—	52	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	807,373	1,164,093	456,698	—	93
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	6	—	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,380	22,000	—	875,774	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	0.25
30 Sep. '62	85.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,560	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,376	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	468,512	230,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,884	—	—	300,000	65,000	—	480,884	incl.	in Ren	s. & Sar.	.....	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.8	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	81,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,217	4.0	1,891,960	538,033	88,253	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,662,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	.....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comps.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,514	71,599	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,989	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	1,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	30,561	—	10
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,156,800	1,334,000	—	3,988,193	198.3	.....	877,404	404,415	10	120
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
1 May, '59	131.8	—	.....	31.0	16	10	352	Cinc., Wilmington and Zanesv.	6,260,841	*	—	2,441,176	3,632,000	228,978	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,928	1,724,917	1,033,637	20	176
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,035	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	.....	.....	96.7	484,.97	1,551,628	9 5,923	33½	180
30 Nov. '62	101	102.5	.....	—	45	30	396	Cleveland and Pittsburg	7,536 00	*	.....	3,832,712	4,324,600	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	108
31 May '63	109.7	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	.....	7,810,858	188.6	663,271	1,361,537	747,582	—	138
31 Dec. '58	61.4	—	.....	53.0	5	5	99	Clev., Zanesville and Cincin.	1,574,693	*	.....	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,703	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	.....	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,566	541,249	1,490,800	282,900	.....	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '63	144.0	—	7.9	—	19	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	.....
31 Aug. '60	30.6	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	.....	307,246	716,000	80,845	.....	30.6	.....	62,025	3,565	—	.....
31 Aug. '58	58.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	.....	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	33,000	—	.....
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,858	152,694	.....	45.0	.....	128,170	33,412	—	.....
— — '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	.....	300,000	473,000	75,000	.....	47.0	.....	60,352	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	.....	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,168	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,282	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	.....	10,379,554	373,487	53,055	11.164 820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1¼
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	.....	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	51	26	422	Sandusky, Dayton and Cinc.	3,986,868	505,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,528	599,880	116,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	.....	848,770	1,313,800	105,610	2,608,237	125.0	214,404	289,395	82 988	—	.....
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	.....	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	.....	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,165	*	14,038	2,335,550	6,211,618	198,890	8,785,373	260.0	1,614,932	1,938,202	950,462	—	53
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	.....	—	.....	.....	.....	Atlantic and Great Western	5,500,000	*	.....	2,000,000	3,500,000	.....	5,500,000	88.0	.....	.....	.....	—	.....
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	3	81
30 Sep. '62	85.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	.....	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	14½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	.....	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	165,427	3	.....
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,336	*	.....	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	198
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	.....	492,190	598,500	27,478	1,118,168	36.9	130,602	173,396	98,654	—	.....
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	.....	1,000,000	1,000,000	42,155	2,083,607	78.0	217,088	347,823	133,499	—	35
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	.....	600,000	400,000	.....	1,000,000	—	126,490	223,550	33,826	10	.....
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	.....	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	69½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	*	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	.....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	.....	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,054	164,134	—	20
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	.....	710,000	1,747,833	206,000	2,662,833	80.0	242,400	307,389	169,066	—	.....
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	*	2,297,250	1,465,000	31,547	3,927,385	76.0	347,230	822,927	460,516	8	100
31 Oct. '62	28.3	5.5	8.0	—	10	.....	61	Little Schuylkill	1,371,868	*	.....	2,256,100	960,000	72,600	3,288,700	33.8	62,156	126,316	68,801	—	47
31 Oct. '62	24.5	105.5	62.5	—	.....	.....	.....	Mine Hill and Schuylk. Haven	3,252 286	*	.....	3,250,000	—	—	3,252,286	130.0	— —	451,918	174,435	6½	62
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	403,187	*	3,147,350	3,106,360	287,000	6,447.780	66.4	263 334	397,196	218,960	—	9
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	*	13,274,100	9,52 .40.	— —	28,324,213	344.4	.....	10,304,591	4,872,218	8	70
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., German'n & Norrist'n	1,521,520	236,289	*	1,243,600	438,900	—	1,852 696	24.0	229,938	262,353	129,742	6	57
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	.....	4,822,450	6,0 ,,,0	157,739	12,124,,,7	75.0	213,574	413,474	80,909	—	54
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,988,16	3,911,830	2,035,775	—	56½
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	— —	21 ,633	5 ,,,,	,,,,,	,,,,,	1.9	8,21	7,416	20,461	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	852,422	51,400	—	999,260	250.000	—	1,249,200	28.2	102,364	432,351	228,844		175
31 Oct. '62	95.9	—	34.8	—	87	110	650	Phila., Wilmington and Balt.	6.9 9924	744,425	3 1,129	5,620,500	2,519,000	—	9,508,400	200.5	582,616	2,250,862	1,080,995	9	
31 Oct. '62	59.5	—	6.4	8.5	10	14	63	Pittsburg and Cornellsville	2,086,181	109,202	—	1,763,122	1,500,000	110,417	3,501,883	72.0	194.000	129,918	50,379	—	
31 Dec. '62	468.8	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694.467	3,745,311	1,802,405	—	
31 Oct. '62	54.0	1.1	5.5	—	7	4	60	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	....	oper. by	Ph. & R	eading	5	
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5.659	1,297,256	....	57,928	159,534	99,060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	66,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	28.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	968,200	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	62.0	297,700	415,309	199,155	6	85
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,229	—	4.7. 17	8,500	—	—	13.6	23,954	25,594	6,739	—	
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	—	—	—	—	—
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
— — '58	40.3	—	....	—	—	—	....	Cheraw and Darlington	600.000	*	—	400,000	200,000	—	—	49.3	—	—	—	—	—
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,789	824,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	—	841,190	125,871	—	—
31 Aug. '58	22.5	—	....	—	—	—	....	Kings Mountain	196,289	*	—	200,000	—	—	200,000	22.5	—	—	—	5	—
31 July '58	32.0	—	....	—	—	—	....	Laurens	543,403	*	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,662	*	—	935,743	960,410	108,172	2,067,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
31 July '58	25.1	—	....	41.9	—	—	....	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	595,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,509,949	2,659,000	280,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,187,400	*	—	798,285	554,949	312,518	—	59.4	60,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,008	—	317,447	632,500	22,389	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	83	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,055	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,852	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1860	30.0	—	0.0	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	—	—	....	Buffalo Bayou, Braz.& Colr'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	....	184.0	—	—	....	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275.000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	456,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110.0	—	—	....	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
— — '59	28.0	—	....	56 0	—	—	....	Southern Pacific	—	—	—	—	—	—	—	28.0	—	—	—	—	—
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	3	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	—	—	90.7	99,639	208,867	—	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	—
31 Aug. '62	62.5	....	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	—	—	—	62.5	138,299	140,886	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	—	174.5	679,677	713 418	191,466	—	75c.
30 Jun '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	.....	4	156
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	—	23.7	53,041	45,273	7,187	—	—
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	382,000	700,000	—	—	ope	r.b.Troy	& Bost.	83,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	132.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	216,680	—	2,909,861	775,500	118,780	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	1,500,124	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	6
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,666	2,517,500	590,066	—	167.7	270,846	460,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,196	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	6,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,956,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	66
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	83,948	3,102,754	1,480,592	52,929	4,332,929	195.0	280 055	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.9	—	39	27	374	Virginia and Tennessee	5,991,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	—	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.9	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,860,078	*	23,804	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	....	27.8	—	—	....	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,000	....	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	—	1,163,734	414,741	—	57½
— — '57	50.0	—	....	85.0	—	—	....	Milw., Watertown & Baraboo	514,238	—	—	345,861	152,000	—	—	50.0	—	121,401	—	—	—
10 May, '62	104.0	—	....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,706,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	—
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	—	—	—
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,7 0 000	188,000	—	11,938,000	16.10	—	236,798	67,662	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,031,180	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	13
— — '62	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	—	—	—	—	—	—	—	48.0	—	—	—	—	—
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	28,933,760	*	1,260,000	16,802,745	9,2 1,435	—	26,084,180	357.0	—	3,011,860	1,649,510	1½	—
— — '62	24.0	—	....	—	2	2	52	London and Port Stanley	—	—	—	—	—	—	—	24.0	—	—	—	—	—
31 Dec. '62	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	—
— — '62	54.0	—	....	—	5	8	118	Ottawa and Prescott	—	—	—	—	—	—	—	54.0	—	—	—	—	—
31 Dec. '62	25.0	—	....	—	4	—	57	Welland	—	—	—	—	750,000	—	—	25.0	—	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4 658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	....	—	—	—	—	New Brunswick and Canada	1,402,748	102,389	—	1,390,000	18,100	136,000	1,779,282	60 0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.6	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4 273,281	92.0	168,416	139,107	87,181	—	—
								NEW GRANADA.													
Dec. '62	48.7	—	....	—	11	22	120	Panama	8,000,000	*	518,058	5,000,000	3,375,000	—	10,763,728	48.7	—	1,749,284	1,013,444	15	120

New York Stock Exchange.

Actual Sale Prices for the week ending January 13.

	Th 7.	F.8.	Sat.9.	M.11	Tu.12	W 13.
American Coal Co.	....	....	....	....	....	93
Buffalo, N. Y. & E., 1M.	....	....	....	....	....	....
California 7s	123	....	....	....	123	123
Canton Co.	33¾	33	33½	33½	33½	33⅜
Central Am. Transit	....	....	....	....	....	32
Chicago & Alton	85¾	....	....	....	84	84½
" " pref.	95	94	....	....	....	....
" " 1 M.	102	....	....	101	101	100
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	119
" " " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n	47	45½	46¾	46½	46½	....
" " pref.	....	....	....	....	....	....
" " 1st M.	93	....	93	....	93	93
" " 2d M.	74	....	....	....	74	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	129¾	128½	131½	143	143	140½
" " 1st M. '70.	....	....	....	....	....	....
Clev., Col. and Cin.	180	....	....	....	....	180
Clev. and Pittsburg	107½	105½	104½	106	109	108
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	130¾	128¾	131½	141	141	138
" " S. F. 7 p.c.	....	107	....	....	....	106¾
Cumberland Coal, pref.	51¾	48½	49	49¾	49½	48½
Del. & Hudson Canal	178	176	....	176	175	....
Del., Luck. & West.	....	....	....	....	....	....
" " 1M. 8 p.c. '71-6.	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	108¾	106¾	107¾	108	109¾	109¾
" pref.	103¾	102	102½	102½	102¾	103
" 1 M. 7 p.c. '67.	....	....	....	....	....	....
" 2 M. 7 p.c. '79.	....	....	....	....	....	115
" 3 M. 7 p.c. '83.	....	....	....	111	111½	111¾
" 4 M. 7 p.c. '80.	109	108	108½	....	108½	....
" 5 M. 7 p.c. '88.	....	....	104	....	....	....
Galena and Chicago	106¾	104½	106	106	116	112¾
" 1M. 7 p.c. '68	....	....	....	....	....	....
" 2M. 7 p.c. '75	....	....	....	....	....	....
" 1M. Ex. '82.	....	....	....	....	....	....
Hann. & St. Jo. pref.	....	....	....	....	....	....
" " bonds.	82	....	....	....	....	83½
Hudson River	133¾	129	132¾	133	136	134¾
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69.	....	....	....	....	....	....
" 2M. S.F.	....	....	....	114	....	113½
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	104	....
Illinois Central scrip	120¾	117	119	118¾	123	122¾
" full stock	....	....	....	....	....	117
" Can. bd. sc.	....	....	110	111	....	115
" bonds	119¾	....	....	....	....	....
Marietta & Cin 1st pref.	67	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
Mariposa Mining Co.	35	34¼	35	34¾	34¼	32½
Michigan Central	120¾	119	119¾	122	132	131
" S F. 8 p.c. '82	....	....	121½	....	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	89¾	85	87	86¾	88	86¾
" " guar'd.	135	....	....	134	....	....
" " 1M. S.F.	....	....	....	....	....	107
" " 2 M.	....	....	....	....	....	102
Mil. and P. du Chien	56	55	55	55¾	56	57¼
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	89½
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	72½	....	73	70	....
Miss. & Mo.	....	....	....	....	36	....
" L. G. bonds.	....	....	....	....	....	....
Missouri 6s	68	67¼	68	68	70½	70¼
" 1st. to H. & St. J. R.	....	....	....	....	....	....
N. J. Central 1st M.	109	....	....	....	....	....
" " 2d M.	....	....	....	....	....	....
New York Central	132½	130½	131	132	133	133½
" " 7s, 1864.	....	....	....	....	....	....
" " 7s, S.F. '76.	....	....	....	....	....	....
" " 7s, conv. '76.	....	....	....	....	....	....
" " 6s, S.F. '83.	105¾	104½	....	104½	....	104
N. York & Harlem	89¾	87	90	89¾	94½	93
" " pref.	....	....	....	....	107	....
" " 1M. 7 p.c. '73	....	....	....	....	....	....
" " 2M. 7 p.c. '04	....	....	....	....	....	....
" " 3M. 7 p.c. '67	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ohio & Miss. cer.	37	....	....	36	....	36
Pacific Mail S.S. Co.	224½	....	222	....	221	220
Panama	215	....	....	219¾	220	....
Penn'a Coal Co.	....	....	....	....	....	....
Phila. and Reading	112¾	111½	112	112	113½	113¾
Pitts. Ft. W. & Chicago	85¼	83	84	84	85¼	85
" " 1M.	....	....	....	....	106¾	107
" " 2M.	....	....	....	....	....	....
" " 3M.	....	....	....	....	....	....
Quicksilver Mining Co.	58	56	57½	57¼	57	56
St. L., Alton & T. H.	....	57	58½	57¾	60	....
" " pref.	74	....	....	....	....	....
" " 1M.	101	....	....	....	....	101
" " 2M. pref.	91¾	....	....	....	....	....
" " Inc. b'ds.	....	....	....	81	....	....
Tennessee 6s, 1890.	....	56¾	56	....	56	57
Toledo & Wabash	54½	....	....	....	54	53
" " Pref.	....	71	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	....	....	....
" " 2M.	85	....	....	....	....	85
" " Int. b'ds.	....	....	....	....	....	....
Virginia 6s	48	....	47	....	47	47

New York Stock Exchange.

Actual Sale Prices for the week ending January 13.

	Th.7.	F.8	Sat.9.	M.11.	Tu.12.	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	99
U. S. 5s, 1865, coup.	126	127	....	130	....	....
U. S. 6s, 1881, reg.	104¾	....	105	....	....	....
U. S. 6s, 1881, coup.	105¾	105¾	....	105¾	105¾	105¾
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ½y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	....	....	....	....	....	....
U. S. 6s, " new '98	97¾	97¼	97¾	97¾	97¾	97⅛
U. S. 6s, 5-20s, coupon	101¾	101¾	101½	101¾	101¾	....
U. S. 6s, " reg.	....	....	....	....	....	....
7.30 Notes, Feb. & Aug.	....	....	....	....	106¾	....
" " Ap'l & Oct.	106¾	....	....	106¾	....	106⅝
American Gold	151¾	151¾	....	152¾	153¾	153¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending January 12.

	W. 6	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Beaver Meadow	....	....	....	....	....	....
Cattawissa	....	....	....	11	13	14¼
" preferred	32¾	32¼	32¾	34¼	36¼	39¾
Camden & Amboy	....	....	....	....	....	....
" " 6s, '67.	....	....	....	....	....	....
" " 6s, '70.	103¼	102¾	....	....	....	....
" " 6s, '75.	....	....	....	....	....	....
" " 6s, '83.	103	....	....	....	103	103
" " 6s, '89.	....	....	105¾	....	....	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	36	36
Elmira & W'msport	35	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s.	....	....	....	....	....	....
" " 10s.	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	59¼	....	....	....	....	....
" " 6s.	104	104	....	....	....	....
" " scrip.	....	....	....	....	....	....
Lehigh Valley R. R.	....	....	....	100	....	....
" " scrip.	....	....	....	....	....	....
" " 6s.	....	....	....	....	104	....
Little Schuylkill R. R.	....	....	....	47	....	47¼
" " 7s.	....	....	107¼	....	....	....
Long Island	....	....	....	....	42	43
" " 6s.	....	....	....	....	....	....
Minehill	....	62	....	62	....	....
Morris Canal	....	....	....	....	65	....
" " pref.	137	137	....	....	....	....
" " 6s '76.	104¼	....	....	....	....	....
North Pennsylvania	....	25¼	25¾	25¼	26¼	29
" " 6s. 93	....	93	....	....	....	....
" " 10s.	....	....	....	....	....	....
Pennsylvania R. R.	69¼	70	70	70	70	70
" 1st m.	107¼	....	....	....	....	107¼
" 2d m.	....	....	....	....	....	....
Penn. State, 5s	97¼	....	....	97	....	....
" " 5s, coupon	102¾	102¾	....	....	....	103
" " 6s, "	106¾	....	....	108	....	....
Philadelphia City, 6s	99¾	100	100	....	100¾	103¾
" " new	104	104	104	104	104	104
Philad., Germ. & Nor.	57	....	....	....	....	....
Phila. & Reading	55¾	56¼	55¼	55¾	56	56
" " 6s, '86.	....	....	111	....	....	....
" " 6s, '70.	106	....	....	105¾	....	....
Philadelphia & Erie	32¾	32¾	32	32¾	32¾	34
" " 6s.	103	....	....	....	103	....
Philad. & Sunbury, 7s.	....	....	....	....	....	....
Schuylkill Navigation	17¼	....	17¼	....	....	....
" pref.	31¾	31¾	31¾	31¾	31¾	....
" " 6s '82	86	86¾	....	85¾	85¾	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s.	....	....	....	....	....	....
Susq. Canal	15¾	....	....	16¼	....	16
" " 6s '78.	....	....	....	61¾	....	....
" " scrip.	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	2
" " 6s '83.	....	....	....	....	....	....
West Br. Canal 6s '78.	....	....	....	....	....	....
Wyoming Valley Canal. 75	....	....	....	....	....	....
Arch street, (Horse)	....	30	30	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, " 21	....	....	....	....	....	....
2d and 3d streets, " 84¼	....	....	....	....	....	....
Spruce & Pine, "	....	13	13	13	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending January 12.

	W.6.	Th 7.	F.8.	Sat.9.	M 11.	Tu 12
Baltimore City 6s, 1875.	....	108¼	108¼	108¼	....	....
" " 1886.	....	....	106¼	....	....	....
" " 1870.	....	....	....	....	....	....
" " 1890.	108¾	108¼	....	....	109¼	....
Balt. and Ohio	101¼	102	103	105	105	105¼
" " b'ds, '62.	....	....	....	....	....	....
" " " '67.	....	....	....	....	....	....
" " " '75.	....	....	....	....	....	108¼
" " " '80.	....	....	....	....	....	....
" " " '85.	107	107	....	....	....	....
Northern Central	....	43¼	....	....	101¾	....
" " b'ds, '85.	....	....	....	....	....	101¾
" " " '95.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending January 13.

	Th.7.	F.8.	Sat 9.	M.11	Tu.12.	W. 13.
Boston and Lowell	103	....	103½	103½	....	103
Boston and Maine	....	....	....	124	125½	126
Boston and Providence	132	....	136½	133	....	....
Boston and Worcest	136½	136¼	....	....	136	....
Cheshire, pref.	....	....	....	51½	48½	....
Concord	....	62	....	....	....	60¼
Connecticut River	....	....	....	105¼	....	....
Eastern, Mass.	97	97	97	96¼	....	....
Eastern, N. H.	97	....	....	....	96½	....
Fitchburg	115½	....	115	115	115	115½
Manchester & Lawr'ce	....	....	....	115	....	115
Michigan Central	120	....	120	....	....	....
Northern, N. H.	71	71	....	....	71	72
Old Colony and Fall R.	110¼	....	111	112	112½	113
Pb., Wil. & Baltimore	66	65¾	65¼	65	65	65⅞
Portl'd, Saco & Ports.	....	....	106½	....	....	....
Vermont & Canada	158	....	....	....	156	156
Vermont & Mass.	39½	38½	....	38¾	....	39
Western	139	140	140	140	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	124	....	....	....	....	....
Metropolitan "	58½	58¼	....	....	57½	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	59	59	....	....	56	....
Franklin "	49	....	....	48	46¼	....
Isle Royale "	26¼	26¼	....	26	....	25
National "	....	....	....	....	33	....
Minnesota "	....	....	....	....	72½	....
Pewabic "	63¾	63½	63½	61½	62	....
Pittsburg "	89	88	90	90	91	....
Quincy "	94	....	....	....	....	....
Rockland "	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 31st December:

Maryland 5s	72	to	74
United States 6s, 1881	60	"	62
Do. 5s, 1874	55	"	58
Virginia State 5s	43	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., Pennsylvania do. do.	79	"	81
Erie shares, $100 (all paid)	65	"	67
Do., 7s, preference	60	"	62
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1869	68	"	70
Do., 7s, 3d mort., 1883	65	"	70
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	63	"	68
Illinois Central 6s, 1875	84	"	86
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $90 paid, dis.	25	"	28
Do. do. $100 shares, all paid	70	"	72
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	70	"	76
Do. do. S. F. 1st mort., do., '82, x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. $100 shares.	..	"	..
New York Central 6s, S. F., 1883	65	"	70
Do do. 7s, 1864	58	"	60
Do. do. 7s, S. F., 1876	78	"	82
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	80	"	82
Panama, 1st mortgage 7s, 1885	100	"	102
Do. 2d mortgage 7s, 1872	105	"	107
Pennsylvania, 1st mort., 6s, Convertible	63	"	68
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	33	"	36

American Railroad Journal.

Saturday, January 16, 1864.

Stock Exchange and Money Market.

The rise in gold at the beginning of the week was in consequence, as had been alleged of the large shipments amounting to one million of dollars. This is probably true, but the fact is suggestive. In another issue of the JOURNAL we shall show on the best English authority, that the drain of specie to Egypt and the East Indies to purchase cotton in 1862, was equal to $300,000,000 and during the present year it will amount to $433,000,000. How is this enormous sum to be obtained except from the United States, it is not easy to say. No one country in the world is so good a customer of England as our own. None where her agents do a larger business, or use their home credits to greater advantage. There are Bankers in this city whose connections with friends abroad, enable them quite irrespective of their personal responsibility to raise on unaccepted bills at 60 to 90

days and even at longer date, millions of dollars a week, whether the state of trade justifies such transactions or not. We presume that Exchange to the extent of fifty millions of dollars could be put in the street at twenty four hours' notice, if it was possible to negotiate them all at once. It is a business almost entirely founded on credit. A Banker draws on his London or Paris Correspondents for £100,000. He receives for this gold, or paper on which he obtains gold. He ships it to his correspondent and when it falls due, draws again, and so on as long as he chooses.

Settling day comes at last, but may not for years, and while the foreign house has had the gold all this time, the agent here has made a small interest or commission, if he does his business through an Exchange broker, and makes money without any immediate risk. The loss, if it occurs falls on the principal abroad, or if he fails also, on the American Merchant who remitted the last bill. It would be no new thing to have our foreign bills return upon us unpaid. We are of the opinion that this is one of the causes of the rise in gold at this moment. And there is good reason for thinking so. The condition of the Bank of England just now is such as to require all the aid it can get directly or indirectly, as will be seen from the following statement, which is exactly what might be expected while the drain of specie to the East is so enormous, as to have more than doubled the rate of interest in England within a short period. The bullion reserve in the Bank of England on the 30th of July 1862, was £18,448,443, on the 1st January 1863, it was but £14,102,169, and the rate of discount had advanced 100 per cent. between these two periods. On the 16th December last, the reserve of specie had again declined to £13,675,474, and the rate of interest had further advanced 100 per cent or from 4 to 8 per cent. In fact 9 per cent was asked at the Bank, and given. So that the rate of money had advanced 300 per cent in fifteen months. What should we have thought if the regular legitimate interest of money had gone up in this country from 7 per cent to 21 per cent. within the same time, and if our Banks exacted it, and every body had to pay it. We imagine it would have at least made a sensation if it had not very seriously affected the stability, and the solvency of many institutions and men of business. In the same ratio the deposits fell off in the Bank of England. In 1861 they were, as compared with securities lodged, but £3,332,391 short, of those securities, but in 1863 they were short full £8,832,053, showing that the balances of customers had decreased by the difference of the two sums. When it is also considered that the gross amount of bills drawn yearly in England, is computed to be at least five thousand millions of dollars, and that on this sum without including renewals, at 2 per cent. the discount amounted to $100,000,000, and at 8 per cent $400,000,000, we may imagine that when this enormous amount of paper is forced in by a pressure or panic, the interest alone is more than can be paid in specie.

While those persons among us take pleasure in exaggerating our own difficulties during this war for our National existence, they may as well reserve some of their sympathies for our foreign neighbors. On the other hand, the true men of this Country who stand shoulder to shoulder for the best and noblest cause that ever called on men for support, may very safely conclude that our condition is quite as stable, and likely to come to a better conclusion, than even that which has been held up so often for the administration of our financiers. A war in Europe would certainly topple down that fabric already in peril by its being over weighted by a single staple. We make these remarks purely in the spirit of commercial calculation, and we are but repeating what has already found its way in the press of England.

The principal feature of our own market just now is the anxiety shown by our large operators, with regard to the policy of the Secretary of the Treasury. It seems that the bounties to be paid our soldiers for re-enlistments are not provided for in previous estimates. The large sums paid are in fact an economy, for the greater our armies, the sooner will the war be ended, less of life will be lost, and the extent of current expenditure will be limited. Those who wish a further inflation of paper money, which pays debts and large profits, desire a fresh issue of legal tender currency. But we hope they are not to get it, and that Mr. Chase will not change his determination so recently and decidedly expressed, that he will issue no more of this kind of promises to pay. We admit the amount issued thus far is not more than the business of the Country can carry; we know that money is scarce comparatively speaking, and that some parties in want of it, are actually agreeing to pay the interest of their loans in gold, a contract that may or may not bear the taint of usury; we also know that as to the amount of legal tender currency afloat large as it is, it is not very much more than the Bank currency of the Country was before the war, and that here in this great commercial city, while the Banks can hold nearly thirty millions of gold, they cannot obtain in all their business more than sixteen millions of legal tenders, which at the clearance house are to them the same as gold. Yet notwithstanding if we wish to return to specie payments, and to the standard money value of the commercial world, we must reduce and keep down the amount of paper money afloat. The funded debt of a government never affects its currency, when it is redeemed in gold, and therefore it is better now to borrow, than to issue notes. If the war could have been carried on upon a specie basis, as some eminent bullionists, such as Mr. Gallatin, and others assert, it can certainly be ended with twice that amount in legal tenders, approximating (as they become absorbed by the funding system) to the dollar of specie, and to which in August last they approached as near as 22 per cent. A stringent money market is therefore in our opinion a wholesome symptom, and the first and inevitable step in the return to specie payments.

The market has very naturally been feverish, yet not so much so as to affect Government securities which stand firm as a rock, and are again attracting investments from abroad, and no wonder. It is now generally believed in Europe that the persistency and the unanimity of the North are about to be crowned with success. The investment in United States stocks which pay interest in gold, and of which the principal is payable in gold, offers an enormous profit present and prospective, and when once the current of confidence flows back upon us from Europe, we shall have no difficuly in resuming specie payments as early as the most sanguine could hope.

The Government agent reports the sale of $2,220,250 five-twenties, January 11. Deliveries of bonds are made to December 15. The sales for the past week were over $12,000,000. Less than $40,000,000 remain unsold.

The five per cent. notes have all been delivered to the banks who loan them to their customers upon interest, and take them in deposit at par. The Secretary of the Treasury has, however, given notice that if the coupons are cut off they cannot be received at the Sub-treasury for 5-20's.

The aggregate exports of product merchandize for the week ending on Tuesday, were $2,474,055, exclusive of specie.

The business of the Sub-treasury was: Receipts, $6,056,481 08—for Customs, $124.000; Payments, $5,679,700 04; Balance, $38,946,837 15.

The deposits for 5-20's were $2,100,000, on Tuesday.

The coupons on the mortgage bonds of the Central Pacific Railroad Company of California, will be paid on and after the 1st of February, in gold coin, less government tax, at the office of Eugene Kelly & Co., 36 Wall street.

The Ætna Fire Insurance Company has declared a semi-annual cash dividend of 4 per cent., payable on demand. Also a scrip dividend of 50 per cent., payable on the 15th proximo. Also an interest dividend of 6 per cent. in cash, payable on demand. All free of Government tax.

The Erie Railway Company have declared a semi-annual dividend of four per cent. on the common capital stock, free of the U. S. income tax. Also a dividend of three and one-half per cent. on the preferred stock, the company assuming and paying the U. S. income tax out of the undivided earnings belonging to the preferred stock account. Both payable at the Treasurer's Office, Erie Place, on the first day of February.

The Long Island Railroad Company have declared a quarterly dividend of one and a half per cent., free of Government tax, payable on the 1st day of February, at the Bank of North America, New York.

The Marietta and Cincinnati Railroad Company have declared a semi-annual dividend of three per cent. on the first preference shares. Also a dividend of three per cent. on the second preference shares, will be paid in shares of the same class. These dividends are payable on the 10th of February.

The Milwaukee and St. Paul Railroad Company have declared a semi-annual dividend, of three and a half per cent., on the preferred stock, payable, less Government tax, on the 1st of February.

The Central Railroad Company of New Jersey have declared a quarterly dividend of 2½ per cent., payable on the 15th inst.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 101¼; Tennessee 6s, 1860, 47; Indiana 2½s, 62½; North Carolina 6s, 50; City 5s, 1870, 100; Stonington, 125; Copake Iron Co., 10¼; Wyoming Valley Coal Co., 87½; Quartz Hill, Gold, 11⅛; Lancaster Lead, 5⅛; Bucks Co. Lead, 1⅞; Camden Copper, 3; Central Coal, 65; Bank of Commerce, 103; Bank of New York, 120; Corn Exchange Bank, 110;

American Exchange Bank, 108; Shoe and Leather Bank, 106; Bank of State of New York, 103; Continental Bank, 101; Butchers' and Drovers' Bank, 120.

Philadelphia.—Catawissa chattle 5s, 50¾; Reading 6s, 1843–'80, 106; Camden and Atlantic 1st mort., 97; North Penn. mort. scrip, 87; Camden and Amboy mort. 6s, 105⅞; Allegheny coupon 5s, 72; Chesapeake and Delaware Canal, 70; 17th and 19th streets R. R., 11½; 10th and 11th streets, 50; Fulton Coal, 4½; Big Mountain, 6⅛; Penn. Mining, 8¼; N. Y. and Mid. Coal, 5¾; Green Mountain, 5¼; Hazleton Coal, 68; New Creek Loan, 27; Lehigh Zinc, 50; Mechanics Bank, 27; Northern Liberty Bank, 67¼; Consolidated Bank, 32½; City Bank, 52¼. The latest quotations are: City 6s, 100@100½; do., new, 103¾@104; State 5s, 97; Reading, 56⅜@56½; do., 6s, 1870, 105@106; do., 1886, 110; Camden and Amboy, 164@165; Pennsylvania R. R., 69¾@70; do., 1st mort., 107@108; do., 2d mort., 106@106½; Little Schuylkill R. R., 47½@48½; Morris Canal, 65@67; do., pref., 136@137; bonds, 104@105; do., 2d mort., 100½@102; Susquehanna Canal, 15⅝@16⅛; do., 6s, 61@62; Sch. Nav., 17¾@18; do., pref., 33⅞@34½; do., 6s, 1882, 85½@86; Union Canal pref., 4⅝@5; do., bonds, 26@27; Delaware Div. Canal, 35@36; do., bonds, 98; Elmira and Williamsport, 35@36; do., pref., 50@51; do., 7s, 1873, 104@106; Beaver Meadow, 80@81; Harrisburg, 69½; Long Island R. R., 42½@43½; Lehigh Coal and Navigation, 59@59¼; do., scrip, 48½@49; North Pennsylvania, 28¼@28¾; do., 6s, 94@94½; do., 10s, 120¼@121; Philadelphia and Erie, 33@34; do., 6s, 102¾@103; Minehill, 59½@60; Catawissa, 14¼@14¾; do., pref., 37¼@37½; Lehigh Valley, 99@100; do., bonds, 105½@106; Fifth and Sixth streets, (horse,) 62½; do., 7s, 104½; Second and Third, 81@83; Race and Vine, 15@20; West Philadelphia, 71½@72; Spruce and Pine, 13@14; Green and Coates, 45; Chestnut and Walnut, 55; Arch, 28@30; Thirteenth and Fifteenth, 83; Seventeenth and Nineteenth, 11½@12; Girard College, 27@27¼; Tenth and Eleventh, 50@51; Norristown, 56½@57; Lombard and South, 16; Ridge Avenue, 20@21.

Boston.—Northern (Ogdensburg) 1st mort., 98; do., 2d mort., 22; Vermont Central 1st mort., 83; do., 2d mort., 21; Rutland 1st mort., 62; do., 2d mort., 18; New York and Boston Air Line, 6s, 54; Eastern R. R. 6s. 1874, 103; Malden and Melrose 6s, 1880, 94½; Conn. and Pass. River R. R. 6s, 1876, 100¼; Maine 6s, 1880, 105; Vermont 6s, 1871, 104; do., 1876, 105; Massachusetts 6s, 1876, 116½; Albany City 6s, 1876, 108¾; Cincinnati 6s, 1882, 95; Old Colony and Fall R. R. Rights, 46; Metropolitan R. R. Rights, 2½; Lorberry Coal, 72; Union Steamship Co., 155; Franklin Coal Co., 133; Boston Water Power Co., 46; Cary Imp. Co., 9¾; Waverly Co., 2⅛; Tremont Bank, 117; Webster Bank, 103¼; Freeman's, Bank, 98½; Asiatic Bank, Salem, 127; Bank of Republic, 98½; Bank of Commerce, 101; Merchants' Bank, 100⅛; Mt. Vernon Bank, 98; Calais and St. Stephens Gas, 25; East Boston Gas, 27; Acton Mining Co., 4½; Albany and Boston, 11; Algomah, 1¼; Black River, 55c.; Bay State, 18¾; Bedford, 1⅝; Bolton, 2; Canada, 2⅝; Columbian, 8; Copper Falls, 27; Copake, 10¾; Dana, 4; Dudley, 4; Durham, 45c.; Eagle River 6; Great Western, 3¾; Green Mountain, 5; Hancock, 12; Hamilton, 3; Hanover, 3⅞; Huron, 33; Highland, 5⅞; Manhattan, 6¾; Mesnard, 12; Mandan, 3½; Madison, 6; Native, 2½; Naumkeag, 4¼; Northwestern, 12; Ottawa, 40c.; Pontiac, 6⅝; Phœnix, 26; Plumbago, 65c.; South Side, 5; Star, 9½; St. Mary's, 10; Superior, 9⅜; Toltec, 3⅝; Tremont, 5⅞; Winthrop, 5½; Waterloo, 1⅛; Waverly, 2⅜.

Baltimore.—Central Ohio Income bonds, 32½; N. W. Va. 1st mort., 108; Santa Clara Mining Co., 8¾; Springfield, 2.35; Farmers' and Mechanics' Bank, 38; Howard Bank, 97⅛; Union Bank, 70½. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 105¼@105¾; do., 6s, 1867, 102@103; do., 1875, 105½@107½; do., 1880, 106; do., 1885, 107@107½; Northern Central, 43½@44¼; do., bonds, 1885, 101@102; N. W. Va., 8@10; do., 1st mort., 106½@108½; do., 2d mort., 102; do., 3d mort., 26; do., guar., 102; Central Ohio 2d mort., 104@115; do., 3d mort., 75; do., 4th mort., 46@50; do., income 1857–'60, 32½@35; Western Md. bonds, 79¾@81; do., guar., 104¾@105¼; Maryland 6s, coupon, 1870, 111; do., Ins., 112½; do., 1890, 109; Baltimore 6s, 1870, 105@105¼; do., 1873, 107¾; do., 1875, 108¼@109; do., 1886, 106@107; do., 1890, 108¾@109; do., coupon, 108@108½; do., 5s, 1838–'70, 90@95; City Passenger R. R., 16¾@17; South Carolina 6s, 55; Canton Co., 33½@35; Deep River, .10@.20; Gardner, .80@1.05; Guilford, .25@.40; Maryland, .75@.95; North State, .20; Rudisell, .40@.70; Silver Valley, .10; Springfield, 2.25@2.40; George's Creek, 62@71; Santa Clara, 8⅝@8¾.

Montreal.—Champlain and St. Lawrence R. W., 12@14; do., preferential, 90@93; do., 6 per cents, 80@83; Government 5 per cents, sterling, 94½@95; do., 6 per cents, 1872, currency, 105@106; Montreal City bonds, 6 per cents, 97@97½; do., Water Works, 6 per cents stg., 97½@98; Quebec City 6s, 95@96; Toronto 6s, 1876, 89@90; County debentures, 85@95; Montreal Consols, 4@5; Huron Copper Bay, 42½@47½; Montreal Telegraph Co., 123@125; City Gas Co., 118@120; City Passenger Railway, 108@110.

☞ The Liverpool Chamber of Commerce is endeavoring to make itself a financial centre, so as to render it more independent of London. It therefore proposes to establish a clearing house, and branch banking houses in different parts of the city, to encourage the negotiation of foreign bills of exchange drawn directly on and payable in Liverpool, and to receive remittances also payable there. Correspondents abroad are to be offered advantages if they shape their business accordingly.

Atlantic and Great Western Railway.

It appears that the Atlantic and Great Western Railroad is now completed to Galion, Ohio, forming a connection with the Pittsburg, Fort Wayne and Chicago at Mansfield, and with the Bellefontaine and Indianapolis at Galion. The works between Galion and Cincinnati are also nearly completed. This line will join the Ohio and Mississippi Railroad at Cincinnati, thus connecting St. Louis with New York by one continuous track of six eet gauge—a distance of twelve hundred miles.

☞ We would call the attention of the Railroad and Steamship Companies, to the advertisement of TILLOTSON & Co., in another part of the paper. Although but a new concern in the supply business, they have by attention and promptness to orders, placed themselves on a footing with the first class houses in this line. They have also Agencies of English Manufacturers that are very important for Railroad officers to examine into.

A call at their rooms No. 16 Broadway will prove not only agreeable but very interesting.

Philadelphia and Reading Railroad.

The business of the Philadelphia and Reading Railroad Company for the month of November, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal.	$618,855 78	$356,406 54
Do. merchandise.	54,234 54	46,644 60
Do. travel, etc. ..	73,864 45	63,505 85
	$746,954 77	$466,556 99
Transport'tion, roadway, dumpage, renewal fund, and all charges	289,154 78	182,931 81
Net profit for the m'th	$457,799 99	$283,625 68
Do. previous 11 mos.	2,878,942 70	1,812,149 13
Total net profit for 12 months	$2,336,742 69	$2,095,774 81
Increase for 1863		$1,240,967 88

For the last three official years the gross earnings of the Philadelphia and Reading Railroad thus compare:

Month.	1862-'63.	1861-'62.	1860-61.
Dec.	$454,826 29	$278,219 41	$249,032 05
Jan.	335,685 07	192,215 87	161,106 15
Feb.	361,834 46	217,161 20	160,538 46
March ..	396,771 22	244,422 65	191,266 25
April ...	429,929 43	258,674 14	252,154 28
May	505,516 92	283,996 37	263,917 49
June....	464,809 33	254,284 87	270,051 27
July	451,884 57	388,724 69	289,986 81
Aug. ...	574,485 83	414,707 17	265,358 15
Sept. ...	714,302 10	448,994 22	234,456 04
Oct.	815,902 03	463,872 64	276,208 91
Nov.....	746,954 77	466,556 99	291,762 87
Total..	$6,252,902 02	$3,911,830 22	$2,905,838 73
Incr'se.	$2,341,071 80	$1,005,991 49	

Incr'se in 2 years, $3,347,063 29 or 115.21 per ct.

☞ Small turbine wheels are beginning to be applied to do the heavy hand work in kitchens, wherever there is a sufficient head of water. The apparatus is easily attached to any water pipe.

Convention of Railroad Managers.

A meeting of railroad managers was recently held in Chicago for the purpose of taking into consideration the propriety of moving in the matter of advanced transportation rates for Government freight. A memorial was adopted setting forth that everything which enters into the cost of transportation has increased so that the expenses of railroads are now 35@50 per cent greater than at the time the present rates were adopted, and they are no longer remunerative. A resolution to hold a convention on the subject, at Washington, on the 13th of January, was adopted, and the following gentlemen were appointed to represent the Chicago railroads therein: W. H. Osborne, Illinois Central Railroad: R. N. Rice, Michigan Central, James Robb, Chicago and St. Louis; S. W. Chapman, Cincinnati and Chicago Air Line; M. L. Sykes, Michigan Southern; Wm. B. Ogden

Chicago and Northwestern; G. W. Cass, Pittsburg, Fort Wayne and Chicago.

Location of the Pacific Railroad.

Governor Evans of Colorado who speaks from personal observation, has addressed the managers of the Pacific Railroad, on the subject of its location. We publish a full report of his remarks in the JOURNAL, both for their intrinsic merit, and because they fully bear us out in our previous expressed opinions on the value of this territory.

ANNUAL REPORT OF THE AUDITOR OF THE State of New York, on the condition of the Canal Department.

We give a synopsis of this minute and valuable report, at as great length, as our crowded space will admit. It is a document which will not only attract attention, but become the basis of future legislation on the subject of which it so ably treats.

Contracts for Exemption from Liability for Negligence.

WHAT IS A FREE PASSENGER.—REDUCTION OF FARE.—CONTRACTS MAY BE MADE WITH PASSENGERS RIDING AT A REDUCED RATE, FOR THEIR ASSUMPTION OF ALL RISKS.

In the highly important case of Bissell against the New York Central Railroad Company, the Court of Appeals of this State has decided that railroad companies may relieve themselves from all liability for negligence, by special contract with persons riding on trains with freight shipped by them, free of extra charge. The facts of the case were as follows: The plaintiff sued as administratrix for the negligent killing of her husband while a passenger on the defendants' railroad. Bissell, the decedent, made in the name of his firm, Taylor & Bissell, a written contract with the defendants at Buffalo, which recited that in consideration that the defendants would transport certain stock, at what the contract styled the reduced rate of $70 per car load, the freighters agreed to take upon themselves the risk of injuries the cattle might receive by escaping, maiming themselves, and other risks therein enumerated. Taylor & Bissell undertook to load, tranship, and unload the cattle at their own risk, the defendants furnishing necessary laborers to assist. It was further agreed "that the persons riding free to take charge of the stock, do so at their own risk of personal injury from whatever cause." Two car loads of cattle were shipped under this contract, and Bissell took passage in a car attached to the stock or cattle train which carried them. He was furnished with a ticket headed "Cattle Dealer's Ticket on Passenger Train," by which the defendants directed their conductors to "pass Taylor & Bissell, owners of two cars of live stock from Buffalo to Albany." On the back of this ticket was printed "Notice. The owner of stock receiving this ticket assumes all risk of accident, and expressly agrees that the company shall not be liable under any circumstance, whether of negligence by their agents, or otherwise for any injury to the person, or for any loss or injury to the stock of said owners, shipped by stock or freight trains."

There was a motion for a non-suit which was denied under exception by the defendants. The judge charged that if the jury should find that the death of Bissell was caused by the gross or culpable negligence of the defendants their verdict should be for the plaintiff; to which the defendants took an exception. The plaintiff had a verdict for $5,000. The judgment thereon having been affirmed at general term in the seventh district, the defendants appealed to this Court.

SELDEN, J.—The following positions appear to be settled in regard to the duties and responsibilities of railroad corporations engaged in the transportation of persons and property in this State.

1. In regard to the transportation of goods they are subject to the absolute responsibility which rests upon common carriers, and therefore are insurers of the safe carriage and delivery of the goods, except against accidents towards the production of which no human agency has contributed.

2. In the transportation of living animals they are relieved from the responsibility for such injuries as occur in consequence of the vitality of the freight, so far as injury could not by the exercise of diligence and care be prevented; in other respects their responsibility in regard to stock is the same which rests upon them in regard to goods. (Clark *vs.* Rochester and Syracuse Railroad Company, 14 N. Y., 570.)

3. In regard to the transportation of passengers they are not in any respect insurers, but are answerable for any injuries to their passengers against which the utmost skill and foresight could guard. (Bowen *vs.* New York Central Railroad Company, 18 N. Y., 408.)

4. This responsibility embraces not only want of care and foresight on the part of the immediate agents of the corporation, but also any defects arising from want of care or skill in the manufacturers of the machinery or materials used in the structure or operation of the road, whether discoverable by any exercise of care and skill on the part of the immediate agents of the road or not. (Hegeman *vs.* the Western Railroad Company, 3 Kern., 9.)

5. The companies cannot limit their responsibility by any notice, though expressly brought to the knowledge of those whose persons, or whose property they carry; but they may secure such limitation by express contract with those persons. (Dorr *vs.* New Jersey Steam Navigation Company, 1 Kern., 485.)

6. Such limitation may be agreed upon in relation to the safety of property under any circumstances, whether carried gratuitously, or for reward; and in relation to the safety of persons when they are carried gratuitously. (Wells *vs.* New York Central Railroad, 24 N. Y., 181; Perkins *vs.* Same *id.*, 196.)

7. In such contracts the companies may lawfully be relieved from all responsibility for negligence or misconduct of their subordinate servants and agents; the question being as yet unsettled what servants or agents if any, are to be regarded as so directly representing the company, that a contract relieving the company from responsibility for their negligence or misconduct may not lawfully be made. (Cases cited above.)

8. Whenever the companies are authorized to relieve themselves by contract from liability for the negligence of their agents, no distinction is made in regard to the degrees of negligence against which they may stipulate. (Same cases; also Wells *vs.* Steam Navigation Company, 4 Seld, 375.)

The questions which arise in this case are:

1. Did the contract on which Mr. Bissell was traveling when the accident occurred, in its terms throw upon him the risk of personal injury from such circumstances as caused his death?

2. If the contract embraced such a case, was it valid and binding?

In regard to the first question, I think he must be regarded as traveling by virtue as well of the ticket as of the contract. They were both delivered at one time, and together constitute the contract. Each may be referred to in arriving at the terms of the whole contract which was in effect, but one and not two.

That which is called the ticket was a part of the contract which Bissell might or might not have entered into. The effect of it was to give him the privilege of riding on the stock train, or on the passenger train at pleasure; and when he made that part of the contract he was bound by all its terms as well as the company. The conditions as to the personal risk under the head of "notice," on that ticket are not confined to such risk when riding on the passenger train, but extend to all personal risks when riding on any train under the contract treating it as one. The language is "the owner of stock *receiving this ticket* assumes all risk of accident;" and that risk as stated covers all injury to stock or person without reference to the train by which the person should be carried.

I do not, however, regard this as material, because the terms of the other portion of the contract appear to me equally broad. The expression "at their own risk of personal injury from whatever cause," in connection with the other words of the contract cannot be held to exclude any injury which the party might receive, however occasioned while riding or acting under the contract, and against which the company had a right to protect itself by contract.

The remaining question is, was the contract valid? And first, was Bissell "riding *free* to take charge of the stock," within the meaning of those terms as used in the contract? It is not claimed that he paid anything for his passage aside from the $70 per car load which he paid for carrying the cattle. He was therefore doing exactly what the parties intended when they used the terms "riding free," and was bound by the contract to ride at his own risk as to personal injury. So far as the parties to the contract were concerned he was "riding free;" whether in view of the law he was carried by the company gratuitously so as to authorize the company to relieve themselves from the consequences of negligence in his transportation, if their power to do so was limited to passengers thus carried is another question. If it were necessary to decide that question, I am not prepared now to say what my conclusion would be. But I do not regard it as necessary.

The principle being established that railroads may by contract relieve themselves from the negligence of their servants in the carrying of passengers when carried gratuitously, I can discover no rule of law, or of public policy to prevent their doing it on any other terms which may be agreed upon between them and their passengers, and which shall furnish a consideration to the passengers for the risk which they assume.

All the arguments which have been urged against the propriety and safety of allowing car-

riers to make such contracts apply with as much force to cases where passengers are carried gratuitously as where they are carried for reward. So far as the public are concerned the question of reward is one of indifference; and so far as the parties are concerned, if they are allowed to make the contract at all, they are the judges of the amount of consideration which will compensate them for assuming the risk, whether the whole fare or half, or an eighth, or any other proportion, or other consideration. I apprehend it is entirely safe to leave them to fix the terms. (1 Kern, 192.) I refer of course to actual contracts, and not to attempted limitations of the carriers' responsibility by means of endorsements upon tickets not assented to by the passengers who receive them. If there was no limitation to the power of railroad companies in making such contracts there would be great danger of public inconvenience in the establishment of such rule; but even then after finding the law to be settled, that such companies could protect themselves against liability by express contract, I should doubt the propriety of attempting to prescribe by judicial decision, how great the consideration should be to render such contracts valid.

The legislature however has not left the matter at large, but has probably done all which is required for the protection of the public, or of individuals in this respect by guarding them against the necessity of negotiating with any railroad company on this subject. On the offer by a passenger of the fare prescribed by law, the company is bound to transport him and to assume all the risks which fall within the appropriately stringent rules above adverted to; and in case of refusal such company is made liable for all damages resulting from such refusal. (Laws of 1850, ch. 40 § 36.) But if any one wishes to travel with greater economy than by paying the fare which the legislature has prescribed (or in the absence of legislation which usage established, 3 Paige 75), as the reasonable compensation for the transportation and risk, and prefers to pay less or to pay nothing, and to assume the risk himself I do not think there is either danger or impropriety in allowing it to be done; and there is no principle upon which my mind can rest to justify the position that courts shall recognize such a contract as valid, when the company in consideration of the passenger's assuming the risk agrees to carry such passenger without fare and declare it void when for the same consideration the company agreed to carry him for half fare. The two cents a mile which the defendant is allowed by law to charge for carrying way passengers, and three cents a mile for other passengers is what the law adjudges, (in the absence of usage fixing a less sum,) to be a reasonable compensation for the expense of carrying the passenger including the risk imposed by law of his qualified insurance against injury. To hold that the defendant and the passenger may lawfully agree that the former shall be relieved from the risk and the latter assume it, and then to add that no such agreement shall be valid unless the defendant gives to the passenger for assuming the risk, the full compensation which the law allows it to receive for risk and transportation united would not seem to be reasonable. I should regard it as far more rational to deny to the parties all power to contract on the subject.

Like all contracts to render such a one valid it is indispensible that it have some consideration which it would not have if the passenger paid the full fare fixed by law. That is all which the company is allowed to receive for the service and the risk united, and it can no more demand the full compensation of both for the service alone than it could demand the fare for a hundred miles for carrying a passenger fifty miles. If the service is reduced the amount of reward must be reduced in proportion; and if the company is relieved from the risk, it must make compensation for that relief by the reduction of fare or otherwise. The amount of which compensation like the consideration for all contracts must be left to the agreement of the parties. The law has wisely for the protection of passengers guarded them against any necessity for negotiation on this subject. If they choose to do it voluntarily I can discover no ground for saying that they may not make such terms as they please. I entertain no doubt therefore that the contract in this case was valid.

It appears from the case that the defendants' superintendent testifies on the trial that "the price of fare for cattle freight was uniform all one rate." From this it has been urged by the plaintiff's counsel that Bissell was neither "riding free" nor at a reduced rate of fare at the time of the accident. I have already given my interpretation of the contract in this respect which does not accord with this position but whether such interpretation is correct or not, the position of the counsel cannot be made available now it not having been presented on the trial. The trial appears to have proceeded on the ground that the intestate was traveling on a free ticket, and that the only question in doubt was whether the negligence of the defendants' agents was such as to render the defendants liable notwithstanding the intestate was "riding free" under an engagement on his part so to ride "at his own risk of personal injury from whatever cause." If he in fact paid as a passenger the full fare allowed by law or the usual fare if less than that allowed by law without reduction on account of his engagement to assume such risk, in my opinion the engagement would be without consideration and not binding upon him or his representative. That question will doubtless be open to the plaintiff on a new trial, but as it was not presented so far as the case shows at the former trial it cannot be considered here.

It is insisted that if the contract was valid it only relieved the defendants from responsibility for the negligence of the persons having charge of the train on which Bissell was riding. This is a mere question of interpretation of the contract. The question is what did the parties intend by the words which they have used? The principle being established that parties may lawfully enter into contracts of this nature, there is no limit to the extent and variety of modification which may be given to such contracts. The passenger may assume all risks arising from the condition of the track or from the condition of the locomotives or of the cars, or all risks from the negligence of the agents of all of them or any class of them. There is no danger which the party may encounter resulting from the journey which he may not assume the responsibility of, and he may assume all or any portion of it.

This contract in itself exemplifies all this. In regard to the stock the owner assumes certain defined risks confined to a very narrow circle and all the risks beyond those are still charged upon the company. On the other hand with regard to "his own risk of personal injury," he assumes it by words as comprehensive as the language affords, "from whatever cause;" and he "expressly agrees that the company shall not be liable under any circumstances whether of negligence by their agents or otherwise for any injury to the person." I can image no injury which the passenger could receive as the consequence of his journey against which the company has power to protect itself by contract which is not embraced by these terms and which he has not assumed. The terms of the contract in this case supply what was wanting in the case of Wells *cs.* The Steam Navigation Company (*supra*) to exempt the carrier from responsibility for the negligence of agents.

The 36th section of the general railroad law which has already been adverted to, has been relied upon as establishing the defendants' liability in this case. That section is in the following words: "Every corporation shall start and run their cars for the transportation of passengers and property at regular times to be fixed by public notice; and shall furnish sufficient accommodations for the transportation of all such passengers and property as shall within a resonable time previous thereto be offered for transportation at the place of starting, and the junctions of other railroads and at several stopping places established for receiving and discharging way passengers and treights for that train; and shall take transport and discharge such passengers and property at, from, and to such places on the due payment of the freight or fare legally authorized therefor; and shall be liable to the party aggrieved *in an action for damages for any neglect or refusal in the premises.*"

The agreement based upon this statute if it proves anything proves too much. If that section is applicable to this case to sustain the position for which it is cited notwithstanding the terms of the contract under which the intestate was carried I do not see why it would not render railroad companies absolutely "liable to the party aggrieved in an action for damages for any neglect" in the transportation of persons or property. It would seem to make them insurers of the safety of passengers as they were at common law of the safety of freight, against all damages not arising from the act of God or the public enemies, and to superadd to that stringent rule of liability a prohibition against the modification of it by contract. Such an application of the statute would show all the decisions of this court sustaining the right of railroad companies to reduce the extent of their liability by express contracts to have been erroneous. But if the statute should receive an interpretation more favorable for the carriers as not increasing their liability, it can have no force in support of the argument in aid of which it is invoked, unless it is held to prohibit contracts by carriers reducing their liability; which would render it equally in conflict with the decisions above mentioned. The true object of this statute has as it appears to me, been correctly declared in this court viz, "to bring these railroad lines within the general principle of common carriers with such variations as the nature of the business required.'

(2 Kern., 250) I do not think it was any part of that object to add to their general responsibility as carriers or deprive them of the power which they possessed prior to its passage of making contracts in regard to such responsibility.

There are several exceptions in the case which properly present the principal points which I have considered and which are well taken.

The judgement should be reversed and a new trial granted.

Address of Gov. Evans of Colorado on the Location of the Pacific Railroad.

Delivered before its Managers, December 28, 1863.

GENTLEMEN:—I appear before you to urge the importance of locating your road upon a route that shall pass through Colorado Territory. In doing this I shall confine my remarks to a consideration of the question as affecting the interests of your company alone. I shall discuss it as a railroad man speaking to railroad men, who have in charge, for the General Government and their stockholders, the greatest enterprise of the kind that has ever been undertaken. Fortunately the interests of the people of the country at large, represented by the General Government, requiring the location to be made so as to foster the general prosperity and accommodate the largest possible number of the people, are identical with those of the stockholders requiring it to be so located as to secure the greatest amount of traffic and travel when completed.

Every intelligent railroad man will, I think, admit the correctness of the following propositions regarding the location of the Pacific Railroad:

First: Its main trunk line, on which is to be carried all the business of its branches, should extend as far east as is practicable.

Second: The trunk line should be located so as to leave no inducement for those interested in either branch to extend it westward of the junction.

Third: It should be on the route on which the country is best adapted to settlement, and its construction, maintenance, and protection.

Fourth: It should be on the route where the largest amount of good lands are open to preemption under the land grant to said company.

Fifth: It should reach the base of the Rocky Mountains at such point as to secure the business both of New Mexico on the South and Idaho on the North.

Sixth: It should pass through the most extensive coal districts, and especially if found in conjunction with an abundance of good iron ore.

Seventh: It should pass through the immensely rich mining regions of Colorado and Nevada Territories and the large settlements in Utah, especially as they are on the line of the most fertile valleys and the best watered and timbered country in the Rocky Mountains.

Eighth: If practicable, it should pass the snowy range through a tunnel, instead of surmounting it on the surface, in order that the range may collect the snows above, instead of upon its track.

Believing that I have your assent to each of these propositions, I proceed to indicate the route which, from extensive inquiry, I conclude fully meets them all.

My remarks will be better understood by reference to the accompanying map, made, as far as possible, from actual surveys and from my own and the reports of other explorations of the country along the line indicated.

It will be observed that this line, including what is called the Iowa branch which being under the same management and control with the main trunk line may be regarded as a part of it, begins, where already fixed by the President, at or near Omaha City in Nebraska Territory. Thence following down the Missouri River a few miles, it strikes the wide level bottom of the Platte River, following up that stream nearly west 25 miles to the mouth of Salt Creek; thence up that stream by a broad level bottom, and passing the great Salt Springs 40 miles to its most southwesterly source; thence over a rolling country southwesterly 75 miles to the great bend of the Republican River, making in all to this point a distance of only about 140 miles to the proposed point of junction with the Kansas branches; thence up the valley of the Republican nearly due west over 100 miles to the 100th degree of west longitude, the place indicated in the bill for the commencement of the main line of the road; thence following the valley of the same stream nearly due west to its source, about 200 miles; thence nearly due west over a rolling country 100 miles to Denver City, making from the Missouri River to Denver, 540 miles; thence up Vasques Fork to the Snowy Range, about 50 miles, where a practicable point for tunneling has been found by actual surveys,* or up the South Fork of the Platte through the South Park, or up the Boulder Creek as may upon actual surveys be found the most practicable; thence through the Snowy Range to the valley of the Grand or Blue River in the Middle Park, about 25 miles; thence down Grand River and through the vallies of the White River or that of the Bean River which run parallel to Green River; thence up the valley of the Uintah River and down the Timpanagus River to Provo City, 40 miles south of Great Salt Lake, in Utah Territory, a distance by actual measurement from Denver of 425 miles, making from the Missouri River to Provo City, a distance of only about nine hundred and sixty-five miles; thence, by the most feasible route by way of the Washoe mines, in Nevada Territory, to San Francisco, in California. As any route likely to be adopted will pass Provo, I do not deem it of importance to speak of the route beyond that point at present.

The alignment of this route will show it to be as short, if not shorter, and as direct as any other that is practicable between Omaha and Provo City.

It will be observed that this line would join the branches from Kansas City and Leavenworth and that of the Hannibal and St. Joseph, from Atchison, at the great bend of the Republican, over one hundred miles east of the 100th degree of west longitude, the place indicated in the bill for the junction of its branches. It would, therefore, give to your road the entire business of those branches for that distance, which would otherwise be lost to it. The great advantages of this are too apparent to need elucidation. The local business of the road on the plains, which must be a pastoral country for all time, would be as well secured by one as by two or more parallel lines. It would shorten those branches so as to render the probability of their extension westward very remote.

It would place the line far enough South to avoid any just ground of complaint from the people on account of its location being sectional or partial to local interests, while the management being in the hands of its stockholders would secure to those great interests which furnish the means of its construction every advantage that could be derived from a different location. And by this route alone can Chicago and the Northern route to the East secure beyond the danger of its early diversion the important trade and travel of the Territories of Colorado and New Mexico.

With the bridge across the Mississippi, and the one that must be constructed over the Missouri River, cars can run by this route from Chicago, and even from the East to San Francisco, without breaking bulk, or reloading, which will doubtless secure the Eastern freight and travel without danger of diversion. The character of the country west of Sioux City is such that the branch from that point would be of far more practicable value to your company, if it should follow down the valley of the Missouri to Omaha, while it would also be of more importance to the country at large, and be cheaper of construction.

Thus it will be seen the route indicated meets the indications of my first and second propositions most fully.

By reference to Lieut. Bryan's report of an exploration for a wagon road route from Fort Riley to Bridger's Pass, published in the Executive Documents from the War Department for 1857, and the statement of Mr. Ebert, Civil Engineer, who was a member of the party that made a railroad survey up the Republican from St. Joseph, Mo., in 1860, which I had the honor of filing with your Secretary at the meeting of the Commissioners of the Union Pacific Railroad Company in Chicago in 1862, as well as from various other authentic sources, it may be learned that the country on the Republican is by far the best watered, best timbered, and most fertile of any belt extending across the plains. It is, therefore, better adapted to extensive settlement. And the timber being of better quality and more abundant, ii is better adapted to the construction and maintenance of the road; while the valley, being wide and level, like that of the Platte River, offers no greater difficulty in grading.

The lands on this route nearly all the way, unlike those on the north side of the Platte River, have not generally been taken up by private parties in anticipation of your location.

At the great Salt Springs, which are among the best and most extensive in the county, would be developed by this location a large settlement and an extensive and profitable traffic for the road. At the junction of the branches, on the great bend of the Republican, would be built up an important city, which might be on your own lands, and the branches passing through coal fields at no great distance east from this point, could supply fuel in abundance and at cheap rates for the road and for the use of settlements.

Leaving the mining region for comment at another place, this route meets most fully the indications in my third, fourth and fifth propositions.

The excellent roads along the eastern base of the Rocky Mountains being equal to the best graveled or macademized roads in the States, would give your road if centrally located, the best opportunity of securing the trade of that entire region. But by reference to the map of the United States, it will be seen that there is much more danger of losing the trade from the South than from the North. The mountain range extends in a northwest direction to the mines in Idaho, while it runs nearly south to New Mexico from the place where the line I propose strikes the base of the mountains. To locate the road north of this route would certainly lose it the trade and travel of New Mexico, while even a more southerly route would secure that from Idaho.

But the wealth of the mineral regions in Colorado Territory, through the centre of which the line I propose would pass, their rapid development, and the fact that they have already in a very short period of time induced extensive permanent settlements, and developed an immense trade, is an argument in favor of this route of the first importance.

While in Nevada Territory I believe they have the richest silver mines, I am confident that in Colorado Territory are the most extensive as well as the richest gold mines yet discovered. And they are inexhaustible, so far as can be ascertained, and therefore will call to them permanent and prosperous settlements.

And it is not an unreasonable proposition that in five years from this time Colorado will produce more gold than California. In proportion to her population, she is doing so to-day.

As an evidence of her great prosperity it is only necessary to state the facts that her people mostly went there poor, and are generally well off now. But little capital has been taken there from abroad, and yet her extensive permanent improvements are a wonder. And while importing her entire supply of goods and machinery and a large part

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* The notes of this survey which was made by Surveyor-Gen. Gase, in 1862, showing the practicable grades from Denver City to a point west of the Snowy Range, I filed with your Secretary at the meeting of the Commissioners at Chicago. It is reported that a better route has since been found.

of her subsistence at great expense, her exports of gold are sufficient to keep the balance of exchange constantly in her favor. During the past year Exchange on New York in Colorado has ranged at from two to five per cent discount, and is firm at the last figure to-day. This is a state of exchange that never obtained in California.

From statistics collected by Mr. T. L. Mackoy, at the toll-gate on the South Fork of the Platte River, I am able to estimate pretty accurately that the emigration into Colorado during the past Spring, Summer, and Autumn exceeded 15,000 souls. The tonnage of freight by wagons did not fall short of 15,000 tons, and the cattle driven into the country for grazing and stock raising exceeded 20,000 head.

When we add to the inducements for the development of the last year the fact that the mines heretofore are attracting large amounts of capital from the East for working them, which has heretofore been wanting, it is fair to presume that a much more rapid increase in wealth, population and trade will be the result next year.

To avoid by passing around it such a center of business for your road and leave it to one side to stimulate, as it certainly would, the construction of a rival line when you can pass through and secure it all would not seem to be the part of railroad wisdom. And I repeat that by this route alone can Chicago and the Northern lines of railroad connection with the East secure permanently the business of Colorado or attract that of New Mexico from its more southerly channels.

Nor are these all the advantages offered in this region. On this line near the base of the mountains are found the most extensive beds of excellent bituminous coal, from which Denver City and the surrounding country have been supplied with a large part of their fuel for several years. And in the same vicinity are extensive beds of excellent iron ore, from which iron of a good quality has been manufactured in a small way the past year.

The exploring party, under Lieut. Berthoud, that passed over this route from Denver City to Salt Lake in 1861, reported it to be well timbered the entire distance, and near the west line of Colorado Territory they found extensive beds of valuable coal, a specimen of which, largely composed of resin, I have in my office at home. Thus it is seen that this route fully meets the indications of my fifth, sixth, and seventh propositions.

The advantages of passing the great cordillera of the Rocky Mountain chain by means of a tunnel, that shall penetrate it one or two thousand feet below its summit, cannot be too forcibly impressed upon your minds. As the summit, whether broad or narrow, and whether at a greater or less elevation, collects the greater part of the snows that fall in its vicinity, it is found that when it is high and narow it stands as a great bulwark for the protection of the valleys below. Therefore, if you can approach it by those valleys, on either side, and penetrate it by a tunnel, even at a higher attitude, you the most effectually avoid the snows that are liable to obstruct the road, while by any pass that would give a surface transit across the range, the snows will inevitably accumulate on the track to the extent of insuperable obstruction in the Winter. On the route proposed the line would rise rapidly to the tunnel and descend on the other side by protected valleys and through the remainder of the route, have less altitude than by any other route if our information in regard to it is correct. The continuance of the line for a long distance on a high altitude by any other route yet explored is inevitable. The arrangement of the valleys of the Grand, White, and Uintah rivers, so as to give low connecting valleys extending in an east and west line from the Middle Parke to Provo City, is a natural indication of a railroad route quite equal to the engineering of the Buffalo claimed by Col. Benton for the South Pass.

This route therefore fully meets the indications of my 8th proposition.

The comparative expense of the construction of the road by this, with any other, can only be settled by the calculations of the engineer, after careful surveys are made. But it is plain that the expense of construction is not the paramount consideration. A cheap line, without sufficient business to pay, would compare but poorly as an investment with a more expensive one that shall be laid where its teeming traffic and travel would yield a large interest upon the money expended in its construction.

Your road, if located as I have indicated, and completed to the base of the mountains in Colorado, I have no doubt would at once pay as large an interest on the cost of its construction as any other line of equal length in the United States, for it would at once carry the entire trade and travel across the plains for New Mexico, Colorado, and Idaho Territories on the east, and of Arizona, Utah, and Nevada Territories, and the Pacific country on the west, and which would all be very largely increased by the greater facilities thus offered for the overland route.

Aside from this question of pecuniary advantages to your company, the early construction of the line that far has the promptings of an exalted patriotism. It would open the facilities for the development more rapidly within our country at the time of her greatest need of the most extensive as well as the richest mineral country yet found on the surface of the earth. The country from the eastern base of the Rocky Mountains to the Pacific Ocean, and from the line of British Columbia on the north to Mexico on the south, say a thousand miles by a thousand miles in extent, is all mountanious, and explorations are rapidly demonstrating that throughout this vast country silver and gold mines of fabulous richness, and immense beds of copper, lead and iron ore are to be found. Any enterprise that has the influence to facilitate their rapid development for the relief of our country at this time, as your road would certainly do, should be regarded by every loyal citizen of the United States with sentiments of patriotic gratitude. The resources of the nation being the wealth of its citizens, of course whatever rapidly enriches the latter fills the coffers of the former.

And as the mineral country cannot be largely productive of the means of subsistence, the facilities your road will offer for their transportation will jointly produce an enormous increase of the mining interests, and proportionally of the traffic on the road.

BILLS ON LONDON,

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GOVERNMENT SECURITIES, GOLD, STOCKS AND BONDS, Bought and Sold on Commission.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, January 5, 1864.

Resolved, That the holders and owners of all shares of the stock of this Company, and of all obligations of the Company or provisional certificates authorizing the entry of shares thereof, upon which ninety dollars per share has not been paid, be required to complete the payment of ninety dollars per share thereon prior to or upon the twentieth day of February next, at the office of the Treasurer of this Company, in the City of New York, and that in default of such payment the shares will be sold at public auction, pursuant to Section four of the Charter of the Company.

By order of the Board,

613 L. A. CATLIN, Secretary.

OFFICE OF THE NORTH SHORE RAILROAD Co.,
FLUSHING, January 12, 1864.

PROPOSALS FOR EXECUTING THE GRADUATION, bridging, masonry and track laying upon the North Shore Railroad, will be received until 12 noon, the 31st January, 1864. Plans and profiles may be seen and schedules, specifications and blank bids obtained, by application at this office. All proposals must be directed to the Engineer of the North Shore Railroad Company, Flushing. By order

213 THOS. B. MORRIS, Engineer.

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About 50,000 of these Gauges have been manufactured and sold. The rapidly increasing demand for them demonstrates their superiority over all others hitherto known.

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THE CHICAGO AND GREAT EASTERN RAILWAY COMPANY now offer for sale ONE MILLION ONE HUNDRED THOUSAND DOLLARS of their FIRST MORTGAGE BONDS, in sums of One Thousand Dollars each, maturing in thirty years, bearing interest at the rate of seven per cent. per annum, payable in the City of New York on the first days of April and October in each year.

These Bonds are secured by a First and only Mortgage on the property, income and franchises of the Railway Company, executed to Frederick Schuchardt and Henry Morgan of the City of New York, Trustees.

The remaining Nine Hundred Thousand Dollars of the Bonds are set apart and remain in the hands of the said Trustees, for the purpose of being exchanged for the indebtedness of the Chicago and Cincinnati Railroad Company, running from La Crosse to Logansport; this effected, the $2,000,000 will form a First and only Mortgage on a line of road 110 miles in length, extending from Chicago to Logansport, where it connects with the Cincinnati and Chicago Air-Line Railroad, forming the shortest line by 40 miles between Chicago and Cincinnati, and by 36 miles the shortest line between Louisville and Chicago.

It will also open, in connection with Roads now in operation, entirely new and very direct lines from Chicago to New York, Philadelphia, Baltimore, and all Eastern Cities. The distance between Chicago and New York by this route being shorter than by either of the existing lines via Dunkirk or Buffalo.

The road is now under contract, and the most strenuous efforts are being made to have it open for traffic during the summer of 1864.

The interest on the Bonds maturing during the progress of the work has been provided for, and will remain on deposit with the Bankers of the Company, Messrs. SCHUCHARDT & GEBHARD, No. 21 Nassau st., to whom the Company refer for further particulars, and where subscription books for this loan have been opened.

401 W. D. JUDSON, President.

Dec. 23, 1863. No. 37 William st., New York.

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CAST STEEL TYRES WITHOUT WELD,

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THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guarantied to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

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RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American** or **Welsh Rails**, and of any required weight and pattern.

PERKINS & LIVINGSTON,
54 Exchange Place, NEW YORK.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, January 5, 1864.

Resolved, That a dividend of FOUR PER CENT., in cash, free of government tax, upon the Stock and Cancelled Bonds scrip of this Company is declared, payable on the first day of February to the registered holders of stock and scrip at the close of business on the 18th inst.

This dividend is in lieu of and in advance of two Coupons in the full-paid stock and by terms of the contract terminates the obligation to pay Interest to the full-paid-share-holders.

Resolved, That the transfer books be closed on the 18th instant, and re-opened on the third day of February.

By order of the Board,

4t2 THOMAS E. WALKER, Treasurer.

PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 61 Beekman st., (up-stairs,) New York.

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Of LONDON and LIVERPOOL, limited;

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500	TONS	38 lbs.	CRAWSHAY'S	RAIL	in store.
500	do.	50 lbs.	do.	do.	now due.
300	do.	56 lbs.	do.	do.	now due.
3,000	do.	50 and 56 lbs.	RAIL	to arrive.	

GEO. T. M. DAVIS,
Dec. 10, 1863. 2m **47 Exchange Place.**

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, January 23, 1864.

Patent Vitreous Iron Sheathing for Ships.

Messrs. TILLOTSON & Co., No. 16 Broadway, are introducing a new kind of sheathing for vessels, especially for those iron built, floating docks, wharves, bridges &c. It is a composition of glass, fused upon small plates of iron, to a certain extent flexible, and remaining free from corrosion, or fouling by animal or vegetable substances. For many years past there have been numerous attempts to obtain this protection for submerged bodies. It appears the experiments made with this article both by the British and French naval authorities have proved entire successes, and it is now introduced into this Country by Messrs. Tillotson & Co., 16 Broadway, New York. Our readers will doubtless recollect, that fouling has almost destroyed the speed and usefulness of our iron ships, and that the blockading squadron off Charleston has been seriously damaged in this way. The bottoms of the Monitors lately cleaned, were found to have accumulated tons of oysters while lying at anchor. We happen to know that the Navy Department is experimenting on this subject, and we hope it will give this vitreous sheathing an immediate trial. Private enterprise does not require any hints of this kind.

We invite the attention of Railroad and Steamship Companies, to the advertisement of Messrs. TILLOTSON & Co., in another part of this week's paper. Although but a new concern in the supply business, they have by attention and promptness to orders, placed themselves on a footing with the first class houses in this line. They have also Agencies of English Manufacturers that are very important for Railroad officers to examine into.

A call at their rooms No. 16 Broadway will prove not only agreeable but very interesting.

A Cotton Crisis.--Possible Suspension of Specie Payments.

King Cotton having nearly ruined his devoted subjects in this country, is likely to do mischief abroad, and in a quarter of the world where he has been very scrupulously upheld in his pretensions. In other words, the most serious apprehensions are entertained in England, that a financial crisis is likely to occur there during the present year in consequence of the drain of bullion to obtain cotton from the East.

The course of this trade before the rebellion was something of this kind. The raw material was obtained in this country for a few cents a pound. It was taken to Manchester and spun into various fabrics of fine or coarse texture as the case might be, and returned to this country with often a hundred per cent. profit, according to the nature of the labor bestowed upon it, and readily sold. Thus all the varied productions of the United States, were easily obtained in exchange for our own staple, sent back to us after being manipulated in England and put into goods. The cotton supply in consequence of the war having fallen off in this direction, it has to be obtained from other parts of the world at whatever cost, and Egypt and the East Indies have accordingly been stimulated to an extraordinary production, by the extraordinary price. The Government of England always anxious about its operatives, has favored the policy of keeping up supplies of cotton to furnish employment to these persons, and through them to other classes of workingmen, from the man that holds the plough to the one who navigates the steamer. For nothing could sustain it a single day, if it ceased to have income enough to pay its enormous expenses, and meet its heavy taxation.

This purchase of cotton from the East, both an economic and political necessity has, however, produced an effect not fully foreseen. It is causing an extraordinary outward drain of the precious metals, for the reason that the countries furnishing England these supplies of cotton, will not as we did, take their pay for it in merchandize, and especially of English manufacture. On the contrary they require the hard cash for what they sell, with Oriental greed.

The producers in these countries, want in fact but little of those commodities which civilization and refinement consider necessities. Of the articles which make up the usual assorted cargo from Liverpool to the United States, the East Indian or Egyptian would find very few, of which he had need, or even understood the use. Gold he understands, and precious stones, and a few fabrics suited to his climate, but to all the rest he is quite indifferent. This state of things begins to alarm the British merchants and bankers.

We find in the Messrs. Neill's *Circular* of December 1st, some curious statements on the subject, and serious advice to the speculators in cotton to stop short in their career, if they do not wish "the fabric they have erected to topple down." We quote the following important remarks:

"A full and anxious consideration of the subject has convinced us that prices are now higher than justified by circumstances, and higher than can be maintained throughout the coming year. We will go further, and say that nothing but a considerable abatement of the present speculative mania in cotton for distant arrival, and a consequent reduction of prices, can prevent a financial crisis occurring some time during the year, for the very simple reason that the country has not in an available shape the means of paying the enormous cost of the expected supplies at the present inflated prices. It is quite possible, if not probable, that no severe pressure may be experienced for some time to come, but the longer it is delayed the more intense must it be when it comes, if a timely check be not given to the cotton market. In confirmation of this view it is only necessary to refer to the following statements of the value of the imports of cotton in previous years and their value for the coming year, if present rates be maintained and the quantity be

fairly represented by our estimate of 2,665,000 bales."

The official values of the cotton imports from 1858 to 1862, were as follows:

1858	£30,106,000
1859	34,559,000
1860	35,756,000
1861	38,653,000
1862	31,093,000
For the first eight months of the present year they have been officially valued at	26,862,000
And for the last four months of the year we take them at	23,000,000
Total	£49,862,000
But for 1864, if present rates be maintained, the value would be	£88,656,000

or nearly three times the value of the imports of 1858, which included the American crop. Little or none of those imports required to be paid for in gold, as the United States, and to a great extent, India, took returns in goods. The case must be very different with a large proportion of the now expected supplies, as they come from semi-barbarous countries, where any unusual supply of the precious metals is generally absorbed by hoarding. As the amount given for the ensuing year may appear extravagant, we give our mode of calculation:

	Bales.	lbs.	d.	£
India	1,650,000	of 360 at	21	51,975,000
Egypt	300,000	550	26	17,531,000
America	140,000	440	26	6,673,000
Turkey, Greece.	140,000	300	23	4,025,000
Brazil	190,000	190	26	3,911,000
China	200,000	200	20	3,334,000
Italy, &c.	15,000	440	23	632,000
Other sources.	30,000	200	23	575,000
				£88,656,000

It is true that a portion of this amount will be refunded from re-export, but in the meantime the capital to carry this large trade has to be found in this country, and the evil is exaggerated by the proportionately large capital involved in the manufacture and export of cotton goods to distant countries.

It may aid us to an estimate of the probable effect of such a drain upon the bullion market as these figures imply to compare the value of the expected cotton imports with that of the corn supply of 1847, which led to the monetary convulsion of that year. The latter amounted to 31,000,000*l.* an increase of about 20,000,000*l.* on the imports of the previous year—a very moderate augmentation of the drain compared with that we have now to expect.

We think that a consideration of these figures will convince the most sanguine, that if speculators persist in the determination to pay 90,000,000*l.* for a supply which, as it is already grown and must come forward, they could as readily obtain for 60,000,000*l.* or 70,000,000*l.*, except for over competition among themselves, they will be stopped short some day for want of money, and the speculative fabric they have erected will topple down on their heads. A general determination to hold aloof from speculative transactions till prices have reached a safer level would cause some loss on the moderate stock now held, but it would so reduce the strain upon the money market as to obviate danger from that source, and afford grounds for the anticipation of a profitable instead of a possibly disastrous season."

It will thus be seen that the sum of four hundred and forty odd millions of dollars will be required for the purchase of cotton during the present year, of which upwards of three hundred and thirty millions must be sent to India and Egypt alone, semi-barbarous countries as the *Circular* justly calls them, where they will be "absorbed by hoarding."

Where is this enormous amount to come from? The Bank of England has no such sum. It will take several years of the supplies of California and Australia to make up this sum, while the engagements for cotton must be met within a few months. The danger of a financial crisis, as apprehended by the author of the *Circular* and and other intelligent commercial writers abroad appears to be imminent, and the consequences may be serious and wide-spread. No cotton can be looked for from the United States until the war is over, and the application of labor to our old and new cotton fields is placed upon some new basis. A crisis in England would probably create enormous demands for our Government stocks. So too, a suspension of specie payments there, would knock down exchange, while it might, strange to say, increase the price of gold.

The subject is worthy of the attention of our bankers and statesmen.

Mine Hill and Schuylkill Haven Railroad.

The amount of coal carried over this road the past year has been 1,532,095 tons. The gross tonnage of the road during the same period was 1,555,163—and since the completion of the road 24,171,963 tons. The Schuylkill Haven and Lehigh River and the Schuylkill Haven and Mine Hill Companies being incorporated into one, the contract with the Schuylkill Navigation Company is to be terminated and the consolidated roads are to be leased to the Philadelphia and Reading Railroad Company for nine hundred and ninety-nine years, the latter paying an annual rent equal to 8 per cent. upon a capital representing the entire cost of the consolidated roads. The Board of Directors have declared a semi-annual dividend of four cent. on the capital stock, equal to $2 per share clear of all taxes.

Providence and Worcester Railroad.

The earnings and expenses of this road for the years ending November 30, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From passengers	$131,364 08	$159,914 87
" merchandise	183,534 29	213,326 20
" mails	5,018 75	5,267 75
" rents	2,262 49	1,643 21
" express	5,277 00	4,360 33
	$327,456 61	$384,511 86
Expenses, viz:		
Fuel	$18,612 34	$27,576 46
Oil	2,415 63	3,238 69
Maintenance of way	41,546 04	51,321 71
Repairs of cars	14,586 37	12,745 82
" locomotives.	11,729 90	12,962 49
New merchandise cars.	.....	10,392 53
Passenger expenses	21,091 96	22,589 74
Freight "	26,031 27	31,816 13
Miscellaneous	30,086 29	42,773 30
	$166,099 81	$215,366 86
Net earnings	$161,356 80	$169,145 00
Interest and premium on sales of stock	.....	18,176 72
	$161,356 80	$187,321 72
Interest paid	7,416 90	5,688 81
Net income	$153,939 90	$181,632 91

Compared with 1862, the gross earnings show an increase of $57,055 25; with an increase in expenses of $49,267 05—making the increase in net earnings, $7,788 20. The report says:

It will be observed that there has been a large increase in the business of the road the past year; but the business having been done without any advance in rates, while the cost of supplies, labor, and taxes, have greatly increased, the percentage of expenses is larger than in previous years.

The net receipts, however, have enabled the Directors to declare the usual semi-annual dividend of four per cent., and to reduce considerably the bonded debt of the road.

The balance of this debt, now $26,000, will be paid at maturity, in August next, when the road will be free from indebtedness.

During the year, nearly $20,000 have been expended in iron and ties, and over $10,000 in new freight cars, which with the considerable amount expended in repairs, places the road bed and equipment, in good condition.

On account of the unusual press of business, this road, in common with nearly all other railroads, has suffered from the want of sufficient equipment; but there are now being built at the company's workshops, seventy new freight cars, which, with two additional heavy locomotives recently ordered, will, without doubt, relieve it from that difficulty hereafter.

Another great source of trouble and expense during the year just closed, has been the want of sufficient wharf room. This, also, will be remedied the coming season, the company having recently purchased and leased nearly one thousand continuous feet of the best wharf accommodation in the city, which, with the proposed increased facilities for unloading and storing, will, it is believed, give quick dispatch to vessels, and thus relieve the company from one of the greatest annoyances it has had to contend with.

* * * * * * *

It has not yet been determined how these large expenditures shall be met; but as the object is to increase the capacity of the road for doing business, it seems most proper that they should be borne by a further issue of the capital stock. This can well be afforded, when it is recollected that the large floating debt which the company formerly owed, was paid off by withholding dividends for several years, and by issuing bonds, which, having been mainly paid by the surplus earnings, leave the cost of the road far beyond its present capital stock.

The income account of the company for the year ending November 30, 1863, is as follows:

Net income, as above		$181,632 91
Received for 500 shares stock sold, applied to the payment of the bonds of the company		50,000 00
Dividends unpaid Nov. 30, 1863.	$3,460	
Do., Nov. 30, 1862	2,298	
		1,162 00
Materials on hand Nov. 30, 1862		43,083 56
Notes on hand "		6,896 00
Cash on hand "		51,417 27
		$324,191 74
Accounted for as follows:		
Dividends paid January and July, 1863, four per cent. each		$130,000 00
Bonds paid		71,000 00
Land purchased		41 72
Materials on hand Nov. 30, 1863		45,142 19
Notes		6,896 00
Uncollected earnings	$16,728 03	
Cash	97,315 85	
	$114,043 88	
Less due connecting roads, etc	42,932 05	
		71,111 83
		$324,191 74

The equipment of the road consists of 18 locomotives; 14 first class and 4 second class passenger cars; 69 eight wheel and 46 four wheel merchandise cars, 48 eight wheel lumber cars, and 205 four wheel coal cars.

Miles run by passenger trains, 126,710; by freight trains, 79,800; by other trains, 19,951—total miles run, 226,461: an increase over the pre-

vious year of 20,897. Number of passengers carried, 804,010; do., carried one mile, 6,820,420. Tons of freight carried, 188,744; do., carried one mile, 6,396,780. Length of road 43.41 miles Length of single track, 37 miles. Length of double track, 6.41 miles. Length of branches, 1 mile. Aggregate length of sidings, 8½ miles. Weight of rail, 56 to 63 lbs.

GENERAL STATEMENT.

Construction	$1,409,127 35
Cars	128,682 63
Locomotives	84,500 00
Materials on hand	45,142 19
Notes	6,896 00
Cash	71,111 83
	$1,745,460 00
Capital stock	$1,650,000 00
Bonds outstanding	26,000 00
Dividend payable Jan. 1, 1864	66,000 00
Previous dividends unpaid	3,460 00
	$1,745,460 00

President.—EARL P. MASON.

Directors.—Earl P. Mason, Horatio N. Slater, James Y. Smith, Alexander De Witt, Paul Whitin, Harvey Chace, Thomas P. Shepard, Joshua Bennett, Henry Goulding, Isaac Davis, Isaac H. Southwick, Edward Pearce, Duty Greene, Henry Chapin, William S. Slater, John Carter Brown, Peleg W. Lippitt, Gideon L. Spencer.

Treasurer.—JOHN R. BALCH.

Superintendent.—STEPHEN H. TABOR.

Way Travel on the Atlantic and Great Western Railroad.

Way travel is found to be an important item in the receipts of most railroads. With some, it is more profitable than the through travel. In alluding to the value of the Atlantic and Great Western, we have looked chiefly to its termini as the sources of its productiveness, but we have quite overlooked the numerous towns through which it passes, and which will inevitably by their present business, even should it not increase, though we know it is rapidly increasing, add largely to its income. An intelligent friend who has recently passed over this road gives us the following memoranda, made on good authorities and after personal examination.

The Atlantic and Great Western forms a junction with the Erie at Salamanca, and is completed to Gallion, Ohio, and probably will reach Cincinnati in May next. After leaving Salamanca the traveler passes the pleasant and flourishing towns of Randolph, Jamestown, Correy, Meadville and Warren, on the route to Cleveland.

Randolph is an old settlement with about 2,000 inhabitants and is prospering. It has one of the largest Academies in the Western part of the State.

Jamestown is also an old town with about 5,000 inhabitants, situated in a fine farming country, and is famous for being a butter market. The stream which runs through the place as an outlet from Chatauque lake affords extensive water power.

Correy is a new place and has already 2,500 inhabitants. It has been built up since the opening of the road, and has the largest oil works in the United States. It is the point from which large quantities of petroleum are sent to New York, and to which it is brought from the wells.

Meadville has been long settled, and is midway between Salamanca and Cleveland. It is growing very rapidly, and bids fair to rise to great importance. It is one of the most interesting places on the railroad on account of its elegant depot, and its extensive machine shops, all designed and carried out in a novel style after the plans of Mr. Kennard, whose mind has impressed itself durably on every work of his hand.

Warren is an old village with about 2,000 inhabitants, and is also rapidly improving.

Other points will ere long be selected for settlement, to become commercial centres for the growing business of the adjacent country. The road traverses a very fine region, well timbered, with a fertile soil, adapted to farming and raising cattle. Indeed some of the best that now come to our market are from this part of the country. The value of property adjacent to the route has every where appreciated from 10 to 15 per cent. during the last six months, and bids fair to increase more rapidly. The road itself is a marvel of engineering, and the traveler greatly enjoys its spacious and easy cars, and the speed and regularity of their motion.

Mercantile Mutual Insurance Company.

The following statement of the affairs of the company on the 31st of December, 1863, is submitted in accordance with the provisions of the charter:

Premiums not marked off December 31st, 1862		$212,118 80
Do. on policies issued from Dec. 31st, 1862, to December 31st, 1863		1,141,884 79
Total premiums		$1,354,003 59
Premiums marked off as earned Dec. 31st, 1863		$1,163,741 64
Less returns of premiums		85,970 60
Net earned premiums		$1,077,771 04
Paid during the said period:		
Marine and inland losses, (including losses by risk of war and estimate of unadjusted losses	$729,061 46	
Re-insurance, expenses and bad debts, less returns on investments	139,902 19	
Interest paid to stockholders for July dividend, together with interest on stock, payable in January, 1864, and an outstanding scrip, payable in Feb., 1864	76,502 60	
		945,466 25
Earnings to be divided		$132,304 79

The company had, on the 31st of December, 1863, the following

ASSETS:

United States, State, City and other securities	$327,480 00
Loans on stock and other securities	131,190 00
Bond and mortgage	4,000 00
Cash on hand and in bank, including gold coin at market value	99,162 73
Cash in bonds of foreign bankers	81,112 70
Bills receivable and uncollected premiums	625,927 12
Salvages, and sundry claims due the company, and scrip	156,089 28
Interest accrued and not collected	8,345 72
Total assets	$1,432,307 55

The Board of Trustees have resolved to pay an interest of six per cent. on the outstanding certificates of profits, to the holders thereof, or their legal representatives, on and after Monday, the 8th of February next.

They have also declared a dividend of five per cent. to the stockholders, payable in cash, on and after Monday, the 8th of February next.

The Trustees have also declared a dividend of twelve per cent. on the net earned premiums, entitled thereto, for the year ending 31st December, 1863, to be issued in scrip on and after Monday, the 4th of April next.

Trustees.—Joseph Walker, James Freeland, Samuel Willets, Robert L. Taylor, William T. Frost, William Watt, Henry Eyre, Aaron L. Reid, Ellwood Walter, D. Colden Murray, E. Haydock White, N. L. McCready, Daniel T. Willets, L. Edgerton, Cornelius Grinnell, E. E. Morgan, Her. A. Schleicher, William Boyd, Jas. D. Fish, Geo. W. Hennings, Francis Hathaway, Henry R. Kunhardt, John S. Williams, William Nelson, Jr., Charles Dimon, A. Wm. Heyee, Harold Dollner, Paul N. Spofford.

President.—ELLWOOD WALTER.

Vice President.—CHAS. NEWCOMB.

Secretary.—C. J. DESPARD.

Little Schuylkill Railroad.

The annual meeting of the Little Schuylkill Navigation, Railroad and Coal Company was held in Philadelphia on the 11th inst. From the Report of the Managers we learn that on the 1st of April 1863, the entire road, including the rolling stock, together with the East Mahanoy Railroad, was passed into the possession of the Philadelphia and Reading Railroad Company, upon the terms of the agreement of the lease to that company. The rolling stock was appraised at $107,642 39, to be paid for in monthly instalments of $10,000, with interest, after the first payment, of $5,000. There now remains due of this amount $82,764 39. The result of the lease of the two roads is reported equal to expectation. The total amount received from this source being $153,748 50, of which was for guaranteed coal tonnage, $120,999 77; for freight on merchandise, $20,090 21; for passenger trains, $11,122 95; for mail transportation, $970 83; for miscellaneous traffic, $564 74.

The greatest monthly increase under these different heads occurred in the passenger trains, commencing in April with a receipt of $725 48; in May, $806 64; June, $1,055 99; July, $1,391 55; August, $1,496 32; September, $1,684 41; October, $1,732; November, $1,335 53. It is believed that as the coal lands become developed, and if the needful and proper facilities are granted to the miners, such an increase of coal tonnage can be thrown upon the road as to give an amount twice as great as that now guaranteed by the Philadelphia and Reading Railroad Company. The total amount of coal tonnage transported over the road amounts to 392,653 tons, against 243,729 tons the former year, a gain of 148,924 tons. The quantity from the company's mines was 113,509 tons; from othea mines near Tamaqua, 90,964 tons; from the Lehigh region, Lackawanna and McCauley Coal Company's mines, 115,347 tons, and from the East Mahanoy Railroad, 72,833 tons.

The suspended debts of the company have been reduced during the past year, by the receipts of moneys, notes of hand, well secured, credits for material on hand, belonging to the miners, now the property of this company, as well as by $29,020 05 of the reserve fund, amounting to $83,193 45, leaving yet for settlement $51,152 01. The remainder of the reserve fund, $10,979 95, was carried to the credit of profit and loss.

In September last, the first instalment of the debt due C. & A. Morrison, for £15,000, became due, and was promptly paid in exchange on London, amounting to $15,680 07.

During the year the company's property about Tamaqua has been repaired at a considerable cost, so as to make it tenantable. The present year is expected to return to the treasury several thousand dollars of the outlay.

The income from the lease of the East Mahanoy Railroad, for coal tonnage alone, amounts to $101,500 per annum, a sum supposed to pay the interest on the bonded debt of this Company, provide for the payment of six per cent. per annum dividend and taxes on the stock of the East Mahanoy Railroad Company, (which it cannot exceed,) and leave a surplus of more than $10,000 for other purposes.

Duties and Liabilities of Stock Brokers.

The following is the report of a decision recently made at the General Term of the Supreme Court, 2d district, before Chief Justice Brown and associates, which defines the duties and liabilities of stock brokers in dealing with their customers. It is an important one, and worthy of being preserved in our columns:

Isaac D. Brass, *vs.* Francis W. Worth and Loomis L. White.—This action was brought in the Supreme Court, Kings County, by plaintiff, against Worth & White a leading firm of stock brokers, to recover damages for an alleged unauthorized sale of stocks. The facts appear to have been thus: There was an agreement that defendants should buy, hold and carry stocks for the plaintiff, who was to allow interest and commissions, and give a security or margin of 5 per cent. to be kept good. Under this agreement, prior to the 18th of December, 1861, purchases and sales were made, such transactions being all made upon express direction of plaintiff as to kind, quantity and price. Profits arising from these sales were left in the hands of defendants, and defendants gave plaintiff assurances of their readiness and ability to carry his stock without limitation.

When the Mason and Slidell capture disturbed the public mind with fears of a foreign war, stocks declined, reaching the lowest point about the 18th of December, 1861. At that time the defendants held 300 shares of stock, which they had bought and carried for the plaintiff, and as security or margin, plaintiff deposited with them 500 shares of Harlem common stock.

On the 18th of December defendants sold 300 shares at prices below the market rates of the day, and subsequently sold the Harlem stock. Plaintiff was in defendants' office on the 15th and 17th of December, and saw defendant White, on the 18th, but received from them no notice or intimation that more margin was wanted. Plaintiff alleges that the Brokers' Board is a private institution, and none but members paying an initiation fee are admitted; therefore all the sales were secret, and were at such low prices that plaintiff was charged with a loss of $3,000 over and above the proceeds; and defendants set this $3,000 loss up as a counterclaim in their answer. The answer also claims that the margin was not kept good, but had become utterly exhausted, and that by the usages and custom in such cases, they had a right to sell.

The principal points argued by counsel and decided by the Court were:

That the brokers were bound to make demand or give notice if the margin had so declined as to entitle them to further security.

That the brokers could not sell without notice that the sale would be made.

That they could not sell at the Brokers' Board.

That if the sale was illegal and unauthorized, the plaintiff could recover the whole of his margin and the increased value of the 300 shares, or the difference, the stock having gone up in the meantime.

That the brokers had not the right to sell under the usage and custom, as set up in their answer.

That they could not charge the loss arising upon the sale, $3,000, upon the plaintiff, as claimed in the answer.

That the plaintiff was not bound to object or protest against it, on being advised of the sale.

All those points seem to have been decided against the defendants.

The question was also raised whether three hundred shares of stock were held in the nature of a pawn or pledge, and if not, whether the doctrine of demand and notice applied.

The opinion of the Court, by Judge Brown, was long and carefully written, and the defendants were therein regarded rather as special contractors than as mere agents or brokers, and in the matter of demand and notice they are treated as pledges.

The judgment of the court below was affirmed, and the plaintiff recovers the value of his Harlem stock up to the 8th of January, 1863, when it was demanded, and the difference between the cost of three hundred shares and their market price on the 22d of January, 1862.

American Railways.

The New York Central Company are giving up their office for registration of shares in London. We cannot wonder at such a decision, seeing how small a proportion of the stock of the company has at any time been registered here, the maximum reported being only 7,150 out of a total of 240,000 shares. The Michigan Central Registration office, opened in London at the same time as the New York Central, has long been closed. It would thus appear that the best and most marketable form for English holders of American railroad stocks is the form in which they are held by the Americans themselves. The only other American railroad company now having a registration office in London is the Illinois Central, which is believed to be quite as useless as those above named.—*London Star.*

Compensation for Highways used by R. R.

HIGHWAYS CANNOT BE USED FOR RAILROADS WITHOUT COMPENSATION TO THE OWNERS OF THE FEE:

In a late number of the RAILROAD JOURNAL, we gave an account of a decision of the Supreme Court to the effect that a highway could not be used for a horse railroad without compensation to the owner of the fee. That decision was based upon the ruling of the Court of Appeals in the case of Wager *vs.* the Troy Union Railroad Company, of which we will now give a report.

The Troy Union Railroad Company was authorized by an act of the legislature, and an ordinance of the Troy council to lay a railroad upon certain streets of that city. Mr. Wager, owner of land fronting upon one of these streets, sued the Co. for the recovery of the land taken by it for its tracks. Judgment was rendered below for the defendant which was here reversed, the court holding that the plaintiff was entitled to compensation. This judgment was delivered by

SMITH, J. who said: It is an established inference of the common law that the proprietors of land adjoining a public highway are the owners of the fee of said highway; that the rights of the public therein and thereto are no higher or other than those of a mere easement, and that the proprietors on each side presumptively own the soil in fee to the center of the highway. There is no distinction in this respect between the street of a city and highways in the country. (Bissell *vs.* N. Y. C. R. R. 23 N. Y., 61.) The plaintiffs having shown title to the premises described in the complaint established a *prima facie* title to the soil of Sixth street from its east line to the center thereof westwardly subject to the public easement.

The construction of the defendant's railroad and the laying down of the tracks in Sixth street so far as the same was laid or constructed east of the center of said street adjoining the plaintiff's premises, was consequently an encroachment upon his freehold and a trespass, and every use thereof by the defendants a continuing trespass unless they have acquired the right to construct their railroad in such place, under the authority of the legislature or of the common council of Troy.

The non-suit at the circuit and the decision at general term affirming the same, are put upon the ground that the defendants in constructing their railroad in said street were not in the commission of any lawful act, the same being authorized by the acts of the legislature under which the defendants were incorporated and by the common council of Troy.

Under the two acts of 1850 and 1851 the defendants were doubtless authorized to appropriate for the use of their said railroad such streets or parts of streets in Troy as they should deem necessary for the purpose of said corporation subject to the approval of a majority of all the members elected to the common council of Troy.

When lands are required for railroad purposes under the general act of 1850, provision is made in that act for the appointment of commissioners of appraisal to ascertain and appraise the compensation to be made to the owners or persons interested in the real estate proposed to be taken for such purpose, and it is declared that when such lands have been so appraised and compensation made, that all lands so acquired shall be deemed taken for the public use, and all persons who have been made parties to the proceedings shall be divested of all right, estate and interest therein.

It is not pretended that the defendants have acquired any rights in Sixth street under these provisions of the general railroad act, or that the plaintiff's interest in said street has been divested by any proceedings under said act or that any appraisal of their damages for the taking and appropriating said street for railroad purpose has been had or any compensation therefor made or paid. The power of the legislature to authorize the taking of any lands, waters, streams, highways or streets for public purposes on making due compensation is undoubted; and that such appropriation of land for railroad purposes is a legitimate exercise of the right of eminent domain has long been settled in this State and is unquestioned. But these defendants claim the right to construct their railroad in Sixth street without any appraisement of damages or making any compensation to the adjoining owners on said street. This claim is based upon the provisions in the act of June 21, 1851, aforesaid authorizing the defendants to construct their railroad with one or more tracks through the whole or a portion of said city of Troy, and upon the provision of the general railroad act of 1850 which provides that any corporation organized under said act "may construct its roads across, along or upon any stream of water, water course, street, highway, plank road, turnpike or canal, which the route of its road shall intersect or touch." (Sub. 5 § 23 of Railroad act. Laws of 1850, p. 224.

These provisions of the statute doubtless do confer upon the defendants all the power to construct their railroad in the streets of Troy, which, under the Constitution of the United States or of this State, the legislature could confer. The dedi-

cation of the ground covered by Sixth street to the public, the opening and acceptance of the same by the city authorities, and its occupation and long use as a street gave to the public all the rights which could be ordinarily acquired in a public highway except under a specific grant of the fee thereof. This right was, and is a mere easement, a right of passage for travel as highways are customarily used; and the legislature as the organ of a legislative authority of the public has undoubted control over this easement the same as it has on all other public rights, and it could undoubtedly delegate a part of its power over highways to local officers. The Mayor and Common Council possessed a derivative part of this legislative power but its authority could not ascend higher than the source. The acts of the legislature and those of the city of Troy are all legitimate acts of the legislative authority and are valid so far as the power of the legislature could extend. The legislative grant to the defendants of the right to construct their railroad in the streets of Troy is a mere authority, and it must be exercised without violating any private rights; or if any private rights are impair the constitutional compensation must be made. The legislative grant is made and is only sustainable upon this ground. It saved the defendants the liability to indictment for a nuisance for laying their rails in the streets of the City, and exempts them from all other liabilities as respects the public. It could go no farther. It could not take away any private rights without providing for making a just compensation.

The question remains whether the taking and use of a public street or highway for railroad purposes is a new use of the public easement in the street so as to be within the authority or control of the legislature without respect to any private rights in said street. This question this court has distinctly answered in the negative in several cases. The case of Williams *vs.* New York Central Railroad (16 N. Y., 97) is a leading and controlling one on this subject. In that case there was the same appropriation of a street under the legislative authority, and the corporate authorities of the City of Syracuse as in this. In that case it was distinctly held that to occupy a street with railroad tracks and use it for railroad purposes is to charge it with a new easement not within the purposes, intent and legal effect of its dedication as a street or highway to the public. Judge Selden says: "Any one can see that to convert a common highway running over a man's land into a railroad *is to impose an additional burden* upon the land and greatly to impair its value." And he further says that the dedication of land for the use of a highway is not a dedication of it for the use of a railroad company, and that the two uses are essentially different. The same view is reiterated in the case of Carpenter *vs.* The Oswego and Syracuse Railroad Company, (24 N. Y., 655) and in Mahon *vs.* New York Central Railroad Company (id 658).

It is quite apparent that the use by the public of a highway, and the use thereof by a railroad company is essentially different. In the one case every person is at liberty to travel over the highway in any place or part thereof, but he has no exclusive right of occupation of any part thereof except while he is temporarily passing over it. It would be trespass for him to occupy any part of the highway exclusively for any longer period of time than was necessary for that purpose, and the stoppage incident thereto. But a railroad company takes exclusive and permanent possession of a portion of the street or highway. It lays down its rails upon or imbeds them in the soil and thus appropriates a portion of the street to its exclusive use, and for its own particular mode of conveyance. In the one case all persons may travel on the street or highway in their own common modes of conveyance. In the other no one can travel on or over the rails laid down except the railroad company, and with their cars especially adapted to the tracks. In one case the use is general and open alike to all. In the other it is peculiar and exclusive.

It is true that the actual use of the street by the railroad may not be so absolute and constant as to exclude the public also from its use. With a single track and particularly if the cars used upon it were propelled by horse power, the interruption of the public easement in the street might be very trifling, and of no practical consequence to the public at large. But this consideration cannot effect the question of right of property or of the increase of the burden upon the soil. It would present simply a question of degree in respect to the enlargement of the easement and would not affect the principle that the use of a street for the purpose of a railroad imposed upon it is a new burden.

But in this case the increased burden imposed upon the street is very marked and unquestionable and must be a serious interruption to the public easement, and a very great injury to the adjoining owners. The construction of eight tracks in the street with sixteen rails amounts, I should think nearly to a practical appropriation of the whole street for railroad purposes, and to the virtual exclusion therefrom of the public and all other modes of conveyance. If the title to Sixth street were in the City of Troy, as the fee of streets is in the city of New York, the Mayor and Common Council might perhaps have authorized such appropriation of the street without compensation to the adjoining owners; but in the absence of any such proof and assuming the title to be, as is the proof in the adjoining proprietors, the laying down of such tracks in Sixth street was a palpable invasion of the plaintiff's rights. The non-suit in this case was therefore erroneously granted. It was error in the circuit judge to hold as he did that the defendants in building their road in Sixth street, were in the lawful exercise of their legal rights and powers and were not liable to the plaintiffs for damages to their land and property adjacent to the street.

In the first count of the plaintiff's complaint they set out a complete cause of action in ejectment, and claimed to be entitled to recover that portion of the street eastwardly of the center subject to the public easement. The defendants have put down their rails and tracks on the plaintiff's premises and claim to exercise, and are in constant exercise of acts of ownership over a portion thereof exclusively, and claim a right to place and retain their tracks in said street in that portion thereof of which the fee is vested in the plaintiffs. According to the decision of this court in Carpenter *vs.* Oswego and Syracuse Railroad Company, the plaintiffs were entitled to maintain ejectment to recover such part of the said street to remove the rails of the defendants road therefrom.

The second count is trespass. Under this count as every entry of the defendants upon the said street in the exercise of their claim to an exclusive use thereof was a trespass and an unauthorized intrusion upon the plaintiff's premises, the plaintiffs were clearly entitled to recover some damages. What the extent or measure of such damages would be and upon what principle they should be assessed are questions which are not now properly before the court. It is sufficient for us to decide that the plaintiffs were improperly non-suited and that they were entitled to recover under either count of the complaint.

The judgment was therefore reversed and a new trial ordered.

"MANUAL OF ELEMENTARY PROBLEMS IN the linear perspective of form and shadow."—By S. Edward Warren, Civil Engineer.—John Wiley, 535 Broadway.

This is a handsomely printed work in 116 pages, illustrated by diagrams. The human eye is a curiously constructed machine, admirably designed to let in upon the mind the forms of external nature. These always appear in a precise way, and become the subjects of mathematical calculation, and demonstration. To apply these practically, it is necessary to understand the methods by which, what appears to the eye, may be repeated with truth and accuracy on paper. The Chinese ignore this principle, and therefore their pictures are distortions. And so in some degree are the works of our own artists who do not understand it. A great number of works on this subject have appeared from time to time; from the American press, that by the late Surveyor General De Witt, was among the most elaborate, but this Manual is one of the most simple and compendious treatises we have seen, accompanied by original illustrations and explanations. It seems to us it must find its way into the hands of all architects, constructors and painters, who wish to be accurate in their drawings. The author is an esteemed Professor in the celebrated Rensselaer Polytechnic Institute, which has educated the best engineers in this country.

THE NAVY OF THE UNITED STATES.—An exposure of its condition, and the causes of its failure, contained in a speech delivered to a jury in the Supreme Court of the District of Columbia. By E. N. Dickerson, Esq. N. Y., 1864.

This is the title of a well printed pamphlet from the press of Gray & Green, consisting of 80 pages, octavo, being a valuable contribution to science, as well as a work of great public interest. We recently took occasion to make some extracts from the original report of this speech, and gave them place in our columns. It is now published in full with copious notes of much value. We recommend this able production to the attention of marine engine builders, shipwrights and scientific men generally, as a concise treatise on various principles connected with steam propulsion and power; and above all, we hope it will draw the attention of Congress to the necessity of interfering before our steam navy is utterly ruined.

The readers of the Journal are informed that a few copies are for sale at this office, No. 9 Spruce street, at 15 cents each. If sent by mail free, the price will be 20 cents.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21½
Catawissa (preferred)	1,150,000	7	—	41
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	48
Chicago & Alton (preferred)	2,464,336	7	—	95
Chicago & Northwestern (pref.)	2,400,000	7	—	81
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	40
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	51
Erie (preferred)	8,535,700	7	7	104
Hannibal & St. Joseph (preferred)	5,309,528	7	—	45
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	67
" " (2d preferred)	3,424,169	7	—	40
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	138
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	109
" " " (2d pref.)	1,014,000	7	7	89½
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	102
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	87½
Pittsfield & North Adams (guar.)	450,000	6	6	----
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	75
Toledo & Wabash (preferred)	926,200	7	—	74
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	----
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,376,000	5	"	1890	----
Preferred bonds	1,700,000	6	—	18..	----
Bonds guar. by Virginia	200,000	6	—	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95½
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	106½
Unsecured bonds	2,773,726	6	J. & J.	'63–'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1883	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	104
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	100
2d Mortgage	3,960,670	6	J. & J.	1882	85½
Improvement	568,500	5	M. & N.	1876	88
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	63
Preferred Interest b'ds.	227,569	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	28½
West Branch & Susqu'a					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	97

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	pc.	$
Chesapeake and Delaware	100	1,342,563	—	97
Chesapeake and Ohio	100	8,224,695	—	----
Delaware Division	100	1,633,350	—	36½
Delaware and Hudson	100	7,500,000	7	175½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				----
Lehigh Navigation	50	2,500,000	6	60
" " (scrip)	50	1,803,000	6	49
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	65
" (preferred)	100	1,175,000	10	136
North Branch	100			----
Sault Ste Marie	100			----
Schuylkill Navigation (consolidated)	50	1,932,457	—	20½
" " (preferred)	50	2,722,607	—	35½
Susquehanna and Tide Water	50	2,048,280	—	18
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	78
Steamship and Transit:				
Central American Transit	----	----------	---	85
Nicaragua Transit	----	----------	---	2½
Pacific Mail Steamship	100	4,000,000	---	228
Union Steamship (Boston)	----	----------	---	155
Express:				
Adams'	100	2,000,000	---	----
American	500	1,000,000	---	----
National	100	250,000	---	----
Overland Mail	100	500,000	---	----
United States	100	800,000	---	----
Wells, Fargo & Co.	100	1,000,000	---	----
Telegraph:				
American	100	1,600,000	---	----
Atlantic	----	----------	---	----
Insurance Stocks:				
Ætna Fire	50	200,000	---	----
Columbian (Marine)	100	500,000	---	----
Mercantile Mutual	100	600,000	---	----
New England Mutual (Life)	----	----------	---	----
Washington (Fire)	50	400,000	---	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	---	----
New York Life Insurance & Trust	100	1,000,000	---	----
United States Trust	100	1,000,000	---	----
Land and Improvement:				
Boston Water Power	----	----------	---	47½
Boston and Roxbury Mill	----	----------	---	51
Canton (Baltimore)	100	5,000,000	---	34½
Cary Improvement	5	300,000	---	9¼
East Boston	----	----------	---	13
Essex (Boston)	100	1,000,000	---	91
Waverly (Boston)	----	----------	---	2½
Gas-Light:				
Baltimore	100	----------	8	----
Boston	500	1,000,000	---	850
Brooklyn	25	2,000,000	---	----
Cincinnati	----	----------	---	----
City (Brooklyn)	----	----------	---	----
Citizens' (Brooklyn)	20	----------	---	128
Hartford	----	----------	---	----
Jersey City and Hoboken	----	----------	---	----
Manhattan, N. Y. (stock)	50	4,000,000	---	245
" " (scrip)	37½	----------	---	239
Maryland (Baltimore)	25	----------	---	----
Metropolitan, N. Y.	100	----------	---	132
New Haven	----	----------	---	----
New York	50	750,000	---	----
Philadelphia	----	----------	---	----
Pittsburg	----	----------	---	----
St. Louis	----	----------	---	----
Southwark (Philadelphia)	----	----------	---	----
Williamsburg	50	----------	---	151
Unclassified:				
American Coal	25	1,500,000	---	92½
American West India	100	1,000,000	---	----
Baltimore Coal	100	----------	---	----
Baltimore and Cuba Smelting	100	----------	---	145
Central Transportation	----	----------	---	----
Cherry Run Petroleum	----	----------	---	9
Cumberland Coal (preferred)	100	5,000,000	---	48½
George's Creek Coal and Iron	100	1,000,000	---	70
Gold Mining of Colorado	----	----------	---	----
Hazleton Coal	50	----------	---	68
Hudson River Bridge	100	----------	---	----
Mariposa (gold)	100	10,000,000	---	30½
Metropolitan Coal	100	----------	---	----
New Almaden (quicksilver)	----	----------	---	----
New Jersey Zinc	100	1,200,000	---	----
Pennsylvania Coal	50	3,200,000	---	175
Quicksilver	----	----------	---	57
Santa Clara (quicksilver)	----	----------	---	----
Santa Rita (silver, copper, and lead)	----	----------	---	----
Sonora Expl. & Mining (silv. & cop.)	----	----------	---	----
West India Cotton	100	100,000	---	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	2½	200,000	----	4
Adventure (copper)	----	----	----------	----	----
Albany and Boston (copper)	----	11½	20,000	----	11
American and Mexican Silver	----	----	----------	----	----
Algomah (copper)	----	----	20,000	----	1⅛
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	----	20,000	----	5
Balt. and N. Carolina (copper)	----	5	----------	----	20
Bay State (copper)	----	----	20,000	----	18½
Bedford (copper)	----	----	20,000	----	1⅛
Black River (copper)	----	----	20,000	----	51c
Bohemian (copper)	----	7½	20,000	----	9½
Bucks County (lead)	----	----	----------	----	1½
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	90c	20,000	----	2⅞
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----------	----	----
Central (copper)	----	5	20,000	----	56½
Chaudiere (copper)	----	5	20,000	----	3½
Columbian (copper)	----	4½	20,000	----	8
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	12½
Copper Falls (copper)	----	25½	20,000	----	28½
Ducotah (copper)	----	----	20,000	----	4½
Dana (copper)	----	----	20,000	----	4
Doylestown (copper)	----	----	----------	----	----
Dudley (copper)	----	----	20,000	----	4
Eagle River (copper)	----	----	20,000	----	7
Everett (copper)	----	----	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	----	----------	----	7½
Flint Steel River (copper)	----	----	20,000	----	9c
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	8	20,000	----	47½
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	80c.
Grand Portage (copper)	----	----	20,000	----	----
Great Western (copper)	----	----	20,000	----	4
Guilford (copper)	----	5	20,000	----	30c.
Hamilton (copper)	----	----	20,000	----	8
Hancock (copper)	----	4½	20,000	----	12½
Hanover (copper)	----	----	20,000	----	4½
Highland (copper)	----	----	20,000	----	5½
Hilton (copper)	----	----	----------	----	----
Humboldt (copper)	----	----	20,000	----	7
Huron (copper)	4	12½c	20,000	20	38½
Indiana (copper)	----	----	----------	----	----
Isle Royale (copper)	----	16½	20,000	----	26½
Jefferson (copper)	----	----	----------	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	----	20,000	----	9
Madison (copper)	----	----	20,000	----	6
Mandan (copper)	----	----	20,000	----	3½
Manhattan (copper)	----	----	20,000	----	6½
Mass (copper)	----	----	20,000	----	----
Mesnard (copper)	----	3½	20,000	----	13½
Minnesota (copper)	----	3½	20,000	----	71
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	33
Native (copper)	----	----	20,000	----	2½
Naumkeag (copper)	----	----	20,000	----	4½
New England (copper)	----	----	20,000	----	5
North Cliff (copper)	----	2½	20,000	----	5
North State (copper)	—	5	20,000	----	30c.
North Western (copper)	----	----	20,000	----	12
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	----------	----	----
Ogima (copper)	----	----	20,000	----	3½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	----	102,000	----	41c.
Pennsylvania (copper)	25	2½	20,000	—	8½
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	64½
Phœnix (copper)	----	10	20,000	----	25½
Pittsburg and Boston (copper)	----	5½	20,000	----	85
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	2½	20,000	----	6½
Prince of Wales (copper)	----	----	----------	----	----
Providence (copper)	----	----	----------	----	----
Quartz Hill (gold)	----	----	----------	----	10
Quincy (copper)	----	10	200,000	----	96½
Rockland (copper)	----	5	20,000	----	17
Saginaw (saline and mineral)	----	----	----------	----	----
St. Mary's (copper)	----	----	----------	----	10
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	----	----------	----	----
Silver Hill	----	5	----------	----	----
Silver Valley	----	5	----------	----	10c.
South Side (copper)	----	1½	20,000	----	4½
Springfield (copper)	----	5	20,000	----	2
Star (copper)	----	----	20,000	----	2
Superior (copper)	----	4	20,000	----	10½
Toltec (copper)	----	19	20,000	----	9½
Tremont (copper)	----	----	20,000	----	3½
Union (lead)	----	----	----------	----	4½
Vermont (copper)	5	----	----------	----	50c.
Waterloo (copper)	----	----	20,000	----	----
Wickham (copper)	----	----	20,000	----	1
Wickopee (copper)	----	5	100,000	----	95c.
Winthrop (copper)	----	----	20,000	----	5½
Wyandotte (copper)	----	----	----------	----	6½

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	——			—	Boston and Chelsea	140,000	140,000	——	——	5,000	5,000	4	....	48
30 Nov. '62	4.30	——	134	20	—	Broadway, Boston	118,020	69,200	——	750	69,580	9,225	12½	....	65
30 Nov. '62	8.21	——			—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	123¾
30 Nov. '62	6.99	——			—	Cliftondale	95,500	70,000	25,000	3,748	625	——	——	....	....
30 Nov. '62	4.39	——			—	Dorchester	155,594	120,800	5,000	——	8,306	7,467	7½	....	....
30 Nov. '62	0.79	——			—	Dorchester Extension	12,800	12,800	——	——	1,024	1,024	8	....	....
30 Nov. '62	0.75	——			—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	——	——	——	....	46½
30 Nov. '62	12.43	——	123	23	—	Lynn and Boston	193,310	86,200	60,000	55,547	61,985	501	——	....	80
30 Nov. '62	3.51	——			—	Malden and Melrose	60,200	200,000	73,100	66,223	——	——	——	....	26
30 Nov. '62	3.26	——			—	Medford and Charlestown	34,000	22,000	12,000	——	2,040	2,040	6	....	....
30 Nov. '62	21.17	——	515	82	—	Metropolitan (Boston)	733,955	600,000	——	103,790	300,806	64,892	8	....	58½
30 Nov. '62	6.33	——	200	42	—	Middlesex (Boston)	401,730	355,000	——	59,457	124,718	41,398	4	....	92
30 Nov. '62	2.87	——			—	Newton	27,451	28,000	——	——	1,680	1,680	6	....	....
30 Nov. '62	2.90	——			—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	——	....	....
30 Nov. '62	2.79	——			—	Somerville	50,000	50,000	——	——	2,500	2,500	5	....	30½
30 Nov. '62	2.50	——		2	—	Stoneham street (Boston)	33,505	32,000	——	——	1,497	500	——	....	....
30 Nov. '62	4.48	——	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	——	——	....	....
30 Nov. '62	——	——	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	——			—	West Cambridge	12,850	12,850	——	120	771	771	6	....	47
30 Nov. '62	1.80	——			—	West Roxbury	——	——	——	——	——	——	——	....	....
30 Nov. '62	2.04	——			—	Winnisimmet	62,152	62,200	——	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	——			—	Worcester	60,000	——	——	——	——	——	——	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	——	11	3	—	Hartford City	30,000	30,000	——	——	——	——	——	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	——	——	——	——	——	——	——	....	....
30 Sep. '62	10.75	——	——	——	28	Broadway (Brooklyn)	2,80,000	2,80,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	——	6.50	——	——	——	Brooklyn, Bath & Coney Isl'd	1,595	1,595	——	——	——	——	100	69	....
30 Sep. '62	24.01	——	....	64	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	64,967	127,842	10,868	——	....	48
30 Sep. '62	56.18	1.90	....	140	29	Brooklyn City	1,252,500	1,000,000	170,000	10,000	491,629	118,380	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	——	....	58
30 Sep. '62	——	2.50	——	——	——	Brooklyn City & Ridgewood	51,328	53,500	——	——	——	——	——	....	....
30 Sep. '62	——	——	——	——	——	Buffalo Street	——	——	——	——	——	——	——	....	....
30 Sep. '62	——	——	——	——	——	Central City (Syracuse)	——	——	——	——	——	——	——	....	....
30 Sep. '62	——	——	——	——	——	Centr'l P'k, N. & E. Riv. (N.Y.)	454,554	359,020	101,000	7,089	——	——	——	....	....
30 Sep. '62	17.25	——	....	....	....	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	——	100	69
30 Sep. '62	——	6.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	——	....	....
30 Sep. '62	12.67	3.67	....	....	....	Eighth Avenue (N. Y.)	938,385	800,000	——	25,000	369,985	121,565	12	100	....
30 Sep. '62	——	——	——	——	——	Fourteenth Street (N. Y.)	——	——	——	——	——	——	——	....	....
30 Sep. '62	4.52	——	....	....	....	Grand St. & Newtown (W'g)	——	——	——	——	——	——	8	....	....
30 Sep. '62	4.63	——	....	....	....	Harlem Br., Moris'a & Ford'm	——	——	——	——	——	——	——	....	....
30 Sep. '62	——	——	——	——	——	Main & Ohio St. (Buffalo)	——	——	——	——	——	——	——	....	....
30 Sep. '62	——	——	——	——	——	Niagara Street (Buffalo)	——	——	——	——	——	——	——	....	....
30 Sep. '62	10.00	16.00	....	42	....	Ninth Avenue (N. Y.)	413,948	795,380	22,000	——	89,496	19,430	——	100	....
30 Sep. '62	——	——	——	——	——	N. Riv. & Wall st. Ferry (N. Y.)	——	——	——	——	——	——	——	....	....
30 Sep. '62	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	....	....
30 Sep. '62	——	——	——	——	——	Rochester City & Brighton	——	1,700	——	——	——	——	——	....	....
30 Sep. '62	16.00	——	....	....	....	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	——	100	88
30 Sep. '62	——	——	——	——	——	Seventh Avenue (N. Y.)	——	——	——	——	——	——	——	....	185
30 Sep. '62	8.37	——	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	——	358,032	88,184	10	100	....
30 Sep. '62	——	——	——	——	——	Tenth Av & 32d st. (N. Y.)	——	——	——	——	——	——	——	....	....
30 Sep. '62	16.50	——	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	——	580,736	211,939	12	100	240
30 Sep. '62	——	——	——	——	——	Troy and Lansingburg	——	——	——	——	——	——	——	....	....
30 Sep. '62	——	——	——	——	——	Utica City	——	1,430	——	——	——	——	——	....	....
30 Sep. '62	——	1.00	——	——	——	V. Brunt st. & Erie Bas. (Buff.)	298	330	——	——	——	——	——	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	——	....	7	....	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	....	....
31 Dec. '62	5.05	2.50	....	8	....	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	....	....
31 Dec. '62	10.47	——	....	....	....	Jersey City & Bergen Point	——	——	——	——	——	——	——	....	....
31 Dec. '62	4.20	——	....	....	....	Orange and Newark	——	——	——	——	——	——	——	....	....
31 Dec. '62	5.80	——	....	8	....	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	——	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	——	124,521	78,853	35	....	59
31 Oct. '62	8.13	——	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	——	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	——	....	....
31 Oct. '62	4.38	——	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	——	——	62,052	16,534	5½	....	31½
31 Oct. '62	16.73	——	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	——	172,935	59,743	7½	....	62½
31 Oct. '62	24.23	——	184	35	—	Germantown	289,913	112,245	250,000	1,000	106,792	35,431	——	....	56½
31 Oct. '62	8.16	——	116	25	—	Girard College (Phila.)	150,041	160,000	——	——	62,882	19,715	12½	....	26
31 Oct. '62	8.73	——	187	40	4	Green & Contes st. (Phila.)	219,787	150,000	82,000	——	108,653	31,990	14½	....	44
31 Oct. '62	11.00	——	....	....	....	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	——	——	——	——	....	....
31 Oct. '62	——	——	....	....	....	Lombard & South st. (Phila.)	——	——	——	——	——	——	——	....	16
31 Oct. '62	11.17	——	....	....	....	North Philadelphia	300,000	200,000	100,000	——	——	——	——	....	....
31 Oct. '62	10.47	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	——	....	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	——	....	....
31 Oct. '62	4.51	——	63	9	..	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	——	....	....
31 Oct. '62	12.00	——	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	——	....	....
31 Oct. '62	6.16	——	....	....	....	Race and Vine (Fairmount)	180,000	180,000	——	——	——	——	——	....	18½
31 Oct. '62	5.20	——	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	——	——	——	——	....	5
31 Oct. '62	7.78	——	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	——	28,987	12,296	8	....	20½
31 Oct. '62	19.46	——	378	60	9	Second & Third st. (Phila.)	483,198	203,757	175,800	1,037	286,896	131,645	24½	....	81
31 Oct. '62	5.53	——	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	——	15,000	38,919	24,322	1½	....	11⅛
31 Oct. '62	8.35	——	....	17	5	Spruce & Pine (Phil. & Gr'nF.)	173,010	159,312	15,500	——	70,223	25,740	12½	....	13⅜
31 Oct. '62	7.65	1.51	170	39	6	10th & 11th st. (Citizens')	168,443	192,750	——	9,000	98,379	38,607	13	....	50½
31 Oct. '62	6.25	——	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	——	——	68,510	21,766	4	....	31½
31 Oct. '62	9.31	——	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	——	....	16½
						OHIO.									
31 Dec. '62	5.00	——	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	——	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	——	....	....	....	Passenger (Cinc.)	60,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.63	——	....	....	....	Pendleton & S. st. Mart (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	8.29	——	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	3.33	——	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.48	——	....	....	....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	10.20	——	....	....	—	St. Louis	298,004	295,504	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	105
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S	'71–'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	95½
Medford and Charlestown:					
1st Mort. [Winter St. Br.)	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of June 26, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " .....coupon		6	" "	1867	----
Loan of Dec 31, 1848.....registered	8,909,342	6	" "	1868	105
" " " .....coupon		6	" "	1868	106
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	130
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	98
" " " .....coupon		5	" "	1874	99½
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " .....coupon		5	" "	1871	95
Oregon War Debt of June, 1861.....coupon	1,026,600	6	" "	1881	105
" " " " " .....coupon		6	Yearly.	1881	105½
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July	1881	104½
" " " .....coupon		6	" "	1881	105½
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	----
" " " .....coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	100½
" " " (5-20s).....coupon	350,000,000	6	" "	1882	102⅛
Treasury Notes of Feb. & Aug. 1861.coupon	52,931,000	7.3	Feb. & Aug.	1864	102⅛
" " Apr. & Oct. 1861.coupon	86,989,500	7.3	April & Oct.	1864	100⅛
Treasury Notes of 1863 (legal tender),coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
" "	70,814,639	5	" "	notice	----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	102⅛
" " .....(currency)		6	" "	1 year	97½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k).....coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State). "	610,000	6	paid for	1868	----
" — " " (" "). "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	125
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " " "		6	" "	'81-'82	107½
" — " " " " "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7			----
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	103
" " " bonds..... "	1,322,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock.....coupon	2,187,000	6	" "	'68-'80	104
" —War bonds..... "	2,000,000	6	" "	1879	100
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	101
" — " " (dollar)..... "	1,969,397	6	" "	1870	103
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	81
" — " " .....coupon	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	391,000			d'm'd.	----
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	----	87½
" — " " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock..... "	1,213,000	5	" "	----	----
" — " " special stock "	479,545	5	" "	----	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	----
" — " " " .. "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds.....coupon	4,800,000	6	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " (bank)..... "	600,000	5	" "	1891	----
" — " ..... "	67,500	6	" "	'91-'96	104
" — " (war loan) . "	2,000,000	5	" "	1871	----
Loumsana—State bonds (R. R. etc.)...coupon	516,130	6	----	d'm'd.	60
" — " " (R. R. etc.)... "	3,902,000	6	----	'67-'99	----
" — " " (banks)..... "	5,398,585	6	----	----	----
" — " " (war loan)... "	670,000	6	----	----	----
Maine—State bonds.....coupon	----	6	Mar. & Sept.	'63-'77	103
" — " " (war loan) . "	1,000,000	6	Jan. & July	'81-'83	105
Maryland—State bonds (st'k'g).....coupon	816,000	5		1885	----
" — " " (st'k'g conv.).. "	200,376	5		1885	----
" — " " (st'k'g..... "	5,585,555	5		'89-'90	105
" — " " (st'k'g conv.).. "	2,490,549	5		'89-'90	108
" — " " (dollar).... inscribed	500,000	3		1890	----
" — " " (").... "	100,000	4½		1888	----
" — " " (").... "	767,560	5	Chiefly	'42-'58	----
" — " " (").... "	399,408	5	quarterly.	1880	----
" — " " (").... "	148,711	5		'89-'90	----
" — " " (").... "	133,689	6		pleas.	----
" — " " (").... "	3,000,000	6		1870	111
" — " " (").... "	85,000	6		1885	----
" — " " (").... "	903,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88 '90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	108½
" — " " (East'n R. R) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R.R) "	400,000	6	" "	1870	----
" — " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	119
" — " " (" ") "	345,000	6	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	5	Jan. & July.	'71-'76	----
" — " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	108½
" —Coast Defence Loan..... "	1,000,000	5	" "	1883	108
" —Back Bay Loan..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1868	104
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6		'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1865	----
" — " " " "	199,000	6	" "	1863	----
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R Loans: Pacific R. R ...coupon	7,000,000	6	" "	'72 '88	68½
" " " S. W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	87
" — " " N. Missouri .. "	4,360,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	660,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1890	----
" —Revenue bonds..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants.....	750,000				----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	107½
" —Notes.....	200,000	6			----
New Jersey—State stock.....registered	96,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" — " " ("). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1876	----
" " — " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " " ..	11,050	5½	----	d'm'd.	----
" " — " " " " ..	14,230	6	----	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " ..	68,000	6	Feb. & Aug.	1876	----
" " — " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ..	320,000	5½	Jan. & July.	1865	----
" " — " " " " ..	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105½
" " — " " " " ..	16,889,025	6	" "	'64-'76	115
" " — " " " " ..	1,200,000	7	" "	1864	----
North Carolina—State bonds.....coupon	9,129,505	6	Various.	Var.	50
Ohio—State bonds (foreign debt).....coupon	1,008,905	6	Jan. & July.	1860	----
" — " " (") .... "	1,015,000	6	" "	1865	95
" — " " (") .... "	379,866	6	" "	1868	----
" — " " (") .... "	2,183,532	6	" "	1870	103½
" — " " (") .... "	1,600,000	6	" "	1875	104
" — " " (") .... "	4,095,309	6	" "	1881	108
" — " " (") .... "	2,400,000	6	" "	1886	108
" — " " (domestic debt).....	275,385	5	" "	1863	102
" — " " (war loan).....coupon	299,704	5	" "	1866	----
" — " " (").....coupon	280,969	6	" "	1868	----
" —Irredeemable debt (school funds, etc)...	2,920,403	6	Yearly.	----	----
Oregon—State scrip.....	55,372			----	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July.	due.	97
" — " " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	106½
" —Interest Certificates.....	3,241,898	5	June & Dec.	due.	----
" —State bonds.....coupon	210,283	6	Feb. & Aug.	due.	106
" —State Stock Loans.....	200,000	4½	Jan. & July.	1882	----
" — " " " "	1,177,890	5	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July.	1865	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,880,000	5	Feb. & Aug.	1877	103
" " " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan.....	400,000	5	April & Oct.	1879	----
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	380,937	5	----	----	----
" —Relief Notes in circulation...	97,360			----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	105
South Carolina—State bonds (stg).....coupon	484,444	5	----	1868	----
" " —Inscribed certificates.....	1,708,017	6	----	'65-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	----	1877	50
Tennessee—State bonds (banks).....coupon	1,125,000	6	----	1882	57
" — " " (intern. impr.) "	2,063,606	5	----	Var.	----
" — " " (railroads)... "	12,799,000	6	----	Var.	----
" — " " (capitol)..... "	608,000	5	----	1890	58½
" — " " (Hermitage) . "	48,000	6	----	1890	----
Texas—Had no debt in 1861.....	----	----	----	----	----
Vermont—Inscribed certificates.....	175,000	6	----	'63-'64	----
" —State bonds (war loan).....coupon	53,000	6	----	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" " " (railroad) ..	18,264,642	6	Jan. & July.	'85-'95	47
" —State bonds (railroad).....coupon	12,6 4,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information.....	----	----	----	----	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic)..... "	100,000	6	" "	1877	----
" — " " (") ..... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,400	78,783	657,070
1862	67,862	56,876	78,265	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,780	2,557,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,927	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,894	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,939	92,873	75,457	1,181,008
1861	83,030	63,975	77,007	76,609	102,163	90,621	85,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,383	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,488
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,865	209,291	208,559	191,789	192,656	1,930,552
Chicago and Northwestern:													
1859	18,569	19,565	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,871	80,819	108,737	74,391	53,554	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,766	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,100	92,483	100,904	107,965	124,283	115,861	106,491	172,072	210,476	153,288	153,522	1,489,197
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,554	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,643
1863	166,687	152,435	156,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	890,499
1861	85,239	76,918	85,663	90,324	66,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	369,114	465,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	420,063	372,705	419,010	515,948	719,354	734,168	711,211	6,214,182
1862	699,097	691,595	628,006	626,070	587,418	528,842	596,024	615,962	756,421	882,126	792,761	903,859	8,400,324
1863	835,453	829,734	946,041	968,453	858,867	760,968	721,889	678,999	814,828	965,351	1,020,065	1,044,214	10,390,742
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,956	88,527	119,280	208,803	196,964	122,907	89,244	1,369,441
1860	60,652	62,698	80,793	93,254	115,565	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,762
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,236	241,228	172,700	122,809	1,720,596
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,617	121,161	129,226	136,601	172,343	212,946	145,617	169,794	267,529	284,908	236,618	217,633	2,224,693
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,093	1,933,424
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	230,370	2,075,892
1861	225,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,316	192,442	151,427	159,769	193,442	212,113	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,902	270,676	241,771	202,392	190,364	219,561	268,100	302,174	290,750	484,550	3,726,440
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,029	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	267,001	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,399	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,269	50,532	69,624	50,780	25,426	52,570	89,847	147,192	95,816	50,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,909	122,863	63,771	1,095,046
1863	73,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,906	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	145,417	205,054	138,942	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	128,084	122,796	101,710	151,170	173,870	218,465	196,495	162,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	243,851	273,722	203,192	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	315,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,608	2,367,250
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,834	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,814
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,958	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	215,449	308,169	376,487	339,793	306,196	3,168,064
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,066	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,788
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,617	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,606	88,598	90,463	89,577	93,378	100,649	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,291	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	102,223	99,435	107,003	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,295
1860	163,551	171,841	257,410	248,110	265,011	278,270	311,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	284,456	276,209	291,763	278,219	2,985,839
1862	192,216	217,161	244,423	258,674	285,996	254,285	388,725	414,707	448,994	463,873	466,557	454,820	4,088,837
1863	335,685	361,834	396,771	429,929	505,617	464,809	451,884	574,486	714,302	815,902	746,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,158	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301 958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,340	397,525	401,299	344,394	370,983	3,745,310
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	404,898	467,324	508,146	466,370	473,027	5,009,445
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,600	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	103,006	132,110	134,272	152,585	106,754	116,370	130,700	151,062	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Int'rest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	863,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July	Boston.	'86-'76	
Androscoggin and Kenebec						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,000	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'64-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	97
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	107⅞
" " " 1850	700,000	6	Jan. & July.	"	1880	105
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105⅛
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	104,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. U. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell						
Mortgage	440,000	6	Jan. & July	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	105½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72	200,000	7	Jan. & July	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	106½
Extra Dividend Loan	384,450	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $800,000	780,600	6	"	"	1870	102½
" " $675,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	105½
Consolid. Mort. Loan $5,000,000						105½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	104
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1895	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	46
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000					
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	118
" " " inconvertible	3,084,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	150,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort	100,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1870	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	100
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1864	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	109
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	93
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	95
2d Mortgage	2,000,000	6	" "	" "	1890	77½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	246,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
Cincinn., Wilm. and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1900	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	168,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	105
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1878	
Clev., Painesville and Ashtabula:						
2d Mortgage	223,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,139,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	82
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July		1864	
C. and T. Income (convertible)	189,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	18 5	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	107
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	104
Connectic't and Passump. Rivers						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1886	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,800	6	Feb. & Aug.	Boston.	1874	108
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	60,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	800,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug	New York.	'62-'63	112
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	101
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,250,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	85½
Convertible Bonds	1,380,000	7	Jan. & July	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	199,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	111
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	113½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	121
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	----
2d Mortgage	361,000	10	" "			110
Income	20,000	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	63
Ind., Pittsburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	5				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	5				
City of Keokuk	200,000	5				
La Crosse, Virginia & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	104
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		90
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	----
Mortgages on Land	478,800	7	" "	" "		----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'68-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	186,669	7	Feb. & Aug.	New York.	1891	90
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1885	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	99½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	119½
1st Mortgage (S. F.), convertible	4,484,000	8	April & Oct.	" "	1882	121
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1963	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1963	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	108½
2d General Mortgage	2,656,500	7	" "	" "	1877	104
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
Milwaukee and Chicago :						
1st Mortgage	400,000	8	Jan. & July.	New York.		107
2d Mortgage	200,000	8	" "	" "		----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	102
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	850,000	7	" "		1893	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	523,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		----
2d Mortgage (S. F.)	400,000	8		" "		----
Oskaloosa Division	500,000	7		" "		----
1st Land Grant	2,000,000	7		" "		61
2d Land Grant	700,000	---		" "		----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1895	----
Mississippi State Loan	202,799	6				----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				----
Tennessee State Loan	674,860	6				----
Alabama State Loan	389,410	6				----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,085	6			1883	----
Mississippi State Loan	200,970	6				----
Montgomery and West Point :						
Alabama State Loan	122,622	---				----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee :						
1st Mortgage	249,000	7				----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				----
Chat. and Clev. Subsc. (endors.)	231,000	---				----
*New Albany and Salem :						
Crawfordsville	175,000	7				----
1st Mortgage	500,000	10				----
1st Mortgage	2,235,000	6				----
N. Hav., N. Lond. and Stou'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1880	----
New Jersey :						
Company's (various)	898,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,805,000	8	Jan. & July.	New York.	1888	----
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	6				----
1st Mortgage (S. F.)	563,000	8			1890	----
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	104½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
Real Estate Bonds	235,775	6	" "	" "	1883	101
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1864	100½
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	781,000	7	Feb. & Aug.	" "	1876	132
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	108
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	115
3d Mortgage	6,000,000	7	" "	" "	1883	111
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	114½
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	110½
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1904	108½
3d Mortgage	980,300	7	Jan. & July.	"	1867	100½
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$252,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Jn. Oc	Baltimore.	1866	----
Md. State Loan (Irredeemable).	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Jn. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	98
2d Mortgage	3,077,000	7†	" "	" "	1861	22⅞
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	94
Chattel Mortgage	360,000	10	" "	"	1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July	New York.	'71-'87	96
State Loan (S. W. Branch)	1,208,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1866	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	107½
2d Mortgage	2,421,000	6	April & Oct	"	1875	105½
2d Mortgage Sterling	2,128,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	153,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct	"	1870	105
" 1861, "	273,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	106
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1890	110
" 1857, "	3,417,000	6	" "	"	1886	115
" 1856, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	131
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	---
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	19	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	100½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1885	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1866	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'n Division)	757,000	8	----------	" "	1875	30
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1900	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1876	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	62
2d Mortgage	937,500	7	" "	"	1863	23½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco	1881	----
Sandusky, Dayton and Cincinnati.						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1856	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mep't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91½
" " " (series D)	1,400,000	7	May & Nov	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1566	102
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	85
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	83
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1560	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	----
Hudson & Boston R. R. Loan	160,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	108½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1903	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State	150,000	6	----------	----------	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*Italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Stock: Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balances, Total, Profit and Loss, and other assets and liabilities.	Road operated, incl road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,736	*	—	877,763	505,500	105,255	1,515,794	54.0	.....	101,102	37,860	—	.....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30 991	—	335,010	109,500	21,632	518,965	30 3	.....	55,791	21,85.	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,966	—	1,067,006	777,777	240,486	2,476,023	109 0	.....	207,026	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	.....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	.....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,585,805	116.9	.....	505,156	260,269	6	.....
1 May,'61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	—	.....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	220,251	104,894	—	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,823	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,087,500	211,574	4,443,584	122.4	229,068	391,40.	126,01.	—	.....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,152	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.9	.....	284,485	70,187	4	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	28,924	1,594,661	62.0	.....	209,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,588	750,000	156 429	1,644,967	62.0	127,390	195,072	.....	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	8	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y.	& N. H.	4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66 0	166,905	to1,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.5	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518 810	1,036,437	464,090	12	121
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	355,964	158,927	—	90½
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,651	138,970	41 46.	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	852,791	30,586	—	191,485	195,000	75,894	819,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86 7	.....	418,056	245,927	8	125
— — '62	92.6	—	8.7	70.9	—	—	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	45.5	—	....	23.7	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,500,173	229.0	879 468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,34.	232.0	.....	1,159,188	528,042	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,588,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 838	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,413,440	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	5,770,425	*	—	2,921,900	396,500	19,91.	3,822,913	228.8	.....	.....	388,85.	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	261.0	976,381	1,225,601	457,794	—	80
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,758,640	6,102,594	—	15,179,500	263.0	1,308,146	2,412,821	1,206,039	8	126
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,891	67,869	120,000	988,000	762,585	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,336,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	50
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,733,039	228.4	1,030,584	1,529,141	513,100	6	145
10 Nov. '62	33.2	—	....	—	....	....	.....	Fox River Valley	580,000	*	—	.....	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	218,560	6,028,400	3,336,000	—	10,551,145	341.7	1,420,341	1,777,641	834,605	6	117½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	190.0	.....	742,097	377,478	—	65½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	30,071,830	708.3	2,561,192	3,449,827	1,870,725	4	133½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	....	....	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	—	.....	oper	by Chic.	& R. Is	125,000	—	.....
— — —	—	—	....	129.0	....	....	.....	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	186.0	—	....	—	....	....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	.....
31 Dec. '62	100.0	—	....	—	....	....	.....	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur &	Quincy.	—	.....
— — —	1.0	—	....	—	....	....	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	186.0	oper	by Chic.	& R. Is	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	.....	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,093	568,029	—	65
								INDIANA.													
— — —	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	....	....	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,223,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	....	—	19	17	286	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,701	109.0	.....	442,803	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,367,284	140,699	3,158,108	110.0	.....	448,866	250,834	9	87
31 Dec. '62	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	.....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,176,223	108.0	312,959	527,865	268,156	—	.....
— — — '59	64.0	—	....	—	....	....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	.....	772,812	661,812	.....	1,538,748	132 0	.....	285,974	104,951	—	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,003,000	6,000,000	288.0	.....	945,827	371,40.	—	36½
30 Nov. '62	73.0	—	....	—	18	17	298	Peru and Indianapolis	2,100,000	*	*	1,100,000	820,000	80,000	2,000,000	74 0	.....	.....	.....	—	.....
								Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	863,814	361,272	12	125
1 Jun. '58	75.5	—	....	201.5	....	....	.....	IOWA. *Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	364,084	.....	86.0	7 mo's.	80,239	46,771	—	.....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,992,427	360,000	222,601	3,179,833	111.0	.....	228,660	122,931	—	.....
— — —	—	—	....	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	785,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	33.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,976	82,499	—	921,449	570,000	—	.....	35.5	11 mo's.	459,821	21,356	—	.....
1 Jun. '59	11.2	—	....	57.3	....	....	.....	Keok., Mt. Pleasant and Muse.	745.703	*	—	548.216	414.000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
— — '62	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	44½
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	424,468	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $250,000.	.....	.....	20.0	.....	.....	.....	—	.....
— — '58	13.0	—	....	22.0	....	....	.....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '62	29.0	—	....	—	}	13	10	230	} Lexington and Frankfort	593,728	52,900	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	....	—	}				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104.587	402,519	—	1,655,859	65.1		179,251	62,421	2	80
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,907,500	76,715	9,797,911	308.0	595 258	1,777,963	1,062,165	—	90
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
— — —	21.6	—	....	—	....	....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
— — —	27.0	—	....	—	....	....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,518	666,000	339,297	5,855,320	80.0	180,204	481,922	225,649	—	.....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,180,717	.....	206.0	.....	1,232,624	556 434	—	.....
1 Aug '60	53.7	—	....	136.3	....	....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	206,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	142.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,330	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	.....	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 May, '63	99.7	9.5	.....	—	15	2	231	Maine Central	4,211,978	*	21,925	1,050,860	3,068,491	139,352	4,259,308	109.2	186,240	323,032	174,028	—	—
31 Dec. '59	.....	.....	.....	14.0	.....	.....	.....	Penobscot	328,412	.....	78,014	180,497	300,000	75,000	.....	.....	.....	.....	.....	.....	.....
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	.....	.....	1,632,446	51.3	.....	283,197	170,276	6	108½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,781	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	104
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,636,009	774,568	466,133	2,260,000	5,150,000	402,054	9,858,621	155.0	940,558	1,920,641	927,241	—	44
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	.....	.....	.....	Berkshire	500,000	100,000	—	600,000	.....	.....	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,143	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	8½	103
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	496,903	4,076,974	.....	.....	5,026,336	119.3	630,840	945,980	450,302	8	126½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	.....	3,462,989	61.8	435,121	702,222	355,362	8	133
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,962,594	437,416	100,000	4,500,000	.....	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	126
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	.....	1,085,074	47.1	75,219	102,627	50,053	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	.....	1,900,919	52.4	170,018	288,152	133,854	6	105½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,185	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	636,629	315,734	—	97
30 Nov. '62	19.9	1.3	3.8	—	.....	.....	.....	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	58,482	55,601	16,108	—	67
30 Nov. '62	50.9	42.5	74.6	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	.....	.....	3,829,241	93.4	342,542	580,580	254,146	6	116
30 Nov. '62	14.0	—	2.8	—	4	4	35	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	.....	606,681	29.8	27,424	16,344	1,283	—	.....
30 Nov. '62	12.4	—	2.3	—	2	4	25	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	568,919	95,684	—	600,000	.....	.....	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	.....	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	.....	.....	.....	Newburyport	597,386	.....	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	8	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,654	44,583	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	456	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	184,058	4,187,740	102.1	388,585	580,150	312,031	6	119
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	422,430	11,247	—	450,000	.....	.....	450,000	18.7	24,960	43,142	23,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	.....	1,697,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	.....	.....	.....	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	oper. by B and L'll		17,500	4	110	
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150 000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	.....	.....	.....	Stockbridge and Pittsfield	444,900	4,100	—	448,700	.....	.....	448,700	oper. by Housatonic.		31,409	7	.....	
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	.....	—	250,000	.....	.....	289,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	.....	36.5	.....	.....	.....	Troy and Greenfield	1,756,370	.....	—	923,310	979,308	42,352	1,945,470	oper. by T. and B.		.....	.....	—	40½
30 Nov. '62	89.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,843	—	2,214,225	990,525	.....	3,516,900	77.3	112,242	216,065	115,241	—	89½
30 Nov. '62	156.1	17.5	126.6	—	73	61	1,179	Western (incl. Alb. & W. S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	143
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	83
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	6,270,622	647,598	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
-- -- --	.....	.....	.....	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- --	.....	.....	.....	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	.....	14,834,955	329.3	1,443,558	2,946,560	1,674,200	8	140
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	.....	18,545,278	527.0	2,060,687	2,813,831	1,461,276	—	88½
-- -- --	.....	.....	.....	81.5	.....	.....	.....	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	208.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	68.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,760,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	260,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	.....	.....	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,953	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	3.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.3	206.0	.....	.....	.....	*South-Western Branch*	4,775,786	118,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,651	253,256	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	.....	.....	.....	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	oper. by Con. River		1,690	—	—	.....
31 Mar. '63	93.5	—	7.8	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	.....	2,992,686	93.5	.....	247,279	124,406	—	.....
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	.....	3,019,738	63.6	263,324	298,056	104,643	—	48
30 Nov. '62	28.1	—	.....	—	4	4	26	Cocheco	838,400	*	—	.....	.....	57,461	867,362	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	.....	.....	1,564,506	61.3	.....	243,651	112,327	7	62
30 Nov. '62	49.9	3.0	.....	—	.....	.....	.....	Concord & Portsmouth, guar.	350,000	—	—	350,000	.....	.....	350,000	oper. by Con		25,000	24,500	7	129
31 Mar. '62	14.6	—	0.9	—	.....	.....	.....	Contoocook River	200,000	*	—	200,000	.....	.....	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.9	—	.....	.....	.....	Eastern	525,205	—	—	492,500	.....	42,795	525,295	oper. by Eastern Mass.		.....	.....	4	95½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	453,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	oper. by C'd		162,423	74,385	7	115
30 Nov. '62	29.3	—	2.3	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	596,588	568,000	.....	.....	52.7	.....	34,916	12,396	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	.....	.....	82.0	.....	312,171	128,652	4	72
31 Mar. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,450,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	16,366	—	.....
								NEW JERSEY.													
31 Dec. '62	84.2	—	9.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,039,500	173,982	3,241,344	76.0	.....	269,921	113,633	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	2,971,080	5,499,200	8,620,181	.....	.....	124.2	.....	3,040,145	1,728,548	10	160
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,357,386	*	—	1,000,553	1,037 376	117 095	2,155,024	60.2	.....	144,386	65,128	—	12
31 Dec. '62	64.0	—	4.0	38	20	540		Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	328,433	6,322,193	64.0	687,264	1,397,587	774,341	10	136½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,167,800	340,000	.....	1,756,710	53.0	147,000	276,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678 000	400,017	5,696,704	33.8	512,340	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	166
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	oper. by Erie R. R.		53,400	8	—	.....
31 Dec. '62	16.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	650,000	*	—	246,000	100,000	476	850,000	oper. by Erie R. R.		26,500	5½	—	.....
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,563	1,250,000	145,608	2,597,161	—	[2 mos.	10,588	.....	—	25
May, '62	.....	.....	.....	.....	.....	.....	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,123	46,922	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending..	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenance.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, &c.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,357	—	891,575	200,000	8,500	1,100,075						----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	660,000	*	—	660,000	—	—	660,000	incl.	in Rens. & Sarat.			—	----
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,260,277	85,207	—	687,872	1,607,500	25,565	2,320,940	48.9	140,555	224,411	123,959	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper.	by Tioga.		44,100	—	----
30 Sep. '62	5.4	—	6.4	—	—	—	25	Broadway (Brooklyn)	104,521	71,515	—	200,000	27,500	324	236,036	6.4	464,073	62,227	16,231	8	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,267	807,117	14.5	803,720	127,545	10,867	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,380	6	150
30 Sep. '62	5.3	—	5.3	15.2	—	26	—	Brooklyn City and Newtown	267,625	*	—	446,000	140,000	8,000	600,000	5.3	273,279	30,944	2,709	—	58
30 Sep. '62	142.0	—	13.0	—	25	52	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	140
30 Sep. '62	68.3	—	14.5	—	20	24	399	Buffalo and State Line	2,277,838	503,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,322	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,384	*	—	493,800	7,000	2,717	503,517	10.8	132,026	21,457	----	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,129	64,237	—	800,000	—	25,000	938,565	6.3	2,458,019	369,995	121,565	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.		30,000	6	----
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,792	*	—	12,978,200	19,831,500	480,665	40,285,205	633.0	4,582,369	7,863,975	2,893,542	—	109½
30 Sep. '62	144.0	4.0	115.1	—	66	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	208,424	13,420,640	148.0	1,152,543	2,637,529	1,260,954	—	139½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,011	263,457	109,137	2	43
30 Sep. '63	297.8	258.1	400.0	—	289	295	4,424	New York Central	27,092,921	5,846,077	791,965	24,209,000	18,779,648	284,411	42,859,880	854.9	5,692,223	10,897,631	4,064,999	7	126
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,375	1,154,993	456,395	—	99½
30 Sep. '62	93.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N. Y. Central.		60,000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	861,174	24,600	—	795,360	22,000	—	876,774	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,456	729,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,435	176,783	—	0.25
30 Sep. '62	35.0	—	2.2	—	6	10	54	Oswego and Syracuse	699,936	116,625	—	596,340	208,500	16,375	815,161	35.1	75,625	140,634	77, 50	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,045	—	610,000	244,750	—	900 028	27.2	----	276,270	66,945	6½	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	159.6	309,922	458,512	230,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Rens. & Sar.			—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	600,000	376,000	6,337	882,337	51.3	111,286	146,227	52,255	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	136,557	—	650,000	450,000	42,500	1,142,500	8.0	----	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,627	—	750,000	25,000	—	1,089,317	4.0	1,491,660	3,8[illegible]	88,280	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	50,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,910	----	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,883,540	2,054	—	1,200,130	1,640,757	105,570	2,944,457	88.6	229,424	289,871	172,757	—	----
30 Sep. '62	8.0	—	8.6	—	—	112	—	Third Avenue (New York)	1,662,708	101,324	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,756	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,676	198,887	—	606,911	808,500	271,097	1,686,508	50.0	247,908	271,158	134,808	4	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462 500	----	oper. by	Vt. Co.	----	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	702,601	—	—	30,000	680,000	—	752,601	----	oper. by	the 4	Comp'a.	—	----
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,809	6,887	—	----
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.0	----	103,953	35,572	—	----
-- -- '58	228.0	—	----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	—	—	----	223.0	----	----	----	—	----
-- -- '59	97.0	—	----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	----	97.0	----	220,947	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.1	----	469,458	219,688	—	----
30 Sep. '60	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,840,213	791,056	102,891	3,114,954	171.9	522,069	477,554	235,291	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	----	----	----	----	—	----
								OHIO.													
-- -- '58	—	—	----	—	----	----	----	Atlantic and Great Western	618,231	----	----	866,939	----	77,294	----	----	----	----	----	----	----
31 Dec. '62	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,58[illegible]	*	11,000	1,858,813	1,169,000	2,126	3,376,255	118.2	----	541,150	234,520	—	25
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----	699,716	230,551	—	10
31 Mar. '63	60.3	—	----	—	22	28	452	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,958,193	198.3	----	877,404	464,415	10	120
31 Dec. '60	30.0	—	----	69.1	—	—	—	Cinc. and Indianapolis Junc.	----	----	----	----	----	----	----	32.0	----	----	----	—	----
1 May, '59	131.8	—	----	31.0	16	10	352	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----	151.8	394,168	199,743	19,180	—	----
31 Dec. '62	135.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 180	191.2	926,018	1,724,917	1,038,687	20	176
31 Dec. '62	67.0	—	----	18.0	15	6	310	Cleveland and Mahoning	2,553,162	298,789	23,840	1,036,055	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,661	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	----	3,300,000	1,500,000	—	----	96.7	484,297	1,551,628	9 5,925	32	140
30 Nov. '62	101	102.5	----	—	45	30	896	Cleveland and Pittsburg	7,836,994	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	----	1,436,517	552,800	—	120
31 May '63	109.2	79.4	----	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	—	144½
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,696	*	—	366,678	875,250	632,486	----	61.5	75,120	68,126	19,765	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,556,000	*	—	750,000	1,600,000	205,000	----	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,586	246,565	541,249	1,490,800	282,900	—	2,076,902	oper. w. Lit.	Miami.		229,883	15	----
31 Mar. '63	144.0	—	7.9	—	19	8	373	Dayton and Michigan	6,454,745	339,563	5,500	2,462,217	2,604,190	810,424	6,509,826	144.0	414,779	668,705	451,540	—	----
31 Aug. '60	86.6	—	----	—	6	3	87	Dayton and Western	999,173	104,912	—	397,246	716,000	89,845	----	36.6	----	62,025	8,665	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,668	—	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	459,762	728,853	152,694	----	45.0	----	128,170	33,412	—	----
-- -- '59	36.0	—	----	84.0	—	—	—	Fremont and Indiana	----	----	----	----	----	----	1,358,867	----	----	----	----	—	----
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	886,000	*	—	300,000	473,000	75,000	----	47.0	----	69,382	----	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,630	*	—	118,865	50,000	3,965	----	13.0	21,000	31,128	10,460	—	----
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,138	492,979	442,285	2,981,267	1,400,000	—	4,879,806	138.0	846,982	1,632,495	689,649	15	140
30 Jun. '63	173.8	99.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,822	*	—	10,379,584	373,48[illegible]	53,066	11,164,820	226.6	445,157	620,026	299,030	—	----
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----	829,432	119,032	—	14
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----	125.0	----	----	----	—	----
30 Jun. '63	153.9	52.0	----	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	599,880	115,290	—	----
31 Dec. '62	116.0	9.0	----	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313 800	105,610	2,608,237	126.0	214,404	289,395	82 908	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	600,000	100,000	----	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	----	----	193,000	150,000	8,500	346,500	oper. by C.,	C. & C.	----	----	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,295,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.5	222,000	----	----	—	----
31 Dec. '62	242.4	—	----	—	42	18	753	Toledo & Wabash (16 months)	8,547,16[illegible]	*	14,958	2,335,550	6,211,618	195,590	8,786,373	250.0	1,614,932	1,938,202	950,462	—	68
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----	----	----	----	878,455	58,811	----	45.0	----	103,924	55,029	—	1
31 Oct. '62	88.0	—	----	—	----	----	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	----	----	----	—	----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,546	365,365	210,817	3	80½
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	----	—	19
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,581,456	74.5	----	255,500	166,457	3	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,506,362	763,463	6	195
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,199	598,500	27,478	1,118,168	36.9	130,602	113,398	98,664	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,088,607	*	—	1,000,000	1,000,000	42,155	2,082,607	78.0	227,088	347,823	133,499	—	87
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	227,580	82,826	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,152,550	700,000	----	1,882,550	35.5	oper. by	Penn.	R.R.Co.	7	72
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	6,079	—	----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	576 961	1,156,030	289,155	2,026,144	50.5	150,984	196,084	164,184	—	20
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,832	246,000	2,662,823	80.0	242,400	307,389	109,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	654,363	—	2,297,250	1,466,000	31,547	3,927,385	76.0	367,230	522,927	460,516	6	90
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,858	*	—	2,256,100	600,000	72,600	3,288,700	33 8	62,165	126,316	68,801	—	48½
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 285	*	—	3,250,000	—	—	3,252,285	150.9	—	461,918	174,475	8½	60
30 Nov. '62	55.6	13.2	8.5	—	15	25	577	North Pennsylvania	5,485,176	403,187	—	3,147,350	3,106,380	280,000	6,447,780	66.4	263 334	397,136	218,960	—	19
31 Dec. '62	356.6	55.8	318.0	—	258	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	8,32[illegible]	—	28,324,213	411.6	----	10,304,291	4,872,218	6	72
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norristt'n	1,531,520	236,289	—	1,243,400	432,900	—	1,856,696	24.0	229,945	292,853	129,742	6	164
31 Oct. '62	190.6	—	10.5	98.0	15	1	295	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,469	6,62[illegible],00	157,739	12,124,857	10 1.0	213,574	413,472	80,809	—	37
30 Nov. '62	147.4	6.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,702,890	3,765,774	657,130	11,548,929	12,036,100	94,456	25,528,16[illegible]	355.0	2,088,16[illegible]	3,971,[illegible]	2,095,775	—	50
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	212,623	675,00[illegible]	5,000	930,623	1.0	8,216	7,416	20,981	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1 9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,814	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,949,924	744,426	341,129	5,620,500	2,579,000	—	9,508,400	200.5	582,615	2,250,862	1,080,905	8	68
31 Oct. '62	59.5	—	6.4	8.6	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,703,122	1,500,000	110,417	3,501,863	72.0	194,000	729,918	50,379	—	84
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,678	468.3	2,094,467	3,745,311	1,802,795	—	67½
31 Oct. '62	54.0	1.1	5 5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	159,534	99,060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	66,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,451	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	60.6	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	297,700	415,309	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,417	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	18.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	—
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----	283,263	151,636	6	—
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----	----	----	—	—
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	2,919,554	164.5	----	841,190	125,871	----	—
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	198,230	*	—	200,000	—	—	200,000	22.5	----	----	----	5	—
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----	27,568	8,527	—	—
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----	1,499,636	701,943	7	—
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----	----------	----------	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	—
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,436	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,899,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----	----	----	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----	----	----	—	—
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	48	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	18,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----	734,118	337,384	6	—
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----	----------	----------	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	67,950	127,053	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----	1,248	----	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz.& Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----	----------	----------	—	—
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----	----------	----------	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	----	275,000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----	----------	----------	—	—
— — '59	28.0	—	----	756 0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----	----------	----------	—	—
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----------	----------	90.7	99,639	208,867	----------	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713,418	191,466	—	75c.
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	----------	4	156
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	8
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,906	—	1,385,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,564	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	29,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	—	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541.197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	69
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.9	121.0	3	2	40	Kenosha and Rockford	1,500,000	65,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----------	199.9	----------	756,376	329,580	—	—
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	169,456	82,182	—	—
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	----------	42.0	10 mos.	60,066	----------	—	—
31 Dec. '62	191.9	42.5	28.5	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,820,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	62
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	346,561	132,000	----------	----------	50.0	----------	121,401	----------	—	—
10 May, '62	104.0	—	----	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,602,471	14.2.0	364,331	344.769	83,839	—	—
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	49	Buffalo and Lake Huron (½ y)	11,933,000	*	—	11,780,000	188,000	—	11,938 000	16.10	----------	236,798	67,852	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	12
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	—
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	18,128,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,865	—	—
31 July, '63	229.0	115.5	63.0	—	82	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	1½	—
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	—
— — '62	95.0	1.0	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	98.6	----------	----------	----------	—	—
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	—
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	----	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,350,000	13,100	136,000	1,779,232	60 0	----------	132,555	36,870	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	168,416	139,107	37,181	—	—
								NEW GRANADA.													
Dec. '62	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,728	48.7	----------	1,743,294	1,013,444	15	120

New York Stock Exchange.

Actual Sale Prices for the week ending January 20.

	Th 14.	F.15	Sat 16.	M.18	Tu.19	W.20.
American Coal Co.	----	92¼	----	----	----	93
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	104½
California 7s	----	123	----	----	----	125
Canton Co.	34½	34	34½	34½	34½	34½
Central Am. Transit	35	----	----	----	----	35
Chicago & Alton	86½	89	89½	----	----	88
" " pref.	95	95	96	95	----	----
" " 1 M.	93	100	100	----	----	----
" " Inc. b'ds	----	----	----	----	75	----
Chicago, Burl. & Q.	121	124	130½	129	----	126
" " " 8 p.c.	----	----	----	118	----	----
Chic. & Northwest'n.	48	48½	49	49½	50	
" " pref.	----	----	----	61	----	----
" " 1st M.	92½	93	93½	93	----	
" " 2d M.	74	75	76	77½	77½	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	94½	----	----	----
Chicago & Rock Isl.	143½	143½	141	144½	144½	145
" " 1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	180
Clev. and Pittsburg	111	110½	111½	115½	115	120
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	82
Clev. and Toledo	138	140	139	141	140	144½
" " S. F. 7 p.c.	----	107	----	----	107	107
Cumberland Coal, pref.	49	49½	49	48½	48½	48½
Del. & Hudson Canal	174	----	175	----	175	175½
Del., Lack. & West.	----	----	----	195	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	111	113	111½	109½	108½	109½
" pref.	104	104½	103½	101½	101	104
" 1 M. 7 p.c. '67.	----	----	----	----	108	----
" 2 M. 7 p.c. '79.	115	----	----	----	----	----
" 3 M. 7 p.c. '83.	----	----	111	----	----	----
" 4 M. 7 p.c. '80.	----	----	----	----	----	110½
" 5 M. 7 p.c. '88.	----	108½	108½	----	110½	----
Galena and Chicago.	111½	112	114	114	113½	117½
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82.	----	----	----	----	----	----
Haun. & St. Jo. pref.	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hudson River	136½	138	137½	138	137½	139½
" scrip	----	----	----	93	92	93
" 1M. 7 p.c. '69.	----	----	111	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	103	----	----	----
Illinois Central scrip	123½	128	129	129	131½	133½
" full stock	118	----	119½	----	122	122
" Can. bd. sc.	----	----	116	----	----	115
" bonds	120	120	----	121½	121	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	32	33	32	33	32	30½
Michigan Central	131½	132	138	137	137	140
" S F. 8 p.c. '82	----	----	----	120	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	86½	85½	87	88	87	88½
" " guar'd.	136	138	----	140	----	138
" " 1M. S. F.	----	----	----	108	109	108½
" " 2 M.	----	----	102	----	----	104
Mil. and P. du Chien	60½	61	60	62	61½	62
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	102	----	----	----
Minnesota Mining Co.	----	----	----	71	----	----
Miss. & Mo.	38	38	----	39	42	44½
" L. G. bonds.	----	61	----	----	----	----
Missouri 6s	70	69½	68½	68½	68½	68½
" iss. to H. & St. J. R.	----	----	----	----	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	133½	134½	134½	135½	135½	138½
" " 7s, 1864	----	100½	----	----	----	----
" " 7s, S. F. '76.	----	----	----	----	----	----
" " 7s, conv. '76.	----	132	----	----	----	----
" " 6s, S. F. '83.	106½	----	----	104½	----	----
N. York & Harlem	92½	93	94½	100	99½	98½
" " " pref."	----	----	----	105	102	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	99½	----	100	----	----	----
Norwich & Worcester	----	----	----	----	----	----
Ohio & Miss., cer.	36	36	36½	36½	36½	36½
Pacific Mail S. S. Co.	220½	221	225	----	----	228
Panama	220	----	----	220	----	----
Penn'a Coal Co.	168	----	----	175	----	----
Phila. and Reading	117½	117½	116½	118½	116½	117½
Pitts. Ft. W. & Chicago	86½	86½	88½	88	88	87½
" " 1M.	107	----	106½	----	106½	----
" " 2M.	----	100	----	100	100½	----
" " 3M.	82½	87½	87½	87½	----	----
Quicksilver Mining Co.	55	56	57	58½	57½	57
St. L., Alton & T. H.	60½	60½	60½	62	----	63
" " pref.	74	----	----	----	75	----
" " 1M.	----	----	101	----	----	101
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	82	80½	82½	82	----	----
Tennessee 6s, 1890	66½	57½	----	----	57½	57
Toledo & Wabash	54½	52	----	54	55	58
" " Pref.	----	----	----	----	----	74
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	102	----	----	----	----	102
" " 2M.	85	85	----	----	76	86
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	47

New York Stock Exchange.

Actual Sale Prices for the week ending January 20.

	Th 14.	F.15	Sat 16.	M.18	Tu.19.	W.20.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	95	----	----	----	----	95
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	99½
U. S. 5s, 1865, coup.	----	----	----	128	----	----
U. S. 6s, 1881, reg.	----	----	104½	----	----	104½
U. S. 6s, 1881, cou.	105½	104½	----	----	105½	105½
U. S. 6s, '81, O. W. Ly.	----	105½	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	102½
U. S. 6s, " " new	97½	97½	97½	----	97½	97½
U. S. 6s, 5-20s, coupon	101½	101½	102½	101½	102½	
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	102½	----
" " Ap'l & Oct.	106½	----	106	106½	----	----
American Gold	154½	155½	155½	159½	159½	158½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending January 19.

	W. 13.	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19.
Beaver Meadow	----	----	80½	80½	80½	----
Cattawissa	----	15	18	20½	20	19
" preferred	38½	39½	37½	42	42½	41
Camden & Amboy	----	----	----	----	160	----
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	----	----	----	----
" " 6s, '89.	----	----	----	----	----	----
Chea. & Del. Canal 6s '85	----	----	----	----	----	----
Del. Div. Canal	----	----	----	36½	----	----
Elmira & W'msport	----	----	----	37	----	----
" " pref.	50	----	51	----	----	51
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	72
Lehigh Navigation	59½	----	60	----	----	60
" " 6s	----	----	----	----	----	----
" " scrip	----	----	----	----	----	49
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	49
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	48½	49	48½	48½	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	43	42	43	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	60½	60
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	28½	27½	27½	28½	29	----
" " 6s, 94	94	----	----	----	94	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	70	70½	----	----	71	72
" 1st m.	107½	----	----	----	----	----
" 2d m.	106	----	----	----	----	----
Penn. State, 5s	----	----	----	97	----	----
" " 5s, coupon	----	----	----	103	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	100½	----	----	----	101	----
" " new	104	104	104	104	104	104
Philad., Germ. & Nor.	56½	----	56½	----	56½	----
Phila. & Reading	56½	58½	58½	58½	58½	58½
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	105	105
Philadelphia & Erie	35½	34	35½	35½	38	37
" " 6s.	----	----	----	----	----	----
Philad. & Sunbury, 7s.	----	106½	----	----	----	----
Schuylkill Navigation	18	----	----	----	----	20½
" " pref.	34½	33½	----	34½	35½	----
" " 6s '82	----	----	----	85½	85½	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	100	100	----	----
Sunbury and Erie, 7s.	----	----	----	----	----	----
Susq. Canal	17½	18	17½	17½	18½	18
" " 6s '78.	----	----	----	62½	63	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	5	5½	5½	3	6½	6½
" " 6s '83	----	27	27½	28	----	28½
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	----	----	----	----
Arch street, (Horse)	29½	32½	31½	----	31½	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	19½	----	----	----	----	18½
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	13½	----	13½	13½	13½	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending January 19.

	W. 13.	Th 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19
Baltimore City 6s, 1875.	109	109	----	----	108½	108½
" " 1886.	----	----	----	107½	----	----
" " 1870.	----	----	----	----	105½	----
" " 1890.	109½	109½	----	109	----	----
Balt. and Ohio	----	103	104	104	----	----
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	107½	----	----	107½
Northern Central	----	----	----	----	44	----
" " b'ds, '85.	101½	101½	----	----	----	101½
" " " '90.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending January 20.

	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19.	W. 20.
Boston and Lowell	----	103	----	----	----	103
Boston and Maine	126	128	126	----	126½	126½
Boston and Providence	----	133	133	----	----	135
Boston and Worcest.	137½	----	----	139	----	----
Cheshire, pref.	----	----	46	----	----	----
Concord	62	62	62	62	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	95½	----	95½	97½	97
Eastern, N. H.	90½	----	----	95½	----	----
Fitchburg	115½	----	115½	115½	115½	116
Manchester & Lawr'ce.	----	----	115	115	----	----
Michigan Central	----	----	133	----	----	----
Northern, N. H.	----	----	72	----	----	72
Old Colony and Fall R.	116½	117½	----	119½	119	
Ph., Wil. & Baltimore	65½	66½	67½	68	68	----
Portl'd, Saco & Ports.	----	----	108½	----	----	108½
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	39	39	39	39	39½	39½
Western	----	----	----	----	145	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	124	----	----	----	----	123½
Metropolitan "	58	58	----	----	----	58½
Middlesex "	90	----	91	----	----	92
Central Mining Co.	----	----	56½	----	----	----
Franklin "	46½	48	46½	47	47½	48½
Isle Royale "	----	----	26½	----	----	26½
National "	----	----	----	----	----	----
Minnesota "	----	----	70	----	----	----
Pewabic "	62½	----	63	63½	64	64½
Pittsburg "	----	95	----	----	----	95
Quincy "	95½	97	96	----	97	96½
Rockland "	----	----	----	----	----	17

London Stock Exchange.

The following were the closing prices for American Securities on the 1st of January:

Maryland 6s	72	to	74
United States 6s, 1881	65	"	66
Do. 5s, 1874	60	"	62
Virginia State 6s	43	"	45
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., Pennsylvania do. do.	79	"	81
Erie shares, $100 (all paid)	65	"	67
Do., 7s, preference	60	"	62
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s 3d mort., 1883	65	"	70
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	63	"	68
Illinois Central 6s, 1875	84	"	86
Illinois Central 7s, 1875	74	"	76
Do. do. $100 shares, $90 paid, dis.	25	"	28
Do. do. $100 shares, all paid	70	"	72
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	70	"	75
Do. do. S. F. 1st mort., do., '82. s. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares.	...	"	...
New York Central 6s, S. F., 1883	65	"	70
Do. do. 7s, 1864	53	"	60
Do. do. 7s, S. F., 1876	78	"	82
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	80	"	82
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	105	"	107
Pennsylvania, 1st mort., 6s, Convertible	63	"	66
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	33	"	38

American Railroad Journal.

Saturday, January 23, 1864.

Stock Exchange and Money Market.

Large amounts of gold have gone forward the last week, and the price advanced at one time to 159¼. This has stimulated further exports of domestic produce and a rise in the articles. This drain of the precious metals is considered to be a legitimate consequence of our over-trading, and the inflation of our paper currency. To some extent this is doubtless true. Yet there are other causes, some of which are developed in the intercepted correspondence recently given to the public through the daily Press. It appears that some portion of the funds of the Confederates has been used in this city to depress the value of our currency, and there are Bankers who were willing to carry a speculation for that purpose, with the proviso, however, that they were not to be the shippers. They had the prudence to avoid this part of the proposed transaction. We regret to

see that the desire to make money, could lead any respectable people to engage in this attempt to raise the price of gold and exchange, when the idea came from well known disloyal parties. We confess we cannot envy the feelings of those who are willing to add to the inconveniences of the war by depreciating the credit of their country.

It is a remarkable fact however, that all the demand for gold, legitimate or illegitimate, has not impaired our resources in the precious metals. It is ascertained from official sources that there are even now $21,000,000 more gold on deposit in New York, Philadelphia and Boston than there were on 1st of December, 1860, as will be seen from the following statement:

	Dec. 1, 1860.	Jan. 1, 1864.
New York Banks	$18,541,762	$25,161,935
N. Y. Sub-Treasury	3,702,751	13,250,000
Philadelphia Banks	3,333,827	4,158,535
Boston	3,553,000	7,659,000
Totals	$29,131,340	$50,229,470
Increase		$21,098,130

Let those who flatter themselves that our resources of the precious metals are falling off, contemplate these figures. They speak for themselves.

So too the sources of supply have not defaulted under the pressure of the war.

Our total receipts, from Europe, for specie comes here from that quarter of the world, (though many no doubt are ignorant of the fact) and those from California, have been since the 1st December, 1860, as follows:

Received from foreign States direct and through Boston for N. Y. account Jan. 1 1864	$56,626,831
From California (new product)	73,683,524
Total	$130,311,355
Shipments in the same period to foreign countries	113,630,000
Balance in our favor	$16,681,355

Now as much of this California gold is hoarded, it is estimated that the whole amount of the excess is considerably larger. The products of the new gold bearing territories the present year are expected to be unusally great, so that there is no danger of any falling off in the receipts. It will be remembered, also, that this gold is a new product, not taken away from the previously existing circulation, but added to it, so that it impoverishes no one by its change of place or its immediate use. This is a very different thing from its presence being owing to balances of trade, or commercial contrivances, such as bills of exchange and credits created by bankers. On the contrary it is a substantial and permanent addition as so much financial power.

Exchange for the week commencing on Thursday of last week, and ending on the same day the present week, has fluctuated between 169 and 174.

For the week ending the 16th inst. the returns of the Banks in this city show a decrease in loans of $7,018,531, and in their deposits of $4,550,931 while the loss in specie was but $237,738. This shows conclusively that this specie is beyond the reach of the ordinary depositors, and that the amount of the gold exported the last week is $1,985,000 was obtained from other sources than the Banks.

A good deal is being said about the further policy of the Secretary of the Treasury. We accept it as a foregone conclusion that he has set his face against any further inflation of the currency by his department.

If the National Banks are to furnish it, they must do so under the usual limits of the law, and the consequences of not returning to specie payments when the proper time comes. We believe Mr. Chase's policy is approved by all thinking persons. The people of this country prefer taxation, however stringent, to the increase of prices for the necessaries of life. If any one will take the trouble to make the necessary calculation, he will find that the prices of many articles usually consumed by families in moderate circumstances, are nearly double what they were at the commencement of the war. Those who expended for example from $500 to $1000, for groceries and meats during a year, now pay double that sum. These persons would much rather pay $200, a year additional taxes to the Government than $500 or $1000 extra charges to the grocers and victuallers. So that the true course to be taken is to diminish as fast as possible the issue of Government money, which has crowded out almost all other kinds. The value of what remains will approximate to that of gold, and prices will fall. This would be an immediate relief to the poor and middling classes, who have no surplus to spare, to enhance the profits of an unnatural advance in articles of necessity.

We have several times alluded to the propriety of the Governments immediately establishing mints in our gold and silver bearing territories. An appropriation was made by Congress to establish one in Colorado and $75,000 appropriated for the object.

We should like to have a committee of inquiry investigate the subject and ascertain what became of the money, and why the private mint said to have been purchased at its full value has not been put in operation. The miners at present are at the mercy of not too scrupulous assayers and brokers. They should be able at any moment to turn their dust or ores into current coin, instead of having to dispose of them on the best terms they can get. The transportation of the dust or even bars of these metals to the coast is a heavy tax on their earnings. They would willingly pay 5 or 10 per cent. seignorage to the Government for coin on the spot, rather than be the victims of their necessities as they now are. This system of mintage on the spot would realize for the Government large sums annually, and tend to increase the metallic reserves of the country, which even now are not falling off under our very unfavorable circumstances.

In the railway share market the spirit of speculation continues to be very active. Government stocks maintain their firmness, and as the Border States are becoming more stable by their return to the Union, their stocks also become more steady. There can be no doubt of their ultimate value.

The demand for the popular loan continues. The great difficulty in the way of conversion is the want of legal tender currency, for which 12 per cent. interest is now freely paid in this city. It is proposed to withdraw the large denominations of these bills, and substitute those of smaller amount in their place. New England currency is taken at a discount of ¼ per cent., as it cannot be redeemed readily in legal tenders.

The week's exports of domestic produce and miscellaneous goods (exclusive of specie,) from this port have been to the value of $2,871,565, against $3,131,250 same week last year, and $3,231,384 the corresponding week of 1862.

As there is every appearance of the breaking up of the confederacy, evident from the tone of its own press, we must anticipate a considerable reduction of the expenses of our Government in the course of a few months. No doubt the Southern States will have to pay their full share of the cost of the rebellion into the United States Treasury in the shape of taxation as soon as the local Governments are re-organized. This will neither be unjust, nor any hardship to them. They have paid but four millions of taxes into the rebel treasury, and will be so much the better able to pay into the Treasury of the United States. The holders of cotton will be glad enough on realizing the enormous prices on the two millions of bales said to be yet held in safety by them, to part with a proportion of their profits to the general Government, and this is an element of future strength which will tell on the general resources of the nation. The Southern debt will be struck out of existence and trouble nobody after its decease. One of the most important measures before Congress, in our judgment, is the bankrupt act. If this is passed, it will liberate many thousands of enterprising citizens, who will again become producers and add to the general accumulations of the industrious. The Chairman of the committee on this subject in the House, has written to a gentleman of this city, stating that he intends to introduce a short bill, and has requested his correspondent to prepare a draft of one of similar brevity. This we understand will contain very few sections, merely defining the parties who may apply for relief, or may be brought under the act by their creditors, who have exhausted the usual process of law to obtain their demands, without success. This will constitute the main section. The others will relate to the appointments of commissioners of bankruptcy in the various Congressional districts, and the officers of their courts. The modes of proceedure under the act being merely formal, will be defined in a code of practice, to be arranged by the Attorney-General and declared a part of the act. This will simplify the whole business, prevent technical litigation, and save a world of debate on the passage of the bill.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Peninsular R. R. 1st mort., 88; McGregor Western R. R. 1st mort., 92½; N. Y. Prov. and Boston R. R., 121; Norwich and Worcester, 90½; do., scrip, 75@80; Mariposa 7s, 92½; Central Coal Co., 64½; Bucks Co. Lead, 1¼; Copake Iron Mines, 12½; Wyoming Coal, 87¾; Quartz Hill Mining, 10; Manhattan Gas, 245; Williamsburg Gas, 151; Metropolitan Gas, 132; Illinois War Loan, 100; North Carolina 6s, 50; Illinois coupon 6s, 1879, 100; Ohio 6 per cent. reg. stock, 103½@104; Brooklyn City Water Loan, 106½; American Exchange Bank, 108; Chatham Bank, 100; Bank of Republic, 103; Hanover Bank, 98; Bank of Commerce, 102; Ocean Bank, 97; Importers and Traders' Bank, 110; Corn Exchange Bank, 110; National Bank,

105; Irving Bank, 99; Merchants' Bank, 107; Bank of State of New York, 103; Continental Bank, 100.

Philadelphia.—North Penn. mort. scrip, 87; Long Island 7s, 101; West Chester 7s, 106¼; Middle Coal Field, 8; Reading 6s, 1843-'80, 106; Cincinnati 6s, 100; Fulton Coal, 4⅞; Big Mountain, 6¼; Union Canal, 3⅛; Lehigh Zinc, 50; 17th and 19th streets R. R., 11½; Ridge Avenue, 20⅛; Penn. Mining, 8¼; Wyoming Canal 6s, 97; N. Y. and Mid. Coal Fields, 6½; Mechanics Bank, 27; Corn Exchange Bank, 86; First National Bank, 110; Girard Bank, 46; Philadelphia Bank, 124; Bank of North America, 152½; Manuf. and Mechanics' Bank, 27¼; Kentucky Bank, 87; North Bank of Kentucky, 101. The latest quotations are: City 6s, 100½@101; do., new, 104@104½; State 5s, 96½@97; Reading, 58⅞@59; do., 6s, 1870, 105@106; do., 1886, 115@118; Camden and Amboy, 159¾@160; Pennsylvania R. R., 73@73½; do., 1st mort., 107½@108; do., 2d mort., 105½@106; Little Schuylkill R. R., 48@48½; Morris Canal, 65@68; do., pref., 136@137; bonds, 104@105; do., 2d mort., 100½@102; Susquehanna Canal, 17¾@18; do., 6s, 62½@63; Sch. Nav., 20½@20¾; do., pref., 34½@34¾; do., 6s, 1882, 85½@86; Union Canal pref., 4⅝@5; do., bonds, 28¼@29; Delaware Div. Canal, 35½@37; do., bonds, 95; Elmira and Williamsport, 36@38; do., pref., 50½@51; do., 7s, 1873, 104@106; Beaver Meadow, 80@80¼; Harrisburg, 72¾; Long Island R. R., 43@43½; Lehigh Coal and Navigation, 59⅞@60; do., scrip, 48¾@49¼; North Pennsylvania, 28½@29; do., 6s, 93¾@94; do., 10s, 120@121; Philadelphia and Erie, 37@37¾; do., 6s, 102¾@103; Minehill, 59⅞@60; Catawissa, 19@19¾; do., pref., 41⅛@41⅜; Lehigh Valley, 90@95; do., bonds, 104@105; Fifth and Sixth streets, (horse,) 62½; do., 7s, 105@106; Second and Third, 80@80½; Race and Vine, 18@20; West Philadelphia, 70@75; Spruce and Pine, 13@13⅜; Green and Coates, 44; Chestnut and Walnut, 59@60; Arch, 32@32½; Thirteenth and Fifteenth, 31½; Seventeenth and Nineteenth, 11½@12; Girard College, 26@26½; Tenth and Eleventh, 50; Norristown, 56½@57; Lombard and South, 16; Ridge Avenue, 20@21.

Boston.—Northern (Ogdensburg) 1st mort., 98; do., 2d mort., 23¼; Rutland 2d mort., 23¼; Vermont Central 2d mort., 20; Malden and Melrose 6s, 1880, 93¾; Conn. and Pass. River R. R. pref., 40; do. 6s, 1876, 100¼; Troy and Greenbush guar. 7s, 55; Old Colony and Fall R. R. 6s, 1867, 99¼; Mad River and Lake Erie R. R. 7s, 1866, 65; New York and Boston Air Line, 6s, 54; Mass. State 6s, 1876, 116; Vermont 6s, 1871, 103; do., 1876, 104¼; Rhode Island 6s, 1882, 105; Connecticut 6s, 1882, 104; Union Steamship Co., 155; Boston Water Power Co., 47¼; Cary Imp. Co., 9⅞; Essex Co., 91; Boston, Newport and N. Y. Steamboat Co., 1000; Augusta City 6s, 1870, 103; Chicago 6s, 1880, Water Loan, 102; do., sewerage 106¾; Portland 6s, 1870, 108; Boston 5s, 1880, 110; Bath 6s, 1891, 102; Hallowell 6s, 1870, 101¼; Tremont Bank, 117; Traders' Bank, 98; Atlas Bank, 101¼; Webster Bank, 103½; Market Bank, 72¾; North Bank, 99½; Merchants' Bank, 100; Mt. Vernon Bank, 98; State Bank, 70; Bank of Commerce, 102; Eliot Bank, 98¼; Boston Bank, 65, Massachusetts Bank, 108; Suffolk Bank, 147; Boylston Bank, 115¾; Pawners' Bank, 86¾; Exchange Bank, 118; Revere Bank, 104¾; East Boston Gas, 27¾; Dorchester Gas, 75; Chelsea Gas, 96¾; South Boston Gas, 102; Lynn Gas, 117½; Cambridge Gas, 110¼; Acton Mining Co., 4; Algomah, 1⅝: Boston, 5; Black River, 51c.; Bay State, 18½; Bedford, 1⅞; Columbian, 8; Copper Falls, 28½; Canada, 2⅞; Copake, 13; Dudley, 4; Dana, 4; Eagle River, 7; Flint Steel, 9¼; Green Mountain, 5¼; Great Western, 4; Hancock, 12¾; Huron, 38½; Hanover, 4½; Mandan, 3½; Manhattan, 6⅞; Madison, 6; Mesnard, 13½; Native, 2½; Ottawa, 41c.; Phœnix, 25¾; South Side, 4⅞; Star, 10¾; Superior, 9½; Toltec, 3⅝; Tremont, 4¾; Winthrop, 6¼; Waterloo, 1.

Baltimore.—City Passenger Railway, 16½; N. W. Va. stock 8; do., 2d mort., 102; Santa Clara Mining Co., 8; Springfield, 2.60; Bank of Commerce, 22; Union Bank, 69½. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 103¾@104¼; do., 6s, 1867, 102@102½; do., 1875, 105½; do., 1880, 106; do., 1885, 107½; Northern Central, 44@44½; do., bonds, 1885, 101½@101¾; N. W. Va., 8@10; do., 1st mort., 104@108; do., 2d mort., 102; do., 3d mort., 26; do., guar., 101@102; Central Ohio 2d mort., 104@115; do., 3d mort., 75; do., 4th mort., 46@50; do., income 1857-'60, 32½@34½; Western Md. bonds, 80; do., guar., 105@105¼; Maryland 6s, coupon, 1870, 110@113; do., Ins., 113; do., 1890, 114; Baltimore 6s, 1870, 105⅛@106; do., 1873, 108½; do., 1875, 108½@109; do., 1886, 107½@108; do., 1890, 109@109¼; do., coupon, 109; do., 5s, 1888-'70, 95; City Passenger R. R., 16⅜@17; South Carolina 6s, 55; Canton Co., 34@35; Deep River, .10@.20; Gardner, .80@1.00; Guilford, .25@.40; Maryland, .75@1.00; North State, .10@.15; Rudisell, .40@.70; Silver Valley, .10; Springfield, 2.50@2.55; George's Creek, 60@70; Santa Clara, 7⅞@8.

Montreal.—Champlain and St. Lawrence R. W., 12@14; do., preferential, 90@93; do., 6 per cents, 80@83; Government 5 per cents, sterling, 95@96; do., 6 per cents, 1872, currency, 105@106; Montreal City bonds, 6 per cents, 97@98; do., Water Works, 6 per cents stg., 97½@98; Quebec City 6s, 95@96; Toronto 6s, 1876, 89@90; County debentures, 85@95; Montreal Consols, $4@6; Huron Copper Bay, 42½@47½; Montreal Telegraph Co., 125@127½; City Gas Co., 118@120; City Passenger Railway, 107½@110.

Grand Trunk Railway of Canada.

At a meeting of the directors of this company held in London on the 31st ult., it was announced that the half year's interest accrued to that date on the 1st and 2d preference bonds would be paid on and after the 15th of April, on presentation of the coupons at the company's bankers. The report of the company for the half year ending Dec. 31, 1863, will be placed before the proprietors early in February; and the half yearly meeting will be held in London on the 7th of April. At this meeting the directors will propose that powers be obtained whereby the interest on bonds due on the 1st of January and 1st of July respectively, may become payable immediately after the half yearly meeting at which the accounts are approved, and at which meetings the preference bondholders can vote.

The quotations of this company's stock, etc., in London on the 31st December, were as follows: Stock, 20½@21½; 1st preference bonds, 73@75; do., deferred, 59@61; 2d preference bonds, 65@67; do., deferred, 50@53; 3d preference stock, 48@50; do., deferred, 39@41; 4th preference stock, 27@29; do., deferred, 22@24.

Colonial Securities.

The quotations of Canadian securities in the London Market on the 31st December, were as follows: Government 5 per cents, 92@95; do., 6s, 103@107. On the same day British Columbia 6 per cents stood at 105@107; Cape of Good Hope, do., at 106@108; Ceylon, do., at 110@112 Mauritius, do., at 106@111; Natal, do., 108@110; New Brunswick, do., at 104@106; New South Wales 5 per cents, at 100@100½; New Zealand 6 per cents, at 110@112; Nova Scotia, do., at 105@107; Queensland, do., at 111@113; South Australia, do., at 111@113; Victoria, do., at 107@110½.

☞ The New Bedford Sperm Oil Company, which has recently been reorganized, and succeeds to the reputation of the old Company, which had acquired the confidence of the public during a continuance of fifteen years, now offers, at No. 49 William street, the office of the President, Edwin L. Brady, the very best descriptions of sperm, lard and machine oils, which are guaranteed to be of the best quality. The sperm especially is of the purest quality, and admirably adapted to the use of machinists, and railroad, and steam engineers. Purchasers will do well to call and examine for themselves before purchasing elsewhere.

The Tribune Almanac 1864.

This valuable work which of its class is a standard one, comes to us full of the most useful if not indispensable information. It contains a complete set of astronomical calculations, tide-tables, calendars, lists of the officers of the United States Government, and members of the 38th Congress; wholesale prices in New York for seventeen years (showing curiously enough, that many articles are not now higher in price than they were in 1847,) acts of Congress for the past session, amount of public debt, full political statistics of the States, and much other information equally interesting and important. Single copies 15 cents; one hundred copies $8.00.

Quicksilver Mines of New Almaden.

We have received in pamphlet form, a reprint of an interesting article on the Quicksilver Mines of New Almaden, with illustrations, which originally appeared in *Harper's Magazine*, and is from the pen of W. V. Wells. These mines are not the least of the treasures of California; and the property described in this *brochure* is now becoming immensely valuable to its owners, who have established their title to it after a long litigation.

BENTON'S POLICY OF SELLING AND DEVELoping the Mineral Lands.—By Edgar Conkling.

In this pamphlet are found very conclusive arguments in favor of granting the fee of our mineral lands to actual purchasers at moderate cost, asserting the principle, and supporting it by facts, that no permanent development of our mineral wealth can take place from temporary occupation only. The author also strenuously advocates a Northern as well as Central road.

☞ The Boston *Journal* announces that the stock of the American Steamship Company, in that city, has been all taken up.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of December ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From Freights	$303,239 61	$249,840 76
" passengers	151,201 16	97,630 46
" express matter	2,700 00	7,476 77
" mails	7,825 00	7,825 00
" rent of railway	7,083 34	7,083 34
" miscellaneous.	977 50	1,127 07
Total	$473,026 61	$370,983 40
Increase		$102,043 21
Total for year ending Dec. 31	$5,118,388 86	$3,745,409 42
Increase for 12 months		$1,372,979 44

Increase for December, 24½ per cent.; average increase for year, 36 7-10 per cent.

The traffic receipts of the European and North American Railroad for December, 1862 and 1863, were:

	1863.	1862.
Passengers	$5,791 96	$4,704 43
Freight	5,853 24	5,208 43
Mails and Sundries	476 30	562 62
	$12,121 50	$10,475 48

The earnings of the Chicago and Northwestern Railway in December, 1863, were $153,522
December 1862 90,990

Increase $62,532

The earnings of the Cleveland and Toledo Railroad in December, were $184,389
December, 1862 160,670

Increase $23,719

The earnings of the Norwich and Worcester Railroad in December, 1863 $44,531 93
December, 1862 29,475 53

Increase $15,056 40

The earnings of the Erie Railway in December 1863, were $1,044,214 21
December, 1862 963,859 49

Increase $80,354 72

The earnings of the St. Louis, Alton and Terre Haute Railroad for December, 1863 $143,747 82
December, 1862 129,166 37

Increase $14,581 45

The earnings of the Michigan Central Railroad in Dec., 1863, were $306,186 00
Same period, 1862 258,633 00

Increase $47,553 00

The earnings of the Chicago and Rock Island Railroad in December, 1863, were $192,656 00
December, 1862 135,595 00

Increase $57,061 00

The earnings of the Hudson River Railroad in December, 1863, were $484,550 02
December, 1862 403,571 40

Increase $80,978 62

The earnings of the Michigan Southern and Northern Indiana Railroad in December, 1863, were $341,608 00
December, 1862 279,539 00

Increase $62,069 00

The earnings of the Chicago and Milwaukee Railroad in December, 1863, were $45,428 00
December, 1862 34,847 00

Increase $10,581 00

The earnings of the Marietta and Cincinnati Railroad in December 1863, were $68,863 03
December, 1862 48,543 92

Increase $20,319 11

The earnings of the Galena and Chicago Union Railroad in December, 1863, were $217,633 00
December, 1862 143,532 00

Increase $74,101 00

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending January 15, 1864, was as follows:

Passengers $18,790 62
Freight and live stock 30,857 46
Mails and sundries 2,282 28
Total $51,930 36
Corresponding week of 1863 62,414 94

Decrease $10,484 58

The earnings of the Grand Trunk Railway for the week ending January 9th, 1864, were:

Passengers $23,264 38
Freight and live stock 54,570 51
Mails and sundries 3,800 00
Total $81,634 89
Corresponding week, 1863 80,483 25

Increase $1,151 64

The earnings of the Chicago and Rock Island Railroad for the 2d week in January, 1864, were $40,691 00
Do., 1863 34,332 00

Increase $6,359 00

The earnings of the Cleveland and Toledo Railroad for the 2d week of January, 1864, were $35,046 00
Same week, 1863 35,204 00

Decrease $158 08

The earnings of the Galena and Chicago Union Railroad for the 2d week in Jan., 1864, have been $27,024 00
Corresponding weeks of previous year. 32,013 00

Decrease $9,989 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of Jan., 1863, were $49,078 00
Carresponding week of previous year 56,827 00

Decrease $7,749 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in Jan., 1864, were $11,796 00
Corresponding week of previous year 12,218 58

Decrease $422,20

☞ It is stated on the authority of Mr. J. W. Tyler, a gentleman just returned from England, that a line of telegraph will be constructed from St. Paul to Fort Gary, and thence across the Hudson's Bay territory to the Pacific, and that negotions in progress, will result in the actual construction of a railroad before long, from St. Paul northwards to Fort Gary, and steps will be taken to continue the line across to the Pacific.

He also reports that the construction of a telegraph across Siberia to the north of the Amoor River was a matter not only decided upon, but in active progress. This information he derived from the Director General of the telegraph system of Russia.

United States Mint.

The following statement showing the amounts of coinage at the U. S. Mint, Philadelphia, during the year 1863, will be read with interest:

Gold.	Pieces.	Value.
Double Eagles	140,070	$2,801,400
Eagles	1,248	12,480
Half Eagles	2,472	12,360
Two-and-a-half-Eagles	30	75
Three Dollars	5,039	15,117
Dollars	6,250	6,250
Total	155,109	$2,847,682
Silver.		
Dollars	27,660	$27,660 00
Half Dollars	516,460	258,230 00
Quarter Dollars	16,460	41,615 00
Dimes	14,460	1,446 00
Half Dimes	18,460	923 00
Three Cents	21,460	643 80
Total	714,960	$330,517 80
Cents	54,360,000	$543,600 00
recapitulation.		
Gold	155,109	$3,847,682 00
Silver	714,960	330,517 80
Cents	54,360,000	543,600 00
Total	55,230,069	$3,721,799 80

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the year ending October 31, 1863, were:

From passengers $1,834,133 75
" freight and express 619,562 08
" rents 15,022 05
" mails, etc. 71,530 44
Total $2,540,248 32
Add earnings of New Castle and Frenchtown line 34,009 81
Total both lines $2,574,258 13
The expenditures of both lines, including loss on Delaware R. R., were 1,531,991 71
Leaving $1,042,266 42
Deduct two dividends of 5 per cent. each 690,077 32
Balance $352,189 10

The aggregate gain in receipts over 1862 has been $323,395 58. Sixteen and a half miles of double and additional track have been laid during the year, at a cost of $234,978 39. Four new locomotives have been built; two mail and baggage cars; 65 eight-wheel house; 70 platform and gondola cars; 26 market cars; 25 timber trucks, and 25 gravel cars. The locomotives ran during the year 675,865 miles, of which 345,960 miles were by coal burning locomotives, and 55,902 by wood burners. The cost, per mile, including all expenditures, was $2 11 2-10; cost, including only operating expenses, $1 41 5-10. Earnings per mile run with trains earning money, excluding gravel and repair trains, $3 83 3-16 Ratio of all expenditures to earnings, 59½ per cent. Ratio of operating expenses to earnings 38 per cent.

The following gentlemen have been elected directors of this company for the ensuing year:

President.—S. M. Felton.

Directors.—Samuel M. Felton, Moncure Robinson, W. L. Savage, John A. Duncan, Jesse Lane, Jos. Bringhurst, F. A. Curtis, J. C. Groome, J. J. Cohen, Jr., Thomas Kelso, C. O'Donnell, Enoch Pratt, Thomas Donaldson, Nathaniel Thayer, and C. F. Pond.

Secretary and Treasurer.—Alfred Horner.

Philadelphia and Liverpool Steamship Line.

A meeting of gentlemen connected with the financial, commercial and manufacturing interests of Philadelphia was held at the office of the Pennsylvania Railroad Company on the 14th inst., for the purpose of considering and adopting measures for the establishment and maintenance of a steamship line between Philadelphia and Liverpool, in connection with the Pennsylvania Railroad Company. From an account given in the Philadelphia papers of the proceedings of the meeting, we learn that a company has already been organized for this purpose under a very satisfactory charter from the Pennsylvania Legislature, and with the following very efficient board of directors: John C. Cresson, President; M. W. Baldwin, J. Edgar Thomson, Thomas A. Scott, S. Morris Waln, A. Whitney, Wistar Morris, Robert Morris, G. H. Stuart, G. L. Bushby, W. G. Moorhead, and Charles Macalester. It was proposed at the meeting to raise the sum of $500,000 as a basis by subscriptions to the capital stock of the company, which amount it was thought would be sufficient to charter steamships for immediate service, and keep them for two or three years, until the profits of the line and additional subscriptions would enable the company to build steamships of their own sufficient for a semi-monthly line. Propositions from the Pennsylvania Railroad Company were read and adopted at the meeting, the substance of which is as follows:

The steamers to be first class, of about 3,000 tons register, and 400 English horse power, and to be run semi-monthly for a period of years. Capital not to be less than $2,000,000. The vessels to be ready for service March 1, 1865. In the meantime steamers of not less than 1,500 tons register, to be placed on the line not later than March 1, 1864, and continue until other vessels are ready—say not less than a monthly line. The Pennsylvania Railroad Company at their terminus to give free wharfage and suitable storage and shed room for coal and cargo. The steamship Company to be charged rates on freight and passenger traffic carried by them 20 per cent. less than the rates charged on similar traffic between Pittsburg and New York, and to be allowed a commission of 15 per cent. on all emigrant passenger fares accruing to the railroad company for such travel, delivered by the steamship Company to the railroad company, on joint ticket, to all points West, as per their tariff. Coal to be delivered at 20 per cent. reduction.

If the net earnings of the steamship company shall not yield six per cent. to the proprietors, then the railroad company will pay towards any deficiency an amount not exceeding six per cent. upon the capital invested during a term of not exceeding ten years. The steamship company to keep their steamships fully insured, and insure all property and all risks incident to the business of the company that can be protected by insurance. Every year an account to be stated. If there has been a loss at the end of each two years that loss to be paid by the railroad company to the amount above stated. All items of actual ordinary repairs to keep the property in good condition shall be charged to current expenses. In stating annual accounts there shall be included seven per cent. on the actual cash capital invested in steam vessels for this line—this annual charge to apply only on the capital as reduced annually by this allowance to cover uninsurable repairs, depreciation of property and all other risks or losses incident to the property of the steamship company. The rates of transportation by the steamship company shall not exceed rates charged to and from New York and Liverpool; the steamship company to convey all freight and passenger traffic passing over the Pennsylvania Railroad at their minimum rates of transportation, and to issue through tickets and joint bills of lading from such points in Great Britain at which their steamers may touch, to such points in the West, Southwest and Northwest, in the United States, as may be designated by the railroad company.

The steamship company to transport persons and property from Philadelphia to Liverpool and such other points in Great Britain at which the steamers may touch, upon through tickets and bills of lading issued by duly authorized agents of the railroad company. The steamship company shall enter into no contract or arrangement for joint tickets and through bills of lading with any other railroad without previous consent of the Pennsylvania Railroad Company.

A resolution was adopted, accepting the proposition submitted by the Pennsylvania Railroad Company, and it was also resolved that a committee of ten be appointed to solicit subscriptions, the committee to report on the 26th of January, 1864. The following gentlemen were appointed upon this committee: W. G. Moorhead, chairman J. G. Fell, A. J. Derbyshire, G. A. Stuart, E. A. Souder, A. S. Roberts, M. W. Baldwin, S. Morris Waln, J. C. Cresson, and J. E. Caldwell. It was decided to open a subscription paper at the meeting, and $101,000 was subscribed by A. Whitney & Sons, M. W. Baldwin, George H. Stuart, Jay Cooke & Co., Chas. Macalester, A. J. Derbyshire, H. C. Wood, A. J. Buckner, Frederick Fraley, John C. Cresson, E. A. Souder, W. P. Cresson, and others. The meeting then adjeurned to meet on the 26th of January.

Allegheny County Bonds.

Mr. Justice Grier, of the United States Circuit Court, for the Western District of Pennsylvania, has just filed an important opinion to the effect that the Cleveland and Pittsburg Railroad Company are liable to pay the coupons of the Allegheny County Railroad bonds, guarantied by that Company. An action of debt was brought in the Circuit Court of the United States against the Railroad Company on their guarantee, and the case was argued by John C. Knox, Esq., of Philadelphia, for the plaintiff, and by Messrs. Otis and Loomis for the defendants. Mr. Justice Grier says, in his opinion, that the Railroad Company had full power to make the contract of guarantee. That it was a guarantee to pay the interest of the bond punctually to the bearer of the bond at the time and place specified. That the bonds passed to bearer by mere delivery, and no assignment was required. That it was not necessary to sue the country or pursue it to insolvency, in order to recover against the Railroad Company, nor was any demand or notice necessary. This opinion fully establishes the legal liability of the Company on its guarantee. The amount of bonds guarantied was $150,000, of which $25,000 has been converted. Each $1000 bond in March next will have fourteen coupons overdue, making the bond represent, in principal and interest, $1,420. The coupons also bear interest, so that under this decision, they become a desirable investment.

Lehigh Valley Railroad.

This road is 46 miles long, running through the Lehigh valley from Easton to Mauch Chunk. Its capital stock is $2,297,250; funded debt, $1,465,000, and its scrip stock $355,145. The business of the year is thus set down:

RECEIPTS.

Coal transportation	$1,075,545
Passenger transportation	118,449
Freight transportation	176,081
	$1,370,085

EXPENSES.

Coal transportation	$459,266	
Passenger "	60,004	
Freight "	69,829	
		589,099
Leaving the net receipts for the year		$780,976
Balance of profits Nov. 29, 1862		351,613
		$1,132,589

Against which has been charged—

Dividend Jan. 9, 1863, 2½ per ct.	$59,207
Dividend April 15, 1863, "	59,207
Dividend July 15, 1863, "	59,207
Dividend Oct. 15, 1863, "	59,207
Six months' interest on $1,465,000 bonds, May 1	43,950
Six months' interest on $1,465,000 bonds, November 1	43,950
	324,730
Balance of profits, Nov. 30, 1863	$807,859

From this balance of $807,859, the Company have just declared a quarterly dividend of 2½ per cent. in cash, and a stock dividend of ten per cent., amounting together to $358,481, and leaving a net balance of $449,378.

Mariposa Company.

From the report, recently published, we learn that the amount of capital fixed and limited by this company is $10,000,000, divided into 100,000 shares of $100 each, all of which has been issued as full stock in payment for the Mariposa Estate, situate in the County of Mariposa and State of California, consisting of land, mines, mills, fixtures and personal property appertaining thereto, necessary for the business of the Company, and valued at that sum subject to existing mortgages amounting to $2,500,000, and which was purchased by the Company at such its fair valuation.

The debts and liabilities consist of:

The Brummagim and other claims, payment of the greater part of which has been tendered in United States legal-tender notes, amounting as nearly as can be ascertained to $390,668.

Floating debt, as per last returns of our manager in California, not supposed, now, to vary materially from this amount, but impossible to ascertain the exact amount with entire accuracy $63,000.

First mortgage bonds of the Company (secured by mortgages for the same amount subject to which estate was purchased by the Company), a portion of the proceeds of which remains in the hands of the Company, $1,475,000.

Debt of Worcester.

The debt of the city of Worcester is thus stated: City debt proper $96,380 07; war debt, $118,436 61—total, $214,816 68. Of this amount, $41,137 for State aid is due from the State, and will be paid next year, leaving the actual debt of the city about $174,000, or $6,000 less than on the first of January, 1863.

Boston, Hartford and Erie Railroad.

This road was chartered by the Connecticut Legislature in 1863, with especial privileges—with the right to buy, sell or lease any road of any corporation, in whole or part, and to construct any road or roads needful to complete the line to Waterbury, Conn., from thence to Fishkill, on the Hudson river. The authorized capital is $15,000,000. $8,500,000 has been paid in, and cash enough is now in the treasury to complete the road to Waterbury. The road starts at the foot of Summer street, Boston, and runs to Blackstone, Willimantic, Hartford, Waterbury and Danbury, to Brewster's. Here the road joins the Harlem for New York, or pushes on to Fishkill to unite with the Erie road for the west. The corporation has organized by a choice of a Board of Directors embracing men of wealth, standing, and position in the cities of New York, Hartford, Boston, and other cities on the route. A contract has been made with the Harlem road to connect with the Boston, Erie, and New York, and the laying of a double track has been commenced on the Harlem, to be ready for use when the Boston line reaches Brewster's.

But two links are needed to complete the entire road. One from Putnam, Conn., to Willimantic, twenty-four miles. One from Waterbury, Conn., to the Harlem railroad, thirty-eight miles. Seventy-five continuous miles of this road, to Boston will be completed early in June next. It is claimed that this road is twelve miles nearer Hartford from Boston than any other. It is under one corporation, and the directors and stockholders are one. It runs through the most populous districts in New England. Its pathway is studded with great manufactories. Eleven railroads intersect it from Boston to Hartford. When completed there will be a continuous road from Summer street, Boston, to the Hudson river; to Buffalo, Cleveland and St. Louis. From this place cargoes can be taken, and without change of cars, landed in Boston, and without cartage be put on board the largest ships, which can lay safely at the Boston termination of the road and receive their freight.—*Cor. Boston Journal.*

A British Railway from the Atlantic to the Pacific.

The Rev. R. C. L. Brown has advocated the construction of such a railway in a prize essay. He thus describes the route and its water connections: "There is steam communication to the head of Lake Superior; thence to the Red River Settlement a road could be made without much difficulty. From the Red River to Edmonton the way lies up the valley of the great Saskatchewan River, navigable for 700 miles. This is described as a splendid and extensive valley, capable of supporting a large agricultural population. At Edmonton the difficulties begin. Thence to Jasper House in the Rocky Mountains, 400 miles, the country is swampy and bad. There is a coal field here, and the same appear on the surface, at some places on fire. Here the party from which this information is obtained (the party of Canadians who entered British Columbia by this route last autumn) built their nightly camp fires of coal. The gorge through which this road enters British Columbia is the New Caledonia or Jasper Pass. It is described as a natural roadway through the mountains, which rise on either side like a wall, to a height of many thousand feet. From Jasper House to Tete Jaune Cache, at the head of the Fraser, the country around is rugged and mountainous; yet there is a valley through which a road or railway could be carried. From Tete Jaune Cache the road would probably take a direct course for Cariboo, by one of three valleys, as yet unexplored, which appear to connect the latter with the head waters of the Fraser. From Cariboo the line would be taken to the mouth of Quesnelle River, where it would join the great highways from the lower Fraser, and (should be ultimately constructed) from Bentinck Arm or any other seaport on the north-west coast. The whole distance between the heads of navigation—namely, from Lake Superior to Bentinck Arm, by this line is about 2,200 miles. It is preferable to the route by St. Paul's, Minnesota, because the whole course lies through British territory; and the Jasper Pass road is more free from Indian molestation than the more southerly passes.

☞ Mr. James W. Low has in press and is about publishing his Railway Directory for 1864. This year his work is got up with great care and correctness, and he has combined the Telepraph Companies with it, which as they are now forming a very important item in the enterprises of the day will prove interesting to the Railway public. The book when ready will be sent as usual to the Railroad officers.

Albany and Boston Railroad.

A bill has been introduced into the Assembly of this State, which provides that the Albany and Boston Railroad Company, in lieu of the payment of the subscription to the capital stock of said company in money as now required by law, may purchase the Rutland and Washington and Troy and Rutland Railroads, and issue stocks and bonds therefor, and vests the franchises and privileges of said roads in the Albany and Boston Railroad; but the stock so to be issued shall not exceed in amount the sum specified in the articles of association of the latter road.

Department of Agriculture.

We have received from the Commissioner of the Department of Agriculture, a copy of his monthly report for November, hereafter to be published monthly. We think if these reports were published quarterly they would be more useful than they are now. Our seasons, are not monthly nor by-monthly, and the differences between one month and another are not of financial or commercial importance.

The Inter-colonial Railroad.

The question of the construction of this road is now under very earnest discussion in the British provinces. The hesitation of Canada to unite with New Brunswick and Nova Scotia in the prosecution of the projected work, is creating some feeling with the latter, who now seem to look to a connection with the railway system of Maine as the only alternative left to them. The Morning *News* of Halifax after alluding to these difficulties says:

If, as we fully expect, Canada allows matters to stand as they are at present; or if she should make a proposition on any basis different from that which she has ignored, we have then no choice but to extend our present line of railway to the American frontier. There is one question, not an unimportant one either, to be considered in connection with this matter—will the Americans meet us at the frontier? To this we think a satisfactory answer can be given. It is a fact, known to many, that an effort is being made by the people of the State of Maine to push on their road to New Brunswick with a view of connecting with the St. Andrew's Line. There appears to be little reason to doubt that the work will be proceeded with. This effort of Maine should be an additional incentive to proceed Westward. The distance from the frontier to the place where it is proposed to form a junction with the St. Andrews line is only five miles. With this piece of road built, and the St. Andrews road unconnected with St. John, the up-river trade will undoubtedly be drawn towards Bangor. We would, of course, be the sufferers. In point of distance St. John has an advantage over Bangor. From Bangor to Woodstock, by the route proposed by the people of Maine, is 165 miles; from St. John to Woodstock *via* Douglas Valley is 125 miles, being 40 miles in favor of St. John—quite an item in railroad travel. We think there can be very little doubt as to the paying qualities of a line Westward, and as to the great benefit which it will be to our present line of road. The length of road to be built would be about 80 miles; the cost of construction has been variously estimated—by some at £640,000, by others at £750,000, and by others again at £880,000. We think, however, that the experience we have already gained in railroad building would enable us to construct the road for £700,000. Deducting the estimated net profits of the road from the interest on the outlay, and the amount to be made up from the Treasury would be a very moderate item, quite within our means. This is entirely apart from the increased revenue, and consequent decreased liability, on our present road which would result from the construction of the Extension. Several schemes for extension Westward have already been talked about, and among the rest one which provides for the construction of a branch line to Fredericton in such a way as to form, if needed, a portion of the road to connect with Canada. The location of the road in this way would be free from the objection urged against lines passing through St. John and extending Westward, of being too close to the American frontier.

Debt of Georgia.

The total indebtedness of the State of Georgia at the commencement of the present year was $14,149,410. The additions which have recently been added by the Legislature will make her liabilities in 1864 as follows:—

Total debt in 1863.....	$14,149,410
Added by Legislature.....	13,500,000
Total.....	$27,649,410

This is ninety-four dollars for every white male inhabitant of the State.

Boston and Fitchburg Railroad.

The gross income of this road for the year ending November 30, 1863, was $732,262 31; and the expenses $404,219 10—leaving the net earnings $328,043 21. Notwithstanding augmented expenses, the net receipts are $73,896 in advance of those of 1862, and they are also the largest gross as well as net earnings of any former year. After paying liabilities and the January dividend, there is a surplus of $138,209 51. About $68,000 invested in fuel, iron, lumber, &c., and $7,391 in real estate, are not taken into account in the above statement of the surplus on hand.

By a Legislative act of 1862, the corporation was authorized to extend its railroad from its then terminus east of Warren avenue, in Charlestown, to the bounds of the navy yard in that city. Subsequently by orders from Washington, the railroad was extended into the navy yard, so that munitions can now be delivered by continuous railroad from any of the New England States, the State of New York and the West, into the great naval depot of the United States in the East. Furthermore, by this extension about all the deep water in Charlestown can also be reached by the railroad, which, with the spacious wharves for vessels of the largest burthen that line the shore at this locality, will enable shippers to transfer merchandise direct from cars to the ship.

The cost of this extension was included in the annual expenses of the road, and also the outlay for a very material increase of the freight accommodations of the road. The President expresses the opinion that judicious economy will require quite an expenditure for the next year or two, in the way of renewing and enlarging buildings, and

also in increasing and adjusting track accommodation, in order to facilitate, expedite and economise work at the Charlestown premises, as the original buildings now thereat were not designed for an amount of business like that which reached there the last fall, being altogether inadequate to the purpose.

The road has divided seven per cent. for the year out of about ten per cent. actually earned.

East Mahanoy Railroad.

The following gentlemen have been elected directors of this company for the ensuing year:

President—A. J. DERBYSHIRE.

Directors—J. Pemberton Hutchinson, Thomas A. Biddle, J. N. Stone, H. Duhring, C. W. Trotter, A. E. Borne, James Milliken, D. C. Wharton, E. H. Trotter, John J. Thompson, George M. Troutman, Samuel J. Reeves.

Treasurer & Secretary—THOMAS HART.

The total cost of this road to the present time has been $380,415, upon which an interest of 6 per cent. per annum has been paid by the Little Schuylkill Navigation Railroad and Coal Company until the first day of April last, and on the first day of July a dividend of 1½ per cent. for three months was declared clear of State tax, payable on demand.

☞ The Cincinnati Mercantile Library Association numbers 2,066 members. The whole numbers of volumes catalogued is 21,834.

CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of EUGENE KELLY & CO., No. 36 Wall street. 1md21.

NEW BEDFORD

SPERM OIL COMPANY,

EDWIN L. BRADY, President,

49 WILLIAM STREET, - - - NEW YORK.

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PARAFINE OILS OF DIFFERENT GRADES,

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OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, January 5, 1864.

Resolved, That the holders and owners of all shares of the stock of this Company, and of all obligations of the Company or provisional certificates authorizing the entry of shares thereof, upon which ninety dollars per share has not been paid, be required to complete the payment of ninety dollars per share thereon prior to or upon the twentieth day of February next, at the office of the Treasurer of this Company, in the City of New York, and that in default of such payment the shares will be sold at public auction, pursuant to Section four of the Charter of the Company.

By order of the Board.

613 L. A. CATLIN, Secretary.

OFFICE OF THE NORTH SHORE RAILROAD Co.,
FLUSHING, January 12, 1864.

PROPOSALS FOR EXECUTING THE GRADUATION, bridging, masonry and track laying upon the North Shore Railroad, will be received until 12 noon, the 31st January, 1864. Plans and profiles may be seen and schedules, specifications and blank bids obtained, by application at this office. All proposals must be directed to the Engineer of the North Shore Railroad Company, Flushing. By order

213 THOS. B. MORRIS, Engineer.

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The remaining Nine Hundred Thousand Dollars of the Bonds are set apart and remain in the hands of the said Trustees, for the purpose of being exchanged for the indebtedness of the Chicago and Cincinnati Railroad Company, running from La Crosse to Logansport; this effected, the $2,000,000 will form a First and only Mortgage on a line of road 110 miles in length, extending from Chicago to Logansport, where it connects with the Cincinnati and Chicago Air-Line Railroad, forming the shortest line by 40 miles between Chicago and Cincinnati, and by 36 miles the shortest line between Louisville and Chicago.

It will also open, in connection with Roads now in operation, entirely new and very direct lines from Chicago to New York, Philadelphia, Baltimore, and all Eastern Cities. The distance between Chicago and New York by this route being shorter than by either of the existing lines via Dunkirk or Buffalo.

The road is now under contract, and the most strenuous efforts are being made to have it open for traffic during the summer of 1864.

The interest on the Bonds maturing during the progress of the work has been provided for, and will remain on deposit with the Bankers of the Company, Messrs. SCHUCHARDT & GEBHARD, No. 21 Nassau st., to whom the Company refer for further particulars, and where subscription books for this loan have been opened.

4t1 W. D. JUDSON, President.

Dec. 23, 1863. No. 37 William st., New York

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OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, January 5, 1864.

Resolved, That a dividend of FOUR PER CENT., in cash, free of government tax, upon the Stock and Cancelled Bonds scrip of this Company is declared, payable on the first day of February to the registered holders of stock and scrip at the close of business on the 18th inst.

This dividend is in lieu of and in advance of two Coupons in the full-paid stock and by terms of the contract terminates the obligation to pay Interest to the full-paid-share-holders.

Resolved, That the transfer books be closed on the 18th instant, and re-opened on the third day of February.

By order of the Board.

4t2 THOMAS E. WALKER, Treasurer.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, January 30, 1864.

Working Steam Expansively.—Our Steam Navy.

There is no one subject which this JOURNAL includes within its sphere of observation or comment, of more importance than Navigation; for though at first sight it would appear as if railroad transportation was more particularly within our province of inquiry, yet they are both closely allied in purpose and results, and both owe their perfection to the use of steam: on land in the locomotive, on the ocean with the screw, or paddle.

When the prosperity of our Country in peace, and its security and glory in time of war, depend so much upon fast steamers, well handled and in full activity, certainly the consideration of their essentials for success, may be taken up by us with great propriety. And it so happens, particularly as at this very moment, the Country is startled with inquiries coming thick and fast upon us as to what really is the effective condition of our Navy. It is well known that the head of the Department has come, neither by education, experience, study nor intellectual superiority, to his most responsible position. And it unluckily has been the practice with former administrations to appoint political friends to this Department without regard to their real fitness for the place. Mr. Welles, of all those who have filled it, seems to have been least familiar with the details which constitute its principal elements of usefulness and success. Of course he was compelled to trust himself, blindly perhaps, to the direction of others; and consequently, if his administration were even brilliant, he was entitled to whatever credit he could obtain only by reflection and at second hand. If it shall appear that he had placed himself in the hands of men who knew little more than himself, the Country has suffered wrongfully, and has a right to complain. We all perceive that an enormous National debt owes much of its proportions to the cost of our Navy, and that one hundred and forty millions of dollars additional are proposed to be added to its previous expenditures. It is also a fact that four steamers of the Confederates have done enormous mischief on the Ocean to our commerce, and have escaped capture; and though we have in all six hundred vessels in our Navy, we have not been able to establish a perfect blockade, though one sufficiently vigorous to bring it within inter-national law, or effectually to close the ports of Mobile and Wilmington. New Orleans, Metamoras, and Savannah are no longer ports accessible to blockade runners, chiefly because our land forces have there established themselves. The Navy it is true has made many captures, whenever the enemy came within reach of its guns; but when he has chosen to keep out of our way, he has escaped without much difficulty. The captures made, amount to more than a thousand in number; but it will be found after all, that the Army has done its full share of this work. Those captured in the Mississippi and its tributaries, as well as in the rivers emptying into the Atlantic, have been often the result of the expeditionary movements of our own land forces.

With regard to the action of our steamers on the ocean, it is certain that hundreds of times our cruisers have been within a few hours' steaming of the Alabama and Florida, have been in fact in port with one or the other of them frequently, and yet they have not succeeded in destroying them The people of this Country wish to know the reason. The owners of our commercial steamers have long professed to know it. Our Chambers of Commerce have again and again given their opinions on the subject, the Press has been nearly unanimous in its verdict, and yet the system which created all this anxiety has apparently been beyond the reach of practical reform. It is indeed one of the chief faults of our Country that men in power are, for the time being, dead to the feeling of their responsibility to their constituents. At least, however, one fearless man has compelled even the Department of the Navy to come down from its quarter deck to repel boarders. A hand to hand trial is going on, committees are appointed in Congress to investigate our naval affairs, the appropriations asked for are reduced about forty millions, and the Secretary has actually proposed a race between one of his best appointed steamers, the Eutaw, constructed after his own preferences, and any vessel in the commercial service, of private origin; and the challenge has been accepted by the owners of the *Kin Kong*. We see a dilemma for the Secretary, however, of no pleasing character; for if there be faster vessels in our Navy than there are out of it, then why have they not been employed to hunt up and destroy the rebel cruisers. If it shall turn out that these pet steamers of the department can be easily beaten by ordinary commercial craft, then it would appear to be a consequence, that the system of the Secretary has been at fault, that his chief Engineers are not to be relied upon, and that the Naval assistants of the Secretary are not much wiser than himself.

The material point at issue appears to be whether the engines of our Government vessels are constructed upon correct principles, and whether what is termed the application of the expansive power of steam has been properly estimated or ignored in their construction. It is understood that Mr. Isherwood, to whom the country is indebted for the discovery that there is no gain in the expansion, is "the power behind the throne greater than the throne itself." He therefore builds his engines with nominally low pressure and condensing engines, but in fact high pressure; and to get speed, uses enormous boilers, large quantities of fuel, and massive machinery. It is alleged that his vessels can neither carry coal, armament, or crew enough without overload-

ing them, and actually destroying their buoyancy so much, as to neutralize their theoretical speed. This is the point which is to be settled by the proposed experimental race from Norfolk to New York.

We may here allude to some of the anxioms which are adopted in all elementary works of authority on steam. We quote from BOURNE a simple statement, and he is one of the latest and best writers with a practical purpose. "The efficacy of a given quantity of steam is more than doubled by expanding the steam four times." It is admitted that the efficacy of the stroke is made nearly one half less, but this is overcome by a most philosophical arrangement, viz: by making the cylinder larger and the piston to move faster in the proportion in which the expansion is carried out. To realize the largest amount of benefit the cylinder should be enclosed in a steam jacket, and effectually protected from refrigeration. In practice the greatest success has followed the adoption of the principle, and Mr. Dickerson, who has a very clear and logical mind, has given one explanation in relation to it which seems to have been overlooked in most of the treatises we have studied. A full head or pressure of steam in the cylinder requires more time to condense, puts the air pump to greater stress to supply and remove the condensed water, it meets with a back pressure from the condenser to a considerable amount, which reduces the effective moving power in the engine applied to the vessel. But we will let Mr. Dickerson speak for himself. In one of the notes attached to his pamphlet, which we have already quoted from largely, he says:

"Now a steam engine is like a water wheel in another particular—it is troubled by *back water*, that is, by back pressure steam, or steam which is in the condenser, and which resists the piston in its motion through the cylinder—just as the back water in a tail race piles up on a water wheel and resists its motion, if too much water is poured over the wheel. And there is a point where an increase of steam in the cylinder, or of water on the wheel, will cease to produce power, and only cost steam or water for nothing. In a steam engine as generally organized—that is, with the usual condensing capacity, or tail race (to carry out the illustration,) that point is about half stroke, beyond which steam gives no power, and is wasted.

"A few figures and the accompanying diagram will make this plain. Suppose an engine to be running with a boiler pressure of forty pounds to the inch—that is, twenty-five pounds above the atmosphere; and suppose the back or condenser pressure to be five pounds, which Isherwood assumes in his tables, and which is correct enough for full stroke engines, although too much for expansion; and suppose that engine to be run, first, with the cut-off closing at half stroke, and then with the steam valve open to the end of the stroke, so as to give full pressure to the piston all the way to the end. Now that engine will use just *twice as much steam* and fuel in the latter case as the former, and do no more work. To show that, a comparison must be made between the powers produced in the two cases. In the first case—that of half stroke—the piston will be pushed down half way, with the pressure of forty pounds to the inch, and then no more steam is taken; but the steam then in the cylinder will still drive the piston to the end of the stroke with a diminishing pressure, whose average will be twenty-eight pounds to the inch during the second half of the stroke; and consequently the average of the whole stroke will be thirty-four pounds to the inch; or the effect will be the same as if the piston had a pressure of thirty-four pounds to the inch, from end to end. But when the exhaust valve opens to let out the steam into the condenser, its pressure is only twenty pounds to the inch, and its temperature has fallen in the proper ratio; so that it is condensed rapidly and got out of the way of the returning piston—just as the water which falls out of the water wheel into an open tail race, runs off with little resistance to the wheel.

In all the replies to Mr. Dickerson, which his opinions have called forth, we have seen no attempt to confute these propositions, and we do not think they can be confuted. And if not, then the Secretary of the Navy is to blame for his pertinacity in adhering to his *high pressure condensing* engines, if we may be allowed such an expression. Again: The expansive power of the steam gained, is *pro tanto* an absolute gain "without any expenditure of steam or fuel whatever." This is the economical view of the principle, which has been ignored by the Navy Department.

We look forward to the coming race with interest from public motives only. It is time we came to some conclusion as to the proper construction of our steamers and their engines. Our countrymen are not behind any people in the world in invention, or mechanical ingenuity. Our country is the home of the practical arts. From our shores all the best saving labor machines in the world have gone forth. Our tools for manufacturing them are the most curious and perfect. It is hardly possible to name a useful article made o wood or metal which is not of American origin, or improved upon by American skill. In ship building, in the construction of steam engines, whether for land or ocean service we have no superiors. Even now our new traction engines are travelling all over the roads of the island of Jamaica. Our mechanics in steam, like the steam they operate in, expand as they work into engineers and artists, just as our common soldiers in the army become the best historians of the scenes in which they are actors. Of no other similar classes of men in any other part of the world can this be said. Let us then have the best steam navy in the world, and let us regard those persons with esteem, and reward them with honor, who at this very crisis of our naval progress step in and tell us of our mistakes. We have hitherto built the fastest sailing vessels and steamers. The Russians and Italians come here for their finest ships, and is it not disgraceful to us, that our own navy should prove the slowest in the world, and that out of six hundred vessels of war, we cannot find any fast enough to overtake the freebooters who have driven our commerce from the ocean.

Finances of San Francisco.

The following statement of the indebtedness of the City and County of San Francisco for the fiscal year 1862–63, is from the report of the Treasurer:

Issued.	Payable.	Annual rates.	Ann. sink. fund.	In circulation.
1851	1871	10 per cent.	$50,000	$1,352,600
1854	1865	7 "	5,000	42,000
1854	1866	10 "	16,666	178,500
1855	1875	6 "	In 1865	829,000
1858	1888	6 "	In 1867	1,138,500
1860	1870	10 "	5,000	59,500
1861	1870	10 "	2,500	20,000
1862	1877	7 "	In 1866	150,000
1863	1878	7 "	.....	90,000
Total				$3,355,100

Authority also exists for further issues (under an act of the Legislature passed April 23, 1863,) viz: to the

Western Pacific R. R. Co., 7 per cents	$400,000
Central Pacific R. R. Co., 7 per cents	600,000

Including the above, and also the city slip settlement bonds, the debt will be as follows:

Present indebtedness	$3,355,100
San Francisco and San Jose R. R. bonds (issued)	60,000
City Slip settlement bonds	960,000
Pacific and Central Railroad bonds	1,000,000
Total	$5,375,100

Add to this the balance of judgment debts, less amount provided for by city slip settlement, say $300,000, and the total indebtedness of the city authorized and in abeyance, at the end of the fiscal year ensuing, will exceed $5,500,000.

It is to be remembered, however, that the city holds the stock of the San Francisco and San Jose Railroad Company for the $300,000 subscribed, and that the subscription to the Pacific Railroad Companies was authorized to be made upon similar terms, and as the work progresses.

Schuylkill Navigation Company.

The report of the business of the year 1863 shows that the total tonnage amounted to 1,104,925, of which 884,377 tons was anthracite coal. The income of the Company amounted to $921,756 76. The total expenses were $765,173 05. Balance carried to the credit of the profit and loss account, $156,583 71, making the total credits to that account $229,048 69. The charge against the same is $57,667 97; balance to the credit of the account, Dec. 25, 1863, $171,380 72. Deducting from this balance the amount which is receivable in the preferred stock of the Union Canal Company, $16,308 59, there will remain the sum of $155,072 13. This sum, however, is liable to increase or diminution on the final settlement of the lateral railroad accounts, and of the account with the Philadelphia and Reading Railroad Company, under the arrangements and agreements hereafter referred to. But it is believed that the final settlement of these accounts will leave such a balance as will justify a dividend of four per cent. on the preferred stock of the Company, and a sufficient margin for any losses, expenses or contingencies incident to the business of the year not yet ascertained or presented.

The report of the Improvement Bonds of 1870, shows a balance outstanding Dec. 25th, 1863, of $461,000. The account of the Trustees of the Loan for the year 1863, is as follows:

Balance of cash on hand Dec. 25th 1862	$7,909 00
Renewal for allowances of five per cent. a ton on coal	44,227 80
	$52,226 80

The payments during the same period, $48,680 97. The total payments on the boat and coal loan of 1855, amounted to $57,875 11. Amount paid on the boat and car trust of 1863, was $48,414 44.

The cost of the property held by the trustees stood, Dec. 25th, 1962, at $233,650 14; boat notes issued in 1863, for new boats, $245,863; payments in cash for cars and boats, $26,027 31, making a total of $505,540 45; amounts paid by boatmen during 1863, $64,348 21; balance of property held by trustees Dec. 25th, 1863, $441,192 24; the amount of the boat notes outstanding Dec. 25th, 1863, $263,263, and the payment of these notes and of the amount advanced by the Company for

the account, viz., $177,929 24, making in all the sum of $441,192 24, will be discharged by the proceeds of the sale of the rail and car loan of 1863 to the Mine Hill and Schuylkill Haven Railroad Co. The balance of the contingent fund, Dec. 25th, 1863, amounted to $137,336 21, of which $94,658 33 has been invested. Balance not invested, and used by the Company as a temporary loan during the year $42,677 88.

The navigation was opened for use on the 7th day of March, and business was not interrupted by any accident during the whole year. The report states that the Company has doubtless suffered in tonnage from the want of boats and cars. The scarcity of labor and the delays in unloading the boats, have also tended to limit the working power of the company. The company it stated, needs an increase of steam tugs on the Delaware and Schuylkill and tugs of small capacity for use on some of the large slack water pools.

The number of boats engaged in the anthracite coal trade on the line in the year 1863 averaged about 550. The company contracted for about 162 barges, of which 122 have been delivered; of these 112 are of the largest class, carrying about 180 tons each and 13 are of the burthern of 120 to 140 tons. The remainder of those contracted for will be delivered during the winter, and new contracts for about 120 more, to be built and delivered in 1864, have been made. The report further states that, under existing circumstances, the company can probably so modify and increase the tolls on other articles than coal as to provide for a considerable part of any additional charges, thus sharing with those who furnish the tonnage and who are now receiving large prices, a part of their increased gains.

In January last negotiations were opened between the Philadelphia and Reading Railroad Company, the Mine Hill and Schuylkill Haven Railroad Company and the Schuylkill Navigation Company, have for their object a more perfect union and harmony of action between said Companies, for the protection and development of the coal trade of Schuylkill county, and securing its transportation to the great markets of consumption by the works of the Schuylkill Navigation and Philadelphia and Reading Railroad Companies.

To this end, it became necessary, first, to suspend the construction of the Schuylkill Haven and Lehigh River Railroad; second, to purchase or hold on permanent lease, the Mine Hill and Schuylkill Haven Railroad, and third, to provide for such reasonable division of the coal tonnage between the Navigation and Railroad Company as would afford proper compensation for the capital invested in the two works, and for the great advantages they afford to both producers and consumers of anthracite coal.

After a throrough examination of the whole subject, and numerous and earnest consultations to arrive at a right basis of settlement, it was finally agreed to.

First. That the existing agreement between the Schuylkill Navigation Company and the Mine Hill and Schuylkill Haven Railroad Company should be cancelled and terminated.

Second. That the Schuylkill Haven and Lehigh River Railroad Company should be consolidated with and be merged into the Mine Hill and Schuylkill Haven Railroad Company, and the work on the former road be suspended and the contract for it be cancelled.

Third. That a lease of the consolidated Mine Hill and Schuylkill Haven Railroad for 999 years should be made to the Philadelphia and Reading Railroad Company at a rent equal to 8 per cent. per annum, on a capital of $3,700 000.

Fourth. That the Schuylkill Navigation Company should agree to receive part of the money (to wit, $600,000) paid in as capital stock of the Schuylkill Haven and Lehigh River Railroad Company, and give in exchange for it $800,000 of the six per cent. boat and car loan of the year 1863, which would make the payment to the Mine Hill Company by the Navigation Company the same rate per annum as that given by the Philadelphia and Reading Company in the arrangement.

Fifth. That an agreement should be made between the Schuylkill Navigation Company and the Philadelphia and Reading Railroad Company, under which

1st. On all the railroads and their branches and extensions owned, leased or worked by the said Railroad Company and connecting with the works of the said Navigation Company at Port Carbon, Mount Carbon, Schuylkill Haven and Port Clinton, the cars belonging to said Navigation Company shall have the same facilities of access, laden or unladen, to and from all the mines reached by said railroad, and be transported at the same rates of toll and freight thereon as for the time being may be charged on cars belonging to said Philadelphia and Reading Railroad Company or any other person or party. So that in all respects and during the whole term of each of the leases or agreements relating to said roads, the coal trade thereon shall be on precisely an equal footing in proportion to the transportation offered for both of said Companies.

2d. That equal charges for toll and transportation of coal to way ponts and tide-water on the Delaware and Schuylkill rivers shall be adopted and charged by each of said companies and that if either shall desire or intend to make drawbacks or allowances on coal to be shipped or forwarded from tide-water of the Delaware or Schuylkill rivers, notices of such desire or intention to make such brawbacks or allowances shall be given to the other party before any arrangement or agreement for making the same has been offered or agreed upon.

3. That accounts of the income and expenses of each of the railroads so owned, leased or worked by said Railroad Company, shall be kept and stated annually, and if at the rates charged thereon for toll and transportation, there shall be either excess or deficiency of net revenue for the payments to be made by said Railroad Company by way of rent, such excess or deficiency shall be shared between the Navigation Company and the Railroad Company in proportion to the tonnage brought on their respective lines from said railroads in each year.

4. In case under these arrangements the coal tonnage intended to be divided between such companies shall not for the period between the first day of April and the fifteenth day of December in each year, be distributed in the ratio of 55 per cent. to the railroad and 45 per cent. to the canal, then the party carrying more than its share shall pay the other 25 cents per ton of its excess. But the arrangement for the computation of such per centages of the trade is to be suspended if between the first of April and the fifteenth of December in any year the line of either company is not in working order, for such time as said line may be out of use; and it is also to be suspended for any year in which the quantity of coal carried under the agreement by the Navigation Company shall reach 1,750,000 tons, but up to that tonnage it is to be in full force on both parties.

5. The accounts under these arrangements are to be made out annually; and settlements and payments made on the first day of March in each year.

These arrangements date from the first day of May, 1863, and the first settlement will be made on the first day of March, 1864.

The total coal business of the two companies for the ten years ending December 1, 1862, was 30,218,888 tons, of which the railway carried 18,654,237 tons, or about 61 per cent., and the canal 11,564,651 tons, or about 39 per cent., but the railway tonnage is for twelve and the canal for nine months in each year, and the proportion of 55 per cent. while the canal is in use are fairly established by the results of ten years' actual working.

The following resolutions attached to the report of the President, were adopted:

Resolved, That the Board of Managers be, and they are hereby authorized to cancel and terminate the agreement made the 31st day of December, 1861, between this Company and the Mine Hill and Schuylkill Haven Railroad Company.

Resolved, That the basis of the arrangement between this Company and the Philadelphia and Reading Railroad Company, referred to in the report of the Board of Managers, presented this day, be, and the same is hereby approved of; and that they be and are hereby authorized to perfect the same and to assume the obligations thereof in the name and on behalf of this Company in such formal contract or agreement as may be made therefor.

Resolved, That the Board of Managers be, and they are hereby authorized to borrow, for the purpose of purchasing barge, coal-cars, steam tugboats, and animals, or other motive power for using the same, such sum, not, however, exceeding one million of dollars, in the whole, as they may deem necessary. The certificates for such loan to be issued in such form, for such amounts, payable at such times, and transferable in such manner as the managers may designate. And the same loan to bear such rate of interest and to be negotiated on such terms and conditions as said managers may deem best for the interests of the Company.

Resolved, That the Board of Managers be and they are hereby authorized to make changes in the agreement between this Company and the Union Canal Company or to make a new agreement with that Company, if in their judgment such changes or new agreement will be beneficial to this Company.

The following preamble and resolutions, were unanimously adopted:

Whereas, it appears from the annual report of the managers, this day presented to the stockholders, that during the last year an agreement has been entered into with the Philadelphia and Reading Railroad Company, which it is believed will greatly increase the prosperity of this, as well as other carrying companies, and,

Whereas, the negotiation of the details of the agreement has been the result of much patient labor which devolved chiefly upon our President, Frederick Fraley, who has given much time in completing this highly important arrangement. Therefore,

Resolved, That the thanks of the stockholders be and they are hereby cordially tendered to our President, for this renewed evidence of the zeal and fidelity with which he has guarded our interests.

Resolved, That more substantially to testify our appreciation of the value of the services thus rendered, the board of managers be and they are hereby authorized to transfer to Frederick Fraley two hundred shares of the preferred stock of this Company, now standing in the name of F. Fraley, President, in trust for the Company.

Finances of Utah Territory.

From the Auditor's Report it appears that the assessed valuation of the taxable property of the Territory, is $5,048 200. From the Treasury at the commencement of the fiscal year ending October 31st, 1863, $5,439 68. That there was received into the Treasury during the fiscal year, $32,845 12. That there was disbursed during the fiscal

year $11,485 37. Leaving in the Treasury at the close of the fiscal year, October 31st, 1863, $26,799 48.

A Great Law Case—$1,500,000 Involved.

Our Canadian friends are having another season of the celebrated case of the Commercial Bank of Canada *vs.* The Great Western Railway. It was before the Conadian Court of Appeals at Toronto on Tuesday and Wednesday last. It possesses no little interest, and we give a brief history thereof: The Bank claims of the Railroad Company the sum of $1,500,000, advanced to C. J. Brydges, Managing Director G. W. R., and Thomas Reynolds, Finance Director G. W. R., on account of the Detroit and Milwaukee Railroad. It seems that after the Great Western Company undertook the completion of the Detroit and Milwaukee road, the large sum of money claimed in the suit was advanced by the Commercial Bank to Messrs. Brydges and Reynolds, both being officers of each Company. The Bank allege that the money was advanced to the Great Western, and on the failure of the Detroit and Milwaukee, demanded the return of their loan from that Company. The latter, however, asserted that the advances were made to the Detroit and Milwaukee, and not to the Great Western Company, and denied all the responsibility. The Bank commenced a suit fixing the sum claimed at $1,500,000, and the case was first tried at the Kingston (C. W.) Assizes, in May, 1862, and resulted in a verdict for the Bank. In August, 1862, the Great Western obtained from the Court of Queen's Bench a rule *nisi* calling upon the plaintiffs to show why a nonsuit should be entered, on account of the misdirection of the Judge, and the reception of improper evidence. The case was argued before the Court of Queen's Bench and in December a decision was given again in favor of the Bank. The Great Western took an appeal, which came before the Court of Appeals at Toronto on Tuesday and Wednesday as stated. On the bench were President M'Lean of the Court of Appeals; Chief Justice Draper, of the Queen's Bench; Chief Justice Richards, of the Common Pleas; Chancellor Vankoughnet, Vice-Chancellor Eston, and Hon. Justices Wilson and Morrison, being the chief judicial dignitaries of the province. The case was argued for two days, and the Court reserved its judgment. It is probable that the final decision will not be given until the March term of the Court—*Rochester Democrat Jan.* 8.

Population of Chicago.

The following is an official statement of the population of Chicago:

1830	70	1848	20,023
1840	4,853	1849	23,047
1843	7,580	1850	29,963
1844	10,864	1852	38,734
1845	12,088	1853	60,625
1846	14,169	1860	110,973
1847	16,859	1862	138,835

Pittsburg, Ft. Wayne and Chicago Railway.

The following statement will show the result of the business of this company during the eleven months ending November 30, 1863, viz:

Earnings for eleven months		$4,645,292 15
Excess of joint earnings received by Clev. & Pitts. R. R. Co. per contract		67,620 89
		$4,712,913 04
Less for interest on bds.	$709,258 78	
" expenses, viz:		
For improvements, &c.	1,274,433 37	
For transportation	2,759.163 06	
		4,742,855 21
Deficit		$29,942 17
Add deficit for year ending Dec. 31, 1862		183,671 11
Total		213,613 28

Commerce of the Port of New York, for 1863.

Exports from New York to foreign ports during the years 1860, 1861, 1862, and 1863:

DOMESTIC PRODUCE.

	1860.	1861.	1862.	1863.
January	$5,299,142	$10,277,925	$12,053,477	$14,329,998
February	5,699,387	10,236,850	10,078,101	17,780,566
March	6,998,667	10,580,907	8,985,176	16,137,659
April	6,638,662	9,255,648	8,002,094	11,581,943
May	5,812,100	10,855,709	9,837,693	13,183,510
June	8,307,774	10,270,430	10,048,832	14,780,072
July	7,525,713	9,552,759	14,050,427	15,298,073
August	6,012,814	9,652,301	13,046,389	10,666,089
September	9,232,991	9,877,909	14,734,993	11,717,761
October	10,067,330	12,904,350	19,476,947	14,513,454
November	11,302,701	14,109,763	14,060,340	11,413,591
December	10,610,845	13,661,444	14,805,112	12,846,151
Total	$95,408,296	$131,235,995	$149,179,591	$164,249,177

FOREIGN FREE.

	1860.	1861.	1862.	1863.
January	$824,003	$27,193	$73,111	$6,676,024
February	344,994	49,066	43,989	11,907,233
March	285,361	65,388	213,685	17,836,546
April	254,742	56,350	74,949	14,463,199
May	309,921	76,971	101,387	16,028,000
June	200,464	43,868	49,380	15,734,960
July	140,949	1,117,193	77,232	13,658,679
August	76,083	417,100	90,815	12,662,653
September	40,620	667,987	55,400	12,272,177
October	94,175	179,205	145,225	11,745,165
November	84,167	45,538	56,524	
December	97,241	75,174	108,469	
Total	$2,758,710	$2,154,947	$2,833,548	$1,037,212

FOREIGN DUTIABLE.

	1860.	1861.	1862.	1863.
January	$399,317	$465,978	$149,493	$668,275
February	631,459	429,537	208,757	610,009
March	844,716	839,445	458,917	758,266
April	482,489	231,784	607,678	375,224
May	248,270	567,872	732,977	602,254
June	486,228	903,877	372,561	298,067
July	232,532	260,866	449,948	448,601
August	191,270	176,532	256,650	231,774
September	620,304	264,168	572,572	238,972
October	394,753	192,196	434,205	350,614
November	400,218	284,873	377,170	383,949
December	833,573	494,514	332,902	468,575
Total	$5,765,374	$5,303,959	$4,901,383	$5,424,570

SPECIE BULLION.

	1860.	1861.	1862.	1863.
January	$653,562	$868,894	$2,658,274	$1,624,574
February	977,009	1,102,926	3,776,919	3,965,664
March	2,381,663	301,802	2,471,233	6,585,442
April	2,995,50	1,431,674	4,037,675	1,972,834
May	6,569,936	128,900	5,164,636	2,115,679
June	6,942,080	244,242	9,867,614	1,367,774
July	6,563,986	11,020	8,067,337	1,263,381
August	7,454,813	3,600	3,713,532	3,165,261
September	3,758,734	15,756	3,056,919	3,440,385
October	2,106,395	15,038	6,707,519	6,210,156
November	525,091	48,385	6,213,251	5,438,363
December	202,401	893,013	3,673,112	5,259,053
Total	$42,191,171	$4,236,950	$59,437,021	$49,734,066

TOTAL EXPORTS.

	1860.	1861.	1862.	1863.
January	$6,676,024	$11,202,737	$14,889,437	$10,695,358
February	7,668,679	11,907,233	14,102,843	22,400,148
March	10,510,417	11,631,394	11,950,714	23,695,662
April	10,370,415	11,109,679	14,704,940	14,704,940
May	11,900,317	11,732,595	15,892,097	16,002,780
June	17,836,546	12,067,031	20,332,375	16,495,293
July	14,463,199	10,028,000	23,654,915	21,092,787
August	15,734,960	9,880,448	17,433,701	14,454,900
September	13,658,679	10,187,846	19,061,471	15,492,518
October	12,662,653	13,172,452	26,797,936	21,219,549
November	12,272,177	14,577,291	20,603,942	17,292,436
December	11,745,165	15,124,445	18,939,615	13,619,334
Total	$145,683,451	$142,931,151	$216,371,843	$220,465,034

Foreign imports entered at New York during the years 1860, 1861, 1862, and 1863:

ENTERED FOR CONSUMPTION.

	1860.	1861.	1862.	1863.
January	$16,521,174	$8,178,837	$6,763,396	$8,741,227
February	14,467,040	7,003,399	7,058,174	7,372,539
March	16,163,699	6,700,061	10,312,689	11,461,572
April	10,107,966	5,393,909	7,141,197	9,493,830
May	10,316,411	2,889,588	8,091,120	7,990,281
June	11,870,400	1,528,568	7,278,953	6,225,581
July	13,759,965	5,200,663	13,709,505	9,030,210
August	9,359,695	5,200,663	10,299,427	10,004,589
September	11,516,139	3,106,293	11,890,711	11,203,535
October	10,974,128	3,638,580	8,462,554	11,885,569
November	8,525,416	4,614,932	6,565,165	10,326,929
December	5,374,246	4,542,756	6,831,073	10,498,576
Total	$154,560,498	$54,254,331	$104,183,984	$144,377,429

WAREHOUSE.

	1860.	1861.	1862.	1863.
January	$1,624,574	$2,744,411	$3,550,680	$3,141,725
February	3,965,664	1,526,772	3,751,678	3,370,486
March	6,585,442	3,592,093	3,694,187	4,911,546
April	2,471,233	4,127,857	4,187,673	3,853,218
May	4,037,675	4,438,660	5,942,313	4,600,920
June	1,972,834	2,115,679	4,487,109	5,437,404
July	4,037,675	1,367,774	3,215,504	3,874,127
August	5,164,636	4,462,475	4,150,276	4,500,764
September	2,115,679	3,465,261	2,660,457	2,939,721
October	4,438,660	3,440,385	2,835,784	4,469,381
November	1,367,774	6,210,156	2,817,461	4,351,084
December	4,462,475	5,438,363	2,082,391	3,688,806
Total	$41,672,928	$45,486,441	$41,375,513	$49,139,182

DRY GOODS.

	1860.	1861.	1862.	1863.
January	$2,262,688	$2,335,665	$3,312,563	$3,381,173
February	3,173,302	3,739,241	2,873,697	3,476,004
March	3,351,905	2,356,349	3,351,905	2,232,315
April	2,730,568	1,845,020	2,730,568	2,216,021
May	2,765,008	2,765,008	2,191,513	1,122,092
June	1,594,913	1,594,913	1,831,932	683,880
July	2,050,665	2,972,064	1,216,224	506,461
August	1,652,832	1,652,832	1,577,385	982,992
September	2,163,452	2,163,452	1,754,804	766,864
October	1,911,515	1,911,515	1,004,570	741,585
November	1,964,644	1,964,644	1,526,496	665,207
December	2,574,243	2,574,243	1,950,504	894,079
Total	$33,169,447	$30,353,918	$23,991,635	$19,567,905

SPECIE.

	1861.	1862.	1863.
January	$7,262,229	$168,653	$101,966
February	2,274,067	62,047	213,971
March	5,546,406	88,327	123,616
April	2,152	107,067	
May	110,388	107,217	
June	61,023	109,397	
July	219,001	132,245	
August	92,703	113,677	
September	121,318	78,231	
October	109,708	103,144	
November	78,316	116,493	
December			
Total	$15,926,311	$1,528,811	$650,144,337

ENTERED WAREHOUSE.

	1861.	1862.	1863.
January	$3,550,680	$3,141,725	$4,482,794
February	3,751,678	3,370,486	3,657,775
March	3,694,187	4,911,546	6,016,901
April	4,187,673	3,853,218	6,466,208
May	5,942,313	4,600,920	5,437,404
June	4,487,109	5,437,404	5,377,683
July	3,215,504	4,500,764	6,057,342
August	4,150,276	2,939,721	4,469,381
September	2,660,457	4,469,381	3,431,319
October	2,835,784	4,351,084	4,159,467
November	2,817,461	3,688,806	4,956,415
December	2,082,391	2,168,069	5,076,955
Total	$41,072,928	$45,486,441	$60,144,337

FREE GOODS.

	1861.	1862.	1863.
January	$2,335,665	$3,381,173	$3,476,004
February	3,739,241	2,873,697	1,328,600
March	2,356,349	3,351,905	2,232,315
April	1,845,020	2,730,568	2,216,021
May	2,765,008	2,191,513	1,122,092
June	1,594,913	1,831,932	683,880
July	2,972,064	1,216,224	506,461
August	1,652,832	1,577,385	982,992
September	2,163,452	1,754,804	766,864
October	1,911,515	1,004,570	741,585
November	1,964,644	1,526,496	665,207
December	2,574,243	1,950,504	894,079
Total	$30,353,918	$23,991,635	$16,619,100

DUTIABLE.

	1861.	1862.	1863.
January	$2,744,411	$3,550,680	$3,141,725
February	3,751,678	3,370,486	3,657,775
March	3,694,187	4,911,546	6,016,901
April	4,187,673	3,853,218	6,466,208
May	5,942,313	4,600,920	5,437,404
June	4,487,109	5,437,404	5,377,683
July	3,215,504	4,500,764	6,057,342
August	4,150,276	2,939,721	4,469,381
September	2,660,457	4,469,381	3,431,319
October	2,835,784	4,351,084	4,159,467
November	2,817,461	3,688,806	4,956,415
December	2,082,391	2,168,069	5,076,955
Total	$41,072,928	$45,486,441	$60,144,337

Commerce of the Lakes.

The following is a statement of the arrivals and clearances of American and Foreign vessels to and from Canadian ports; also the arrivals and clearances of American vessels to and from American ports, the tonnage of the same, and number of men composing the crews arriving and departing:

SUMMARY FOR THE YEAR 1863.

	No.	Tonnage.	Crew.
American vessels entered	1,584	1,281,096	14,964
Foreign vessels entered	693	68,243	3,616
Coastg vessels entered	5,370	1,028,747	60,188
Total entered for the yr.	7,647	3,378,086	78,758
		Tonnage.	Crew.
American vessels cleared	1,680	1,358,751	14,887
Foreign vessels cleared	690	67,933	3,647
Coastg vessels cleared	5,409	1,953,133	60,123
Total cleared for the yr.	7,729	3,379,817	78,657
Grand Total 1863	15,376	6,757,903	157,415
" 1862	16,390	6,660,191	166,133
" 1861	13,866	5,468,696	144,173
" 1860	11,527	4,710,175	120,497
" 1859	10,521	5,592,626	118,109
" 1858	8,318	3,329,246	86,887
" 1857	7,581	3,226,807	132,183
" 1856	8,128	3,018,589	112,051
" 1855	9,211	3,360,283	111,575
" 1854	8,912	3,960,284	120,838
" 1853	8,298	3,252,978	128,112
" 1852	9,441	3,092,247	127,491

Receipts of Grain at Tide Water.

The following tables show the receipts of grain, and flour converted into grain, at tide-water, by the Erie and Champlain Canals, from 1849 to 1863:

	Grain, bu.
1849	11,986,690
1850	11,585,619
1851	16,762,718
1852	19,583,875
1853	19,316,019
1854	23,796,038
1855	21,618,904
1856	30,700,225
1857	16,142,810
1858	23,686,374
1859	18,049,798
1860	41,122,100
1861	62,275,951
1862	74,811,877
1863	66,713,000

Grain Trade of Chicago.

The following statement will show the total receipts of flour and grain at Chicago for three years:

	1861.	1862.	1863.
Wheat, bush	17,539,000	13,728,116	11,180,344
Corn, bush	26,543,238	29,449,328	26,460,508
Oats, bush	1,888,258	4,188,722	9,189,525
Rye, bush	479,065	1,038,825	889,760
Barley, bush	417,129	872,053	1,098,346
Total	46,862,634	49,227,044	48,708,483
Add flour into wheat	7,220,865	8,331,953	7,371,420
Total	54,093,219	57,558,999	56,079,903

The total shipments of flour and grain from Chicago for three years have been as follows:

	1861.	1862.	1863.
Wheat, bush	15,788,885	13,808,898	9,341,881
Corn, bush	24,186,382	20,452,610	24,444,147
Oats, bush	1,655,384	8,112,366	7,574,994
Rye, bush	422,492	871,776	835,183
Barley, bush	185,266	532,135	668,785
Total	42,237,926	47,777,865	42,864,850
Add flour into wheat	7,125,445	8,690,245	7,683,455
Total	49,363,381	56,477,110	50,548,345

TOTAL IMPORTS.

	1860.	1861.	1862	1863.
January	$21,756,373	$26,827,511	$13,620,529	$15,739,576
February	19,356,776	16,311,507	13,872,110	12,027,846
March	23,380,126	18,204,351	18,719,886	18,930,895
April	16,071,353	14,885,993	13,252,862	17,385,315
May	16,895,151	14,919,381	14,248,521	14,324,923
June	19,160,789	12,619,733	12,336,195	12,597,516
July	24,881,849	14,938,851	20,353,202	16,003,677
August	25,938,454	8,855,928	14,304,843	15,638,129
September	16,260,450	7,305,461	18,147,917	15,499,940
October	16,787,242	8,523,741	13,413,906	16,891,967
November	15,421,156	9,639,013	10,309,398	16,045,695
December	21,253,033	9,616,921	13,072,618	17,126,098
Total	$238,260,460	$162,768,790	$174,652,317	$187,614,577

WITHDRAWN FROM WAREHOUSES.

January	$2,964,024	$2,543,273	$4,356,252	$2,881,531
February	2,338,649	5,781,728	3,466,641	2,499,127
March	2,200,117	5,187,144	3,039,567	3,456,530
April	2,069,423	1,761,245	4,405,410	4,132,633
May	2,475,067	1,606,864	3,730,232	3,794,773
June	2,268,377	1,963,842	5,054,106	3,830,337
July	3,593,993	6,622,454	6,102,033	4,227,265
August	3,325,105	2,614,652	2,386,684	6,429,421
September	4,007,272	2,938,464	2,715,630	6,942,561
October	3,018,393	2,518,080	3,109,388	4,858,512
November	1,597,301	1,937,626	1,914,993	4,084,183
December	1,246,203	3,564,887	1,282,908	3,714,294
Total	$31,103,924	$39,717,259	$41,563,754	$50,851,167

RECEIPTS OF CUSTOMS AT NEW YORK.

	1861.	1862.	1863.
January	$2,059,202 33	$3,351,657 22	$4,127,906 82
February	2,528,736 83	3,565,063 83	3,590,713 97
March	2,489,726 25	4,626,862 36	4,554,460 13
April	1,648,261 99	4,149,952 36	3,957,197 57
May	979,145 14	4,704,924 62	3,873,865 42
June	885,062 41	4,664,927 19	3,738,934 06
July	2,069,590 86	7,211,817 68	4,912,718 49
August	1,556,824 11	4,762,581 54	6,296,735 58
September	1,642,382 43	5,239,045 50	7,270,543 65
October	1,672,616 84	4,309,419 87	6,238,943 46
November	1,851,384 73	3,003,270 23	5,075,846 24
December	2,334,847 38	2,664,593 82	5,248,189 03
Total	$21,714,981 30	$52,254,116 72	$58,856,054 42

The foreign exports from New York for the month of December, have been as follows:

	1861.	1862.	1863.
Domestic merchandise	$13,661,444	$14,805,113	$12,846,151
Foreign dutiable	494,514	352,902	458,575
Foreign free	75,474	108,469	55,555
Total merchandise	$14,231,432	$15,266,503	$13,860,231
Specie	893,013	3,673,112	5,259,053
Total exports	$15,124,445	$13,939,615	$18,619,334

Subjoined is a summary of the value of the different articles of export for the calendar year:

	1861.	1862.	1863.
Domestic produce	$131,235,900	$149,100,600	$164,249,300
Foreign, dutiable	5,204,100	4,901,600	5,434,500
Foreign, free	2,154,900	2,852,800	1,037,100
Total merchandise	$138,594,800	$156,934,900	$170,710,900
Specie	4,236,200	60,436,900	49,754,200
Total exports	$142,831,100	$216,371,800	$220,465,100

The foreign imports at New York in December for three years, have been as follows:

For consumption	$4,342,756	$6,831,073	$10,498,576
Warehoused	2,346,487	6,212,725	5,676,955
Free goods	2,574,248	1,950,504	834,074
Total merchandise	$9,263,391	$12,994,302	$17,009,605
Specie	353,530	78,316	116,493
Total imports	$9,616,921	$13,072,618	$17,126,098
Withdrawals		1,282,908	3,744,294

Subjoined is a summary of the importations at New York for the calendar year:

Dry goods	$43,036,100	$56,120,700	$67,254,500
General merchandise	81,978,400	117,151,200	119,949,900
Total merchandise	$125,614,500	$173,271,900	$187,204,400
Specie	37,088,400	1,390,300	1,476,900
Total imports	$162,702,900	$174,662,200	$188,081,300
Warehoused	41,072,200	45,486,400	60,146,400
Withdrawals	39,717,000	41,568,700	51,851,200

The imports of dry goods for 1863, compare as follows with the return of previous years:

	1861.	1862.	1863.
Manufactures of wool	$16,720,931	25,718,502	29,703,956
" cotton	7,192,524	8,501,512	7,913,957
" silk	13,334,411	11,568,807	15,534,469
" flax	3,510,803	7,666,946	10,381,059
Miscellaneous dry goods	1,808,520	2,665,370	3,731,106
Total imports	$43,656,689	56,121,227	67,274,547

The total imports of dry goods, for each month have been as follows:

	1860	1861.	1862.	1863.
January	$11,770,005	10,956,857	2,965,952	5,269,181
February	13,880,693	6,782,936	5,344,514	5,0 7,857
March	9,022,403	5,836,076	6,471,901	9,204,581
April	4,805,743	2,767,645	3,293,498	4,384,007
May	5,581,593	2,480,823	2,944,483	3,612,511
June	5,535,042	1,205,382	3,535,102	2,901,420
July	12,707,218	1,476,887	5,628,014	4,713,365
August	14,989,044	9,586,933	8,707,710	8,316,878
September	6,740,185	2,102,064	6,185,193	5,892,712
October	5,327,907	1,971,541	8,165,798	6,509,783
November	5,797,556	2,506,926	3,710,357	6,071,208
December	7,709,721	2,004,219	3,466,405	5,371,011
Total	$103,927,100	43,636,689	56,121,227	67,274,547

The aggregates of the dry goods importations at New York compare as follows with those of the preceding eleven years:

	Invoiced value.		Invoiced value.
1849	$44,435,571	1855	$94,974,042
1850	60,105,375	1856	93,362,893
1851	62,846,731	1857	99,534,129
1852	61,654,144	1858	60,154,509
1853	93,704,211	1859	113,152,624
1854	80,842,926		

The total imports and exports for the last four years were as follows:

Year ending June 30.	Total Imports.	Total Exports.
1860	$362,166,254	$400,122,296
1861	356,150,153	404,765,608
1862	205,819,823	229,796,280
1863	262,287,537	331,80[illegible]459

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guaran teed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21½
Catawissa (preferred)	1,150,000	7	—	42½
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	48
Chicago & Alton (preferred)	2,464,336	7	—	96
Chicago & Northwestern (pref.)	2,400,000	7	—	63
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	40
Cumberland Valley (1st preferred)	241,900	8	8	----
" " " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	51
Erie (preferred)	8,536,700	7	7	102
Hannibal & St. Joseph (preferred)	5,309,728	7	—	45
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	358,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	800,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,334	7	—	64
" " (2d preferred)	3,424,169	7	—	49
Michigan S. & N. Indiana (guar.)	2,883,600	8	—	133
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	103
" " " (2d pref.)	1,014,000	7	7	80½
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	6½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	87½
Pittsfield & North Adams (guar.)	450,000	6	6	----
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	75
Toledo & Wabash (preferred)	926,200	7	—	73
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guaranteed)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	----
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	94
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	105
Unsecured bonds	2,773,726	6	J. & J.	'63-'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	104½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,560	6	M. & S.	1872	100
2d Mortgage	3,980,670	6	J. & J.	1882	86½
Improvement	568,500	5	M. & N.	1876	88
Susqueh'a & Tide Water					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,560	6	" "	1873	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	28
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley					
1st Mortgage	750,000	6	J. & J.	1878	97

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
	$	$	p c	$
Canal and Navigation Stocks:				
Chesapeake and Delaware	100	1,343,563	—	97
Chesapeake and Ohio	100	8,224,695	—	----
Delaware Division	100	1,633,850	—	36
Delaware and Hudson	100	7,500,000	7	176
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	2,500,000	6	66½
" " (scrip)	50	1,803,000	6	49
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	62½
" (preferred)	100	1,175,000	10	132
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	19½
" " (preferred)	50	2,722,607	—	34
Susquehanna and Tide Water	50	2,048,200	—	18
Union (preferred)	50	2,750,000	—	6½
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	78
Steamship and Transit:				
Central American Transit	----	----------	----	36
Nicaragua Transit	----	----------	----	2½
Pacific Mail Steamship	100	4,000,000	----	226
Union Steamship (Boston)	----	----------	----	155
Express:				
Adams'	100	2,000,000	----	----
American	500	1,000,000	----	----
National	100	250,000	----	----
Overland Mail	100	500,000	----	----
United States	100	800,000	----	----
Wells, Fargo & Co.	100	1,000,000	----	----
Telegraph:				
American	100	1,600,000	----	----
Atlantic	----	----------	----	----
Insurance Stocks:				
Ætna Fire	50	200,000	----	----
Columbian (Marine)	100	500,000	----	----
Mercantile Mutual	100	600,000	----	----
New England Mutual (Life)	----	----------	----	----
Washington (Fire)	50	400,000	----	----
Trust				
Farmers' Loan and Trust	50	1,000,000	----	----
New York Life Insurance & Trust	100	1,000,000	----	----
United States Trust	100	1,000,000	----	----
Land and Improvement:				
Boston Water Power	----	----------	----	46¾
Boston and Roxbury Mill	----	----------	----	4½
Canton (Baltimore)	100	5,000,000	----	38½
Cary Improvement	5	300,000	----	10½
East Boston	----	----------	----	14
Essex (Boston)	100	1,000,000	----	6
Waverly (Boston)	----	----------	----	2½
Gas-Light				
Baltimore	100	----------	8	----
Boston	500	1,000,000	----	860
Brooklyn	25	2,000,000	----	----
Cincinnati	----	----------	----	----
City (Brooklyn)	----	----------	----	----
Citizens' (Brooklyn)	20	----------	----	128
Hartford	----	----------	----	----
Jersey City and Hoboken	----	----------	----	----
Manhattan, N. Y. (stock)	50	4,000,000	----	245
" " (scrip)	37½	----------	----	239
Maryland (Baltimore)	25	----------	----	----
Metropolitan, N. Y.	100	----------	----	132
New Haven	----	----------	----	----
New York	50	750,000	----	----
Philadelphia	----	----------	----	----
Pittsburg	----	----------	----	----
St. Louis	----	----------	----	----
Southwark (Philadelphia)	----	----------	----	----
Williamsburg	50	----------	----	151
Unclassified:				
American Coal	25	1,500,000	----	93
American West India	100	1,000,000	----	----
Baltimore Coal	100	----------	----	----
Baltimore and Cuba Smelting	100	----------	----	145
Central Transportation	----	----------	----	----
Cherry Run Petroleum	----	----------	----	9
Cumberland Coal (preferred)	100	5,000,000	----	50
George's Creek Coal and Iron	100	1,000,000	----	70
Gold Mining of Colorado	----	----------	----	----
Hazleton Coal	50	----------	----	68
Hudson River Bridge	100	----------	----	----
Mariposa (gold)	100	10,000,000	----	26
Metropolitan Coal	100	----------	----	----
New Almaden (quicksilver)	----	----------	----	----
New Jersey Zinc	100	1,200,000	----	----
Pennsylvania Coal	50	3,200,000	----	175
Quicksilver	----	----------	----	49
Santa Clara (quicksilver)	----	----------	----	7
Santa Rita (silver, copper, and lead)	----	----------	----	----
Sonora Expl. & Mining (silv. & cop.)	----	----------	----	----
West India Cotton	100	100,000	----	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	2½	200,000	----	4½
Adventure (copper)	----	----	----------	----	----
Albany and Boston (copper)	----	11½	20,000	----	10
American and Mexican Silver	----	----	----------	----	----
Algomah (copper)	----	----	20,000	----	2
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	----	20,000	----	5
Balt. and N. Carolina (copper)	----	5	----------	----	20
Bay State (copper)	----	----	20,000	----	19½
Bedford (copper)	----	----	20,000	----	1½
Black River (copper)	----	----	20,000	----	52c
Bohemian (copper)	----	7½	20,000	----	9½
Bucks County (lead)	----	----	----------	----	1½
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	90c.	20,000	----	2½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----------	----	----
Central (copper)	----	5	20,000	----	56½
Chaudiere (copper)	----	5	20,000	----	3½
Columbian (copper)	----	4½	20,000	----	8
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	11½
Copper Falls (copper)	----	25½	20,000	----	27½
Dacotah (copper)	----	----	20,000	----	4½
Dana (copper)	----	----	20,000	----	2½
Doylestown (copper)	----	----	----------	----	----
Dudley (copper)	----	----	20,000	----	4½
Eagle River (copper)	----	----	20,000	----	8½
Everett (copper)	----	----	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	----	----------	----	7½
Flint Steel River (copper)	----	----	20,000	----	9½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	8	20,000	----	49½
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	80c.
Grand Portage (copper)	----	----	20,000	----	----
Great Western (copper)	----	----	20,000	----	4½
Guilford (copper)	----	5	20,000	----	30c.
Hamilton (copper)	----	----	20,000	----	3
Hancock (copper)	----	4½	20,000	----	12
Hanover (copper)	----	----	20,000	----	5½
Highland (copper)	----	----	20,000	----	5½
Hilton (copper)	----	----	----------	----	----
Humboldt (copper)	----	----	20,000	----	5
Huron (copper)	4	12½c	20,000	20	38½
Indiana (copper)	----	----	----------	----	----
Isle Royale (copper)	----	16½	20,000	----	26½
Jefferson (copper)	----	----	----------	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	----	20,000	----	5
Madison (copper)	----	----	20,000	----	6½
Mandan (copper)	----	----	20,000	----	3½
Manhattan (copper)	----	----	20,000	----	6½
Mass (copper)	----	----	20,000	----	----
Meanard (copper)	----	3½	20,000	----	12½
Minnesota (copper)	----	3½	20,000	----	72
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	33
Native (copper)	----	----	20,000	----	2½
Naumkeag (copper)	----	----	20,000	----	2½
New England (copper)	----	----	20,000	----	5
North Cliff (copper)	----	2½	20,000	----	5½
North State (copper)	----	5	20,000	----	30c.
North Western (copper)	----	----	20,000	----	12½
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	----------	----	----
Ogima (copper)	----	----	20,000	----	3½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	----	102,000	----	43c.
Pennsylvania (copper)	26	2½	20,000	----	9
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	64
Phœnix (copper)	----	10	20,000	----	25½
Pittsburg and Boston (copper)	----	5½	20,000	----	85
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	2½	20,000	----	6½
Prince of Wales (copper)	----	----	----------	----	----
Providence (copper)	----	----	----------	----	----
Quartz Hill (gold)	----	----	----------	----	----
Quincy (copper)	----	10	200,000	----	9
Rockland (copper)	----	5	20,000	----	90
Saginaw (saline and mineral)	----	----	----------	----	17
St. Mary's (copper)	----	----	----------	----	----
Shawangunk (lead)	----	5	110,000	----	10
Sheldon (copper)	----	----	----------	----	----
Silver Hill	----	5	----------	----	----
Silver Valley	----	5	----------	----	10c.
South Side (copper)	----	1½	20,000	----	4½
Springfield (copper)	----	5	20,000	----	2½
Star (copper)	----	----	20,000	----	12½
Superior (copper)	----	4	20,000	----	9½
Toltec (copper)	----	19	20,000	----	3½
Tremont (copper)	----	----	20,000	----	5
Union (lead)	----	----	----------	----	50c.
Vermont (copper)	5	----	----------	----	----
Waterloo (copper)	----	----	20,000	----	1½
Wickham (copper)	----	----	20,000	----	82½
Wickopee (copper)	----	5	100,000	----	5½
Winthrop (copper)	----	----	20,000	----	7
Wyandotte (copper)	----	----	----------	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv. val'n in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid Capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '62	1.62	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	47½
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	65
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	55,622	9	....	124
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	156,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,982	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	—	Lynn and Boston	193,310	86,400	50,000	55,547	61,935	501	—	....	80
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,492	8	....	59
30 Nov. '62	6.33	—	290	42	—	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	93
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	58,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	31½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	226,036	200,000	27,500	324	52,327	14,015	5	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,500	1,500	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	....	....	6	25 Brooklyn Central & Jamaica	794,912	492,150	252,100	67,967	127,843	10,948	—	....	48
30 Sep. '62	56.1	1.50	....	....	110	29 Brooklyn City	1,332,508	1,000,000	170,000	10,000	491,629	118,330	8	100	150
30 Sep. '62	10.50	8.50	....	....	23	2 Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Central P'k, N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,089	—	—	—	....	....
30 Sep. '62	17.25	—	....	....	....	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	....	....	....	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	....	....
30 Sep. '62	4.52	—	....	....	....	Grand St. & Newtown (W'g)	....	....	....	....	....	....	....	....	....
30 Sep. '62	4.63	—	....	....	....	Harlem Br., Moris'a & Ford'm	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.00	16.00	....	42	....	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	....	....	....	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	88
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,082	88,184	10	100	....
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	296	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.82	—	....	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	....	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	....	....	....	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	....	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	59
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	53
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	62½
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	56½
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	26½
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	43½
31 Oct. '62	11.00	—	....	....	....	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	....	....	....	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	....	....	....	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	....	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	68	9	—	Pittsburg and Birmingham	68,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	200,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	....	....	....	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	21
31 Oct. '62	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20½
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	80
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	11½
31 Oct. '62	8.35	—	—	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	13½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	60
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	34
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	70½
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	236,059	21,058	—	....	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	....	....	—	St. Louis	296,004	296,004	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	105
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St:					
1st Mortgage	82,000	7	J. & J.	1870	....
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	98½
Medford and Charlestown					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,900	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATE LOANS					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July	1867	105
" " " " coupon		6	" "	1867	....
Loan of Dec 31, 1848.....registered	8,909,342	6	" "	1868	105
" " " " coupon		6	" "	1868	106
Texas Indemnity, of Sep. 9, 1850....coupon	3,481,000	5	" "	1865	130
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	98
" " " " coupon		5	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " " coupon		5	" "	1871	95
Oregon War Debt of June, 1861....coupon	1,023,600	6	" "	1881	101½
" " " " coupon		6	Yearly.	1881	105½
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	105
" " " " coupon		6	" "	1881	106½
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	....
" " " " coupon		6	" "	1881	....
Loan of Feb 25, 1862 (5-20s).....registered	40,239,000	6	May & Nov.	1882	100½
" " " (5-20s).....coupon	350,000,000	6	" "	1882	103½
Treasury Notes of Feb. & Aug. 1861.coupon	52,931,000	7.3	Feb. & Aug.	1864	107½
" " Apr. & Oct. 1861.coupon	86,889,500	7.3	April & Oct.	1864	107½
Treasury Notes of 1863 (legal tenders).coupon	50,000,000	5	" "	1865	....
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	....
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	....
" "	70,814,639	5	" "	notice	....
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	102½
" " .....(currency)		6	" "	1 year	97½

[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]

STATE LOANS.

Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. R. B'k)...coupon	899,000	6	No int'est	1868	....
" — " " (B'k of State). "	610,000	6	paid for	1868	....
" — " " (" "). "	38,000	5	many y'rs	1868	....
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	124
" — " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,001	7	" "	1872	....
Connecticut War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	....
" — " " " ..... "		6	" "	81-'82	107½
" — " " " ..... "	1,000,000	6	" "	1883	....
Florida—State bonds.....coupon	143,000	7			....
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	....
" — " " (R. R. & B'k)... "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock.....inscribed	1,970,987	6	Jan. & July.	1870	103
" — " " " bonds..... "	1,322,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock.....coupon	2,187,000	6	" "	'68-'80	104
" —War bonds..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100½
" — " " (dollar)..... "	1,969,397	6	" "	1870	103
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	81
" — " "	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	391,000			d'm'd.	....
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	87½
" — " " special stock "	1,216,737	5	" "	.....	....
" — " Deferred stock..... "	1,243,000	5	" "	.....	....
" — " " special stock "	479,545	5	" "	....	....
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	....
" — " " (war loan)..... "	800,000	7	" "	'81-'82	....
" — " bonds to School Fund.... "	122,295	10	Annually.	d'm'd.	....
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	....
" — " " " " "	54,000	7	May & Nov.	1878	....
" — " " (domestic)..... "	65,000	6	July.	1883	....
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'65-'75	....
" — " " ..... "		5	" "	'81-'91	....
" — " " ..... "		5	" "	'93-'96	....
" — " " (bank)..... "	600,000	5	" "	1891	....
" — " " ..... "	67,500	6	" "	'91-'96	100
" — " " (war loan).. "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	.....	d'm'd.	....
" — " " (R. R. etc.)... "	3,902,000	6	.....	'67-'90	....
" — " " (banks)..... "	5,398,533	6	.....	.....	....
" — " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds.....coupon	.....	6	Mar. & Sept.	'63-'77	103
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'85	105
Maryland—State bonds (st'k'g).....coupon	816,090	5		1865	....
" — " " (st'k'g conv.)... "	200,376	5		1865	....
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	105
" — " " (st'k'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	....
" — " " (")..... "	10,000	4½		1888	....
" — " " (")..... "	767,660	5	Chiefly	'42-'58	....
" — " " (")..... "	399,408	5	quarterly.	1880	....
" — " " (")..... "	148,711	5		'89-'90	....
" — " " (")..... "	133,689	6		pleas.	....
" — " " (")..... "	3,000,000	6		1870	111
" — " " (")..... "	35,000	6		1885	....
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	....
" — " " (T. & G. R. R.)... "	508,850	6	" "	'88-'90	....
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	108½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	....
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	....
" — " " (Conn. St. Loan) "	150,000	6	" "	1870	....
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	118
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'66-'72	....
" — " " (" ") "	94,000	5	Jan. & July.	1874	....
" — " scrip.....	200,000	6	" "	'54-'66	....
" — " "	247,000	6	June & Dec.	'68-'72	....
" — " "	55,000	6	" "	'65-'72	....

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	....
" — " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	108½
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	108
" —Back Bay Loan..... "	168,000	5	" "	1880	....
Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	....
" —War Loan.....(" ") "	567,000	7	" "	1846	104
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	....
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	....
" — " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks).....coupon	2,000,000	6		'41-'71	....
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1865	....
" — " " " "	199,000	6	" "	1865	....
" — " " " "	100,000	6	April & Oct.	1865	....
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1865	....
" —Renewal Loan of 1853.....	200,000	6	" "	1883	....
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	67½
" — " " S. W. Branch... "	4,500,000	6	" "	'87-'89	....
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	87
" — " " N. Missouri... "	4,350,000	6	" "	'72-'87	....
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	....
" — " " C. & Fulton.. "	650,000	6	" "	'87-'89	....
" — " " Platte Co..... "	700,000	6	" "	1889	....
" —Revenue bonds..... "	431,000	9	June & Dec.	'64-'66	....
" —State Defense warrants.....	780,000				....
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	107½
" " —Notes.....	200,000	6			....
New Jersey—State stock.....registered	96,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	....
" " — " " (" "). "	200,000	6	" "	1871	....
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	....
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	....
" " — " " " " " ..	900,000	8	" "	1875	....
" " — " " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " " ..	1,189,781	6	Jan. & July	pleas.	....
" " — " " " " " ..	1,800,000	6	" "	'68-'78	115
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	....
" " — " " " " ..	11,050	5½	.....	d'm'd.	....
" " — " " " " ..	14,230	6	.....	d'm'd.	....
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	....
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O.	1864	....
" " — " " " "	68,000	6	Feb. & Aug.	1876	....
" " — " " " "	28,000	6	J., A., J., & O.	1865	....
" " — " " " "	320,000	7	Jan. & July	1865	....
" " — " " " "	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105½
" " — " " "	15,889,025	6	" "	'64-'76	115
" " — " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds.....coupon	9,129,595	6	Various.	Var.	55
Ohio—State bonds (foreign debt).....coupon	1,608,905	6	Jan. & July.	1860	....
" — " " (" ") ..... "	1,015,000	6	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	....
" — " " (" ") ..... "	2,183,532	6	" "	1870	103½
" — " " (" ") ..... "	1,600,000	6	" "	1875	104
" — " " (" ") ..... "	4,095,309	6	" "	1881	108
" — " " (" ") ..... "	2,400,000	6	" "	1886	108
" — " " (domestic debt).....	275,385	6	" "	1863	108
" — " " (war loan).....coupon	299,704	6	" "	1860	....
" — " " (" ") ..... "	280,989	6	" "	1881	....
" —Irreducib'e debt (school funds, etc)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip.....	55,372				....
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	....
" — " " "	10,780,095	5	Jan. & July.	due.	95
" — " " "	3,886,070	5	Feb. & Aug.	due.	....
" — " " "	3,690,614	5	Mar. & Sept.	due.	106½
" — " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates.....	210,263	6	Feb. & Aug.	due.	106½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,890	5	" "	1864	....
" — " " "	675,029	5	Feb. & Aug.	1864	....
" — " " "	1,045,629	5	June & Dec.	1864	....
" — " " "	1,558,673	5	Jan. & July.	1865	....
" — " " "	2,277,755	5	" "	1868	....
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	103
" — " " ..... "	428,000	5	" "	1878	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,937	5	.....	.....	....
" —Relief Notes in circulation....	97,360		.....	.....	....
" —Military Loan bonds...coupon	3,000,000	6	Feb. & Aug.	1871	....
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	105
South Carolina—State bonds (stg).....coupon	484,444	5	.....	1868	....
" " —Inscribed certificates.....	1,708,017	6	.....	.....	'68-'90
" " —State b'ds (railroads)..coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks).....coupon	1,125,000	6	.....	1882	57½
" — " " (intern. impr.) "	2,063,606	5	.....	Var.	....
" — " " (railroads)..... "	12,799,000	6	.....	Var.	....
" — " " (capitol)..... "	608,000	5	.....	1890	58½
" — " " (Hermitage)... "	48,000	6	.....	1890	....
Texas—Had no debt in 1861.....	.....		.....	.....	....
Vermont—Inscribed certificates.....	175,000	6	.....	.....	'63-'64
" —State bonds (war loan).....coupon	58,000	6	.....	.....	'62-'63
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	....
" — " " (railroad)...	18,264,642	6	Jan. & July.	'90-'92	47
" —State bonds (railroad).....coupon	12,6 4,500	6	" "	'85-'93	....
" — " " (sterling)..... "	1,866,000	5	" "	1892	....
West Virginia—No information.....	.....		.....	.....	....
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	....
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	....
" — " " (domestic)... "	100,000	6	" "	1877	....
" — " " (" " ... "	1,100,000	6	" "	'78-'89	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago, Burlington and Quincy:													
1860	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,607	2,075,309
1861	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863	242,729	204,537	260,269	306,697	329,000	------	------	------	------	------	------	------	------
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,987	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	78,169	93,591	110,985	72,196	81,994	90,625	95,096	128,101	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,906	188,939	186,591	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,468	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,006
1861	88,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,007	75,676	76,459	102,358	138,373	119,947	117,086	146,268	161,503	138,785	135,595	1,423,436
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,368	151,865	209,391	208,569	191,789	192,656	1,980,652
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,240	55,831	55,003	42,101	400,450
1860	32,192	33,408	45,748	48,919	62,392	45,985	39,500	49,571	80,519	108,737	74,331	63,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,190	855,655
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,206	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,263	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
Cleveland, Columbus and Cincinnati:													
1859	73,072	72,739	91,520	80,025	82,835	85,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860	69,287	70,724	88,965	79,701	86,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,600	106,535	120,793	135,060	140,561	164,916	1,255,604
1862	135,850	110,836	103,252	115,115	113,854	123,465	131,423	173,152	192,174	172,351	165,178	180,068	1,716,843
1863	166,087	152,435	155,000	185,000	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	50,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,605	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,567	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	530,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,619	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,606	963,859	8,400,234
1863	835,453	829,734	946,041	938,453	838,867	760,868	721,880	678,959	814,828	955,571	1,026,065	1,044,214	10,290,742
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	105,934	123,007	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,168	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,926	175,700	122,309	1,720,296
1862	109,867	105,424	74,346	90,180	158,134	225,048	190,456	129,019	188,370	202,875	159,530	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,617	169,794	267,529	254,808	230,618	217,633	2,224,693
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,251	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	228,157	205,343	167,560	139,751	150,808	122,683	114,804	134,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	288,100	302,174	295,750	454,550	3,726,140
Illinois Central:													
1859	132,936	134,311	154,850	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,104	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,384	192,054	199,488	177,829	189,260	268,983	289,862	284,020	245,249	224,401	2,899,612
1862	190,130	230,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	416,336	372,593	359,463	3,445,627
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,399	------	------
La Crosse and Milwaukee:													
1860	32,884	36,670	44,260	50,582	69,624	50,780	35,426	52,570	89,847	147,192	95,816	60,866	756,476
1861	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,809	122,863	63,771	1,095,046
1863	78,063	66,686	56,171	107,754	147,499	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,206	35,326	40,706	58,704	52,564	77,112	83,059	76,764	68,863	710,225
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139 761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	94,463	134,726	177,879	130,184	67,990	1,158,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,885	1,163,784
1863	67,130	76,182	44,925	88,177	106,967	111,260	71,587	69,352	156,417	205,054	138,342	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	179,870	218,465	196,495	152,172	1,764,819
1860	131,467	119,833	166,454	170,842	175,481	134,685	127,273	196,821	238,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	163,170	186,951	170,362	161,391	126,558	178,775	235,690	276,187	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	229,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,908	2,367,250
Michigan Central:													
1859	101,886	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,887	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	123,393	193,543	251,423	300,474	196,152	129,022	2,025 142
1861	142,334	119,764	151,471	172,614	149,550	133,620	123,377	144,982	230,54[illegible]	30[illegible]3	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,309	307,475	258,633	2,660,701
1863	242,073	245,857	236,482	236,495	236,453	205,221	215,449	215,449	308,189	375,487	339,793	306,186	3,168,064
New York Central:													
1859	380,349	370,544	500,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,803,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	865,985	811,458	730 736	523,047	7,154,622
1861	439,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,013,375	968,228	1,002,768	9,809,214
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,03[illegible],496	1,04[illegible],515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,219	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,278	100,619	104,118	108,478	111,173	99 461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	88,856	97,337	92,802	91,958	89,358	97,588	91,111	89,671	1,110,055
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,43[illegible]	107,[illegible]93	99,135	125,715	1,220,010
1863	129,775	128,706	125,445	115,075	108,605	116,898	114,090	125,817	124,615	129,121	------	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339 911	368,[illegible]56	321,208	249,062	3,315,561
1861	161,106	160,538	191,266	252,154	269,917	270,051	280,987	265,558	234,456	276,209	291,768	278,219	2,905,829
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	462,573	466,567	454,826	4,088,837
1863	335,085	361,834	396,771	429,929	506,517	464,809	451,884	574,486	714,[illegible]02	815,[illegible]62	740,955	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203 853	245,928	283,844	231,253	191,188	2,335,954
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,[illegible]71	302,790	301,958	3,031,757
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,340	397,525	401,299	364,334	370,983	3,745,[illegible]10
1863	337,350	366,598	461,522	464,357	418,739	383,314	348,0[illegible]3	404,898	467,[illegible]21	5[illegible],[illegible]15	4[illegible],579	475,027	5,066,445
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,089	74,690	81,872	46,685	734,874
1860	43,518	42,064	64,414	73,679	67,446	67,428	84,879	122,785	166,[illegible]00	125,627	77,599	51,296	925,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,404	188,722	142,537	162,858	137,086	92,574	1,179,109
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,880	172,870	147,548	139,529	1,403,147
1863	86,321	91,970	101,066	132,110	134,272	152,585	105,754	116,379	130,700	151,052	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	94
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	107½
" " " 1859	700,000	6	Jan. & July.	"	1890	105½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1856	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	420,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,993	2,192,923	6	Semi annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	106½
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $800,000	790,600	6	"	"	1870	103½
" " $675,000	675,000	6	"	"	1875	102
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	105
Consolid. Mort. Loan $5,000,000				"		105
Camden and Atlantic:						
1st Mortgage Coupon	1,037,575	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of Georgia:						
Mortgage	86,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	101
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	46
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	118
" " " inconvertible	3,034,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	100½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	90½
Real Estate	188,864	7			1865	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	109
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	95
Bonds issued for coupons of do.	758,000	7	May & Nov.	" "	1933	95
2d Mortgage	2,000,000	6	" "	" "	1890	76½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,800,000	7	Jan. & July.	New York.	1900	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	100½
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	
River Line bonds	20,000	7			1867	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1887	101½
Junction 1st Mortgage 2 d Div.	161,000	7	June & Dec.	" "	1882	103½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible).	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1888	108
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	104
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	99½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	66
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	112
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	101
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	84½
Land Security	5,000,000	7	April & Oct.	" "	1881	85½
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	99
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	111
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	113½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	136
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1870	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	122
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1865	----
2d Mortgage	364,000	10	" "	----------	------	110
Income	20,500	---	----------	----------	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	600,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----	----
1st Mortgage	260,000	7	----------	----------	----	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	600,000	7	----------	----------	----	----
Guaranteed by Covingto	200,000	6	----------	----------	----	----
Cincinnati (exchanged)	100,000	6	----------	----------	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	----	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	----	----
City of Keokuk	200,000	8	----------	----------	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	103½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44½
3d Mortgage (whole road)	1,700,000	†	----------	----------	----	----
Unsecured Bonds	1,785,000	†	----------	----------	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1892	----
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	223,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	500,000	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1893	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1891	90
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1886	----
1st Mortgage	1,600,000	7	----------	----------	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	123
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	104½
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	----	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	------	107
2d Mortgage	200,000	8	" "	" "	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	10
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1921	102
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	500,000	7	----------	" "	------	----
1st Land Grant	2,000,000	7	----------	" "	------	61
2d Land Grant	700,000	---	----------	" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1886	----
Mississippi State Loan	202,799	6	----------	----------	----	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	----
Tennessee State Loan	674,880	6	----------	----------	----	----
Alabama State Loan	389,410	6	----------	----------	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	----	----
1st Mortgage	500,000	10	----------	----------	----	----
1st Mortgage	2,235,000	6	----------	----------	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July	"	1868	----
Extension	115,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'5	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6	----------	----------	----	----
New Orleans City Subscription	1,500,000	5	----------	----------	----	----
1st Mortgage (S. F.)	566,000	6	----------	----------	1890	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	106
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	117½
Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
Real Estate Bonds	235,775	6	" "	" "	1885	101
Bonds of June, 1854	2,000,000	7	June & Dec.	" "	1884	100½
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1883	----
Convertible Bonds	781,000	7	Feb. & Aug.	" "	1876	132
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	108
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	112
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	114½
5th Mortgage	1,791,500	7	June & Dec	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem:						100
1st Mortgage	3,000,000	7	May & Nov	New York	1873	----
2d Mortgage	1,000,000	7	Feb. & Aug	"	1884	108
3d Mortgage	950,300	7	Jan. & July	"	1897	100½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1878	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1886	----
Md. State Loan (Irredeemable).	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	----
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	97½
2d Mortgage	3,077,000	7†	" "	" "	1861	23
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93½
Chattel Mortgage	360,000	10	" "	"	1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July	New York.	'71-'87	90
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	107½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1858-'70-'75)	366,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1850	103
" 1849, "	3,084,600	6	April & Oct	"	1870	108
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	106
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	116
" 1856, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia	1884	131
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York	1912	100½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	19	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	100½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87½
Bridge Bonds	183,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1895	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$630,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1861	66
2d Mortgage	937,500	7	" "	"	1863	22½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	320,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1856	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July	New York.	1864	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,088	7	----------	----------	1873	----
South Carolina:						
State L[illegible]	187,000	5	----------	----------	1868	----
Sterling	185,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1885	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1856	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	101
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	87½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105
Albany City Bonds	1,000,000	6	Jan. & July	"	'68-'76	----
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	108½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1906	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1903	----
Sterling, issued in 1858	144,500	6	----------	----------	1866	----
Company's endorsed by State.	180,000	6	----------	----------	1870	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Profit and Loss) and other Assets and Liabilities.	Receipts, incl. Road Leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross	Net	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	Pr'c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	80.6	....	....	.....	*Alabama and Florida*	1,451, 36	*	—	877,763	603 500	105,255	1,515,704	54.0	.....	101,1[illegible]	27,80[illegible]	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,910	109,500	21,632	518,995	30.3	.....	55,787	51,892	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,906	777,777	240,485	2,476,023	109.6	.....	207,026	111 32	—	....
30 Jun. '59	67.0	—	....	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	286,731	76,775	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	580,216	*	—	600,431	—	—	600,431	.....	.....	.....	.....	—	....
1 May, '61	460.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000 000	*	—	.....	.....	.....	.....	.....	.....	1,402 868	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	—	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104 594	—	....
								CONNECTICUT.													
1 Feb. '63	73.5	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,463	—	307,010	106,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,674	4,443,584	122.4	229,068	301,402	126,916	—	....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,200,095	254,000	141,706	2,350,000	927 000	—	4,181,255	73.0	404,297	958,457	396,158	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124 0	.....	284,485	70,197	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	28,924	1,594,661	62.0	.....	208,420	97,706	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	750,000	156 429	1,644,967	62.0	127,390	135 072	.....	—	117½
31 Dec. '62	75.9	5.5	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y. & N. H.		4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,159	76,520	—	698,827	66.0	136,905	151,731	38,706	5	90
31 Mar. '63	61.3	1.0	68.8	—	28	74	407	New York and New Haven	4,643,832	712,193	—	3,000,000	2,000 000	—	5,7 4,382	117.4	618,810	1,036,437	454 036	12	151
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,953	149,711	214,100	2,122,600	799,300	9,266	3,004,967	66.4	264,173	353,604	158,927	—	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,977	1,607,084	84.3	156,631	138,976	41 466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	743,544	5.0	.....	27,285	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	—	—	—	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195.000	75,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	—	—	—	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,395	86.7	.....	418,036	265,827	8	126
.. .. '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	—	—	—	Augusta and Savannah	1,022,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	28.7	—	—	—	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	897	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879 468	1,716,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,043	8	109
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,921	1,4 3,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	389,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	852 343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	36	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	281.0	976,361	1,225,001	467,794	—	88
30 Apr. '68	133.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179 500	283.0	1,305,146	2,412,821	1,208,039	8	135
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,565	188,076	2,050,345	45.0	14 mo.	248,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 063,084	443,503	—	48½
31 Mar. '63	181.8	—	....	—	61	57	980	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	144
10 Nov. '62	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	141.7	1,420,341	1,777,541	834,905	6	112½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2 350,000	—	4,214,342	180.0	.....	742,097	377,476	—	93½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,600	—	56,9 1,600	708.3	2,561,192	5,445,827	1,870,123	4	127½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	143.0	—	....	—	—	—	—	Ohio and Mississippi	4,870,568	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper. by Chic. & R. Is.		125,000	.....	—	....
.. .. ..	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	186.0	—	....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	—	—	—	Quincy and Chicago	1,978,655	*	—	800,000	1,200,000	—	2,000,000	100 0	oper. by Chic.	Bur. & & R. Is.	Quincy.	—	....
.. .. ..	1.0	—	....	—	—	—	—	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper. by Chic.	.....	.....	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	.....	3,700,000	6,700,000	—	10,400,000	206.0	.....	1,117,993	568,020	—	64½
								INDIANA.													
.. .. ..	108.0	—	....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,223,413	*	2,750	986,081	1,219,100	51,772	2,283,748	109.0	.....	349,857	119,942	—	....
31 Dec. '62	72.4	—	....	—	19	17	236	Indiana Central	1,667,039	274,081	26,641	611,050	1,294.500	15,900	2,102,761	109.0	.....	442,396	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,649,900	1,362,284	140,689	3,458,106	109.0	.....	448,558	230,838	9	87
31 Dec. '62	94.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991.400	11.036	2,193,339	84.0	.....	450,079	247,335	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	276,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
.. .. '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600.000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,483,812	*	—	772,812	661,812	—	1,538,763	132 0	.....	285,974	104 951	—	100
.. .. '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
.. .. '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80.000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '62	78.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,214	261,278	12	125
								IOWA.													
1 Jun. '53	75.5	—	....	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,662	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	63.0	—	....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	518,072	880,000	363,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,083,599	63,196	—	2,992.427	300,000	222,601	3,179,583	111.0	.....	228,000	122,931	—	....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	756,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	51	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921.449	570.000	—	.....	38.5	7 mo's.	459,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	—	—	—	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	....
.. .. '62	136.0	95.0	....	312.0	—	—	—	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,500,000	15,000	.....	230.0	.....	.....	.....	—	41½
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	—	Covington and Lexington	3,743,971	278,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,4[illegible]	227,534	—	86
30 Jun. '57	26.0	—	....	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold 1859,	for $25,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	15.0	—	....	22.0	—	—	—	Lexington and Danville	765,500	—	—	694,444	71,000	—	.....	13 0	oper. by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746 068	29.0	215,031	78,965	36,794	2	80
30 Jun. '62	65.1	—	....	—				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,109	2,997.500	76,715	9,797,911	268.0	595 258	1,777,983	1,062,165	—	....
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27 0	—	....	—	—	—	—	Mexican Gulf	682,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	90.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150.717	.....	206.0	.....	1,232,624	544 134	—	....
1 Aug '60	55.7	—	....	136.3	—	—	—	*Vicksburgh, Brevport & Texas*	1,662,691	*	—	1,263,015	243,900	108.434	1,710,819	58.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	36.5	76,244	79,761	43,461	—	.....
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,985,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	185,000	3,472,000	40,576	244,726	12.5	.....	36,830	Loss.	—	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,115	91,487	—	.....
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,452	4,259,303	109.2	186,240	323,082	174,028	—	.....
31 Dec. '59	—	—	.....	14.0	...	...	...	Penobscot	328,412	—	78,014	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,682,446	51.3	.....	283,197	170,276	6	106½
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,208	2,305,788	6	103½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,183	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	45½
								MASSACHUSETTS.													
								Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	21.2	—	2.1	—	—	—	—	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	156,191	6	103
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,026,386	119.3	630,840	945,980	450,302	8	126
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Providence	2,962,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	133½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	504,117	1,006,130	490,304	8	145½
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	504,117	1,006,130	490,304	8	145½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,974	47.1	75,219	102,627	50,053	24	62½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,162	135,854	6	105½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	97½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	115½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	6,846	289,772	28.4	33,789	38,388	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	287,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,840	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,282	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B & M.	Co.	—	20
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	852,464	46,269	—	293,791	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,167,740	102.1	388,585	580,160	312,031	6	117
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	22,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,267	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	443,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	39½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,096,922	954,564	8	146
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	83
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	340,898	.....	—	.....
— —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— —	—	—	183.0	—	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.8	1,448,558	2,916,560	1,674,200	8	133½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	627.0	2,060,037	2,813,831	1,461,276	—	88
— —	—	—	89.8	—	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,483	—	.....
31 Dec. '58	83.2	—	.....	60.4	—	—	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,686	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	600,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,462	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,498	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	66,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,890	—	.....
31 Mar. '63	93.5	—	5.0	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	.....
30 Nov. '62	53.6	—	.....	—	11	11	50	Cheshire (preferred)	2,339,713	*	—	2,085,592	803,700	—	3,049,738	63.6	203,324	298,056	104,643	—	48
30 Nov. '62	23.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,454	867,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,566	61.3	.....	243,651	112,327	7	62
30 Nov. '62	49.9	8.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	16,756	4,186	—	—
30 Nov. '62	16.5	—	2.6	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Ma	ss.	4	96½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	66,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,964	.....	ope	r. by C'd	162,423	74,855	7	116
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,586	569,000	—	.....	52.7	.....	34,916	12,295	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	72
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,266	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	175,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,223	*	3,971,080	5,000,200	3,620,181	—	.....	124.2	.....	3,040,148	1,728,748	10	160
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,396	*	—	1,000,553	1,037,876	117,098	2,175,021	60.2	.....	144,386	65,128	—	12
31 Dec. '62	64.0	—	48.0	—	32	20	540	Central of New Jersey	4,915,952	606,542	672,113	3,630,000	2,000,000	320,433	6,892,193	64.0	687,204	1,597,587	774,341	10	156½
31 Dec. '62	53.0	—	—	15.6	11	15	91	Morris and Essex	1,922,202	*	57,000	1,157,800	340,000	—	1,766,710	53.0	117,000	220,448	101,520	7	—
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,376	1,397,974	4,397,800	678,000	400,047	5,095,704	33.8	512,649	1,111,087	652,134	10	—
31 Dec. '62	21.3	—	.....	2	6	17	—	Northern New Jersey	422,247	*	—	156,850	294,200	77,798	488,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	250,000	*	—	250,000	100,000	436	350,000	ope	r. by Er	ie R. R.	26,500	6½	.....
31 Dec. '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,208,553	1,250,000	143,604	2,597,161	—	[2 mos.	10,588	.....	—	25
May, '62	.....	.....	.....	.....	...	...	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	38.5	—	.....	17.0	—	—	—	West Jersey	821,984	*	—	591,893	212,600	31,745	821,984	—	82,963	90,122	46,372	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balances, profit and loss, and all liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,267	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	900,000	incl.	in Re	ns. & Strat.	—	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,572	1,607,500	25,568	2,320,940	48.8	140,555	2,24,413	123,959	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope	e by Ti	oga.	44,100	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,673	62,327	16,231	3	—
30 Sep. '62	14.5	—	9.6	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,443	10,867	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,352,566	28.3	2,631,216	491,659	118,380	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	500,000	5.3	273,259	30,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,047	3,498,356	175.0	609,076	823,426	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	309	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,920,960	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	—	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.5	2,458,019	389,985	121,505	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	—	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,955,292	*	—	19,973,200	19,831,500	480,065	40,286,265	440.0	4,582,369	7,863,978	2,993,542	—	107
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,263,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,525	1,269,954	—	159
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	21	42
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,921	5,646,077	791,965	24,209,000	13,779,648	284,411	42,256,880	654.0	5,692,223	7,897,631	4,264,999	7	157
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,051	69,136	11,781,297	163.0	507,776	1,154,093	456,698	—	106
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central	60,000	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,580	22,600	—	875,774	5.0	779,880	80,426	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,456	728,324	—	4,571,900	1,494,000	—	6,066,900	120.8	341,704	492,435	176,755	—	0.25
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,623	—	396,340	208,500	16,377	815,161	38.1	75,623	140,634	77,559	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	241,750	—	900,025	27.2	—	276,276	66,845	6	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g	3,09[illegible]378	308,505	—	1,496,100	1,923,000	64,272	4,486,372	180.6	309,922	438,512	239,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	48,684	incl.	in Rens. & Sar.	—	—	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	834,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	82,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,357	—	650,000	450,000	42,500	1,142,500	8.0	—	243,066	51,499	—	63
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,217	4.0	1,891,460	583,033	88,286	10	186
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,445	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	—	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,630,757	105,676	2,944,563	88.6	229,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,709	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,600,000	590,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	666,911	805,500	271,067	1,686,508	50.0	247,898	271,158	134,968	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	—	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4 Compls.	—	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	111	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,244	71,899	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,272	2,419,401	94.9	—	103,953	35,672	—	—
— — '58	223.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	975,300	125,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	—	—	25	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,479	1,045,000	51,390	2,934,589	171.9	—	469,458	219,688	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,222	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	286,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,07[illegible]	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '62	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,513	1,169,000	2,120	3,376,255	118.2	—	541,150	234,320	—	25
1 Aug. '61	187.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	5,673,000	1,126,458	6,810,433	141.0	—	699,716	280,551	—	10
31 Mar. '63	60.3	—	—	—	22	26	432	Cinc., Hamilton and Dayton	2,933,788	481,085	91,947	2,155,800	1,334,000	—	3,985,196	198.3	—	877,404	464,415	10	120
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis June.	—	—	—	—	—	—	—	32.0	—	—	—	—	—
1 May, '59	131.8	—	—	31.0	16	16	352	Cinc., Wilmington and Zanesv.	6,250 841	*	—	2,441,176	3,032,000	229,973	—	151.8	304,168	190,745	19,180	—	—
31 Dec. '62	185.4	55.8	—	—	29	32	694	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 120	191.2	926,[illegible]8	1,734,917	1,033,057	20	176
31 Dec. '62	67.0	—	—	18.0	18	6	310	Cleveland and Mahoning	2,583,162	288,789	28,840	1,036,065	1,752,400	128,857	2,917,322	67.0	248,587	376,209	226,651	—	45
1 Dec. '62	96.5	1.2	20.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	580,344	—	3,300,000	1,500,000	—	—	96.7	484,197	1,551,628	976,[illegible]23	35	180
30 Nov. '62	101	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,856 094	*	—	3,832,712	4,324,305	94,329	8,251,646	99.5	—	1,486,[illegible]17	552,800	—	111
31 May '63	109.2	79.4	—	—	32	40	498	Cleveland and Toledo	6,700,496	530,727	55,025	3,520,800	3,067,[illegible]95	—	7,810,858	188.6	665,371	1,[illegible]1,437	747,562	4	137
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,765	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	232,900	—	2,076,902	ope	r.w. Lit.	Miami.	229,983	15	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,555	5,500	2,462,217	2,804,190	810,424	6,509,826	144.0	414,779	c63,705	451,540	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,173	164,912	—	307,240	716,000	80,845	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,863	152,694	—	45.0	—	128,170	33,412	—	—
— — '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	52.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	478,000	75,000	—	47.0	—	69,852	—	—	—
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,008	31,126	10,460	—	—
30 Nov. '62	83.5	—	37.8	—	26	22	437	Little Miami	3,544,158	492,979	442,283	2,981,28	1,400,000	—	4,879,806	138.0	846,882	1,622,488	689,649	15	140
30 Jun. '63	173.8	32.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,248,950	9,870,000	1,343,042	20,549,420	192.3	—	—	5,29,332	119,032	—	14
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '63	153.9	52.0	—	—	31	28	422	Sandusky, Dayton and Cinc.	3,986,808	595,400	232,179	2,697,000	2,488,525	7,800	5,401,088	205.9	418,328	599,880	175,290	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,257	125.0	214,404	239,395	82 988	—	—
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	348,500	—	—	193,000	150,000	3,500	346,500	oper. by	C. & C.	—	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205.000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (16 months)	8,547,16[illegible]	*	14,038	2,338,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	980,462	—	57
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,924	55,029	—	1
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	—	—	—	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.6	191 545	395,36[illegible]	210,517	8	80
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,550,000	284,000	115,782	3,749,752	146.0	542,045	276,880	—	—	25
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	—	245,500	146,437	3	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,598,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,599,362	753,462	6	195
31 Oct. '62	35.8	1.1	8.2	—	7	4	67	East Pennsylvania	873,11[illegible]	105,24[illegible]	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,395	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,007	*	—	1,000,000	1,000,000	42,155	2,083,007	78.0	227,038	247,822	103,499	—	37
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	100,000	—	1,000,000	—	126,490	223,530	[illegible],826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,569	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	72
31 Oct. '62	32.0	—	1.3	44.3	1	3	10	Hempfield	1,016,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	27,476	29,799	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,425,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,04[illegible]	164,134	—	30
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	206,000	2,662,833	80.0	242,400	507,589	149,066	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	654,363	—	2,297,250	1,465,000	31,547	3,827,385	76.0	367,230	822,927	449,516	8	93
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256.100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	48
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 266	*	—	3,250,000	—	—	3,252,266	130.0	—	451,915	174,435	8	60
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,869	289,000	6,447,789	64	263 334	397,136	218,960	—	294
31 Dec. '62	355.6	55.8	318.0	—	258	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,52[illegible],40[illegible]	—	8,324,213	414.4	—	10,304,991	4,872,219	8	72
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,400	488,900	—	1,852,096	24.0	228,938	262,533	129,742	8	80
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,450	6,98[illegible],500	157,739	12,12[illegible],857	16.0	212,574	413,472	60,909	—	20
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,200	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,988,166	3,917,830	2,096,776	—	58
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	219,000	57[illegible],900	5,000	800,900	1.0	8,218	7,416	20,861	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	650	Phila., Wilmington and Balt.	8,979,924	744,425	351,129	5,820,500	2,579,000	—	9,508,406	200.5	582,815	2,250,862	1,080,995	9	67½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	199,202	—	1,763,122	1,500,000	110,417	3,501,883	72.0	194,000	129,918	50,379	—	83
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,358	*	—	5,709,592	12,985,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	87½
31 Oct. '62	54.0	1.1	5.6	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,406	1,374,555	55.5	82,309	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	.....	oper. by	Ph. & R	eading.	5	.....
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	.....	57,929	159,534	90 050	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,768	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	25	Westchester and Philadelphia	1,387,074	*	—	683,451	953,208	8,000	1,644,659	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	415,809	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,917	8,500	—	.....	13.6	23,954	25,594	6,739	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,589	—	—	1,916,516	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,365	195 [illegible]	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,283	151,536	6	.....
— — '58	40.3	—	.....	—	—	—	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	40.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,146,000	345,546	2,919,554	164.5	.....	841,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	—	—	.....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	—	—	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	986,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,333	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	—
1859.....	30.0	—	1.8	—	12	19	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,083	156,264	—	536,654	1,502,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	10.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,009	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1860.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,961,000	146,000	.....	—	.....	—	—	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	—	—	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	329,518	.....	59.4	60,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859.....	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,958	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	134.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,563	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,546	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110 0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
— — '59	28.0	—	.....	756 0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	—
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,290,400	800,000	.....	.....	90.7	93,639	208,887	.....	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	566,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,398	322,928	61,280	—	—
31 Aug. '62	62.5	.....	4.0	—	12	9	193	Rutland and Washington	950 000	221,683	—	1,097,000	.....	.....	.....	62.5	138.299	140,883	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402.055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679.677	713,418	191,466	—	75c.
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,675,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	.....	4	163½
30 Jun. '62	28.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	—
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	382,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122 1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,015	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942.548	210,880	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	.....	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	8
30 Sep. '60	88.3	68.4	10.0	—	15	15	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,646	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,906	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,600	5,799	1,486,527	80.5	.....	326.554	218,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1 200,000	75 908	6,753,655	143.2	224.014	560,904	282 328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	198	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	186	Richmond and Petersburg	1,222,525	*	—	835,750	204,808	28,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	35.000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '61	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	82,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	69½
30 Jun. '60	294.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,094,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,957	—	—
30 Sep. '62	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,330	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	—
								WISCONSIN.													
1 Dec. '62	55.0	—	—	121.0	3	3	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.5	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199	.....	756,476	329,580	—	—
3. Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,078	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	—
— — '58	42.0	—	.....	27.5	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	80,066	.....	—	—
31 Dec. '62	191.9	42.5	25.5	—	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,828,800	2,464,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	58
— — '57	50.0	—	.....	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	.....	—	345,361	132,000	.....	.....	50.0	.....	121,401	.....	—	—
10 May, '62	104.0	—	.....	—	6	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	314,769	83,329	—	—
— — '58	10.0	—	.....	50.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall	.....	—	—
								CANADA.													
31 Jan. '63	'61.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938 000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,461 989	*	15,311	1,631,130	911,029	22,984	2,565,376	49.0	.....	242,798	117,842	—	12
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	—
30 Jun. '63	1,096	137.0	.....	760	85	130	2,598	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210 345	1,096	.....	4,368,510	1,154,865	—	.....
31 July, '63	229.0	115.5	68 0	—	2	126	1,688	Great Western	23,933,750	*	1,250,000	16 802,715	9,281,435	.....	26,084,150	357.0	.....	3,011,860	1,649,510	1½	.....
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	.....	.....	.....	—	—
31 Dec. '62	95.0	1.0	.....	—	17	20	33	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	98.6	.....	.....	.....	—	—
— — '62	54.0	—	.....	—	5	8	11	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	.....	.....	.....	—	—
31 Dec. '62	25.0	—	.....	—	6	—	37	Welland	.....	.....	—	.....	750,000	.....	.....	25.0	.....	100,000	19,575	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.5	[illegible]	—	14	[illegible]	277	European & North American	4,589,418	*	—	1,658,706	—	—	1,658,706	108.0	160,431	107,610	20,005	—	.....
1 July, '61	60.6	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,702,749	102,3[illegible]	—	1,[illegible]	12,100	136,000	1,[illegible]	60.0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.0	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	168,416	139,107	37,181	—	.....
								NEW GRANADA.													
Dec. '62	48.7	—	.....	—	11	22	120	Panama	6,000,000	*	615,653	5,000,000	2,875,000	—	10,763,728	48.7	.....	1,743,294	1,018,444	13	222

New York Stock Exchange.

Actual Sale Prices for the week ending January 27.

	Th 21.	F.22	Sat 23.	M.25	Tu.26	W.27.
American Coal Co.	...	...	93	...	...	...
Buffalo, N. Y. & E., 1M.	104	...	...	...	...	...
California 7s	...	...	...	...	124	...
Canton Co.	35½	36½	39½	39¾	38	38½
Central Am. Transit.	38	37	...	...	36	36
Chicago & Alton	86	88½	89	87½	86½	88
" " pref.	94	95	...	96½	96	96
" " 1 M.	...	...	...	...	...	100½
" " Inc. b'ds	...	...	...	...	...	...
Chicago, Burl. & Q.	126	126	125	125	...	126
" " " 8 p.c.	...	...	...	...	...	...
Chic. & North west'n	50	49½	48	48½	48	48½
" " pref.	...	67	68	...	...	63
" " 1st M.	93½	94	...	94	95	...
" " 2d M.	79½	77½	...	76½	...	...
" " S. F.	...	...	...	...	...	...
" " A. B.	...	...	...	...	...	...
" " I. B.	...	95	...	...	...	...
Chicago & Rock Isl.	148	149½	149	146	143	144½
" " 1st M. '70.	...	...	...	...	...	...
Clev., Col. and Cin.	...	...	...	...	...	...
Clev. and Pittsburg	119½	117⅞	117	114¾	110½	111
" " 1 M.	...	103	103	...	...	...
" " 2 M.	...	...	...	...	...	...
" " 3 M.	...	...	...	...	...	...
" " 4 M.	...	...	...	83⅞	83½	83½
Clev. and Toledo	140	139½	138½	138½	133½	137
" " S. F. 7 p.c	107	...	...	...	108	...
Cumberland Coal, pref.	48	48½	50	49½	48½	50
Del. & Hudson Canal	176	176	...	...	177	177
Del., Lack. & West.	...	...	...	...	...	...
" " 1M. 8 p.c. '71-5	...	...	...	...	...	...
" " 2M. 8 p.c. '81	...	...	...	...	...	...
Erie	108⅞	108⅞	108½	107⅞	107½	107½
" pref.	104½	102½	102½	102½	101½	102
" 1 M. 7 p.c. '67	...	...	...	...	...	...
" 2 M. 7 p.c. '79	...	...	118	...	...	...
" 3 M. 7 p.c. '83	112	...	...	...	112	...
" 4 M. 7 p.c. '80	110½	...	...	...	...	...
" 5 M. 7 p.c. '88	...	110½	...	110	...	...
Galena and Chicago	115⅝	115½	114½	113	111	112½
" 1M. 7 p.c. '63	...	...	...	...	...	...
" 2M. 7 p.c. '75	...	...	...	...	...	...
" 1M. Ex. '82	...	...	...	112	...	...
Hann. & St. Jo. pref.	...	...	...	...	...	...
" " bonds	...	...	...	...	...	...
Hudson River	143	141	141	139⅝	138½	139⅝
scrip	...	...	94	93	...	...
" 1M. 7 p.c. '69	...	...	...	...	...	...
" 2M. S. F.	...	...	...	...	...	...
" 3M. 7 p.c. '75	...	...	...	...	...	...
" conv. bonds	...	...	...	...	...	...
Illinois Central scrip	131½	130½	130½	129½	126	127⅞
" full stock	...	...	118	117	114	...
" Can. bd. sc.	...	119	119	115	...	...
" bonds	...	121	121	...	...	122
Marietta & Cin 1st pref.	65	64x	...	...	...	...
" " 2d "	...	...	...	...	...	...
Mariposa Mining Co.	36½	30½	30	25	27	26
Michigan Central	139	138	136½	135½	130	133½
" S. F. 8 p.c. '82	...	123	...	...	...	...
" conv. 8 p.c. '69	...	...	121	...	...	...
M. S. and N. I.	87½	89	89	88	87½	88
" " guar'd	...	134	...	...	...	133
" " 1M. S. F.	...	...	...	...	...	109
" " 2 M.	...	104½	...	...	...	...
Mil. and P. du Chien	...	61½	...	59	56½	58
" " 1st pref.	...	...	...	...	...	...
" " 2d pref.	...	...	...	...	...	...
" " 1st M.	...	...	...	...	...	...
Minnesota Mining Co.	71	...	70	71	71	...
Miss. & Mo.	45	43	40½	...	47½	...
" L. G. bonds	62	...	...	...	...	...
Missouri 6s	...	...	68½	...	68½	...
" 1ss. to H. & St. J. R.	...	84½	...	...	...	...
N. J. Central 1st M.	...	...	...	...	...	...
" " 2d M.	...	...	...	...	...	...
New York Central	137½	137	137½	136½	134½	137½
" " 7s, 1864	...	...	...	...	...	...
" " 7s, S. F. '76	...	...	117½	...	...	...
" " 7s, conv. '76	...	...	...	...	...	...
" " 6s, S. F. '83	103	...	106	...	...	...
N. York & Harlem	96	90	99	99½	99	105
" " pref.	...	...	105	...	...	...
" " 1M. 7 p.c. '78	...	...	108½	...	108	...
" " 2M. 7 p.c. '64	...	...	...	...	...	...
" " 3M. 7 p.c. '67	...	...	...	...	...	...
Norwich & Worcester	...	...	92	...	...	...
Ohio & Miss. cer.	36½	36½	37	37	36½	36½
Pacific Mail S.S. Co.	229	231	229½	229	...	226
Panama	...	222	...	...	...	...
Penn'a Coal Co.	...	...	...	...	...	...
Phila. and Reading	117	116⅝	116½	116½	115	116
Pitts. Ft. W. & Chicago	87½	87½	87½	86⅝	87	87½
" " 1M.	...	...	...	...	...	...
" " 2M.	...	...	...	100½	...	...
" " 3M. 88	87½	...	...	...	...	...
Quicksilver Mining Co.	56½	56½	56	55½	54½	49
St. L., Alton & T. H.	63	63	64½	64	62	64½
" " pref.	77	77	...	75	...	...
" " 1M.	...	...	...	101	...	...
" " 2M. pref.	...	...	91½	...	...	...
" " Inc. b'ds	82½	...	...	...	...	...
Tennessee 6s, 1890	...	...	57½	...	...	...
Toledo & Wabash	61	...	59	56½	55	57½
" " Pref.	73	...	...	...	...	...
" " 1M.	...	...	...	...	...	...
" " 1M. ex.	...	102½	101½	...	101	...
" " 2M.	86½	85	86	...	...	...
" " Int. b'ds	...	...	...	...	...	...
Virginia 6s	...	...	...	...	...	...

New York Stock Exchange.

Actual Sale Prices for the week ending January 27.

	Th 21.	F.22	Sat 23.	M.25.	Tu.26.	W 27.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	...	...	...	...	...	96
U. S. 5s, 1871, coup.	...	...	...	...	...	...
U. S. 5s, 1874, reg.	...	...	...	...	...	...
U. S. 5s, 1874, coup.	...	...	...	...	...	100
U. S. 5s, 1865, coup.	139	...	...	...	138	...
U. S. 6s, 1881, reg.	105	105⅝	...	105⅞	105⅞	...
U. S. 6s, 1881, coup.	106⅛	106	106⅛	...	106⅞	106⅞
U. S. 6s, '81, O. W. L. y.	...	...	...	...	...	...
U. S. 6s, 1881, " ⅓y.	101⅛	...	...	...	...	...
U. S. 6s, 1867, reg.	106	...	...	...	...	...
U. S. 6s, 1867, coup.	...	...	...	...	...	...
U. S. 6s, 1868, reg.	...	...	...	...	...	...
U. S. 6s, 1868, coup.	...	...	...	...	...	...
U. S. 6s, 1 year certif.	...	...	...	...	...	...
U. S. 6s, " " new	97⅞	97⅝	97⅛	97¼	97⅛	97⅜
U. S. 6s, 5-20s, coupon	102⅜	103	103⅛	104	103⅞	103⅞
U. S. 6s, " reg.	...	...	...	...	...	...
7.30 Notes, Feb. & Aug.	...	...	...	...	...	107⅛
" " Ap'l & Oct.	106⅛	...	107⅛	107⅜	...	107⅜
American Gold	156½	156⅞	156	157⅛	158	157

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending January 26.

	W. 20.	Th 21.	F.22	Sat.23.	M.25.	Tu 26.
Beaver Meadow	...	80½	80½	80	...	...
Cattawissa	19	19	19⅝	19⅝	19⅝	23½
" preferred	41	40½	41	41	40⅝	42⅝
Camden & Amboy	160	...	...	...	159	...
" " 6s, '67	...	...	...	...	...	...
" " 6s, '70	...	...	...	...	...	...
" " 6s, '75	103	101	...	...	...	...
" " 6s, '83	103	...	...	...	...	...
" " 6s, '89	105	...	...	...	105	...
Ches. & Del. Canal 6s '80	...	...	...	...	...	...
Del. Div. Canal	...	...	...	...	...	...
Elmira & W'mport	...	...	...	...	...	...
" " pref.	...	...	...	...	...	...
" " 7s	...	...	...	105	...	...
" " 10s	...	...	...	...	...	...
Harrisburg	...	...	...	...	...	...
Lehigh Navigation	60	...	60½	60½	...	60½
" " 6s	...	104½	...	...	...	105
" " scrip	46½	49	...	47	...	49
Lehigh Valley R. R.	...	...	...	...	...	93
" " scrip	...	...	...	...	...	...
" " 6s	...	...	...	...	...	104½
Little Schuylkill R. R.	...	...	48½	...	48½	...
" " 7s	...	...	107	107	...	...
Long Island	...	...	...	...	...	...
" " 6s	...	...	...	...	...	...
Minehill	60	60	...	...	60½	60½
Morris Canal	...	...	...	...	...	...
" " pref.	...	...	...	...	...	...
" " 6s '76	...	...	...	...	...	...
North Pennsylvania	28½	29	29	29½	29	29½
" " 6s	...	...	94	...	93½	...
" " 10s	...	...	...	...	...	...
Pennsylvania R. R.	73⅜	...	73	...	...	72½
" 1st m.	107⅛	...	107	107	107	107⅛
" 2d m.	...	...	105½	...	...	106
Penn. State, 6s	...	...	...	...	95	95
" " 5s, coupon	...	...	...	...	...	...
" " 6s, "	...	...	...	...	...	...
Philadelphia City, 6s	101	100½	...	101½	...	100½
" " new	...	104	104	104	104	104
Philad., Germ. & Nor.	...	...	...	56½	...	...
Phila. & Reading	58½	58½	58⅝	58½	58	57⅞
" " 6s, '86	...	...	...	116	...	...
" " 6s, '70-105	...	...	...	...	...	...
Philadelphia & Erie	37⅝	37½	36¾	36½	36¾	36⅝
" " 6s	...	...	...	...	103	...
Philad. & Sunbury, 7s	...	...	...	...	...	...
Schuylkill Navigation	20⅜	20½	20	...	...	19½
" " pref.	34⅜	34	34	34	...	...
" " 6s '82	86	86½	86	86½	...	86½
" " 6s '76	...	...	...	...	...	...
" " 6s '72	...	...	100	...	...	...
Sunbury and Erie, 7s	...	...	...	...	...	...
Susq. Canal	18	...	...	17½	...	18
" " 6s '78	...	...	62½	62½	...	...
" " scrip	...	...	...	...	...	...
Union Canal, pref.	6½	6½	6	...	6	6½
" 6s '83	...	28	...	...	28½	28
West Br. Canal 6s '78	...	...	...	...	...	...
Wyoming Valley Canal	...	...	...	...	...	...
Arch street, (Horse)	32	32	...	...	32	33
Chestnut & Wal. "	...	...	...	...	...	...
Green & Coates, "	...	...	...	...	43½	...
Race and Vine, "	...	20½	21	21½	...	21
2d and 3d streets, "	...	80	...	...	...	...
Spruce & Pine, "	13½	...	...	...	...	13½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending January 26.

	W. 20.	Th 21.	F.22.	Sat.23.	M.25	Tu.26.
Baltimore City 6s, 1875	108½	...	...	108½	108½	108½
" " 1886	...	...	...	...	...	...
" " 1870	...	...	...	...	...	...
" " 1890	109⅜	...	...	109½	...	109⅜
Balt. and Ohio	...	104	104	103⅜	...	...
" " b'ds, '62	...	...	...	...	...	103
" " " '67	...	...	...	...	...	...
" " " '75	...	...	...	...	...	...
" " " '80	...	...	...	...	...	...
" " " '85	107½	...	107½	...	...	...
Northern Central	44	45	...	45	45½	...
" " b'ds, '85	101½	...	...	...	...	...
" " " '95	...	...	...	...	...	...

Boston Stock Exchange.

Actual Sale Prices for the week ending January 27.

	Th.21.	F.22	Sat 23.	M.25.	Tu.26.	W. 27.
Boston and Lowell	103	103	...	...	...	...
Boston and Maine	126	...	...	...	...	...
Boston and Providence	133½	...	...	...	...	...
Boston and Worcest	140	...	147	...	...	145½
Cheshire, pref.	48	...	...	...	...	...
Concord	62	...	...	...	...	...
Connecticut River	...	...	...	...	...	...
Eastern, Mass.	97	...	97	97½	...	97½
Eastern, N. H.	96½	...	...	...	97½	...
Fitchburg	115½	...	116	116	116	116½
Manchester & Lawr'ce	...	...	116	116	...	...
Michigan Central	...	...	...	...	...	...
Northern, N. H.	...	...	72	...	...	...
Old Colony and Fall R.	118½	117½	...	116	116	117
Ph., Wil. & Baltimore	67½	...	67½	67½	...	67½
Portl'd, Saco & Ports.	...	...	...	...	108½	106½
Vermont & Canada	156	160	...	...	...	165½
Vermont & Mass.	40	39	40	40	...	39½
Western	144	...	...	...	...	146
Broadway (Horse)	...	...	...	...	...	...
Cambridge "	...	...	...	...	...	...
Metropolitan "	...	57½	58	...	...	59
Middlesex "	...	93	...	...	...	...
Central Mining Co.	...	...	...	...	...	...
Franklin "	48½	48½	...	49	49½	...
Isle Royale "	27½	26½	...	...	...	...
National "	...	...	...	...	...	...
Minnesota "	...	68	70	72	...	...
Pewabic "	62½	63½	...	...	64	...
Pittsburg "	...	...	85	...	...	...
Quincy "	95½	96	96	...	90x	...
Rockland "	...	...	17	...	...	...

London Stock Exchange.

The following were the closing prices for American Securities on the 6th of January:

Maryland 6s	70	to	72
United States 6s, 1881	59	"	61
Do. 5s, 1874	65	"	66
Virginia State 5s	43	"	48
Do. 6 per cent.	82	"	84
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., Pennsylvania do. do.	77	"	79
Erie shares, $100 (all paid)	64	"	66
Do., 7s, preference	60	"	62
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s 3d mort., 1883	68	"	70
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	63	"	68
Illinois Central 6s, 1875	84	"	86
Illinois Central 7s, 1875	73	"	75
Do. do. $100 shares, $90 paid, dis.	26	"	24
Do. do. $100 shares, all paid	68	"	70
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	70	"	76
Do. do. S. F. 1st mort., do., '82 x. c.	73	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	65	"	70
Do do. 7s, 1864	83	"	58
Do. do. 7s, S. F., 1876	78	"	82
Do. do. 7s, Convertible, 1876	80	"	85
Do. do. $100 shares	78	"	82
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	105	"	107
Pennsylvania, 1st mort., 6s, Convertible	63	"	68
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	34	"	36

American Railroad Journal.

Saturday, January 30, 1864.

Stock Exchange and Money Market.

The steamers on Wednesday took out only a moderate amount of specie, but a large one in Government securities. Just as soon as the capitalists of Europe, particularly on the continent, settle down to the opinion that the Union is not only not destroyed, but is to be consolidated on a basis not likely ever again to be disturbed by an unnatural and dangerous element, their investments in American securities will be on the largest scale. First, because at present prices as measured in gold, they are the cheapest in the whole world, and next, because there will be less danger to them in the future, than may be expected from the shifting political arrangements of the European powers, always jealous of each other, all having an exclusive policy for the preservation and enriching of dynasties and families. With them, public debts, taxation, and commercial interests are

merely the convenient instruments to perpetuate power in the hands of a few at the expense of the many. In Europe there is no particular purpose in Government but this. All its policy at this moment turns upon the private interests of four or five persons, as for example, the Emperor of France, the Emperor of Austria, the King of Prussia, the King of Denmark and some of the petty princes who claim by divine right the smaller inheritances of duchies and principalities. Now it is impossible that any system can be permanently prosperous and peaceful where such influences involve millions of subjects in war, without their consent, and large expenditures of money, and this taken from populations already poor by former as well as present exactions. There is not one of the principal countries in Europe which really has any surplus moneys in its treasury, or is ever likely to pay off its national debt as we twice have done. On the contrary, we are yet in our infancy, have never known till now what taxation really is, possess a growing vigor and strength, have continental power and resources, gold and silver in measureless quantities, and the most energetic, industrious and daring population in the world, enjoying the greatest contentment. The engagements of such a nation as ours must stand in the front rank of securities, and nothing remains but to conclude the war, and they will stand at the head of the stock lists in any commercial mart of the world. The conviction of their value will increase with our successes, of which the nations whether they like it or not, will have to be the witnesses. We therefore look to such a demand for our national securities as will raise their price, and by-and-by shift amounts of specie from the old to the new world in sufficient quantities to make our currency equivalent to gold.

Besides all this, we must not forget that the Money Market of London and Paris continues in an unusual state of disturbance. The Bank of England is again losing its bullion reserves, and the Bank of France is compelled to issue fifty franc bills to mitigate the pressure upon its metallic resources.

The latest arrivals bring us the news of an increased stringency in money in the principal European capitals. The drain of specie to the East is enormous, and as we think we showed in the last number of the JOURNAL, on English authority, cannot be easily met. There are no four hundred millions of dollars within the control of the cotton speculators, to liquidate and pay their Indian and Egyptian contracts. All that can be spared even for Brazil, which is a creditor country of England at this moment, taxes the financial ability of the English houses in that trade, and what they export in specie there does not come back.

Then again the affair of the Duchies grows more serious, and it is the opinion of the leading foreign journals that a war is at hand, which by its combinations will end in a general one. As Europe thus plunges once more into bloodshed and expenditure for the support of dynastic interests, we are emerging from our trials with unabated strength and resolution. To say that this will not bear upon the question of our national stability and credit, is to ignore every principle which actuates the business conduct and calculations of men.

The relations of gold to our currency are the only embarrassing ones with which we have really to deal. It may be pertinaciously insisted by the London *Times*, for the sake of depreciating our industrial strength, that we have lost half a million of our brave men in the field, but the officially stated fact is, that the whole number killed in battle is less than 30,000, and if we add to those permanently disabled by wounds, a hundred thousand more, we must remember that the foreign immigration the past year has more than made up those losses, and a still larger number of our native born have emerged from youth to manhood, and stepped forward to take their place among the industrious and producing classes.

We have as it were taken a bond of fate to indemnify us for all our losses, personal, pecuniary and political, and must come out of this contest, as no other nation ever did from any of their own.

Gold has risen and fallen the last week, and as a commodity, will fluctuate with the supply and demand. No doubt the agents of the foreign bankers have instructions to send abroad every dollar they can raise, and we believe they are stretching their credit to do so. This is the only country from which gold can be readily and promptly obtained by foreign merchants and bankers, or where the surplus, and often useless products of other countries, and even the refuse of their mills can be disposed of for cash. The readiness to buy on our part is an indication of the plentifulness of money, the enlarging tastes and wants of our people, natural to a condition of unprecedented prosperity, and the prevailing desire of all classes to enjoy their money's worth, and make the most of life.

It has been rumored that Mr. Chase has proposed a plan of permitting importers to pay their duties in currency, to be taken by the Treasurer at its market equivalent for gold. So that the Treasury will be in fact a seller of gold, fixing the price to the importers at the daily rates. This is a proposition which it was our chance to suggest to Mr. Chase nearly a year ago. The effect, however, is not fully determinable, for while it would lessen the street demand for the article, it would also leave a smaller sum to manage in the hands of the combination which now keeps up the price, and make it more easy to be handled, to the disadvantage of buyers for exportation. To this it may be replied, that the Secretary of the Treasury having the largest quantity on hand, and thus the power to undersell the street, could break down the prices at its pleasure, and having broken them down, could repurchase for the purpose of providing for its interest at rates even lower than those at which it commuted with the duty paying importers. There is not a particle of doubt, that if the associated banks in this city chose to do so, they could at any time by suddenly putting five or ten millions of gold on the street, break down the price and buy in again at rates to ensure a large profit. If this plan was once adopted, no outside combination could possibly maintain itself in keeping up the present prices. Money continues to be dear, and balances are carried by the stock operators at often as high a rate as 1 per cent. a month. All this we think a favorable symptom of a return to an equalization of our currency to specie.

We have previously noticed the singular fact, that the banks have held more specie than legal tenders, so that the inflation is in this instance purely a theoretical one. It is also worthy of notice that the price currents of provisions, and many staple articles in the Western cities are not more than a half, or two-thirds, of what we pay for them here. This is particularly true of the great Western City of Cincinnati, and it is evident therefore, the currency has not been inflated much there, as the prices quoted are in some cases no greater than they were when gold was the standard.

The Share Market has been feverish, yet the general tendency in railways is upward. The leading roads are doing so well and their condition appears to be so stable, that the public confidence in their future appears to be unabated. Thus we see whatever may be the temporary decline in the price in the street, there generally comes a rally which takes them back again to their previous rates. It is understood that the one year legal tender notes are shortly to make their appearance. They are to bear 5 per cent. interest, payable at the end of the year. These notes are to be paid out directly on the disbursements of the Government, because the small denominations of greenbacks are very difficult to be had. The new National bank notes without reference to their locality, are also being paid out by the Government when obtainable in small denominations. The condition of the Treasury is strong, its balances here being $27,000,000 in currency, and $15,000,000 in gold.

The demand for money is active. Exchange for the Wednesday steamer was 171–'72, which is relatively lower than gold at 157, 158, thus showing that there are parties here who will sell exchange whether at a profit or not, doubtless the result of instructions from abroad. Our exports for the last week ending on Tuesday were $2,753,-412 against $4,235,591 the same week last year, and $2,009,767 same week in 1862.

Our readers will find an interesting table in this week's issue, giving the details of our commerce with Brazil, from 1821 to 1861.

It appears that in 1850, the most favorable year for us, we exported to that country in values, $6,-280,255, and imported $21,214,803. There is no doubt that with steam communication we could largely increase our exports, since there has arisen an unusual demand in Brazil for our manufactures of the metals, agricultural implements and machines, owing to the rapid extension of the area and improvement of its cotton, sugar, and coffee lands. The present ruler of Brazil is very anxious to have closer commercial relations with the United States than ever, since his difficulties with England. All we have to do is to place four of our fastest wooden navy steamers on the route between New York and Rio, and the current of correspondence and trade would set in our favor. It is useless, however, to recommend any such measures to a Congress absorbed in political squabbles.

We are pleased to announce that the whole amount of the five hundred millions of 5-20's has been taken up, almost entirely by the people of this country, and indeed a surplus was subscribed which could not be supplied, to the extent of sixteen millions of dollars. They are quoted at

103⅝, a proof of popular confidence worthy of notice, and very suggestive of our financial strength. It is not yet determined by the State of Pennsylvania, whether the interest due on its public debt on the 1st of February shall be paid in gold or currency. Our own State has discriminated in similar cases by paying foreign holders in coin. We think it would be a wise policy in our sister State to follow this example. The loss of the premium to be paid, is nothing in comparison with the importance of sustaining its credit abroad, as it will afford another proof of the good faith which the North at least, has hitherto preserved with our foreign creditors.

The Connecticut war loan of $2.000,000, has been awarded at 101 for the whole amount to M. Kochum & Co. Portions of the subscription were made at better rates, and some dissatisfaction is naturally expressed at the award.

The banks of this city which have hitherto refused to pay the State tax on their capitals, under the claim of exemption by a law of Congress, which released from taxation the capital of those invested in United States stocks, have been compelled to pay up under a compulsory process issued by our tax commissioners, supported by a recent law of our State Legislature and a decision of the Supreme Court. The payment has, however, been made under protest, to await the decision of the Court of Appeals where the question yet remains for a final decision.

A bill has been introduced into the House of Assembly, authorizing a consolidation of the Harlem and Central Railroads, and it is said on the suggestion of the former only. We have frequently pointed out the immense advantage this would be to both companies, as it will give them a continuous and great trunk line, and no doubt be a profitable arrangement for both.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 99@100¼; Brooklyn City 6s Water Loan, 106½; McGregor Western 1st mort., 91@93; Illinois coupon 6s, 1879, 100½; North Carolina 6s, 50; Kentucky 6s, 100; N. Y. City 6s, 1887, 108; Atlantic and Great Western 1st mort., (Ohio div.,) 94; N. Y. Central 6s, 1887, 103; Peninsular R. R. 1st mort., 80; Wyoming Valley Coal, ex. div., 82; Bucks Co. Lead, 1½; Quartz Hill Mining, 9@10½; Copake Iron Mines, 11¼@12½; Merchants' Bank, 106; National Bank, 104; Bank of Commerce, 101¼; American Exchange Bank, 108¼; St. Nicholas Bank, 101½; Mechanics' Bank, 111½; City Bank, 145; Mechanics Banking Ass., 100; Market Bank, 102; Chatham Bank, 102; Importers and Traders' Bank, 100½; Hanover Bank, 98; Continental Bank, 100¾; Park Bank, 125; New Haven and Hartford R. R., 200.

Philadelphia.—Elmira Chattle 5s, 75½; Cleveland and Mahoning 7s, 100½; Chester Valley, 51½; Huntington and Broad Top, 30; do., scrip, 75; Camden and Amboy mort. 6s, 105; 10th and 11th streets, R. R., 50; 13th and 15th streets, 34; 17th and 19th streets, 11¾; West Philadelphia R. R., 70½; Girard College, 26½; Ridge Avenue, 20½; Allegheny Co. coupon 5s, 72; Fulton Coal, 4⅝; Penn. Mining, 9; Union Canal, 3¾; Locust Mountain, 34; New Creek, 1⅛; Big Mountain, 7¾; Green Mountain, 6¾; N. Y. and Mid. Coal Fields, 9½; Shamokin Valley, 40; Hazleton Coal, 68; Bank of North America, 154; Mechanics' Bank, 27; Consolidated Bank, 32⅛; Girard Bank, 46; Northern Liberty Bank, 68; First National Bank, 110; City Bank, 52½; Reliance Insurance, 60; Del. Mut Ins., 82. The latest quotations are: City 6s, 101@101⅛; do., new, 104@104½; State 5s, 95@95⅛; Reading, 57⅝@57¾; do., 6s, 1870, 105@106; do., 1886, 115@116; Camden and Amboy, 158@160; Pennsylvania R. R., 72⅛@72⅜; do., 1st mort., 107⅛@108; do., 2d mort., 105½@106; Little Schuylkill R. R., 47@48; Morris Canal, 62½@70; do., pref., 132@132¼; bonds, 104½@105; do., 2d mort., 100½@102; Susquehanna Canal, 17⅞@18; do., 6s, 62@62½; Sch. Nav., 19¾@20; do., pref., 34@34½; do., 6s, 1882, 86½@87; Union Canal pref., 4⅜@5; do., bonds, 28@28¼; Delaware Div. Canal, 36@37; do., bonds, 94@97; Elmira and Williamsport, 37@38; do., pref., 51@53; do., 7s, 1873, 104@106; Beaver Meadow, 80@80⅛; Harrisburg, 72@72⅜; Long Island R. R., 42¼@43; Lehigh Coal and Navigation, 60@60¼; do., scrip, 49@49¾; North Pennsylvania, 29½@29¾; do., 6s, 93¾@94; do., 10s, 120@121; Philadelphia and Erie, 36¾@37; do., 6s, 102½@103; Minehill, 60@60½; Catawissa, 23¾@24; do., pref., 42¼@42½; Lehigh Valley, 92¾@93½; do., bonds, 103½@104½; Fifth and Sixth streets, (horse.) 58@60; do., 7s, 105@106; Second and Third, 78½@79½; Race and Vine, 20@22; West Philadelphia, 70@71½; Spruce and Pine, 13@13¾; Green and Coates, 44; Chestnut and Walnut, 59@60; Arch, 31½@33; Thirteenth and Fifteenth, 32@34; Seventeenth and Nineteenth, 11¾@12; Girard College, 26½@27; Tenth and Eleventh, 49½50; Norristown, 56¾@57; Lombard and South, 17⅛; Ridge Avenue, 20@21.

Boston.—Michigan Central 8s, 1869, 121; Vermont Central 1st mort., 87½; Conn. and Pass. River R. R. bonds, 1876, 99¾; Northern (Ogdensburg) 1st mort., 97¼; do., 2d mort., 23; Rutland 1st mort., 66; do., 3d mort., 4; Troy and Greenbush guar. 7s, 53½; Cape Cod Br. R. R. 62¼; Mad River and Lake Erie R. R. 3⅜; Grand Junction 1st mort., 73¼; Old Colony and Fall River 5s, 1867, 98¾; Cambridge R. R. 6s, 100; Rhode Island 6s, 1882, 104¾; Maine 6s, 1883, 105; Vermont 6s, 1871, 102¾; do., 1876, 105; Bath 6s, 1870, 103¼; Boston 5s, 1878, 110; do., 1865, 128; Albany 6s, (W. R. R. guar) 106⅛; Augusta 6s, 1870, 102⅛; Chicago 7s, municipal, 106¾; Cambridge, Horse R. R. 124; Somerville, horse, 31¾; Chelsea, horse, 47½; Union Steamship Co., 155; Cary Imp. Co., 10⅛; Boston and Roxbury Mill, 54¼; Lorbery Coal, 72; Franklin Coal, 124¼; East Boston Co., 14; Boston Water Power Co., 46⅝; Essex Co., 96; Waverly Co., 2⅜; Chelsea Gas, 96; Malden and Melrose Gas, 68¾; Merchants Bank, 100½; Columbian Bank, 100½; Webster Bank, 103½; North Bank, 99½; Maverick Bank, 93½; Boston Bank, 68; Atlantic Bank, 94¼; Atlas Bank, 101¼; Suffolk Bank, 147; State Bank, 70¾; NorthBank, 98¾; Market Bank, 72½; Cambridge Market Bank, 100¼; Revere Bank, 104¾; National, 95; Howard, 99; Am. Ins. Co., 190; Boston Ins. Co., 135; Suffolk Ins. Co., 82; Equitable Ins. Co., 91; Dorchester 82; Neptune, 180; Mercantile Marine, 150; National, 44; Prescott, 98¼; Acton Mining Co., 4⅛; Algomah, 2: Allonez, 3; Albany and Boston, 10; Bedford, 2; Black River, 52c.; Boston, 5½; Bay State, 19⅛; Copper Falls, 27⅜; Canada, 2⅞; Columbian, 8; Dana, 27⅛; Dudley, 4¼; Eagle River, 8½; Great Western, 4½; Green Mountain, 5¾; Hancock, 12; Hanover, 5¾; Huron, 38½; Humboldt, 5; Hampton Mining and Smelting Co., 3; Hamilton, 3; Hungarian 3½; Manhattan, 6¼; Mandan, 3⅜; Madison, 6⅝; Mesnard, 12⅞; North Western, 12⅝; North Cliff, 5¼; New England, 2½; Ottawa, 48c.; Pheonix, 25½; Pontiac, 6¾; Star, 12½; Superior, 9½; South Side, 4¾; Tremont, 5; Union Lead, 50c.; Waterloo, 1⅜; Winthrop, 7; Wickham 82½c.

Baltimore.—Central Ohio Income bonds, 32½; City Passenger R. R., 18; Santa Clara Mining Co., 7; Springfield, 2.55; Merchants' Bank, 109; Citizens Bank, 11½; Union Bank, 70. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 103¼@104; do., 6s, 1867, 102½; do., 1875, 105½; do., 1880, 105½@106; do., 1885, 107½@107¾; Northern Central, 45@45¼; do., bonds, 1885, 101⅜@101½; N. W. Va., 8@10; do., 1st mort., 103½@105; do., 2d mort., 102; do., 3d mort., 20@26; do., guar., 101@102; Central Ohio 2d mort., 104@106; do., 3d mort., 75; do., 4th mort., 46@48; do., income 1857–'60, 30@33; Western Md. bonds, 80; do., guar., 105; Maryland 6s, coupon, 1870, 108@112; do., Ins., 111½; do., 1890, 113; Baltimore 6s, 1870, 104; do., 1873, 108½; do., 1875, 108@109; do., 1886, 108; do., 1890, 109¼; do., coupon, 109; do., 5s, 1838–'70, 92@95; City Passenger R. R., 17⅛@17½; South Carolina 6s, 55; Canton Co., 38@40; Deep River, .10; Gardner, 1.00; Guilford, .25@.40; Maryland, .85@.96; North State, .10@.15; Rudisell, .70; Silver Valley, .10; Springfield, 2.55@2.60; George's Creek, 60½@70; Santa Clara, 6½@6¾.

Chicago and Rock Island Railroad.

The recent advance in the market value of the securities of this road, instead of being due to speculation, only keeps pace with their real value. There is no road in the country in position to share so largely in the wonderful development of our resources which is now taking place. Within three years the whole aspect of the west has been changed by the gold discoveries in the interior of the continent. A great State, far excelling California in mineral wealth, is growing up upon the eastern slope of the Rocky Mountains. Colorado the past year produced $18,000,000 in gold. The yield the present year will be $25,000,000. Idaho, lying to the north, will produce at least on half as much. Not including Nevada, the yield from these newly discovered gold fields, the present year, will equal nearly $40,000,000. These fields bear the same geographical relation to the western states, that those of California and Nevada do to the Pacific Ocean. The former are peopled and fed directly from the west. A vast commerce has already developed itself, the value of which in both directions, the present year, will be more than $50,000,000. The emigration to them will number 50,000 souls. Every year will enormously swell these aggregates. The new traffic created already exceeds the capacity of any one *line of railroad.*

Such being the fact, about which there is no difference of opinion, there is every reason why the lines of railroad upon which this traffic is to fall should increase immensely in value. For the

great line from the Missouri to the Pacific Ocean, Congress has made the most liberal provisions, and the work upon it is being vigorously pushed at each end. The complement of this line from the Missouri to Chicago, is the Mississippi and Missouri, and the Rock Island roads. This link is already filled from Lake Michigan to the central portion of Iowa. Within the coming year, it will be complete to Omaha, the point which has been established by the President of the United States as the eastern terminus of the Pacific Railroad.

The Rock Island will then be the most productive link in the great Continental line. It has entered into permanent arrangements with the Mississippi and Missouri Railroad which secures to it all the traffic of the former. It is this connection which has, the present year, so largely increased the earnings of the Rock Island road.

Such is the present and prospective position of this work. It earned last year 27 per cent upon its capital. For the present year it is earning at the rate of $2,200,000 on a capital of $5,600,000 in stock, and $1,379,000 in Bonds, making an aggregate of $7,000,000. This may be reduced to $620,000 by cash assets in the hands of the company. It will earn the present year about $1,100,000 net $1,000,000 of which will be applicable to the stock.

It will earn a much larger sum the coming year. Already it has become a great highway to the Rocky Mountains. Every month will increase this traffic. If it was a productive work upon its local business, what must it become with the vast increase in store for it? Its securities, with its present earnings, ought to be worth as much as the Cleveland, Columbus and Cincinnati. With the future before it, their value certainly cannot be excelled by that of any railroad in this or any other country. By any proper standard they are still low, and the public will so regard them, so soon as their real merit is understood.

The Reservoir Mercury Gauge.

In another part of the JOURNAL will be found an advertisement of a mercurial gauge for stationary, marine and locomotive engines, invented and patented by P. S. Justice, the result of his own convictions that some such gauge had become a necessity, as well as of long and careful study. One of the very first and most important questions to be solved by the practical engineer in charge of a steam Engine is, what is the actual pressure of the steam in his boiler; for on the knowledge of this fact depends the safety of those he is driving along, whether in the railway train, or in the steamer, and of those who may be employed about him in the factory or machine shop.

It is also a necessity in the skillful management of his engine, because there is also an intimate relation between the pressure in the boiler, and the effective working power of his engine. To ascertain this with certainty is the object of the steam gauge. The most common form has been that of the siphon tube, bent like the letter U, the mercury being pressed down in the leg communicating with the boiler, and causing it to rise in the other, in which a rod floats and indicates the height on a graduated brass scale, showing the difference of the level between the two legs; an inch of rise in each being equivalent to two inches, or a pound of pressure.

Bourdon's gauge or Ashcraft's as it is called in England is on the principle of a coiled elliptical metal tube bent as a ring which contracts or expands its circumference according to the pressure, its end being pointed and acting as an index. Another invented by Mr. Shank obtains the amount of pressure by the compression of a bulb. There are also gauges which are elastic springs and of various forms. Still there was room for a better one than any of these, and it is claimed for Mr. Justice that he has hit upon the right one. Before describing it in detail, we may remark, that the principle is that of introducing mercury into a small flat cylindrical chamber, whose area is large in proportion to the diameter of the column of mercury which rests upon it, the rise or fall of which is seen on an adjoining scale connected with it. The movement of the plunger which fits in this chamber drives the mercury up its tube, and such are the relative proportions of the surface of the mercury in the chamber to the thread which is forced up the tube by the plunger, that the scale is a very extended one, the smallest rise in the chamber is multiplied in a large ratio in the tube, and a very small quantity of the mercury is sufficient for the purpose. These gauges are said to be very accurate and successfully used on the locomotives of the Erie and Reading Railroads, and several steamers, while in many factories and machine shops they are very much preferred to all other kinds. Our readers by looking at the following cut and reading the description will readily form an opinion of this new pressure guage. The cut represents a vertical section, and presents square lines and curves to the eye, which in the guage itself are parts of cylinders, and circles, and are more readily understood.

A is a brass cup containing the iron disc B, which is recessed on its lower side to form the mercury chamber *a*."

C, is a double-headed piston or plunger, with its upper and larger head covered by gum diaphragm *b*, and receiving the pressure of the mercury in chamber *a*, and into which it passes when the pressure is applied on the head of the piston *f*."

D, is a cap screwing into the cup A, and impinging on an iron disc or mercury chamber B, and the gum diaphragm *b*, thus being a perfectly tight joint at its point of contact *d*, and preventing any escape of mercury into the lower part of the cup A.

E, is a jam-nut with an orifice (for the steam) which presses against a perforated button or ring *g*, which in turn impinges on gum diaphragm *e*, making an air and steam tight joint at point of contact.

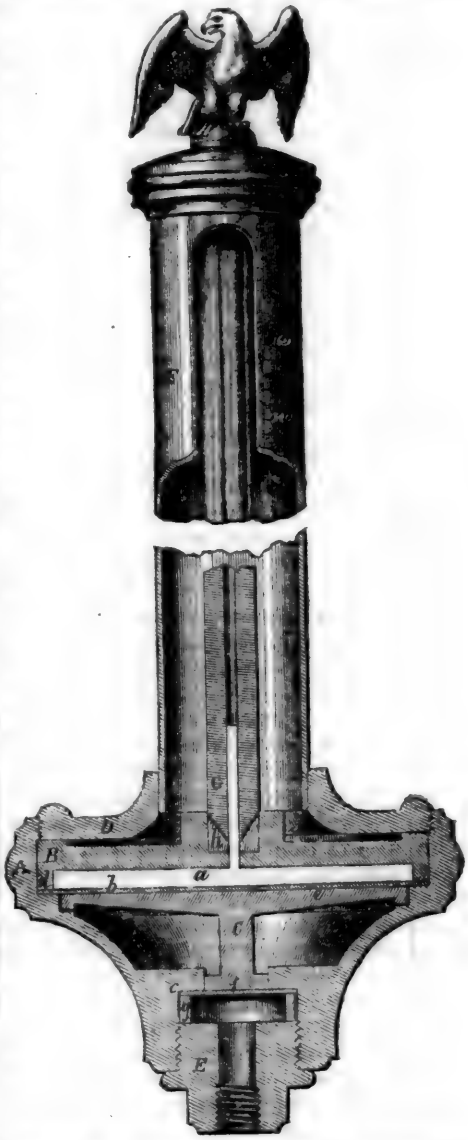
f, is the lower and smaller head of the piston, which receives the steam pressure, and in its upward motion forces the mercury in chamber *a*, through the small perforated aperture in the centre of disc B, immediately over which is the glass tube G, into which it rises to the point indicated by the register.

h, is a gum ring or cushion to receive the conical end of the glass tube G, which is firmly pressed upon it by screwing on the top cap of the brass tube F.

Having personally inspected this guage we recommend it to the attention of managers of Railroads, Manufactories, Blast Furnaces and Machine shops, as possessing the following advantages:

1st. It is the *only practical Gauge* for Locomotives, Stationary or Marine Engines, which is not liable to register falsely by constant use; being *always true*, under any conditions of temperature existing between the Tropics and the Poles, and having great compactness in form.

2d. It is a *plain mercury column* (open to the atmosphere) operated upon by the movement of a double headed piston or plunger beneath it; the lower or small head of the piston (with an area varying from one-tenth to one-hundredth part of the area of the upper head) receives the steam pressure; whilst the upper or larger head of the piston receives the mercurial pressure as shown in the annexed cut; this arrangement permits the



use of short columns of mercury in registering high pressures.

3. Having *no Metal Springs, Tubes nor Corrugated plates* to *corrode, granulate* or *break*, it is not liable to any of the accidents which constantly attend other guages employing these uncertain and perishable mediums; the only part liable to breakage being the glass tube, which however is securely cased in brass and can be duplicated to any extent (at a slight cost) without affecting the registery or accuracy of the gauge.

4. Should any part of this gauge be broken by

accident, or by being tampered with, the mercury immediately sinks into the reservoir and thus indicates that it has ceased to register; whilst with all other gauges employing Springs, Tubes or Corrugated Plates, the registry may be *apparently* truthful for months after they have *really* ceased to be correct; thus the Engineer is often thrown off his guard at the time when he has most need of a monitor to warn him of his danger.

These Guages are manufactured solely by Philip S. Justice, by whom the fullest information will at all times be readily furnished at his offices, 42 Cliff street, New York, and 14 North Fifth street, Philadelphia.

The Knickerbocker Life Insurance Co.

We present to our readers in this issue, the card of the Knickerbocker Life Insurance Company of New York. This institution is now in the front rank of American life corporations, and for safety, reliability, and the most liberal treatment of policy holders, its reputation is beyond reproach. The steady growth, and permanent prosperity evinced in its yearly statements warrant us in saying, that the confidence manifested by the public has been fully merited. The management are from among our best and most successful business men, and are well-known in the community for their honorable dealings and unimpeachable integrity. Life insurance is of itself a great benevolent scheme, and as a system deserves unlimited support. The only question is as to companies, and we can heartily commend to our readers the Knickerbocker, as one in which they can have implicit confidence. The office is at 161 Broadway.

Negotiability of Railroad Bonds.

There ought not to be any question that the bonds of railroad or other corporations, payable to a specified person, or his assigns, are subject to the same rules as bills of exchange or promissory notes, in respect to their negotiability free from any claims of the corporation against the person named in the bond.

But the Supreme Court of Maine having lately decided that bonds are not thus negotiable, we are glad to notice a recent case in the New York Court of Appeals, (Brainerd against the New York and Harlem Railroad Company,) in which a contrary decision was made. In this case, several bonds had been made under seal, payable to G. L. Schuyler or his assigns, and transferred by his assignment in blank.

The Harlem Railroad Company sought to set off their claims against Schuyler in this action, and not being allowed to do so, appealed. The following opinion was delivered by

Denis, Ch. J, who, after disposing of some questions of fact, said:

The questions of law which the appeal presents, are whether the instruments are commercial paper so as to be negotiable, and whether they were legally negotiated by delivery under the blank assignment.

These might have been very grave questions in this State a few years ago. But they have been settled against the defendant in this state by a series of decisions which it is impossible at this day to depart from.

In The State of Illinois *vs.* Delafield, (8 Paige, 527,) and the same case on appeal in the Court for the Correction of Errors, (2 Hill, 159,) it was held that the bonds of the State of Illinois executed under the seal of that State, were negotiable securities in such a sense as that a purchaser would acquire a title superior to that of the party to whom they were originally issued, and an injunction against transferring them was granted by the Court of Chancery, and sustained by that Court and the Court of Errors on that precise ground. These cases were referred to with approval in this Court in The Mechanics' Bank of New York *vs.* The New York and New Haven Railroad Company, (3 Kern., 599, 626.) The Bank of Rome *vs.* the Village of Rome, was an action brought on certain bonds issued under the defendants' corporate seal, and they were held to be negotiable; and a defence sought to be set up against the plaintiff who was a *bona fide* holder was excluded, though it would have been available against the original party, (19 N. Y., 20.) The instruments in question in the cases cited were not it is true the bonds of a railroad corporation, but they were under the corporate seal of the maker. No distinction can be made between such corporations and those which are created for governmental or municipal purposes. The point of objection when it is sought to bring such securities within the law of commercial paper is, that being under seal they are deeds, and commercial instruments are simple contracts. But when such obligations are issued to secure the payment of money upon time, and contain on their face an expression showing that they are expected to pass from one person to another, and thus to perform the office of bills and notes, or of money, as the words "bearer," or "assigns," or "the holder," or like the courts of this country with a single exception, and those of this State without any exception, have concurred in attaching to them the attributes of commercial paper. The case of White *vs.* the Vermont and Massachusetts R. R. Co. (21 How. U. S., 575,) was an action to recover on a bond issued by a railroad corporation, the payee's or obligee's name being left blank. It was held that the instrument was negotiable, and that the plaintiff to whom it had been transferred might insert his own name in the blank. The exceptional case which has been alluded to is Diamond *vs.* Lawrence County, (37 Penn. 351.) The Court held that a bond like the one before us, except that it was payable to bearer, was not negotiable; but the learned judge who delivered the opinion of the Court admitted in express terms, that all the courts, American and English were against him. Whether this admission was not too broad as respects some of the English tribunals may be questioned; but as we feel bound to follow the judgment of the courts of this State, it will not be useful to criticise the cases which have been adjudged elsewhere.

Having come to the conclusion that the instruments are negotiable paper in the nature of promissory notes, it follows inevitably that the blank assignment signed by the payee was a sufficient transfer of them, and that the plaintiff was entitled to insert his own name in the blank, (Van Duzer *vs.* Howe, 21 N. Y. 531; Edwards on Bills, 275;) and also that the defendant could not be allowed a set off against the payee without establishing that the plaintiff was not a *bona fide* holder. The result is that the judgment of the Supreme Court must be affirmed.

All the judges concurred in this opinion.

Commerce of Brazil.

The following is a Statement of the Commerce of the United States of America with the Empire of Brazil from 1821 to 1861:

	Exports from the U. S.			Imp'ts into
	Domestic.	Foreign.	Total.	United S'ts.
1821.	$885,348	$496,412	$1,381.760	$605,126
1822.	1,317,411	246,518	1,463,929	1,486,567
1823.	1,062.209	279,181	1.341,290	1,214,810
1824.	1,699.754	602.150	2.301,904	2,076,119
1825.	1,641.296	752.458	2,393,754	2.166,707
1826.	1,597,344	602.005	2,200.349	2,166,678
1827.	1,486.433	377,378	1.863.808	2.060,971
1828.	1,505,779	482,936	1,988,715	3,097,752
1029.	1,510,260	419,667	1,929,927	2.585,467
1830.	1,600,999	242,239	1,843,238	2,491,460
1831.	1,652.193	423,902	2,076,095	2,275,829
1832.	1,232.077	822,717	2.054,794	3,890,815
1833.	2,474,555	797,546	3,272,101	5,089,693
1834.	1,586,097	473.254	2,059.351	4,729,969
1835.	1.810,791	797.865	2.608,656	5,574,466
1836.	1,732.741	1,362,195	3,094,936	7.210,190
1837.	1,301,217	441,992	1,743,209	4,991,988
1838.	2.094.957	562.237	2,657,194	3,191,288
1839.	2,133,997	503,488	2,637,485	5.292,955
1840.	2,145,863	360,711	2,506,574	4,927,296
1841.	2,941.991	575,282	3,517,273	6,302,653
1842.	2,225,571	375,931	2,601,502	5,948,814
1843.	1,568,584	223,704	1,792,288	3,947,658
1844.	2,409,418	468,834	2.818,252	6.883,806
1845.	2.413.567	424.383	2.837,950	6,084,599
1846.	2,754,012	389,383	3.143,395	7.141,803
1847.	2,566,938	376.840	2,943,778	7,096,160
1848.	2,692,736	279,698	2.972,434	7.992,648
1849.	2.838,380	261,597	3.103,977	8.494,368
1850.	2,723,768	473,347	3 197,114	9,324,429
1851.	3,128,956	623.960	2.752,916	11,525,304
1852.	2,782,179	238,863	3,021,042	12,230,289
1853.	3,724.190	260.254	3,994.444	14.817,961
1854.	4.046.857	192,384	4,239.241	14,110,387
1855.	3,973,219	288,054	4.261.273	15,218,925
1856.	4.858.122	236.779	5.094,904	19,262,657
1857.	5.268.166	277.041	5,545,207	21,460,733
1858.	4.735.824	218.872	4,954,706	16,952,386
1859.	5.929,004	327,976	6.256,976	22,439,842
1860.	5,945,235	335,020	6,280,255	21,214,803
Annual Average of Decennial Periods and 1861.				
1821 '30.	$1,420,683	$450,193	$1.870,877	$1,978,965
1831 '40.	1,816,449	654,590	2,471,039	4,737,446
1841 '50.	2,558,496	379,199	2,982,696	6,951,694
1851 '60.	4,439,176	299,920	4,739,096	16,922,329
1861....	4,787,702	224,466	5,012,168	30,309,694

Atlantic and Great Western Railway.

At a meeting of the stockholders of the Atlantic and Great Western Railway of Pennsylvania, held at their office in Meadville, on the 11th inst., the following directors were chosen:

Wm. Reynolds, President; Gaylord Church, Jas. J. Shryock, Marvin Kent, John Dick, T. W. Kennard, John McFarland, O. Hastings, G. A. Bittenbanner, J. H. R. Rose, C. E. Blakesley, A. W. Mumford, Samuel Wann.

At a subsequent meeting of the Board, T. W. Kennard was appointed Vice President, and Wm. Thorp, Secretary and Treasurer.

Oil Creek Railroad.

At the annual mesting of the stockholders of this company held at Warren, Pa., on the 11th inst., the following directors were chosen:

President, I. Struthers; Directors, Orris Hall B. J. Wells, Boon Mead, Myron Waters, James H. Eddy, C. C. Wetmore, J. S. Alden, L. Olney, Jr., E. Cowan, G. V. N. Yeates, and H. A. Kent, Secretary and Treasurer, John F. McPherson.

The business on the 27 miles from Corry to Titusville for the 14 months ending December 31st, 1863, is represented as follows:

There was carried over the road since November 1st, 1862, 430,684 bbls. oil, 459,424 empty bbls., 22,727 tons of merchandise, and other

freights, and 59,987 passengers. Total receipts, including mail, telegraph and express business, $384,705 18.

A dividend of 25 per cent was declared to Jan. 1st., 1864.

Banks of the United States.

The following is a condensed statement of the banks of the United States near January, 1863:

State.	No. of Banks.	Capital.	Deposits.	Loans.	Specie.	Circulation.	Stocks.
6 Eastern States	507	$128,819,972	$66,731,741	$216,341,927	$12,826,867	$65,516,155	$8,019,957
5 Middle States	491	155,270,418	267,950,903	266,821,503	51,267,527	82,372,091	146,126,096
5 Southern States	147	56,282,622	16,480,490	79,282,290	8,119,036	39,588,760	9,947,427
5 S. W. States	114	59,971,577	21,482,136	61,682,561	21,564,993	31,545,648	7,906,758
9 N. W. States	207	15,701,240	21,240,966	24,478,582	7,449,546	19,684,564	8,508,942
Totals, Jan., 1863	1,466	$405,045,829	$393,686,236	$648,601,863	$101,227,369	$238,677,218	$180,508,260
Do. 1862	1,496	419,761,812	297,127,226	647,686,103	102,207,559	183,938,945	98,976,262
Do. 1861	1,601	420,592,713	257,229,562	696,778,421	87,674,507	202,005,767	74,004,879
Do. 1860	1,562	421,880,095	258,802,129	691,945,580	83,594,537	207,102,477	70,344,343
Do. 1859	1,476	401,976,242	259,568,278	657,188,799	104,587,818	193,306,818	68,502,449
Do. 1858	1,422	394,622,799	185,932,049	583,165,242	74,112,832	155,208,344	60,305,260
Do. 1857	1,416	370,834,686	230,351,852	684,456,887	58,349,838	214,778,822	59,272,829
Do. 1856	1,398	343,874,272	212,705,662	634,183,280	59,314,063	195,747,950	49,485,215
Do. 1855	1,307	332,117,288	190,400,842	576,144,758	53,944,546	180,952,223	52,727,082
Do. 1854	1,298	301,976,071	188,188,744	557,397,779	59,410,253	204,689,207	44,350,830
Do. 1851	879	227,807,553	129,957,712	413,756,799	48,671,948	155,065,251	22,388,389

Railroad Earnings--Weekly.

The earnin6s of the Chicago and Northwestern Railroad for the second week in January, 1864, were $21,316 95
Corresponding week in 1863..... 14,390 83

Increase..... 6,926 12

The earnings of the Galena and Chicago Union Railroad for the 3d week in Jan., 1864, have been $42,716 59
Corresponding week of previous year. 31,379 76

Increase $11,336 83

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of Jan., 1864, were..... $60,088 00
Carresponding week of previous year.. 50,704 00

Increase..... $9,384 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in January, 1864, were $60,042 00
Do., 1863..... 37,512 00

Increase..... $22,530 00

The earnings of the Michigan Central Railroad for the 3d week in Jan., 1864 were.... $67,540 00
Corresponding week of previous year.. 63,574 00

Increase..... 3,966 00

The earnings of the Cleveland and Toledo Railroad for the 3d week of January, 1864, were $30,481 00
Same week, 1863 ..... 29,834 00

Decrease..... $647 00

The earnings of the Grand Trunk Railway for the week ending January 16th, 1864, were:

Passengers	$21,990 88
Freight and live stock	62,030 81
Mails and sundries	3,800 00
Total	$87,821 69
Corresponding week, 1863	96,857 53
Decrease	$9,035 84

The earnings of the Marietta and Cincinnati Railroad for the 3d week in January, 1864, have been $32,135 24
Corresponding week in 1863..... 20,715 53

Southern Wisconsin Railroad.

The extension of this road from Monroe to Dunleith on the Mississippi river, opposite Dubuque, is receiving considerable attention from the people of Milwaukee. It is said that the extension would bring an enormous amount of business to the line. There are two charters for an extension; one authorizing the construction of the road through Shullsburg, New Diggings, Beetown, &c., and the other through Calamine, Platteville, &c. It is claimed that the distance from Monroe to Dunleith, by the Shullsburg route, is 58 1-2 miles, while it is about 87 miles by the Platteville route. This is an argument for the former, as it is desirable to build railroads, now-a-days, on as near an air-line as possible, if the topography of the country will admit of it. This is said to be favorable by the Shullsburg route.

The Milwaukee *Wisconsin* urges the project with force and earnestness. It says:

These railroad connections are the short sections between the old La Crosse road, near Sparta, to a point opposite Winona, and that between Monroe and Dunleith, opposite Dubuque. Both of these being built, it would give direct railroad communication with the very heart of Minnesota and Iowa, two of the most fertile and promising States in the Northwest.

It particularly urges, for the following reasons, the extension of the South Western railroad from Monroe to Dubuque:

There are gentlemen who desire to perfect arrangements, for the proposed extension, *via* Shullsburg, New Diggings, &c. The distance is only 58 ½ miles, which it is necessary to build the road, and the country is favorable for its construction, while the people along the route are ready to do everything in their power, by way of co-operation.

After it is built, the Milwaukee and Prairie du Chien Railway company stand ready to lease and stock it, paying eight per cent upon the cost of construction. With this short section constructed, the connection would be formed with the Dubuque and Pacific railroad, which extends from Dubuque westward, which is already in operation a distance of one hundred miles; and which will eventually form connection at Sioux City, with the great Pacific Railway extending across the continent.

The shipments from the mining regions in the southwestern part of the State have heretofore gone by the Illinois Central, and to show the extent of the trade which exists in those regions, we present the following statement, prepared by citizens of Lafayette county, men of standing, whose authority is beyond question:

Shipments Eastward from the several stations on the Illinois Central Railroad from Galena to Warren, inclusive, and including shipments from Galena by river, in 1862, and estimated value thereof, viz.:

Wheat 363,250 bush. at 85 cts. per bu.	$308,762 50
Oats 1,007,768 " 50 " "	503,880 00
Flour 40,371 bbls at 4.50 per bbl..	182,669 00
	$995,311 50
Returns of the shipments from all of the points included in the above statement, in 1863, could not be procured, but buyers and shippers agree in the opinion that the shipments in 1863 exceeded those in 1862, from 50 to 100 per cent. Therefore add 50 per cent to the above amount for increase in 1863	497,665 75
Making total estimated value of those articles shipped in 1863	$1,492,967 25
To which add lead 17,000,000 lbs at 8 cents per lb	1,360,000 00
	$3,752,967 25

To which is still to be added, the value of the bacon, lard, butter, eggs, cattle, and a portion of 12,123,210 lbs. of miscellaneous articles shipped from Galena—making a grand total value of pro duce of fully *four millions of dollars.*

We notice also that the Chamber of Commerce of Milwaukee (a most energetic and practical body) has passed the following resolution on the subject:

Resolved.—That a committee of five be appointed by the President, to collect and report facts in relation to the feasibility of the construction of a Railroad from Monroe to Dubuque, and the amount of business which it would transact, together with any other information which they may think proper relating to the subject; and that they invite the several committees of the citizens of La Fayette and Grant counties now in the city, and also Mr. B. H. Edgerton who has recently made surveys of said Railroad to appear before them, and present such facts as they think proper.

The following gentlemen were appointed as the committee indicated in the resolution: Messrs. H. T. Thompson, Jackson Hadley, E. H. Brodhead, Geo. W. Allen, J. A. Dutcher.

The Hoosac Tunnel.

The Governor of Massachusetts, in his recent annual message, makes the following statements in relation to this great work:

The enterprise of constructing the Hoosac Tunnel is in vigorous progress, under the management of its able and experienced Commissioners. The construction of the road lying east of the mountain, of which the eastern terminus is in Greenfield, is not yet resumed. Certain questions of title, springing from what is called "The Smith Mortgage," seemed to render it improper that the Governor and Council should assume that responsibility in advance of judicial determination. The Attorney General of the Commonwealth was charged with instituting proceedings to bring these questions before the Supreme Judicial Court for adjudication, and I am advised by him that measures are in progress to accomplish that end.

A report has been made by the Commissioners to the Governor and Council, bringing down to the close of the last calendar year an account of their doings and expenditures. This document, with various legal opinions in writing, and the record of the proceedings of the Governor and Council in relation to the railroad and the tunnel, may all be important for consultation, should the Legislature find occasion to consider any matter pertaining to the enterprise, or should any new legislation be invoked concerning it. I think that a Committee of the Legislature ought annually to

examine the progress of the work, the reports made to the Executive Department, and the contracts authorized, so as to understand the general economy of the management. But I do not think that either economy or efficiency requires, or is even consistent with, annually publishing the precise measures planned by the Commissioners. To do so would sometimes be fatal or injurious to their success.

Warrants have been ordered, during the past year, for the payment of $21,993 40 in liquidation of land damages, and $153,006 51 in liquidation of claims against H. Haupt & Company for materials, service and labor, which were presented before the Commissioners and allowed by them under the Act of 1862. These amounts represented indebtedness incurred under the former management, all of which, except the land damage claims, ought to have been paid out of means afforded by the scrip of the Commonwealth heretofore issued. These payments are therefore in the nature of a second payment for the same thing.

The progress during the year 1863, is rather in preparation than in construction. But a large force—of about 350 men—is now employed, and the work is fully begun.

The payments from the Treasury on account of the tunnel, for expenditures incident to the business of the last year, and to meet expenses of the year 1862, are $53,503 06. Of this sum, $40,000 were placed in the hands of the Commissioners for disbursement, pursuant to the statute of 1863.

The expenditure the tunnel will require during the current year is estimated by the Commissioners at $300,000.

The original tunnel loan provided for was $2,600,000. Its unissued balance being $1,211,000, was by the Act of 1863, chap. 214, appropriated to the execution of the work under the new system of direct State supervision, originating in the Legislature of 1862. To the payments during the past year, already mentioned, there is to be added the interest paid on scrip. The scrip issued in 1863 was $209,000.

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OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
New York, January 5, 1864.

Resolved, That the holders and owners of all shares of the stock of this Company, and of all obligations of the Company or provisional certificates authorizing the entry of shares thereof, upon which ninety dollars per share has not been paid, be required to complete the payment of ninety dollars per share thereon prior to or upon the twentieth day of February next, at the office of the Treasurer of this Company, in the City of New York, and that in default of such payment the shares will be sold at public auction, pursuant to Section four of the Charter of the Company.

By order of the Board.

613 L. A. CATLIN, Secretary.

Chicago & Great Eastern Railway Company,
FIRST MORTGAGE BONDS,
FOR $2,000,000.

SUBSCRIPTION BOOKS OPENED WITH
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These Bonds are secured by a First and only Mortgage on the property, income and franchises of the Railway Company, executed to Frederick Schuchardt and Henry Morgan of the City of New York, Trustees.

The remaining Nine Hundred Thousand Dollars of the Bonds are set apart and remain in the hands of the said Trustees, for the purpose of being exchanged for the indebtedness of the Chicago and Cincinnati Railroad Company, running from La Crosse to Logansport; this effected, the $2,000,000 will form a First and only Mortgage on a line of road 110 miles in length, extending from Chicago to Logansport, where it connects with the Cincinnati and Chicago Air-Line Railroad, forming the shortest line by 40 miles between Chicago and Cincinnati, and by 36 miles the shortest line between Louisville and Chicago.

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The road is now under contract, and the most strenuous efforts are being made to have it open for traffic during the summer of 1864.

The interest on the Bonds maturing during the progress of the work has been provided for, and will remain on deposit with the Bankers of the Company, Messrs. SCHUCHARDT & GEBHARD, No. 21 Nassau st., to whom the Company refer for further particulars, and where subscription books for this loan have been opened.

4t1 W. D. JUDSON, President.
Dec. 23, 1863, No. 37 William st., New York

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OFFICE OF THE ILLINOIS CENTRAL R. R. Co., New York, January 5, 1864.

Resolved, That a dividend of FOUR PER CENT., in cash, free of government tax, upon the Stock and Cancelled Bonds scrip of this Company is declared, payable on the first day of February to the registered holders of stock and scrip at the close of business on the 18th inst.

This dividend is in lieu of and in advance of two Coupons in the full-paid stock and by terms of the contract terminates the obligation to pay Interest to the full-paid-share-holders.

Resolved, That the transfer books be closed on the 18th instant, and re-opened on the third day of February.

By order of the Board.

412 THOMAS E. WALKER, Treasurer.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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SECOND QUARTO SERIES, VOL. XX., No. 6.] SATURDAY, FEBRUARY 6, 1864. [WHOLE No. 1,451, VOL. XXXVII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 6, 1864.

Education of Engineers.—Polytechnics.

When our canal policy was inaugurated on a scale commensurate with the extent, resources and wants of this country by that truly great man De Witt Clinton, whose memory as a statesman, man of letters, legislator, naturalist and scholar, will survive that of the whole crowd of officials, who

"Narrow their mind,
And to party give up what was meant for mankind,"

we were almost without the talent and experience equal to the execution of his designs. It is a fact that the ordinary surveyors of the country, men accustomed only to the simplest problems of trigonometry, and the protracting of field maps, were the only persons who were found competent for the ordinary surveys of the lines of the canals; and the steeples of country churches had much to do with those actually adopted for want of more scientific points of approach or departure. So with our railways. It was a long time before we had engineers who knew how to lay down rails, or overcome grades except by inclined planes and stationary power. Difficulties of location have long since vanished before our natural quickness of parts, power of observation and skill in design, and thus the country has become the very home of the inventive and practical arts; the hum of machinery, the thunders of the train, the smoke of the foundries, and the buzzing of wheels are universal, making it one great home of industry.

The disadvantages under which our pioneer engineers and mechanics labored when first employed on important, public and private works were great and embarrassing. Instruments and tools were of the simplest descriptions, tabulated works were scarce, mathematical treatises obscure, because written in unpractical periods, and such a thing as engineering was unheard of as a part of our regular public education, except so far as it was applicable to the art of war.

Besides the National institution at West Point, we know of no other except, perhaps, Captain Partridges' somewhat celebrated academy, where forty years ago the kind of education alluded to could have been obtained, and this was chiefly designed as preparatory to service in the army.

In the year, 1824, however, there lived a man who was in advance of his time in many branches of philosophy, as applicable to the practical purposes of life. It was Professor Amos Eaton, an enthusiastic geologist and botanist, of much study and experience, who, looking at the vast material around him which nature offered to research, began to open the volumes of our natural history and impart its valuable lessons. Numerous text books proceeded from his pen, and he was everywhere looked up to as authority, and obtained crowds of followers in the paths he pointed out, in the style of a modern peripatetic.

It was his good fortune to obtain the friendship of the late Stephen Van Rensselaer of Albany, known in that city and everywhere in this State by the honorary distinction of Patroon, one of the few names of privilege which survived the extinction of the Dutch regime in this country. This venerable man, rich in his inheritances, was richer in the endowments of integrity, simplicity of manners, benevolence, honor, public spirit, and Christian principle. To him Professor Eaton turned for patronage and obtained it. If we are not mistaken, one of his first and most useful efforts with the aid of Mr. Van Rensselaer, was a geological and agricultural survey of the County of Albany. This gave an impulse to the consideration and culture of soils, and led finally to the great State explorations afterwards perfected, and described in the elaborate and beautiful volumes of natural history, published at the expense of the State of New York.

The institute known as a school of theoretical and practical science, better, however, by that of the Rensselaer Polytechnic Institute, was the result of the enterprise of Professor Eaton and the generosity of Mr. Van Rensselaer. It was founded by them in 1824, and incorporated in 1826, and from its first graduating class came forth Ebenezer Emmons, one of our most distinguished geologists and naturalists, who afterwards was a Professor of Williams' College, (still distinguished by its regard for the natural sciences,) and State geologist of North Carolina, where he recently died amidst the conflict of arms of which he was an unwilling spectator. The classes succeeding those of which Mr. Emmons was a member, sent forth successively numbers of highly educated men, who have been of the most essential advantage to their countrymen, and have nearly without exception risen to wealth and eminence in their respective professions. Between three and four hundred students have graduated from this institution, and the catalogue contains the names of some of the most distinguished men in this country as well as abroad. The name of Hall is intimately connected with the subjects of geology and palaeontology; another of the same name occupies at Kings' College, in London, the distinguished place of Professor of Hindostani and Hindu law.

Nearly a hundred more have risen to the highest grades of their possession, as chiefs of railways, professors in colleges, principals of other institutions, directors of manufacturing companies, and constructors and superintendents of public works, not only in the United States, but in the West Indies and South America.

We know of but few institutions in this country which can produce such a record of its alumni, none more brilliant, excepting, perhaps, the West Point Academy.

Entertaining these opinions of the Rensselaer Polytechnic Institute, we come then to the point we wish to make by the present article, suggested

to us suddenly by the perusal of an excellent work on perspective, an emanation from the pen of a professor in this institution, in charge of the subjects of theoretical and practical mechanics, of which work we have expressed our opinion in a previous number. It is to urge upon the readers of this JOURNAL, especially those whose occupations are of the class which come directly under the supervision of Mr. Drowne's department, that this is an institution where their sons may be thoroughly educated in their own pursuits. We should suppose, moreover, that those young men who intend to follow the avocations of engineers, machinists, railroad contractors, manufacturers of metals, architects, metallurgists, miners and chemists would not fail of pursuing their studies at this institute, as the very best of its kind in the United States.

It is this class of persons to whom our future is to owe most of its industrial success, by the direction of scientific labor to renumerating materiel. Our classical institutions are doing their share to refine the public taste, and increase the love of literature; to furnish advocates, clergymen, poets, editors and authors, but they are not all that the times demand. We have a great country to develope, great resources to bring forth, great internal improvements to expand, great manufacturing powers to set in motion, illimitable products to create and dispose of, and a population pressing its millions forward, generation by generation, whose future will be prosperous in the degree that the practical arts of life are made easy of acquisition.

The Rensselaer Institute is at work just in a most opportune moment, while we are in the transition state from a disturbing war to a permanent peace, and a future of increasing activity. The young men it turns out are a valuable addition to the brains, the practical mind of the country. No sentimentalism keeps them from the solid purposes of their lives. They will do all their duty ably, wherever they are called. We hope that the kind words which are thus hastily spoken, entirely unpremeditated, may induce those of our readers who are preparing to educate their sons in the best practical manner, to consider whether the Rensselaer Institute does not offer very superior advantages.

We had intended to have mentioned the various branches of studies taught at the institution, but we have no further space for the present to give to the subject.

We can only say that the studies rise from the simplest to the most elaborate; the plainest to the most subtle; the most practical to the most profound. The student who graduates at this school with honor, must come out of it, a most finished mathematician, naturalist, philosopher, engineer, draughtsman, mechanic, astronomer and linguist, and have become acquainted with the best authors and highest authorities in these branches of education at the present day.

Pittsburg and Steubenville Railroad.

The Philadelphia *News* of January 21st, says: "We notice that the Pittsburg and Steubenville Railroad, with its rights, privileges and franchises, is to be sold under the mortgages given for the security of the bondholders. The Pennsylvania Railroad Company is largely interested in the road, and will probably become its purchaser. It is an important link in the line of communication between our city and the West, and should be carefully looked after by Philadelphia interests."

Connecticut River Railroad.

The earnings of this road for the years ending November 30, 1862 and 1863 have been as follows:

	1862.	1863.
From passengers	$139,330 91	$178,265 77
" freights	117,053 13	154,102 69
" mails	6,082 49	6,125 40
" express	3,582 29	3,600 00
" rents	2,103 33	2,100 33
Totals	$268,152 15	$344,194 19
Expenses, viz:		
Repairs of road	$39,066 99	$44,507 66
" locomotives.	6,392 03	7,648 61
" cars	11,684 23	14,781 41
" bridges.	1,447 40	19,631 85
" buildings.	6,128 81	6,514 18
" tools, etc.	880 88	792 59
Running trains	32,372 67	38,986 52
Station expenses	20,463 18	21,514 14
General "	5,187 63	5,893 65
Stationery, etc	1,247 87	1,888 61
Gratuities and damages	1,145 30	782 35
Removing snow.	2,606 31	673 85
Water works		2,268 68
Micellaneous.	5,674 61	4,693 31
Totals	$134,297 86	$170,577 36
Net earnings	$133,854 29	$173,616 83
Surplus previous year.	53,046 88	59,819 21
	$186,901 17	$233,436 04
Against which are charged:		
Interest	$15,280 17	$14,223 13
Payment to S. F.	8,000 00	8,000 00
Reserved Fund.		5,000 00
New Repair Shops	8,335 79	
Gov. tax on passengers.		5,608 36
Dividend of February	47,733 00	49,209 28
" August.	47,733 00	49,209 28
Total surplus	59,819 21	102,185 99
	$186,901 17	$233,436 04

Compared with 1862, the gross earnings of 1863 show an increase of $76,042 04; with an increase in expenses $36,279 50—making the increase in net earnings $39,762 54.

The marked event of the year in the company's experience was the total destruction by fire, on the 18th of July last, of the large bridge over the Deerfield river near Greenfield. This bridge was 770 feet long, and from 35 to 85 feet high. Six weeks and three days were occupied in the re-construction of this bridge; during which time the business of the road was seriously retarded. The direct loss by the fire was about $13,000 beyond the insurance, which was $14,500. The entire cost of this new structure is included in the current expense account.

Since the close of the last fiscal year of this company, the managers of the Connecticut river line of roads have united in establishing night trains with sleeping cars attached, between Springfield and Rouse's Point on Lake Champlain, so arranged as to leave Springfield for the North at 6.30 p. m., and arrive there from the North at 6.40 a. m., thus affording increased expedition, comfort and economy to travel between New York and large portions of New Hampshire, Vermont and Canada.

The company have appropriated $5,000 of the income of the past year to be expended in raising the grade of the road along the margin of the Connecticut river, above Hoyoke, in order to guard more effectually against injury to the track by freshets, which appear to be steadily increasing in magnitude as the country on the upper waters of the river changes from forest to cleared land.

The report of the commissioners of the sinking fund shows its present value to be $25,300. The annual payment to this fund is $8,000 from the income account. The bonds of the company, amounting to $25,000 do not mature till 1878, a period so far distant that the sinking fund will in the mean time have increased to a sum amply sufficient to redeem them.

The company have 12 locomotives.

Miles run by engines:	1862.	1863.
With passenger trains.	98,087	101,334
With freight and other trains.	71,931	67,017
Total	170,018	169,351
Number of pass. carried	341,087	445,165
Do. carried one mile	4,572,873	5,529,481
Tons of freight carried	98,889	131,482
Do. carried one mile	2,446,979	3,180,676

BALANCE SHEET.

Cost of road and equipment	$1,801,948 80
Materials on hand	83,606 99
Suspense account	290 41
Ferry stock and real estate	3,107 82
Wood land	7,741 63
Paymaster	4,810 49
Post office department	1,096 82
Thompson & Co.	300 00
Bills receivable, including $13,000 in U. S. Cer. of Indebtedness	16,910 00
Commissioners of Sinking Fund	2,046 67
Balances due the company	6,449 25
Treasurer of U. S., deposit on interest at 6 per cent	40,000 00
Balance due from station agents	34,461 87
Cash	59,363 60
	$2,012,829 15
Capital stock	$1,591,100 00
Mortgage bonds due Sept. 1, 1878	250,000 00
Bills payable	28,789 91
Unclaimed dividends	242 16
Reserved fund	5,000 00
Balances due by the company	40,511 09
Profit and loss	102,185 99
	$2,012,829 15

The office of the company is at Springfield, Mass. The officers and directors are:

President—DANIEL L. HARRIS.

Directors—I. Sargent, I. M. Spelman, E. A. Dana, C. W. Chapin, John Chase, J. H. Butler, H. W. Clapp, Roland Mather.

Treasurer—SETH HUNT.

Superintendent—W. B. BRINSMADL.

Master Mechanic—JOHN MULLIGAN.

Union Pacific Railroad.

We stated some time ago, on the authority of the contractors of the Union Pacific Railroad that the portion of that line between Kansas City, Missouri and Lawrence, Kansas, would be in actual operation by the 1st of January. We learn from Kansas City that this expectation has not been fulfilled. The cause is one which no human ingenuity and labor could have overcome. The rigorous weather of the latter part of December arrested the contractors in the midst of their work, and deprived them of the means for its further prosecution. A portion of the iron for the road was on the steamer Majors when she was frozen in and prevented from reaching Kansas City, and the remainder, together with the locomotives and cars for the road, is at St. Joseph, whence it cannot be carried to Kansas City, on account of the suspension of navigation. Nevertheless the contractors are not idle. The getting out of the ties and telegraph poles, the building of bridges and culverts is being rapidly prose-

cuted. They are advertising for ties for the second section of forty miles. As soon as the winter breaks up, the grading for the second forty miles will be immediately and vigorously entered upon; while the first forty miles will speedily be finished and put in operation; and it is confidently expected that before the close of the present year the road will be constructed to Fort Riley.—*St. Louis Union.*

Pittsburg and Connellsville Railroad.

We have been favored with a copy of the Eleventh Annual Report of this company. From this we learn that the earnings of the road during the fiscal year ending October 31, 1863, were:

From passengers	$100,626 31
" freights	110,436 43
" U. S. mails	3,650 00
" shop work, etc.	874 75
	$215,587 49

The total expenses were:

Mainten'ce of motive power,	$40,672 12	
Conducting transportation.	24,541 40	
Maintenance of way	31,586 39	
Maintenance of cars	13,431 63	
		110,231 54
Net earnings		$105,355 95

The gross earnings of the road for the fiscal year ending October 31, 1862, were $129,917 84; the expenses $78,538 79; and the net earnings $51,379 05—showing an increase in earnings of $85,669 65; in expenses, of $31,692 75; and in net earnings, of $53,976 90. The net earnings of the past year are 48.4 per cent. of the gross earning (not including the general expenses.) The net earnings of 1862 were 38.72 per cent. of the gross earnings (exclusive of the general expenses.)

The total gross revenue, as stated above, was $215,587 49; of which $138,903 43 were earned by the 49 miles of road between Connellsville and the Brinton Junction with the Pennsylvania Railroad; $60,923 06 by the 10.6 miles of the Turtle Creek Division; and $15,761 by the 12½ miles of the Fayette Co. Railroad, leased by this company. The current expenses of maintenance, working and administration, during the same period have been $120,358 60—leaving $95,228 89 as the net revenue of the year. In 1862 the current expenses of maintenance, working and administration were $90,480 57—leaving $39,437 24 as the net revenue for that year; showing an improvement of $55,791 65.

The proportion of the earnings of 1863 due to the Turtle Creek Division is $60,923 06; the proportion of expenses, $25,517 16—leaving net earnings $35,405 90, and which, after paying the coupons on the $400,000 of first mortgage bonds issued for its construction, leaves $11,405 90 net over all.

The revenue of the Turtle Creek Division, in the two years stands as $33,207 to $60,923—an increase of $27,716, or 84 per cent.; and on the Fayette County Railroad as $10,353 to $15,761—an increase of $5,408, or 52 per cent. These figures fully confirm the conclusions derived from those of last year's report, and show the soundness of the policy which dictated the extension of the road into Pittsburg, and the leasing of the branch to Uniontown.

The whole number of passengers carried during the past year, irrespective of distance, was 262,841, against 143,510 the previous year—showing an increase of 119,331, or 83 per cent. The freight transported all distances was 143,722 tons (of 2,000 lbs.,) against 85,763 tons in 1862—an increase of 58,029 tons, or 68 per cent.

The average distance travelled by passengers has been 12.7 miles, equivalent to 46,342 over the whole road of 72 miles, or 3,336,631 carried one mile. Of the whole number carried, 144,261 travelled in an eastern, and 118,580 in a western direction. The freight was transported an average distance of 10¼ miles—equivalent to 60,575 tons over the whole road, or 4,361,392 tons one mile. Of the freight carried, 14,228 tons passed eastward towards Connellsville, and 129,564 tons westward, or toward Pittsburg.

In 1862, the average distance traveled by passengers was 13.2 miles—equivalent to 26,300 over the whole road, or 1,894,222 one mile. The freight was carried an average distance of 31 miles—equivalent to 36,872 tons over the whole road, or 2,654,802 tons one mile.

The work done in 1863 in passengers, is hence 1¾ times, and in freight about 1⅔ times as great as in 1862.

It will be observed that 9⅓ tons moved westward, in 1863, to each ton moving eastward—a very striking inequality, and one which shows the peculiar character of the present business of the road, consisting chiefly of coal, coke, ore, stone, lumber, and other heavy articles, returning principally light manufactured goods.

The company have 11 locomotives, which have run 209,746 miles; 10 passenger cars, 20 house, 13 gondola, 15 coke, and 10 dumping cars.

The total expenditures on construction account during the year on road-bed, buildings, rolling stock, right of way and real estate, have been $43,713 95, of which $43,214 52 occurred on the western, and $499 43 on the eastern division of the road; the latter on account of Sand Patch Tunnel property, on which but $500 now remains due.

The total expenditure on construction account since the organization of the company in 1846, to the end of the past fiscal year has been $2,188,820 18; of which amount $221,168 79 have been expended upon the eastern, and $1,967,651 39 on the western division, of which last $127,712 64 belong to the Turtle Creek Division.

The floating debt of the company at the close of the past fiscal year, as will appear by the annexed statement was $82,530 04, being $27,887 15 less than at the termination of the preceding year. To meet this indebtedness, the company have assets (exclusive of $53,000 of McKeesport Borough bonds,) partly pledged to creditors, and partly in hand, to the amount of $32,982 09—leaving but $49,547 95; and deducting the amount still due on account of the temporary loan of the sinking fund made to the company last year by the City of Baltimore, the real unliquidated floating debt will be only $41,097 95. From this debt the improving revenue of the company will readily relieve it within the ensuing year, should it not be necessary to contract new obligations to too large an extent for new track, new buildings and new rolling stock, to accommodate the new business which presses upon the present limited facilities of the company, their only present means of enlarging which must be furnished by their revenue.

The collections for the year from defaulting stockholders, were $4,251 06.

The company has continued to remit to the Register of the City of Baltimore the weekly instalments by which the sinking fund of the million loan from that city is to be replaced as agreed upon. The company has now paid back $8,550 of that fund; the balance, amounting to $8,450, will be liquidated by November, 1864.

CONDENSED BALANCE SHEET.

Payments on capital stock		$1,767,373 53
Real estate bonds		100,000 00
Loan from City of Baltimore		1,000,000 00
First mortgage construction bonds on Turtle Creek Division		400,000 00
Bills payable		38,086 72
Sundry accounts payable		44,446 32
Receipts from transportation department	$325,585 75	
Payments	109,849 98	
		215,735 77
		$3,565,639 34
Preliminary surveys		$8,965 47
Graduation, masonry, bridges, etc.		912,487 74
Superstructure		654,782 62
Right of way		119,036 15
Real estate		203,648 95
Depot grounds and buildings		59,209 90
Rolling stock		124,432 49
Engineering department		116,222 31
General expenses		121,430 46
Discount on City and County bonds		479,059 62
" bonds T. C. Division		16,525 00
Commissions on collections, etc.		12,411 46
Sinking fund Baltimore loan		12,000 00
Interest account		478,942 02
Securities on hand and hypothecated		79,811 04
1st mort. bonds T. C. Division		8,800 00
Wm. Larimer, Jr., interest not added		152,904 65
Sundry accounts, including cash with treasurer and agents		10,969 44
		$3,565,639 34

President.—BENJ. H. LATROBE, Baltimore.
Sec. and Treas.—W. O. HUGHART, Pittsburg.
Superintendent.—WM. B. STOUT, Pittsburg.

The Anthracite Territory and the Tonnage of its Outlets.

From the anthracite districts of Pennsylvania the arteries to market traverse the valleys which lead to or towards tide water. Thus the main artery is the Schuylkill Valley, down which pass a railroad and a canal; another artery is the Lehigh Valley, down which pass a railroad and a canal; still another artery is the Susquehanna Valley, down which pass a railroad and a canal. From the Lackawanna, up the valley, two outlets (now three outlets in 1864,) cross the Moosic mountain, towards the New York market. From the Wyoming Valley a canal meanders up the North Branch valley and connects with the canals of Western New York. From the forks of the Susquehanna a railroad and a canal lead up the West Branch valley, the rail line being a carrier of coal *via* Williamsport to Elmira. The coal tonnage forwarded from the anthracite districts *via* the different outlet valleys, compares in this wise:

	1863. Tons.	1862. Tons.
Down the Schuylkill Valley.	3,703 964	3,061,542
Down the Lehigh Valley	1,895,113	1,278,801
Up the Lackawanna Valley.	2,713,271	2,343,640
Down the Susquehanna Valley *via* the Penn. Canal & the N. C. R. R.	882,568	797,136
Up North Branch of Susquehanna river	77,472	64,357
Up West Branch of Susquehanna river (estimated)	100,000	90,000
Total	9,322,388	7,635,476
Increase	1,686,912	

Columbian (Marine) Insurance Company.

The following is a statement of the affairs of this company for the sixth fiscal year ending December 31, 1863:

Premiums on unexpired risks Dec. 31, 1862	$249,998 17	
Premiums rec'ved from that date to Dec. 31, 1863	3,002,258 59	
Total amount of premiums		$3,252,256 76
Premiums marked off, as earned during the year, (less return premiums,) and interest received on investments		$2,362,842 02
Losses paid during the year	$1,021,150 50	
Reinsurances, exp'ses, State and Govern'm't taxes	204,628 19	
		1,225,778 69
Excess of earned premiums, over losses, &c.	$1,137,063 33	
Add undivided balance of Dec. 31, 1862	117 68	
		1,137,181 01
Reserve for estimate claims unadjusted and other contingencies		441,206 49

In accordance with the provisions of the charter of the company, the Board of Directors have resolved to apply the profits of the year as follows:

Profits to be divided	$695,974 52	
Cash dividend to dealers holding certificates of return, on premiums earned during the year and paid, payable on and after Feb. 10, '64.	269,614 80	
		426,359 72
Deduct dividend already paid to stockholders, being accrued interest, (free of Government tax,) on cash capital		57,895 20
		$368,164 52
Deduct interest on scrip issue of '62, payable (free of Government tax,) on and after March 10, 1864, being 6 per cent. on amount of such issue		1,747 20
		$366,717 32
Of this residue thirty per cent. will be paid in cash to stockholders on and after March 10, 1864, (free of Government tax,) as follows: On old stock 12 per cent., and on new stock 10 per cent		100,000 00
		$256,717 32
There will also be a scrip dividend, payable (free of Government tax,) on and after June 1, 1864, on the cash capital, as follows: On old stock 7 per cent., and on new stock 5 per cent., making the total dividend for the year paid to stockholders equal to 26 per cent.		
Payable in cash on and after March 10, 1864, (free of Government tax,) to makers of Security Notes, being 4 per cent. on amount of such notes		1,313 50
		$255,403 82
Payable in scrip, (free of Government tax,) on and after June 1, 1864, to dealers on earned premiums on risks terminating without loss, (estimated at $1,700,000,) 15 per cent		255,000 00
Undivided balance		$403 82

The company have the following assets:

United States, New York City and other stocks	$330,375 00
Accrued interest, gold at market value, salvages and other securities	714,992 61
Cash in banks and loans on demand	651,517 81
Bills receivable, and premium notes.	1,413,670 94
Scrip of insurance companies, balances due from agents, and sundry claims due the company	30,371 44
Total amount of assets	$3,140,930 80

To the President and Board of Directors of the Columbian Insurance Company:

We hereby certify that we compared the above statement with the Balance Sheet of the company, and the Balance Sheet with its books, and found them to conform.

We have also examined the cash bank balance, securities, bills receivable and other assets, and found them to conform accurately with the above statement made by the company.

EDWARD ROWE,
JOSEPH MORRISON,
ALBERT G. LEE,
DAN'L W. TELLER,
} Committee.

JAN. 29, 1864.

On and after 1st February, 1864, dealers with this company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, returns in cash, (guaranteed by certificate) of premiums paid and earned during the year, whether loss accrues or not, upon all new risks under the New York form of policy, as follows:

1st. Upon all voyage risks upon cargo, a return of twenty-five per cent.

2d. Upon voyage risks upon freight, a return of twenty per cent.

3d. Upon time risks upon freight, and upon voyage and time risks upon hulls, a return of ten per cent.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year, shall amount to the sum of one hundred dollars.

Directors.—Edward Rowe, Daniel W. Lord, George Miln, John Atkinson, Thos. A. C. Cochrane, Wm. H. Halsey, Thos. Barron, Roland G. Mitchell, Albert G. Lee, Geo. P. Deshon, O. L. Nims, M. F. Merick, Wm. B. Ogden, John Armstrong, B. C. Morris, Andrew J. Rich, Daniel W. Teller, John D. Bates, Jr., Charles Hickox, Robert Bowne, Lawrence Myers, S. N. Derrick, Moses Merick, David J. Ely, Joseph Morrison, Wm. H. Popham, B. C. Morris, Jr., Ezra Nye, Henry J. Cammann, Thomas Lord, Robert S. Holt, J. B. Griffin.

President.—B. C. MORRIS.

Vice President.—THOS. LORD.

WM. W. WHITNEY, second Vice President and Secretary.

Philadelphia and Erie Railroad.

There are, as we learn, but about twenty-five miles of the road to be constructed to complete the line from this city to Erie, and this would be done within a few weeks if the weather would permit of the prosecution of the work. The local trade on this road, alone, when it shall have been completed, a year, will without doubt pay the interest on its entire bonded debt; and the connections which will be made with the great West, at Erie, over the Lake Shore road, will make it one of the best through routes in the country. The superiority of its grades over those of the Pennsylvania Railroad will bring it into active competition with that line; and notwithstanding the fact that it is now and will continue to be managed by the Central Company, it must, very soon after its completion, pay dividends equal to those paid by it. We shall hail the completion of this great road as one of the most important public improvements of the country, and as destined to prove more advantageous to our city than even its most sanguine friends could have anticipated. —*Philad. News.*

Liabilities of Intermediate Carriers.

FORWARDER, WHEN LIABLE AS CARRIER.—PUBLIC POLICY.—PRESUMPTIONS AGAINST CARRIERS.

The difference between the liability of a carrier and that of a mere forwarder is so great that it is not surprising that a strenuous effort should be made by parties in charge of goods to assume the latter character. A recent case in the highest court of this state is of considerable interest in this respect, as showing what slight circumstances will suffice to charge a forwarder with the responsibility of a common carrier.

In the case referred to (Ladue against Griffith) the plaintiffs were the owners of some leather, which, in June, 1851, they shipped from Detroit on a vessel bound for Buffalo, accompanied by a document in the form of a bill of lading. This paper specified the property and stated the charges of the forwarding agent at Detroit at $1, that the lake freight was $1.04 and that it was to go from Buffalo to East Albany at 30 cents per 100 lbs. It was addressed in the margin thus:

"Leander Warren Leicester Mass., *via* Clappville Depot. To be delivered at East Albany; care J. M. Griffith & Co., [the defendants] Buffalo." It did not appear to be signed by the master or by any one except H. N. Strong the forwarder at Detroit.

The defendants' place of business was at Buffalo where they were engaged in transportation on the Erie canal from that city to Troy and Albany. They were also forwarders and warehousemen, and they were accustomed to receive daily from the west property consigned to them in the same manner as the leather in question, and to ship the same to its destination at the east by their canal line or by other boats on the canal whichever left first. On the arrival of the vessel from Detroit on the first day of July the leather was taken to the defendants' storehouse, and they made an indorsement on the bill of lading as follows: "Received and paid charges, John M. Griffith & Co." It remained in the storehouse until it was destroyed by an accidental fire on the 4th of July following.

The defendants insisted that as to this property they were storehouse keepers, and forwarders, and not common carriers, and such was the judgment of the court below. The plaintiffs appealed and Smith J. now delivered the opinion of the court as follows: When the property in question was delivered on board the steamboat at Detroit marked and consigned to Leander Warner, Leicester, Massachusetts, it was so delivered for transportation to that place.

It was known to the shipper doubtless that the steamboat Hudson could carry it no farther than Buffalo; and it was therefore consigned to the care of the defendants at that place who were carriers on the Erie canal, to be carried or forwarded by them by canal in the regular course of business to Albany, and then to deliver the same at East Albany at the railroad depot, to be further transported by the Western Railroad Company *via*

lappville depot to Leicester Massachusetts. The direction upon the bill of lading consigning the leather to the care of the defendants at Buffalo, made it the duty of the master of the steamboat to deliver it to them, and gave them the right to receive it from him; and thus secured to the defendants the profits incident to the transhipment, storage and carriage of the property until its transportation by canal was completed, and the property delivered at the railroad depot at East Albany.

No right or duty in respect to such property was conferred by the owner upon any person after its delivery on board the steamer at Detroit except that of carriage, and such as was incident to its transportation until its delivery to the consignee at Leicester Massachusetts. The proprietors of the steamboat Hudson received it as carriers, and so did the defendants, subject respectively to all the duties and responsibilities of common carriers.

These goods were placed by the defendants in their warehouse for their own convenience, and for the purpose of being carried, and when goods are so stored the carrier is responsible for their safe keeping (Angell on Carriers § 131 p. 130, and § 144, Story on Railroads 536.)

The owner of this property had no occasion to have the same placed in a warehouse at Buffalo for any purpose except such as pertained to its safe keeping during its transportation. It was not intended to be stored in warehouses at Buffalo for any purpose. It might doubtless have been transferred immediately from the steamboat to some canal boat at Buffalo; but if the defendants chose for any purpose to put it in their warehouse it was to subserve their interests, and was at their own risk. The claim of the defendants to escape responsibility for the loss of these goods, upon the ground that they were simply warehousemen, and received them in that capacity we think entirely untenable.

When a person is both carrier and warehouseman, it is well settled that if the deposit of goods in the warehouse is a mere accessory to the carriage, and not subject to any particular order of the owner, or if they are deposited for the purpose of being carried further, the responsibility of the party having them in charge is that of a carrier (Angell, § 133 and Blossom *vs.* Griffin, 3 Kernan 569, 572.) But when goods are deposited in a warehouse subject to the further order of the owner the case is otherwise. In such case as Judge Buller said Garsede *vs* The Proprietors of the Trent and Mersey Navigation Company (4 Term 581, "The keeping of the goods in the warehouse is not for the convenience of the carrier but of the owner of the goods. In such case the rights and responsibilities of warehousemen would attach to the person having the goods in store." But this rule cannot apply to any person have the charge or custody of the goods while they are *in transitu*. While the goods are in the process of transportation from the place of their receipt to the place of their destination, it will never do in this country in my opinion to subject them in the hands of any carrier or by his act or order to the responsibilities of a mere warehouseman.

The carrier at common law is an insurer of the goods against all accidents and perils except such as result from the act of God or a public enemy. A warehouseman is only responsible for ordinary care, and is merely responsible for loss or injury resulting from his own default or negligence. Millions of property in value in this country is in the constant possession of carriers engaged in transporting it from one place to another. In this particular it may truly be said, that men cast their bread upon the waters expecting to see it again at a distant point after many days. Goods are shipped and delivered to carriers by land at the seaboard, or in the interior of the country for transportation to distant points, with a simple direction indorsed of the name of the owner or consignee and the place of delivery. It would never do to hold that at any intermediate point such goods at the option of a carrier might be stored in a warehouse, and the carrier relieved thereby of his proper responsibility.

If the defendants had owned the steamboat in which these goods were shipped at Detroit no one would pretend I think that they could store them at Buffalo in a warehouse at the risk of the owner for their own convenience. I conceive the responsibility of the defendants in respect to these goods after they came in their possession precisely the same so far as related to their storage at Buffalo as though they had been carriers for the whole distance from Detroit to Leicester Massachusetts. Where there are several successive carriers who are engaged in the transportation of goods from the place of their reception to the place of their destination, the liability of each carrier will commence with the reception of the goods, and will continue until they are delivered according to the usage of the business to the next carrier in the line of the transit. (Vanhouten *vs.* St. John 6 Hill 158.) When a carrier deposits property in his own warehouse at some intermediate place in the course of his own route, or at the end of the route where it is his duty to deliver it to the owner, his duty as carrier is not completed, and he will remain liable as carrier for any loss for which common carriers are ordinarily responsible. (Story on Baibments § 447, 536: Forward *vs.* Pittard, 1 Term R., 27; Hyde *vs.* Trent Navigation Company 5 id., 380.) The defendants I think are responsible as carriers of the property in question upon the same principle. It was received and stored by them in their capacity or character as carriers as much as if they had received it at Detroit.

I think the judgment of the court below should be reversed, and a new trial granted with costs to abide the event.

Montreal and Vermont Junction Railway.

The annual meeting of the stockholders of this company was held at Philipsburg on the 20th ult. The President made a statement of the progress and present condition of the road, from which it appeared that during the past year the road has been located, the contract let, and the work vigorously prosecuted. The grading has been completed from the line to its points of junction with the Stanstead, Shefford and Chambly Railway, with the exception of less than half a mile. Two miles of track has been laid; 500 tons of iron have been distributed along the line; 500 tons more have been purchased, and are now in New York ready to be shipped, on the opening of navigation in the Spring. The balance of the iron, 1,000 tons, has been purchased in England, and will arrive early in the Spring, in season to be laid as fast as needed. The President congratulated the stockholders on the progress that had been made thus far. There is every prospect that the road will be completed during the month of July next. The stockholders elected the following gentlemen as Directors: The Hon. Messrs. Moore, Smith, Foster, Clarke, Arainard, Des Riveres and Hatch. The stockholders also voted to increase their capital stock $75,000 and to issue the bonds of the company for $200,000. At a meeting of the Directors, held on the adjournment of the stockholders' meeting, Hon. P. H. Moore was elected President; Hon. J. G. Smith, Vice President; and J. C. Baker, Esq., Treasurer and Secretary. The Managing Directors of last year were continued in office, viz.:—The Hon. Messrs. Foster, Clarke and Smith.

East Pennsylvania Railroad.

From the report of this company for the year ending November 30, 1863, we learn that the receipts during that time were:

From passengers, inc. State and U. S. troops	$89,294 92	
From freight and munitions of war	150,300 38	
From Hope's express	2,502 64	
From U. S. Mail	1,800 00	
		$248,897 94

EXPENDITURES.

Transp. of passengers and freight, motive power, &c.	$91,399 23	
Construction, renewal, land damages, &c.	71,312 49	
Interest on mortgage debt	41,888 00	
		$204,599 72
Balance		$39,298 22
In year 1862 the gross income was		$180,428 45
Expenditures		166,392 49
Balance		$14,0 5 96
Entire cost of road, equipm't, depots, telegraph, land damages, &c., up to Nov. 30th, 1863		$1,292,631 50

The company have a mortgage debt of $598,400, bearing seven per cent. interest, payable semi-annually on the first of March and first of September. The terms of the mortgage require the sum of $15,000 to be applied annually as a sinking fund for the liquidation of the same. The necessities of the company, however, have been such, that this fund has been appropriated to the payment of debts, the purchase of rolling stock, and making indispensable improvements. So long as the fund is thus applied and not taken out and put into the pockets of the stockholders, the bondholders can have no cause of complaint.

The capital stock of the company is $700,000. Suits for land damages, still pending in the Courts of Berks, Schuylkill and Lehigh counties, together with other unsettled matters, will probably amount to $60,000.

Shops for the repair of engines and cars are much needed, and it is the intention of the company to commence the erection of the same in the spring.

It will be observed there is quite an increase of business as compared with the previous year, but it is not what it should be, or would be, if the route were fully and fairly opened to the trade which naturally belongs to the road.

President.—Edward M. Clymer.

Directors.—Edward K. Al Burtis, Charles H. Hunter, William H. Clymer, Edward Brooke, Horatio Trexler, Isaac Ely, George E. Clymer, George R. Frill.

Secretary and Treasurer.—William H. Hiester.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,404,900	6	6	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guaranteed)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21½
Catawissa (preferred)	1,150,000	7	—	41
Chemung (guaranteed)	380,000	----	----	----
Cayuga & Susquehanna (guaranteed)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	—	47½
Chicago & Alton (preferred)	2,464,336	7	—	95
Chicago & Northwestern (pref.)	2,400,000	7	—	65
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	40
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	245,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	----	----	51½
Erie (preferred)	8,535,700	7	7	101¾
Hannibal & St. Joseph (preferred)	5,309,528	7	—	42½
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	8	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	64
" (2d preferred)	3,424,169	7	—	49
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	133
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	101
" " " (2d pref.)	1,014,000	7	7	80
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	—	105½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guaranteed)	630,000	----	8	----
Paterson & Ramapo (guaranteed)	248,000	----	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	----	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	----	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	87½
Pittsfield & North Adams (guar.)	450,000	6	6	----
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	77
Toledo & Wabash (preferred)	926,200	7	—	70
Troy & Greenbush (guaranteed)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,756	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,060	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,457,343	6	J. & J.	1886	97
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	94
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1885	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	105
Unsecured bonds	2,775,729	6	J. & J.	'65–'95	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	104½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	100
2d Mortgage	3,980,670	6	J. & J.	1882	87
Improvement	568,500	6	M. & N.	1870	88
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	963,000	6	" "	1878	88½
Preferred Interest b'ds.	227,569	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	33½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley					
1st Mortgage	750,000	6	J. & J.	1878	97

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	pc	$
Chesapeake and Delaware	100	1,343,663	—	97
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,635,350	—	57
Delaware and Hudson	100	7,500,000	7	175
Delaware and Raritan	100	2,296,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,500,000	6	50½
" (scrip)	50	1,803,000	6	49½
Monongahela Navigation	50	726,800	5	----
Morris (consolidated)	100	1,025,000	—	60
" (preferred)	100	1,175,000	10	133
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	23
" (preferred)	50	2,722,607	—	35
Susquehanna and Tide Water	50	2,048,200	—	22
Union (preferred)	50	2,750,000	—	8
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	82½
Steamship and Transit:				
Central American Transit	----	----	----	57
Nicaragua Transit	----	----	----	2½
Pacific Mail Steamship	100	4,000,000	—	226
Union Steamship (Boston)	----	----	----	165
Express:				
Adams	100	2,000,000	—	----
American	100	1,000,000	—	----
National	100	250,000	—	----
Overland Mail	100	500,000	—	----
United States	100	800,000	—	----
Wells, Fargo & Co.	100	1,000,000	—	----
Telegraph:				
American	100	1,600,000	—	----
Atlantic	----	----	—	----
Insurance Stocks:				
Ætna Fire	50	200,000	—	----
Columbian (Marine)	100	1,000,000	—	127½
Mercantile Mutual	100	600,000	—	----
New England Mutual (Life)	----	----	—	----
Washington (Fire)	50	400,000	—	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	—	----
New York Life Insurance & Trust	100	1,000,000	—	----
United States Trust	100	1,000,000	—	----
Land and Improvement:				
Boston Water Power	----	----	—	46½
Boston and Roxbury Mill	----	----	—	64½
Canton (Baltimore)	100	5,000,000	—	38½
Cary Improvement	5	300,000	—	9½
East Boston	----	----	—	14
Essex (Boston)	100	1,000,000	—	16
Waverly (Boston)	----	----	—	2½
Gas-Light:				
Baltimore	100	----	8	----
Boston	500	1,000,000	—	850
Brooklyn	25	2,000,000	—	----
Cincinnati	----	----	—	----
City (Brooklyn)	----	----	—	----
Citizens' (Brooklyn)	20	----	—	120
Hartford	----	----	—	----
Jersey City and Hoboken	----	----	—	----
Manhattan, N. Y. (stock)	50	4,000,000	—	245
" (scrip)	37½	----	—	239
Maryland (Baltimore)	25	----	—	----
Metropolitan, N. Y.	100	----	—	182
New Haven	----	----	—	----
New York	50	750,000	—	----
Philadelphia	----	----	—	----
Pittsburg	----	----	—	----
St. Louis	----	----	—	----
Southwark (Philadelphia)	----	----	—	----
Williamsburg	50	----	—	151
Unclassified:				
American Coal	25	1,500,000	—	92
American West India	100	1,000,000	—	----
Baltimore Coal	100	----	—	----
Baltimore and Cuba Smelting	100	----	—	145
Central Transportation	----	----	—	----
Cherry Run Petroleum	----	----	—	9
Cumberland Coal (preferred)	100	5,000,000	—	51½
George's Creek Coal and Iron	100	1,000,000	—	70
Gold Mining of Colorado	----	----	—	4½
Hazleton Coal	50	----	—	68
Hudson River Bridge	100	----	—	----
Mariposa (gold)	100	10,000,000	—	28
Metropolitan Coal	100	----	—	----
New Almaden (quicksilver)	----	----	—	----
New Jersey Zinc	100	1,200,000	—	----
Pennsylvania Coal	50	3,200,000	—	180
Quicksilver	----	----	—	50
Santa Clara (quicksilver)	----	----	—	7
Santa Rita [silver, copper, and lead]	----	----	—	----
Sonora Expl. & Mining (silv. & cop.)	----	----	—	----
West India Cotton	100	100,000	—	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	2½	200,000	----	4½
Adventure (copper)	----	----	----	----	----
Albany and Boston (copper)	----	11½	20,000	----	10½
American and Mexican Silver	----	----	----	----	----
Algomah (copper)	----	----	20,000	----	1½
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	----	20,000	----	5
Balt. and N. Carolina (copper)	----	5	----	----	20
Bay State (copper)	----	----	20,000	----	18
Bedford (copper)	----	----	20,000	----	2
Black River (copper)	----	----	20,000	----	52c
Bohemian (copper)	----	7½	20,000	----	12
Bucks County (lead)	----	----	----	----	1½
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	90c.	20,000	----	2½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----	----	----
Central (copper)	----	5	20,000	----	58½
Chaudiere (copper)	----	5	20,000	----	40c
Columbian (copper)	----	4½	20,000	----	8
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	12½
Copper Falls (copper)	----	25½	20,000	----	27½
Ducotah (copper)	----	----	20,000	----	4½
Dana (copper)	----	----	20,000	----	4
Doylestown (copper)	----	----	----	----	----
Dudley (copper)	----	----	20,000	----	4½
Eagle River (copper)	----	----	20,000	----	7½
Everett (copper)	----	----	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	----	----	----	7½
Flint Steel River (copper)	----	----	20,000	----	9½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	8	20,000	----	48
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	80c.
Grand Portage (copper)	----	----	20,000	----	----
Great Western (copper)	----	----	20,000	----	4½
Guilford (copper)	----	5	20,000	----	50c.
Hamilton (copper)	----	----	20,000	----	8½
Hancock (copper)	----	4½	20,000	----	12
Hanover (copper)	----	----	20,000	----	5½
Highland (copper)	----	----	20,000	----	6½
Hilton (copper)	----	----	----	----	----
Humboldt (copper)	----	----	20,000	----	5
Huron (copper)	4	12½c	20,000	20	38
Indiana (copper)	----	----	----	----	----
Isle Royale (copper)	----	16½	20,000	----	26½
Jefferson (copper)	----	----	----	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	----	20,000	----	9
Madison (copper)	----	----	20,000	----	6
Mandan (copper)	----	----	20,000	----	4½
Manhattan (copper)	----	----	20,000	----	6½
Mass (copper)	----	----	20,000	----	----
Meenard (copper)	----	2½	20,000	----	12
Minnesota (copper)	----	3½	20,000	----	70
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	35
Native (copper)	----	----	20,000	----	2½
Naumkeag (copper)	----	----	20,000	----	2½
New England (copper)	----	----	20,000	----	5
North Cliff (copper)	----	2½	20,000	----	5
North State (copper)	----	5	20,000	----	30c.
North Western (copper)	----	----	20,000	----	12½
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	----	----	----
Ogima (copper)	----	----	20,000	----	3½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	----	102,000	----	40c
Pennsylvania (copper)	25	2½	20,000	—	9½
Petherick (copper)	----	1½	20,000	----	11
Pewable (copper)	----	8½	20,000	----	60
Phœnix (copper)	----	10	20,000	----	20½
Pittsburg and Boston (copper)	----	5½	20,000	----	86½
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	2½	20,000	----	6½
Prince of Wales (copper)	----	----	----	----	----
Providence (copper)	----	----	----	----	----
Quartz Hill (gold)	----	----	----	----	----
Quincy (copper)	----	10	200,000	----	125
Rockland (copper)	----	5	20,000	----	80½
Saginaw (saline and mineral)	----	----	----	----	16
St. Mary's (copper)	----	----	----	----	----
Shawangunk (lead)	----	5	110,000	----	10
Sheldon (copper)	----	----	----	----	----
Silver Hill	----	5	----	----	----
Silver Valley	----	5	----	----	10c.
South Side (copper)	----	1½	20,000	----	5½
Springfield (copper)	----	5	20,000	----	2½
Star (copper)	----	----	20,000	----	10½
Superior (copper)	----	4	20,000	----	9½
Toltec (copper)	----	19	20,000	----	3½
Tremont (copper)	----	----	20,000	----	4½
Union (lead)	----	----	----	----	60c.
Vermont (copper)	5	----	----	----	----
Waterloo (copper)	----	----	20,000	----	1½
Wickham (copper)	----	----	20,000	----	85c
Wickopee (copper)	----	5	100,000	----	5½
Winthrop (copper)	----	----	20,000	----	7
Wyandotte (copper)	----	----	----	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	.....	47½
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	.....	65
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	.....	124
30 Nov. '62	5.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	.....	—	.....	.....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,308	7,467	7½	.....	.....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	.....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	.....	.....	—	.....	46½
30 Nov. '62	12.43	—	123	22	--	Lynn and Boston	193,310	86,200	50,000	55,647	61,935	501	—	.....	45
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	.....	.....	.....	.....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	.....
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	.....	61
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	.....	97½
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	.....	.....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	.....	.....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	.....	31½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	.....	.....
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	.....	—	.....	.....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	100,000	22,200	18,307	197,222	17,078	10	.....	.....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	.....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,793	3,750	3,750	6	.....	.....
30 Nov. '62	3.88	—	.....	.....	--	Worcester	60,000	.....	.....	.....	.....	.....	.....	.....	.....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	.....	.....	—	.....	.....
						NEW YORK.									
30 Sep. '62	.....	—	—	—	—	Avenue D (New York City)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	10.76	—	.....	.....	28	Broadway (Brooklyn)	236,096	200,000	27,500	324	52,327	14,016	3	.....	.....
30 Sep. '62	.....	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	.....	.....	.....	.....	—	100	60
30 Sep. '62	24 01	—	.....	.....	69	Brooklyn Central & Jamaica	791,912	492,150	252,100	62,987	127,843	10,868	—	.....	48
30 Sep. '62	56 19	1.90	.....	140	29	Brooklyn City	1,832,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.60	8.50	.....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	.....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	—	—	—	—	—	Centr'l P'k, N. & E. Riv. (N.Y.)	454,554	359,020	101,000	7,689	.....	.....	—	.....	.....
30 Sep. '62	17.25	—	.....	.....	.....	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,467	6,874	—	100	60
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	12.67	3.67	.....	.....	.....	Eighth Avenue (N. Y.)	938,265	800,000	—	25,000	369,985	121,565	12	100	.....
30 Sep. '62	.....	.....	.....	.....	.....	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	4.62	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	.....	.....
30 Sep. '62	4.63	—	.....	.....	.....	Harlem Br., Morris & Fordh'm	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	10.00	16.00	.....	42	--	Ninth Avenue (N. Y.)	413,948	795,380	22,000	—	89,498	19,430	—	100	.....
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	.....	.....	—	.....	.....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	.....	1,700	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	16.00	—	.....	.....	.....	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	68
30 Sep. '62	.....	.....	.....	.....	.....	Seventh Avenue (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	185
30 Sep. '62	8.87	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	160
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	16.50	—	.....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	—	—	—	—	—	Utica City	.....	1,430	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	288	330	—	—	.....	.....	—	.....	.....
						NEW JERSEY.									
31 Dec. '62	5.32	—	.....	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	.....	.....
31 Dec. '62	5.05	2.50	.....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	.....	.....	.....	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	4.20	—	.....	.....	.....	Orange and Newark	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	5.80	—	.....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	.....	.....	.....	—	.....	.....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	.....	61
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	.....	.....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	.....	.....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,584	5½	.....	34
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	.....	69½
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	.....	66½
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	.....	28½
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	.....	43½
31 Oct. '62	11.00	—	.....	.....	.....	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	.....	.....	.....	—	.....	.....
31 Oct. '62	—	—	.....	.....	.....	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	—	.....	16
31 Oct. '62	11.17	—	.....	.....	.....	North Philadelphia	300,000	200,000	100,000	.....	.....	.....	—	.....	.....
31 Oct. '62	10.57	0.52	57	10	8	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	.....	.....
31 Oct. '62	7.04	—	.....	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	.....	.....
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,495	—	.....	.....
31 Oct. '62	12.00	—	66	19	3	Pittsburg and East Liberty	200,000	200,000	100,000	26,000	29,663	2,422	—	.....	.....
31 Oct. '62	0.16	—	.....	.....	.....	Race and Vine (Fairmount)	180,000	180,000	.....	.....	.....	.....	—	.....	21½
31 Oct. '62	5.20	—	.....	.....	.....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	.....	.....	.....	—	.....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	.....	21
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,806	131,645	24½	.....	79½
31 Oct. '62	5.53	—	16	—	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	.....	15
31 Oct. '62	8.35	—	.....	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	159,312	15,500	—	70,223	25,740	12½	.....	14½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	.....	50
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	.....	.....	68,510	21,766	4	.....	33
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	.....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	229,059	21,058	—	.....	17
						OHIO.									
31 Dec. '62	5.00	—	.....	.....	.....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	.....	.....	.....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	.....	.....	.....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	.....	.....	.....	Pendleton & S. st. Mar't (Cin.)	70,000	60,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	.....	.....	.....	Citizens' (St. Louis)	117,487	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	.....	.....	.....	Missouri (St. Louis)	76,676	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.45	—	.....	.....	.....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	.....	.....	.....	St. Louis	299,604	295,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	per c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn Centr. & Jamaica					
1st Mortgage	252,100	7	J. & D	1870	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	161,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	47,500	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1889	105
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	62,000	7	J. & J.	1870	.....
Hestonville, Mantua & Fair mount					
1st Mortgage	40,000	7	J. & J	1869	.....
Hoboken and Weehawken					
1st Mortgage	60,000	7	M & S	1872	.....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	71-72	.....
1st Mortgage (equipment)	40,000	6	.....	.....	.....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	98
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	30,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	.....	.....	.....	.....
Ninth Avenue:					
1st Mortgage	22,000	.....	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	.....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,600	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J	1871	.....
Quincy:					
Plain bonds	30,000	..	M & S	1885	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J & J.	1870	.....
Second Avenue:					
1st Mortgage	160,000	7	J. & D	1867	.....
Second and Third Street:					
1st Mortgage	127,000	7	J & J.	1885	.....
2d Mortgage	50,000	7	J. & J.	1869	.....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1876	.....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	.....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	.....	.....	.....	.....
Union:					
Real Estate Mortgage	27,200	6	J. & D	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July	1867	105
" " " .....coupon		6	" "	1867	----
Loan of Dec 31, 1848.....registered	8,909,342	6	" "	1868	105
" " " .....coupon		6	" "	1868	106½
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	137½
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	98
" " " .....coupon		5	" "	1874	100½
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " .....coupon		5	" "	1871	97
Oregon War Debt of June, 1861.....coupon	1,026,600	6	" "	1881	101½
" " " " .....coupon		6	Yearly.	1881	105½
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	106½
" " " .....coupon		6	" "	1881	107
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	----
" " " .....coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	104
" " " (5-20s).....coupon	350,000,000	6	" "	1882	103½
Treasury Notes of Feb. & Aug. 1861.coupon	52,931,000	7.3	Feb. & Aug.	1864	107½
" " Apr. & Oct. 1861.coupon	86,989,500	7.3	April & Oct.	1864	107½
Treasury Notes of 1863 (legal tender).coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	23,069,295	4	On red'mp'n	10 d's'	----
" " .....(coin)	70,814,639	5	" "	notice	----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	102½
" " .....(currency)		6	" "	1 year	98
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds.....coupon	8,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k).coupon	600,000	6	No Int'est	1868	----
" " " " (B'k of State). "	610,000	6	paid for	1868	----
" " " " (" "). "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	125
" " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,001	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " ..... "		6	" "	81-'82	107½
" " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7			----
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k).. "	2,073,750	6	" "	'63-'89	70
" " " (R. R.)..... "	525,000	7	" "	'92-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July	1870	103
" " " " bonds..... "	1,322,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock.....coupon	2,187,000	6	" "	'63-'80	104
" —War bonds..... "	2,000,000	6	" "	1879	100
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100½
" " " (dollar)..... "	1,969,397	6	" "	1870	103
Indiana—State stock.....registered	5,325,500	5	Jan. & July	1886	81
" " " ..... "	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	391,000			d'm'd.	----
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	94
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	----	87½
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock..... "	1,213,000	5	" "	----	----
" " special stock "	479,545	5	" "	----	----
Iowa—State stocks.....coupon	230,000	7	Jan. & July	1868	----
" " (war loan)..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July	1876	----
" " " " " "	54,000	7	May & Nov.	1878	----
" " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " " ..... "		5	" "	'81-'91	----
" " " " ..... "		5	" "	'93-'96	----
" " " " (bank)..... "	600,000	5	" "	1891	----
" " " " ..... "	67,500	6	" "	'91-'96	100
" " " " (war loan). "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	----------	d'm'd	60
" " " " (R. R. etc.)..... "	3,902,000	6	----------	'67-'99	----
" " " " (banks)..... "	5,398,533	6	----------	----	----
" " " " (war loan)... "	670,000	6	----------	----	----
Maine—State bonds.....coupon	----------	6	Mar. & Sept.	'63-'77	103
" " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	104
Maryland—State bonds (st'k'g).....coupon	816,000	6		1885	----
" " " " (st'k'g conv.)... "	200,376	5		1865	----
" " " " (st'k'g)..... "	5,585,555	5		'89-'90	105
" " " " (st'k'g conv.).. "	2,490,560	5		'89-'90	108
" " " " (dollar)..... inscribed	500,000	3		1890	----
" " " " (").... "	100,000	4½	Chiefly	1888	----
" " " " (").... "	767,560	5	quarterly.	'42-'58	----
" " " " (").... "	399,403	5		1880	----
" " " " (").... "	148,711	5		'89-'90	----
" " " " (").... "	133,689	6		pleas.	----
" " " " (").... "	3,000,000	6		1870	111
" " " " (").... "	35,000	6		1885	----
" " " " (").... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " (T. & G. R. R.)... "	508,380	6	" "	'88-'90	----
" " " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " " (" "). "	300,000	5	" "	1893	108½
" " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" " " (Cons. Stock.) "	150,000	6	" "	1870	----
" " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	118
" " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " " (" ") "	91,000	5	Jan. & July	1874	----
" " " scrip.....	200,000	6	" "	'84-'86	----
" " "	247,000	6	June & Dec.	'68-'72	----
" " "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan & July.	'71-'76	----
" " " " " "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	108½
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	108
" —Back Bay Loan..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	597,000	7	" "	18-6	101
" —Redemption l'n (" ") "	2,000,000	6	" "	'05-'53	----
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	105
" " " (Indian war). "	100,000	7	" "	1871	----
" " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	----
" " " " "	199,000	6	" "	1863	----
" —Capitol Loan of 1857.....	100,000	6	April & Oct.	1863	----
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1863	----
" —R. R Loans: Pacific R. R...coupon	200,000	6	" "	1883	----
" " " S. W. Branch.. "	7,000,000	6	" "	'72-'83	67½
" " " H. & St. Joseph "	4,500,000	6	" "	'67-'89	----
" " " N. Missouri... "	3,000,000	6	" "	'73-'87	84
" " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" " " C. & Fulton .. "	3,501,000	6	" "	'73-'89	----
" " " Platte Co. .... "	650,000	6	" "	'87-'89	----
" —Revenue bonds.....	700,000	6	" "	1889	----
" —State Defense warrants.....	431,000	6	June & Dec.	'61-'66	----
New Hampshire—State bonds.....coupon	720,000	----------		----------	----
" " —Notes.....	635,100	6	Feb. & Aug.	1876	107½
New Jersey—State stock.....registered	200,000	6	----------	----------	----
" " —State bonds (war loan).coupon	95,000	6	Jan. & July.	Var.	----
" " " " (" "). "	531,820	6	" "	'65-'71	----
New York—General F'd: Ator Debt.....	200,000	6	" "	1871	----
" " " " " Deficiency Loans..	561,500	5	Jan. & July.	pleas.	----
" " " " " " " ..	348,107	5	" "	pleas.	----
" " " " " Comptroller's b'nds	900,000	5	" "	1875	----
" " " " " " " ..	442,961	5	May & Nov.	1868	107
" " " " " Railroad Loans....	1,189,781	6	Jan. & July	pleas.	----
" " " " " " " ..	1,300,000	6	" "	'68-'78	115
" " " " " Canal Fund Loans.....	700,000	7	" "	1870	115
" " " " " " " ..	28,898	5	----------	d'm'd	----
" " " " " " " ..	11,050	5½	----------	d'm'd	----
" " " " " " " ..	14,230	6	----------	d'm'd.	----
" " " " " " " ..	421,000	6	Jan. & July.	'66-'67	----
North Carolina—State bonds.....coupon	9,129,505	0	Various.	Var.	62
Ohio—State bonds (foreign debt).....coupon	1,603,905	6	Jan. & July.	1860	----
" " " " (" ").... "	1,015,000	6	" "	1865	95
" " " " (" ").... "	379,866	6	" "	1868	----
" " " " (" ").... "	2,183,532	6	" "	1870	103½
" " " " (" ").... "	1,600,000	6	" "	1875	104
" " " " (" ").... "	4,095,309	6	" "	1881	108
" " " (domestic debt).....	275,385	6	" "	1886	108
" " " (war loan).....coupon	299,704	6	" "	1886	----
" " " (" ")..... "	286,969	6	" "	1868	----
" —Irreducib'e debt (school funds, etc)...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip.....	55,372	----------		----------	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" " " "	10,780,095	5	Jan. & July.	due.	95
" " " "	3,886,070	5	Feb. & Aug.	due.	----
" " " "	3,690,614	5	Mar. & Sept.	due.	106
" " " "	3,241,598	5	June & Dec.	due.	----
" —Interest Certificates.....	210,263	6	Feb. & Aug.	due.	100
" —State bonds.....coupon	200,000	4½	Jan. & July.	1892	----
" —State Stock Loans.....	1,177,890	5	" "	1-64	----
" " " "	675,029	5	Feb. & Aug.	1864	----
" " " "	1,045,629	5	June & Dec.	1864	----
" " " "	1,558,673	5	Jan. & July.	1865	----
" " " "	2,277,755	5	" "	1868	----
" " " "	1,760,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	103
" " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	----
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	380,987	5	----------	----------	----
" —Relief Notes in circulation....	97,360	----------		----------	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	103
South Carolina—State bonds (stg)....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates.....	1,708,017	6	----------	'63-'90	----
" " —State b'ds (railroads).coupon	1,510,000	6	----------	1877	50
Tennessee—State bonds (banks).....coupon	1,125,000	6	----------	1882	57½
" " " (intern. impr.) "	2,063,606	5	----------	Var.	----
" " " (railroads)... "	12,799,000	6	----------	Var.	----
" " " (capitol)..... "	608,000	5	----------	1890	67
" " " (Hermitage).. "	48,000	6	----------	1890	----
Texas—Had no debt in 1861.....	----------	----------		----------	----
Vermont—Inscribed certificates.....	175,000	6	----------	63-'64	----
" —State bonds (war loan) ....coupon	18,000	6	----------	62-'63	----
" " " " (" ").... "	751,000	6	Jan. & July	1870	102½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" " " (railroad)...	18,264,642	6	Jan. & July.	'83-'93	40
" —State bonds (railroad).....coupon	12,6 4,600	6	" "	'85-'93	----
" " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information.....	----------	----------		----------	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	----
" " " (war)..... "	200,000	6	Jan. & July.	1867	----
" " " (domestic)... "	100,000	6	" "	1877	----
" " " (" ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago, Burlington and Quincy:													
1860	104,802	111,886	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,934	158,566	117,007	2,075 309
1861	149,068	115,695	168,007	131,814	169,100	149,186	169,465	158,478	224,225	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	192,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
Chicago and Alton:													
1860	55,734	55,122	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,768	73,751	64,937	[illegible]
1861	81,531	75,621	78,361	65,258	75,260	66,761	73,474	136,897	141,174	122,487	104,254	80,296	1,095,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	152,629	119,469	115,201	111,956	1 226,001
1863	96,306	107,443	106,816	127,206	146,107	154,617	162,226	167,908	1[illegible]	155,591	------	------	-------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,292	67,076	87,233	120,053	126,099	100,440	82,252	984,577
1860	72,934	66,768	77,408	89,170	104,272	100,403	82,595	139,049	184,560	146,859	92,578	75,457	1,151,003
1861	83,030	63,975	77,007	76,009	102,163	90,621	85,410	130,542	154,084	162,537	123,319	118,753	1,261,069
1862	120,776	90,607	75,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	135,795	135,595	1,422,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	138,362	151,565	209,391	206,559	191,759	192,666	1,980,652
1864	169,084	------	------	------	------	------	------	------	------	------	------	------	-------
Chicago and Northwestern:													
1859	18,589	19,535	22,970	26,581	28,291	28,066	24,326	28,686	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,246	48,919	62,392	45,985	39,500	49,571	80,819	105,737	74,331	53,554	675,754
1861	48,325	43,651	59,920	60,410	84,891	83,229	76,897	66,527	87,167	105,146	81,296	55,199	[illegible]
1862	46,606	49,103	59,249	54,725	84,706	104,815	96,340	71,306	104,094	124,787	108,956	90,991	994,077
1863	69,691	81,160	92,493	100,904	107,866	124,283	115,961	106,491	172,072	210,476	153,388	153,522	1,488,197
Cleveland, Columbus and Cincinnati:													
1859	78,072	72,739	91,520	80,025	82,885	83,397	76,759	92,652	97,614	92,073	[illegible]	84,926	1,016,900
1860	69,287	70,724	83,985	79,701	85,990	84,966	94,820	115,539	119,487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	96,081	96,435	89,028	82,690	106,536	120,793	135,050	140,561	104,916	1,256,004
1862	136,850	110,838	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,063	1,716,843
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	[illegible]
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,969
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	76,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,913	144,800	184,589	1,574,993
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	369,114	455,235	465,959	586,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,500	547,174	506,610	430,063	372,705	419,010	615,948	719,554	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,116	528,842	595,024	615,962	756,421	885,136	902,906	9[illegible]	8 400,334
1863	825,453	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	965,371	1,020,665	1,044,214	10 390,742
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	122,907	89,244	1,369,441
1860	60,653	62,098	80,793	93,254	115,505	98,449	80,705	166,541	219,528	252,108	142,668	94,800	1,462,762
1861	97,253	76,859	101,600	103,795	105,707	162,523	146,389	150,359	200,276	221,326	172,700	122 309	1,727,799
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,632	1,777,641
1863	132,517	121,161	129,226	136,601	172,343	212,946	142,517	109,794	267,529	284 808	236 618	217,033	2,224,695
Hudson River:													
1859	192,161	190,639	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	222 033	1,923,424
1860	212,714	209,422	161,047	134 606	156,281	129,996	140,860	167,220	180,000	193,961	169,549	220,070	2,075,822
1861	223,157	205,343	167,660	139,751	150,503	122,083	114,804	138,299	146,424	172 261	197,702	246,283	2,023,437
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	192,442	212,118	239,911	270,083	4[illegible]	2,922,340
1863	458,953	425,047	366,802	270,676	241,771	202,292	196,564	219 661	268,100	302 174	295,750	454,250	3,726,140
1864	501,231	------	------	------	------	------	------	------	------	------	------	------	-------
Illinois Central:													
1859	132,936	134,311	154,090	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,594	183,758	219,990	188,060	193,981	248,971	259,643	321,059	248,163	226,196	2,684,948
1861	321,844	279,968	229,234	192,054	199,488	177,529	189,280	268,983	289,562	284,020	243,349	224,401	2,899,012
1862	190,130	236,637	181,084	191,643	209,246	269,282	201,079	252,786	414,543	419,226	372,593	359,463	3,445,827
1863	267,061	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,399	------	-------
La Crosee and Milwaukee:													
1860	32,884	26,670	44,269	50,532	69,024	50,780	35,426	52,570	89,847	147,192	95,816	50,966	756,476
1861	53,898	45,089	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	119,936	69,276	1,070,822
1862	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,509	122,963	63,771	1,095,046
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	49 544	512 218
1863	38,203	53,778	60,540	64,306	55,326	40,706	58,704	52,364	77,112	83,059	76,764	68,863	710,225
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	45,037	49,102	112,266	141,771	107,117	90,468	134,726	177,579	120,184	67,980	1,144,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,269	122,272	61,835	1 163 [illegible]
1863	67,139	70,182	44,925	88,177	106,967	111,260	71,587	69,852	155,417	205,604	138,542	------	-------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,853	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,996
1861	140,925	116,938	153,170	186,951	170,362	161,991	126,568	178,773	235,090	276,181	231,265	189,077	2,189,077
1862	163,162	153,728	157,500	193,120	200,826	181,986	189,915	226,819	276,109	325,818	305,284	279,559	2,647,833
1863	248,784	230,508	254,203	267,693	263,981	237,982	188,141	235,512	300,822	371 961	326,650	341 605	2,967,250
1864	250,163	------	------	------	------	------	------	------	------	------	------	------	-------
Michigan Central:													
1859	101,386	102,959	151,884	143,143	127,145	119,770	108,363	150,366	210,837	226,077	181,617	162,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,710	125,085	128,393	193,540	251,423	300,474	190,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,962	286,844	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	176,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	246,857	226,482	238,495	236,453	205,221	215,449	215,449	308 139	375,487	329,792	306,196	3,168,064
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,590	709,071	637,792	520,896	6,803,703
1860	387,128	402,630	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	780,730	622,047	7,164,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	623,138	662,076	686,175	927,036	952,960	872,985	7,966,763
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,671	752,841	892,744	1,018,375	968,228	1,002,769	9,082 244
1863	920,272	790,167	867,590	911,397	830,126	841,165	819,512	840,450	1,079,551	1,033,496	1,043,515	------	-------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,869	89,239	91,190	100 118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104 118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,237	92,802	97,963	89,356	97,858	91,111	90,071	1,110,065
1862	100,604	96,689	102,803	94,957	94,157	97,337	101,857	100,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,763	125,445	118,075	108,605	116,898	114,090	125,817	124,616	129,121	------	------	-------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	220,377	248,862	241,095	264,622	283,646	288,619	245,977	2,725,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,601
1861	161,106	160,538	191,266	252,154	268,917	270,051	289,967	265,358	284,456	276,209	291,762	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,820	4,088,837
1863	335,685	361,834	390,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526 009	6,324 083
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188 931	165,795	154,032	203,852	245,938	286,844	231,253	191,138	2,335,854
1861	217,282	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,253	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364 234	370,983	3,745, 10
1863	337,350	366,598	461,822	464,357	418,709	383,214	348,063	404,898	467,321	503,146	466 370	473,027	5,069,445
Toledo and Wabash:													
1859	38,908	39,471	61,770	68,667	60,071	58,958	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,513	42,064	64,414	73,079	67,946	67,428	84 579	122,785	106,100	125,027	77,599	61,296	926,730
1861	59,630	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,637	162,858	137,096	92,574	1,172,100
1862	82,235	47,142	56,038	83,592	106,845	113,578	115,214	168,219	170,880	172,870	147,548	139,529	1,403,147
1863	86,321	91,070	103,066	132,110	134,272	152,565	105,764	116,279	130,700	161,052	------	------	-------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt, and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	94½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju.Oc.	London.	1839	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	107½
" " " 1850	700,000	6	Jan. & July.	"	1880	106½
" " " 1856	1,128,500	6	Jan. & July.	"	1875	106
" " " 1834	1,000,000	6	Ja. Ap. Ju.Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept	Princeton.	1885	95
3d Mortgage (do)	599,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1866	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct	New York.	1866	108
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,099	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	6	"	"	1863	
American Loan	762,000	6	"	New York.	1864	106½
Extra Dividend Loan	334,468	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $300,000	790,300	6	"	"	1879	103½
" " $675,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	100
Consolid. Mort. Loan $5,000,000			"	"		104
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb & Aug	Philadelphia	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1866	
Central of Georgia:						
Mortgage	83,067	7			1863	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	101
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	46
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July	New York.	1883	118
" " " inconvertible	3,034,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	756,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort a. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	100,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	26,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July	New York.	1892	101
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99½
Real Estate	188,864	7			1869	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	106
General 1st Mortgage	3,600,000	7	" "	" "	1885	95
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1890	76
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	96
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	103
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1869	
2d Mortgage	674,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	100½
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	688,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,106,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	86
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	489,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	109
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept	Boston.	1878	100
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	99½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1876	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1864	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	800,000	7	Jan. & July	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,688					
East Tennessee and Virginia:						
State, 1st Lien	1,902,000					
Endorsed by State of Tenn'ee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F." Sinking Fund. " var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	62-'63	112
1st Mortgage (Extended)	871,000	7	" "	" "	1882	112
2d Mortgage (S. F.) Coupon	1,849,000	7	May & Nov.	" "	1875	101
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1895	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	84
Land Security	5,000,000	7	April & Oct.	" "	1881	85½
Convertible Bonds	1,260,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1806	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug	New York.	'69-'70	113
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,540,000	7	May & Nov.	" "	1875	105
Convertible	1,902,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	32,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	122
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	----
2d Mortgage	$84,000	10	" "	----	----	110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1853	69
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	197,000	7	March & Sept.	New York	1861	75
2d Mortgage	292,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1891	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	280,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington & Cincinnati (exchanged)	200,000	6	----	----	----	----
	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1899	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov	Philadelphia.	1873	104½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	85
2d Mortgage (Eastern Div.)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,000	†	" "	"	----	44
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,735,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	8	May & Nov	New York.	1883	105
Long Island:						
2d Mortgage	500,000	8	Jan. & July	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	600,000	7	June & Dec	New York.	1882	110
Mortgages on Land	473,899	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1891	----
1st Mortgage	223,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	600,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	800,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	185,000	7	Feb. & Aug.	New York.	1891	90
1st Mortgage sterling	87,918	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,600,000	7	----	----	----	----
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,349,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	99½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1900	84
1st Mortgage (convert.) Dollar	2,698,000	8	" "	N.Y. & Boston	1909	121½
1st Mortgage (S. F.), convertible	4,484,000	8	April & Oct.	" "	1892	128
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1930	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1901	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1908	84½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1908	106
Detroit and Toledo	812,000	7	" "	" "	1876	106
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1924	109
2d General Mortgage	2,656,500	7	" "	" "	1877	106
*Milwaukee and Beloit:						
1st Mortgage	680,000	8	----	----	----	----
Milwaukee and Chicago:						
1st Mortgage	400,000	8	Jan. & July.	New York.	----	107
2d Mortgage	200,000	8	" "	" "	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----	----	----	10
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	102
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
1st Mortgage	350,000	7	" "	----	1863	----
Mississippi Central:						
1st Mortgage	1,007,263	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	----	----	----
Oakaloosa Division	500,000	7	----	" "	----	----
1st Land Grant	2,000,000	7	----	" "	----	31
2d Land Grant	700,000	---	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	93,000	6	----	----	1885	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	889,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	230,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	240,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	221,000	---	----	----	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven	1869	----
New Jersey:						
Company's (various)	668,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	81,000	7	Jan. & July.	New London.	1971	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5	----	----	----	68 '4'8
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1880	----
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	666,000	8	----	----	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	105
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	115
Stock Exchange (S. F.) Bonds	683,000	6	May & Nov.	" "	1883	102½
Real Estate (S. F.) Bonds	166,000	6	" "	" "	1883	101
Real Estate Bonds	236,775	6	" "	" "	1893	101
Bonds of June, 1854	2,000,000	7	June & Dec	" "	1884	100
New 20 years (S. F.) Bonds	1,000,000	6	" "	" "	1867	105
Convertible Bonds	781,000	7	Feb. & Aug.	" "	1876	102
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	115
3d Mortgage	6,000,000	7	" "	" "	1883	114½
4th Mortgage	5,100,000	7	April & Oct.	" "	1930	100
5th Mortgage	1,791,500	7	June & Dec.	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	105
3d Mortgage	980,300	7	Jan. & July.	"	1867	100½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1873	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston						
1st Mortgage	$232,000	6	Feb. & Aug.	New York	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	101
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1876	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	97
2d Mortgage	3,077,000	7†	" "	" "	1861	25½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	94
Chattel Mortgage	360,000	10	" "	"	1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'68-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	1	April & Oct.	" "	1880	----
Construction	4,242,000	1	March & Sept	" "	1876	17
Income	3,320,000	1	May & Nov.	" "	1851	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	67½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	108
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	409,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	104
" 1851, "	273,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,200	6	" "	"	1890	105
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	116
" 1858, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia	1884	131
Improvement	85,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	8	Feb. & Aug.	New York,	1859	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	19	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	100½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
5d "	2,000,000	7	April.	" "	1912	87½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1865	----
" "	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1876	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1880	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Boston.	1863	66
2d Mortgage	937,500	7	" "	"	1863	13
3d Mortgage	440,000	7	" "	"	1863	6
Sacramento Valley:						
1st Mortgage	450,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1868	----
3d Mortgage	1,000,000	7	----	----	1876	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1856	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1850	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.)**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	52½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1886	101½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1886	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	96
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----	----	----	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	87½
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '68-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	563,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1855	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	103½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1885	105
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1880	----
Company's endorsed by State	180,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	80.6	.....	.....	.....	*Alabama and Florida*	1,451,736	*	—	577,953	503,500	105,285	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	441,506	30,991	—	335,010	109,500	21,632	518,945	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	154,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	—	—	—	—	—	—	1,402,856	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,679	2,582,506	116.9	.....	505,156	280,269	6	.....
1 May, '61	—	—	—	209.6	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	.....	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbary and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	802,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	.....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,200,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	[596,155	17	142
31 Dec. '62	74.0	—	11.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	209,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	788,638	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	117½
31 Dec. '62	75.9	2.5	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y. & N. H.		4	.....
31 Dec. '62	30.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	88,766	5	90
31 Mar. '63	61.3	1.0	63.6	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,910	1,036,437	454,096	12	121
30 Nov. '62	49.4	7.0	5.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,567	66.4	294,178	353,664	158,927	—	82
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,585	744,520	—	5,024	749,544	5.0	.....	27,253	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,686	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '62	100.0	3.0	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	23.7	—	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,687	—	—	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,166,000	312,500	—	8,123,343	232.0	.....	1,159,193	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162 534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	.....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	467,794	—	84
30 Apr. '63	138.0	—	20.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	283.0	1,308,146	2,412,821	1,206,039	8	124
31 Dec. '58	45.0	—	.....	—	5	11	101	Chicago and Milwaukee	1,799,894	67,869	120,000	986,000	762,885	188,095	2,050,065	45.0	14 mo.	243,282	125,284	—	70
1 Apr. '63	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,325,880	510,983	—	3,781,316	8,335,000	226,641	13,147,136	242.0	.....	1 083.054	448,503	—	49
31 Mar. '63	181.8	—	.....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,584	1,529,141	613,100	6	143
10 Nov. '62	33.2	—	.....	—	.....	.....	.....	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,855,000	—	10,551,145	341.7	1,429,841	1,777,541	834,605	6	113½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '62	454.8	252.5	.....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,524,300	15,060,500	—	36,071,630	708.8	2,561,192	3,445,827	1,870,723	4	128
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. ..	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,570,586	*	—	1,780,295	3,292,403	.....	.....	143.0	.....	.....	.....	—	.....
.. .. ..	46.6	—	.....	—	.....	.....	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper.	by Chic.	& R. Is.	125,000	—	.....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	.....
.. .. '62	186.0	—	.....	—	.....	.....	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '62	100.0	—	.....	—	.....	.....	.....	Quincy and Chicago	1,973,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
.. .. ..	1.0	—	.....	—	.....	.....	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,903	568,020	—	61
								INDIANA.													
.. .. ..	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,000,125	.....	.....	108.0	.....	.....	.....	—	.....
.. .. ..	29.0	—	.....	73.0	.....	.....	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,738	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,089	274,081	23,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,639,900	1,362,284	140,689	3,458,106	110.0	.....	448,858	230,884	9	87
31 Dec. '62	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,879,890	*	10.000	835,971	991,400	11,036	2,193,339	84.0	.....	450,079	247,338	—	.....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,559	527,865	268,156	—	.....
.. .. '60	64.0	—	.....	—	.....	.....	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	.....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,536,743	132.0	.....	285,974	104,951	—	100
.. .. '58	268.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	268.0	.....	645,827	371,402	—	56½
.. .. '58	74.0	—	.....	—	.....	.....	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	.....	—	18	17	296	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	3,068,599	63,196	—	2,992,427	300,000	222,601	3,179,833	111.0	.....	228,580	122,931	—	.....
.. .. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	.....
1 Jun. '58	88.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	.....	.....	35.5	11 mo's.	458,821	21,356	—	.....
1 Jun. '59	11.2	—	.....	57.3	.....	.....	.....	Keok., Mt. Pleasant and Muse.	745,703	*	—	548,216	414,000	60,452	1,022,668	11.2	.....	.....	.....	—	.....
.. .. '62	126.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	41½
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	113.0	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	428,406	227,534	—	85
30 Jun. '57	20.0	—	.....	22.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	.....	20.0	.....	.....	.....	—	.....
.. .. '58	13.0	—	.....	22.0	—	—	—	Lexington and Danville	766,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '62	29.0	—	.....	— }	13	10	230	Lexington and Frankfort	596,728	82,806	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	.....	— }				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,855,559	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	53.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,190	2,997,500	76,715	9,797,911	268.0	595.258	1,777,963	1,062,165	—	.....
— — '59	18.8	—	.....	70.2	—	—	.....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
.. .. ..	21.0	—	.....	—	.....	.....	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
.. .. ..	27.0	—	.....	—	.....	.....	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,200	—	3,242,318	566,000	339,297	5,855,320	80.0	150,204	461,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	208.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 454	—	.....
1 Aug '60	53.7	—	.....	135.3	—	—	.....	*Vicksburgh, Shreveport & Texas*	1,662,091	*	—	1,253,015	245,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,835	205,664	757,381	30.5	76,844	79,761	43,461	—	—
30 Jan. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,208	887,764	—	2,494,900	3,068,191	—	7,983,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jan. '62	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	49,576	244,726	12.5	.....	30,830	Loss.	—	.....
30 Sep. '61	68.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,237,779	.....	271,143	2,990,993	109.5	189,953	172,113	91,487	—	.....
31 May, '62	99.7	9.5	.....	—	19	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,421	139,952	4,259,203	109.2	186,240	323,052	174,028	—	.....
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412	—	178,014	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	.....
31 May, '63	51.8	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,702	*	100,000	1,500,000	.....	.....	1,632,440	51.3	.....	283,197	170,276	6	108
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	25,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,000,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,366	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	255	124	3,272	Baltimore and Ohio	21,314,042	3,608,731	3,579,907	13,118,902	10,781,833	566,070	31,241,611	286.5	.....	3,922,203	2,305,788	6	103
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	.....	.....	1,821,506	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	185.0	4.0	16.4	—	61	28	1,547	Northern Central	7,635,009	774,568	466,133	2,200,000	5,150,000	403,054	9,838,621	155.0	940,558	1,920,641	927,841	—	44½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	600,000	100,000	—	600,000	.....	.....	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,143	183,345	—	1,830,000	440,000	21,046	2,755,816	70.9	836,565	421,969	136,191	6½	103
31 Mar. '62	74.3	8.8	51.1	—	33	72	434	Boston and Maine	3,880,350	490,463	496,903	4,076,974	.....	.....	5,026,338	119.8	639,840	948,980	450,302	8	128
30 Nov. '62	47.0	7.0	32.5	—	28	40	209	Boston and Providence	2,962,600	207,400	—	3,160,000	122,720	.....	3,462,989	61.8	435,121	702,222	356,302	8	185
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	.....	93,554	5,336,584	83.6	564,117	1,006,130	490,304	8	144½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,685	—	681,654	141,000	.....	1,085,074	47.1	76,219	102,627	50,053	2½	62
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	.....	1,900,919	52.4	170,015	268,152	133,554	6	105½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,553,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	97½
30 Nov. '62	19.9	1.3	3.8	—	...	...	.....	Essex	742,992	4,416	—	299,108	280,261	184,760	764,119	21.2	83,482	56,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,180,951	350,149	—	3,540,000	.....	.....	3,829,541	90.4	342,542	580,660	254,146	6	116
30 Nov. '62	14.0	—	2.8	—	4	4	86	Fitchburg and Worcester	234,774	40,226	—	219,526	64,100	5,846	289,772	26.4	53,736	38,588	4,619	6	105
30 Nov. '62	20.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,936	28,749	—	292,951	308,014	.....	606,881	29.8	27,424	16,344	1,238	—	.....
30 Nov. '62	12.4	—	2.8	—	2	4	26	Lowell and Lawrence	332,865	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	.....	.....	802,491	71.0	148,515	188,183	45,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	.....	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,000	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	8	4	18	N. York and Boston Air Line	832,464	48,269	—	293,701	550,000	175,672	1,019,373	25.0	53,524	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	184,058	4,187,740	102.1	386,585	580,150	312,031	6	118
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,450	11,247	—	450,000	.....	.....	460,000	18.7	24,960	43,142	22,677	6	109
30 Nov. '62	43.4	1.0	14.9	—	13	18	252	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	.....	1,697,000	44.4	200,064	327,457	161,357	8	128
30 Nov. '62	10.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	52,543	—	243,500	228,900	464	471,170	oper. by B		and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	2	17	South Shore	462,867	59,226	—	250,685	150 000	1,456	581,716	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	.....	.....	448,700	oper. by Ho		usatonic.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	.....	.....	239,740	11.7	51,210	134,018	23,376	9	126
30 Nov. '62	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	1,758,370	—	—	923,310	979,308	42,352	1,945,470	oper. by T.		and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,243	—	2,214,225	960,525	.....	3,516,000	77.3	112,242	216,065	115,241	—	88½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W. S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	151
30 Nov. '62	45.7	—	9.3	—	10	12	146	Worcester and Nashua	1,147,044	123,363	—	1,141,000	141,500	1,130	1,286,645	45.7	164,245	200,744	92,979	6½	83
								MICHIGAN													
1 Jan. '62	17.3	—	.....	—	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,960,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,669	Michigan Central	13,805,576	*	—	6,057,480	7,999,480	—	14,584,955	329.3	1,448,558	2,946,560	1,674,209	8	127½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,618,624	1,944,259	1,652,252	9,015,200	9,527,078	—	19,545,278	527.0	2,060,637	2,818,831	1,461,276	—	92½
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	603.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550.000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	288.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Red River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	386	*Mississippi Central*	4,966,022	756 292	—	2,000,961	2,554,732	596,992	6,331,609	236.0	.....	554,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,264,894	159,016	—	708,285	456,940	275,080	1,974,444	69.7	.....	176,462	116,433	—	.....
24 Dec. '56	82.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	82.2	.....	250,047	121,050	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,218,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,303,702	1,022,501	—	1,782,886	10,571,000	.....	.....	206.8	.....	438.544	258,544	—	45
31 Dec. '62	163.8	—	17.7	68.0	21	26	307	*North Missouri*	6,349,779	594,993	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	194.0	—	14.4	87.3	34	30	420	*Pacific*	11,152,670	662,617	—	3,436,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,893	—	.....
28 Feb. '63	77.0	—	3.9	206.0	...	...	.....	*South-Western Branch*	4,775,785	116,863	—	71 513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	8.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	3,831,455	344,185	—	1,971,127	3,601,000	87,561	6,996,277	90.1	232,031	253,236	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	...	...	.....	Ashuelot	500,000	—	—	246,018	350,000	109,982	506,000	ope	r. by Con	n. River	1,090	—	.....
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,350,000	*	—	1,200,000	1,450,000	—	2,932,686	93.5	.....	247,279	124,406	—	.....
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,539,713	*	—	2,085,524	382,700	—	3,049,788	63.6	263,324	298,056	104,643	—	47½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	518,400	*	—	.....	.....	57,461	887,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,600,000	*	—	1,500,000	.....	.....	1,564,500	61.3	.....	213,651	112,827	7	62
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	.....	.....	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contocook River	200,000	*	—	200,000	.....	.....	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	625,205	—	—	422,500	.....	42,795	625,295	ope	r. by Eas	tern Ma	ss.	4	97½
31 Jan. '62	20.5	—	1.5	25.8	3	2	27	Great Falls and Conway	433,404	40,597	—	166,745	200,000	66,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,845	—	—	1,000,000	12,300	29,994	.....	ope	r. by C'd	162,426	74,985	7	116
30 Nov. '62	29.5	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	695,558	568,000	—	.....	52.7	.....	84,916	12,895	—	.....
30 Nov. '62	69.2	18.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	.....	.....	82.0	.....	312,171	128,652	4	72
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,450,720	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	1,089,800	173,932	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	93.5	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,223	*	3,971,040	5,600,000	3,020,151	.....	.....	124.2	.....	3,040,148	1,728,448	10	188
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,736	*	—	1,000,553	1,037,570	117,093	2,155,024	60.2	.....	144,386	65,1..	—	18
31 Dec. '62	64.0	—	48.0	—	32	20	540	Central of New Jersey	4,915,252	608,842	672 113	3,000,000	2,000,000	320,433	6,252,193	64.0	687,204	1,307,587	774 341	10	135½
31 Dec. '62	45.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	540,000	.....	1,756,710	53.0	147,000	278,448	101,520	7	.....
31 Dec. '62	32.5	—	.....	—	...	...	.....	New Jersey	6,583,651	397,276	1,397,074	4,297,800	978,000	460,017	6,696,704	33.5	512,549	1,111,037	652,124	10	.....
31 Dec. '62	31.6	—	.....	—	2	6	17	Northern New Jersey	422,227	*	—	150,000	204,200	77,795	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	*	—	630,000	.....	.....	630,000	ope	r. by Erie	R. R.	63,000	8	.....
31 Dec. '62	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	550,000	*	—	248,000	100,000	476	250,000	ope	r. by Erie	R. R.	26,600	5½	.....
31 Dec. '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,556	1,250,000	142,608	2,597,161	—	[2 mos.	10,588	.....	—	25
1 May, '62	.....	.....	.....	.....	...	...	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	24.0	—	—	.....	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,880	124,742	6½	110
31 Dec. '62	88.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,998	212,500	31,743	821,984	—	62,663	90,122	46,823	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending..	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075					—	----
30 Sep. '62	11.5	—	8.3	21.6	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.			—	----
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,585	224,418	128,989	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper.	by Tioga.		44,100	—	----
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	8	----
30 Sep. '62	14.5	—	9.5	—	2	50	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,300,000	170,000	10,000	1,382,506	28.3	2,631,216	491,629	118,390	8	180
								Brooklyn City and Newtown	267,628	*	—	346,000	116,000	8,000	600,000	5.3	278,289	20,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	23	32	402	Buffalo, New York and Erie	3,182,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,676	823,425	276,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	686,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.5	182,036	21,467	.....	—	60
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,619	369,985	121,586	12	----
								Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.		80,000	6	----
30 Sep. '62	446.8	19.0	290.0	—	226	101	3,279	Erie	39,955,792	*	—	19,978,200	12,851,500	480,665	40,286,365	683.0	4,582,369	7,863,973	2,993,542	—	107½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,755,466	9,363,750	298,424	13,420,040	148.0	1,152,546	2,637,529	1,269,954	—	141½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	261,312	—	1,852,716	782,462	15,218	2,928,474	100.5	226,611	293,467	109,187	24	42
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,616,077	791,965	24,209,000	13,779,648	284,411	42,559,880	654.9	3,692,223	10,897,631	4,064,909	7	132½
30 Sep. '62	130.7	2.1	29.0	—	82	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	607,373	1,154,003	456,698	—	104½
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.		60,000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,200	22,000	—	875,774	5.0	779,850	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,484,900	—	6,066,800	121.8	341,704	492,433	176,763	—	0.25
30 Sep. '62	35.9	—	2.2	—	5	10	54	Oswego and Syracuse	698,935	116,626	—	396,240	208,500	16,375	815,161	58.1	75,623	140,634	77,550	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,845	04	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g	3,092,276	368,306	—	1,499,100	1,923,000	64,292	3,488,392	189.6	309,922	458,512	230,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	48,684	incl.	in Ren. & Sar.			—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,387	882,387	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	61,499	—	85
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,217	4.0	1,891,960	396,033	88,286	10	155
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	86,443	—	63,102	193,687	70,919	327,708	13.0	60,277	37,016	.....	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,664	—	1,209,130	1,640,757	108,570	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.6	—	—	112	—	Third Avenue (New York)	1,652,705	104,321	—	1,170,000	400,000	—	1,757,029	8.6	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	895,500	271,097	1,686,508	50.0	247,548	271,158	134,958	—	----
30 Sep. '62	13.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	329,000	160,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	762,601	—	—	30,000	650,000	—	762,601	.....	oper. by	the 4	Comp'a.	—	----
30 Sep. '63	34.9	—	2.6	51.4	4	6	89	Utica and Black River	862,089	*	—	811,500	—	—	862,089	34.9	61,344	71,899	6,337	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	----	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	193,953	38,372	—	----
-- -- '58	223.0	—	----	—	—	—	----	North Carolina	4,235,000	*	—	4,000,000	—	—	—	225.0	.....	.....	.....	—	----
-- -- '59	97.0	—	----	—	—	—	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,479	1,046,000	51,300	2,934,509	171.9	.....	468,468	219,688	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,340,213	791,055	102,391	3,114,934	171.0	323,069	477,584	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.6	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,866	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	----	—	—	—	—	Atlantic and Great Western	613,221	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '62	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,536,300	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	10
31 Mar. '63	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	196.5	.....	877,404	464,416	10	129
31 Dec. '60	30.0	—	----	69.1	—	—	----	Cinc. and Indianapolis Junc	—	—	—	—	—	—	—	32.0	.....	.....	.....	—	----
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	----
31 Dec. '62	135.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc	4,290,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,926	1,724,917	1,038,437	29	148
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,645	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	643	Clev., Painesville & Ashtabula	3,462,143	590,344	—	3,300,000	1,500,000	—	—	96.7	434,197	1,551,628	916,923	334	150
30 Nov. '62	101	102.5	----	—	45	30	896	Cleveland and Pittsburg	7,856,694	*	—	3,332,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	111½
31 May '63	109.3	79.4	----	—	82	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,528,800	3,667,595	—	7,810,858	188.6	663,371	1,261,537	747,592	6	137
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	76,120	68,126	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,499,600	282,900	—	2,076,002	oper.	r. w. Lit.	Miami.	229,883	15	----
31 Mar. '63	144.0	—	7.9	—	16	8	378	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	143.0	414,779	663,705	451,540	—	----
								Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	.....	62,025	3,565	—	----
31 Aug. '60	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	599,496	*	—	437,538	422,655	—	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,855	152,694	—	45.0	.....	126,170	33,412	—	----
-- -- '59	36.0	—	----	84.0	—	—	----	Fremont and Indiana	—	—	—	—	—	—	1,368,567	—	—	—	—	—	—
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	390,000	473,000	75,000	.....	47.0	.....	69,382	.....	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	----
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,168	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun '63	173.8	30.6	18.1	—	37	24	488	Marietta & Cincinnati, re-org	10,722,322	*	—	10,379,554	373,487	63,096	11,164,820	228.6	445,157	620,025	299,630	—	----
30 Apr. '62	192.3	—	----	—	48	34	928	Ohio and Mississippi	16,365,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,832	119,032	—	1½
31 Aug. '58	137.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	----
30 Jun. '63	153.9	52.0	----	—	31	26	422	Sandusky, Dayton and Cinc	3,986,868	595,400	232,179	2,697,090	2,488,825	7,500	5,401,088	206.9	418,528	599,880	115,290	—	----
31 Dec. '62	116.0	9.0	----	—	10	10	237	Sandusky, Mansfield & Newk	2,309,419	*	—	348,770	1,813,800	105,610	2,608,237	125.0	214,404	239,395	62,966	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	63,100	—	----
31 Aug. '58	19.5	—	----	28.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	by C.	C. & C.	.....	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	----
31 Dec. '62	242.4	—	----	—	42	18	758	Toledo & Wabash (6 months)	8,547,168	*	14,038	2,355,550	6,211,618	198,590	8,765,378	250.0	1,614,932	1,038,302	950,462	—	68
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	----	—	—	—	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	----
31 Oct. '62	24.5	—	23.6	—	15	3	1,208	Beaver Meadow	1,042,642	317,329	—	1,616,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	3	79
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,762	3,749,762	146.0	549,045	275,880	.....	—	25
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,087	*	—	936,900	270,500	56,545	1,384,456	74.5	.....	256,690	105,427	3	----
31 Oct. '62	110.7	2.8	43.0	—	71	25	4,539	Del., Lackawanna and West'n	9,249,385	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,636	1,506,362	758,463	6	195
31 Oct. '62	35.8	1.1	3.2	—	7	1	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,692	173,393	98,654	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	247,058	347,923	133,492	—	37
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	228,580	55,826	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,560	700,000	—	1,882,560	55.5	oper. by	Penn.	R.R.Co.	7	72½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	190,084	164,184	—	24
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	206,000	2,662,833	80.0	242,400	307,389	169,056	—	----
31 Oct. '62	48.0	26.0	18.5	—	22	8	956	Lehigh Valley	3,873,022	554,263	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	93
31 Oct. '62	28.3	5.5	8.0	—	10	...	61	Little Schuylkill	1,371,868	*	—	2,256,100	980,000	72,600	3,288,700	83.8	62,155	126,316	68,801	—	48
31 Oct. '62	24.5	105.5	62.5	—	—	—	----	Mine Hill and Schuylk. Haven	3,252,285	*	—	3,250,000	—	—	3,252,285	130.0	.....	451,918	174,435	8½	60½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	287,000	6,447,780	66.4	263,334	397,136	218,960	—	33½
31 Dec. '62	356.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,52[illegible],400	—	28,324,213	111.4	.....	10,301,291	4,878,219	8	75
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norristo'n	1,521,520	236,289	—	1,243,500	432,900	—	1,562,606	24.0	229,988	262,333	129,742	6	87
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,450	6,93[illegible],500	157,739	12,124,857	1[illegible].10	213,574	418,472	80,900	—	37½
30 Nov. '62	147.4	5.6	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,088,106	3,811,830	2,098,776	—	99
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	127,619	—	219,000	675,700	5,930	930,153	5.0	6,216	7,110	30,661	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, &c.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	993,200	250,000	—	1,249,200	28.2	102,384	432,551	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,979,924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.6	582,615	2,250,862	1,080,995	9	67½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	87
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,604,467	3,748,311	1,802,285	—	87½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.6	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	----	oper. by	Ph. & R	ending		5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	169,534	99,060	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,456	396,500	65,826	797,918	29.6	81,934	134,788	97,862	9	46
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,974	*	—	683,431	953,289	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,300	—	----------	62.0	297,700	415,309	199,155	8	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	427,17	8,500	—	----------	13.6	23,954	25,594	6,739	....	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	152.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	260,000	706,365	195,286	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,283	151,536	6	----
— — '58	40.3	—	....	—	—	—	—	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.6	----------	841,190	125,871	....	----
31 Aug. '58	22.5	—	....	—	—	—	....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	....	—	—	—	....	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*	—	985,745	960,410	108,172	2,057,326	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	----------	----------	—	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	....	41.9	—	—	....	Spartanburg and Union	----------	----------	—	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859.....	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	383,204	612,000	60,900	----------	30.0	29,545	9,359	7,486	—	----
1860.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,384	3,809,949	2,659,000	260,112	7,027,797	291.0	----------	1,635,096	873,597	—	----
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1860.....	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	----
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	62,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	50,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859.....	.....	—	....	—	—	—	—	Nashville and Northwestern	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	—	—	....	Buffalo Bayou, Braz. & Col'r'do	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	....	184.0	—	—	....	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	275 000	240,000	171,556	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,569	—	----
— — '59	25.0	—	....	110.0	—	—	....	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	....	756.0	—	—	....	Southern Pacific	----------	----------	—	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----------	----------	90.7	93,639	208,867	----------	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,058	663,019	6,379,434	119.6	394,393	324,928	61,280	—	----
31 Aug. '62	62.5	....	4.0	—	12	9	193	Rutland and Washington	960,000	221,583	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713 418	191,466	—	75½
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	----------	1,578,500	ope	r. by Vt.	Central	----------	4	175
30 Jun. '62	28.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,015	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '60	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	76	Norfolk and Petersburg	2,006,573	122,156	—	1,500,124	990,019	135,161	9 months	79.2	47,702	54,121	16,332	—	8½
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	----
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	----------	----------	—	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.6	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,656	374,996	—	1,366,900	1,851,500	202,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,528	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	218,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,728,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,004	282,325	—	97
30 Sep. '56	76.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	943,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	—	—	835,750	204,808	26,853	----------	43.5	1,068,054	163,758	79,585	5	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,922	1,332,929	195.0	280 968	634,081	359,180	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,991,259	838,475	2,400	3,452,815	3,265,000	571,955	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '54	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----------	199.9	----------	766,476	329,550	—	----
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	249,366	1,908,555	40.0	74,245	159,456	82,182	—	----
— — '57	42.0	—	....	27.8	—	—	....	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,528,600	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	77
— — '57	50.0	—	....	86.0	—	—	....	Milw., Watertown & Baraboo	514,238	----------	—	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.6	—	....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,055,328	5,692,471	142.0	364,331	344,769	83,839	—	----
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	----------	—	----------	----------	----------	operated	by	For Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,138,000	*	—	11,7 0,000	188,000	—	11,938,000	16.10	----------	236,798	67,952	—	----
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463 989	*	15,311	1,631,150	211,027	22,984	2,063,376	49.0	----------	242,798	117,942	—	12
— — '62	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	----------	----------	—	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
30 Jun. '63	1,096	137.0	....	78.0	294	130	2,399	Grand Trunk	77,210,345	*	—	15,123,436	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,856	—	----
31 July, '63	229.0	115.5	65.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	10	----
— — '62	21.0	—	....	—	2	2	52	London and Port Stanley	----------	----------	—	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	....	—	17	20	337	Northern (C. S. & H.)	----------	----------	—	----------	----------	----------	----------	98.6	----------	----------	----------	—	----
— — '62	54.0	—	....	—	5	8	118	Ottawa and Prescott	----------	----------	—	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	....	—	4	—	57	Welland	----------	----------	—	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,562,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	....	....	—	—	—	New Brunswick and Canada	1,402,748	102,886	—	1,380,000	13,100	136,000	1,779,232	60 0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,261	—	—	4,273,261	91.0	158,416	139,107	37,181	-	—
								NEW GRANADA.													
Dec. '62	48.7	—	....	—	11	22	120	Panama	5,000,000	*	615,688	5,000,000	3,375,000	—	10,763,723	48.7	----------	1,745,294	1,013,444	15	122

New York Stock Exchange.

Actual Sale Prices for the week ending January 27.

	Th 28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3.
American Coal Co.	92					
Buffalo, N.Y. & E., 1M.					104	
California 7s			124	125		
Canton Co.	35¾	38	38		38¾	38½
Central Am. Transit	36½		38	38½		37
Chicago & Alton			84	83	81	84
" " pref.		96	96			95
" " 1 M.	100½				101	
" " Inc. b'ds						
Chicago, Burl. & Q.	121	121½	125		122	124
" " 8 p.c.	118					
Chic. & Northwest'n	49	47¾	48		48	49
" " pref.	65		62			
" " 1st M.		94½	95			
" " 2d M.		76	76½	76		76
" " S. F.						
" " A. B.						
" " I. B.						
Chicago & Rock Isl.	142	143½	142	144	144½	143
" " 1st M. '70.	108					
Clev., Col. and Cin.					146	148
Clev. and Pittsburg	109½	110¼	110½	110¾	110¾	111½
" " 1 M.						
" " 2 M.						
" " 3 M.						
" " 4 M.				84		85
Clev. and Toledo	137	138½	138½	138½	137½	137
" " S. F. 7 p.c.				109	109	
Cumberland Coal, pref.	50½	51	51½	52½	52½	51½
Del. & Hudson Canal	178½	182	183	176x	175	
Del., Lack. & West.						
" " 1M. 8p.c. '71-5.						
" " 2M. 8p.c. '81						
Erie	107½	107¾	107¾	108	107½	107¾
" pref.	101¾	102	101½	101¾	101½	101½
" 1 M. 7 p.c. '67.						
" 2 M. 7 p.c. '79.						
" 3 M. 7 p.c. '83.	112½					
" 4 M. 7 p.c. '80.	109					
" 5 M. 7 p.c. '88.						
Galena and Chicago	111¼	111½	112	113	112¾	113½
" 1M. 7p.c. '63						
" 2M. 7p.c. '75						
" 1M. Ex. '82.	112					
Hann. & St. Jo. pref.	42½					
" " bonds						
Hudson River	138½	138¾	139	139½	139¾	141½
scrip						95
" 1M. 7p.c. '69.	113					
" 2M. S.F.	110½		114½		116	
" 3M. 7p.c. '75						
" conv. bonds						
Illinois Central scrip	126½	126½	127	127	123½	128
" full stock.	115				115	115½
" Can. bd. sc.						114
" bonds						
Marietta & Cin. 1st pref.						
" " 2d "						
Mariposa Mining Co.	25	25	26½	30	29	28
Michigan Central	132	132½	132½	132	132¾	133½
" SF. 8p.c. '82						
" conv. 8p.c. '69	121½		121½			
M. S. and N. I.	88	88	87½	89¾	91¾	92½
" " guar'd					133	
" " 1M. S.F.			109			
" " 2 M.						104
Mil. and P. du Chien		57½		58	57	57½
" " 1st pref.	102			101		
" " 2d pref.			80x	80		
" " 1st M.						
Minnesota Mining Co.				71		
Miss. & Mo.			41		41	41½
" L.G. bonds						
Missouri 6s			67½	67½	67½	67½
" iss. to H. & St. J. R.				84		
N. J. Central 1st M.						
" " 2d M.						
New York Central	137	137½	137½	132½	132½	132½
" " 7s, 1864						
" " 7s, S.F. '76				113		
" " 7s, conv. '76						
" " 6s, S.F. '83				105½		106
N. York & Harlem	103½	101	101½	104	103½	104½
" " pref.		105	105½			
" " 1M. 7p.c. '73					108	
" " 2M. 7p.c. '64						
" " 3M. 7p.c. '67						
Norwich & Worcester						
Ohio & Miss. cer.	36		36½	36		
Pacific Mail S.S. Co.	226	230			226	
Panama						
Penn'a Coal Co.	178½	178	180	180		
Phila. and Reading	115	115¾	116	116½	116	115¾
Pitts. Ft. W. & Chicago	86½	87½	88	88½	87½	87½
" " 1M.		104		104		105
" " 2M.			100½			
" " 3M.						
Quicksilver Mining Co.	47	46½	48½	51	53	50
St. L., Alton & T. H.		62½	64	63	63½	62
" " pref.						77
" " 1M.						101
" " 2M. pref.			91			
" " Inc. b'ds.	83½	82		82½		
Tennessee 6s, 1890	57½	57½	57	57	57	
Toledo & Wabash	63½	57	57	58½	58	
" " Pref.	70					
" " 1M.						
" " 1M. ex.	101½					
" " 2M.			86	86	86	
" " Int. b'ds.						
Virginia 6s						49

New York Stock Exchange.

Actual Sale Prices for the week ending January 27.

	Th 28.	F.29	Sat.30.	M.1.	Tu.2.	W.3.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.				97		
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.	100¼				100½	
U. S. 5s, 1865, coup.	137½					
U. S. 6s, 1881, reg.	106	106½		106½	106½	
U. S. 6s, 1881, cou.	106½	107	107	107		
U. S. 6s, '81, O.W.L.y.						
U. S. 6s, 1881, " 1y.						
U. S. 6s, 1867, reg.						
U. S. 6s, 1867, coup.						
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup.						106½
U. S. 6s, 1 year certif.						
U. S. 6s, " new	97½	97½	98	97½	98	98
U. S. 6s, 5-20s, coupon	103½	104	104½	104	104	103½
U. S. 6s, " reg.					104	
7.30 Notes, Feb. & Aug.		107½				
" " Ap'l & Oct.				108	107½	
American Gold	157½	158½	156½	157½	157½	157½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending January 26.

	W. 27.	Th 28.	F. 29.	Sat. 30.	M. 1.	Tu 2.
Beaver Meadow	78			78		70
Cattawissa		28½	25	25	25	
" preferred	42½	42	41½	41½	42	41
Camden & Amboy						155
" " 6s, '67						
" " 6s, '70						
" " 6s, '75						102½
" " 6s, '83						
" " 6s, '89	100					100
Chea. & Del. Canal 6s '80						97
Del. Div. Canal	57			57		
Elmira & W'mesport	37	37		37		
" " pref.					51½	
" " 7s		105				
" " 10s						
Harrisburg		72½				
Lehigh Navigation					60½	
" " 6s						
" " scrip			49			50
Lehigh Valley R. R.	93			93	93	
" " scrip						
" " 6s	104½		104½		104½	
Little Schuylkill R. R.	48					
" " 7s						
Long Island				42		
" " 6s						
Minehill	60½	60½	60½			60½
Morris Canal						
" " pref.						
" " 6s '76						
North Pennsylvania	29½	29½	33	32½	33	33½
" " 6s	94			94		94
" " 10s						
Pennsylvania R. R.	72½		72			75
" 1st m.	107½					108
" 2d m.	106	106	106	106		106
Penn. State, 5s		95	95		94½	98
" " 5s, coupon						100
" " 6s, "						
Philadelphia City, 6s			101½	101½		100½
" " new	104	104		104	104½	104½
Philad., Germ. & Nor.			56½			57
Phila. & Reading	57½	57	57½	58		58⅛
" " 6s, '85						
" " 6s, '70						
Philadelphia & Erie	36½	38½	38	37½	37½	37½
" " 6s						
Philad. & Sunbury, 7s	107½					
Schuylkill Navigation	20	20½	21	23	23½	23
" pref.	34½	34½	35	35½	35½	35
" 6s '82	86½	87				
" 6s '76						77
" 6s '72					99½	
Sunbury and Erie, 7s						
Susq. Canal	18½	22½	22½	23	22½	22
" 6s '78	62½	63		69	69	
" scrip			63			
Union Canal, pref.	6½	6½	7½	8½	9	8
" 6s '83	29	32	34	34	33½	
West Br. Canal 6s '78						
Wyoming Valley Canal						
Arch street, (Horse)	34½	34	34			
Chestnut & Wal.						
Green & Coates,						
Race and Vine,	21½	21½	22½	21½	21½	
2d and 3d streets,		79½				
Spruce & Pine,				14	14½	14½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending January 26.

	W. 27.	Th 28.	F. 29	Sat. 30	M. 1	Tu. 2.
Baltimore City 6s, 1875	108½					
" " 1886						
" " 1870						
" " 1890-1091	108½					
Balt. and Ohio	103½			102½	103	103
" " b'ds, '62						
" " " '67	103					
" " " '75						
" " " '80						
" " " '85			107½			
Northern Central	44½	44½	45½	45½	44½	44½
" " b'ds, '85	101½		101½	101½	101	
" " " '90						

Boston Stock Exchange.

Actual Sale Prices for the week ending January 27.

	Th. 28.	F. 29	Sat. 30.	M. 1	Tu. 2.	W. 3.
Boston and Lowell		103				
Boston and Maine	126	126	125½	125½	126	
Boston and Providence			135			
Boston and Worcest	145	145		145	144½	144½
Cheshire, pref.		48			47½	
Concord						62
Connecticut River						
Eastern, Mass.	98	98½	97½	97½	97½	
Eastern, N. H.				97½		
Fitchburg	116					
Manchester & Lawr'ce						
Michigan Central					127½	
Northern, N. H.		72				72
Old Colony and Fall R.	117			116½	116	116
Ph., Wil. & Baltimore	67½		67½			67½
Portl'd, Saco & Ports.	108					
Vermont & Canada	164			175		
Vermont & Mass.	41	39	38½	39	38½	38½
Western		146½		150	150½	151
Broadway (Horse)						
Cambridge "		124				
Metropolitan "	60	60	60½	61		
Middlesex "			97	97½	97½	
Central Mining Co.				58½		
Franklin "		48½	48½	49		48
Isle Royale "	29	29½	28			28
National "						
Minnesota "			72	71	72	
Pewabic "		61		60½	59	60
Pittsburg "		87½		86½		
Quincy "		89		89½		
Rockland "		16		15		16

London Stock Exchange.

The following were the closing prices for American Securities on the 17th of January:

Maryland 5s	70	to	72
United States 6s, 1881	65	"	66
Do. 5s, 1874	59	"	61
Virginia State 5s	45	"	48
Do. 6 per cent.	31	"	35
Atlantic and Great Western, N. Y. ecs., 1st mort., 1880, 7 per cent.	75	"	77
Do., Pennsylvania do. do.	77	"	79
Erie shares, $100 (all paid)	64	"	66
Do., 7s, preference	60	"	62
Do., 7s, 1st mort., 1867	63	"	65
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s, 3d mort., 1883	65	"	70
Do., 7s, 4th mort.	63	"	66
Do., 7s, 5th mort.	63	"	66
Illinois Central 6s, 1875	83	"	85
Illinois Central 7s, 1875	72	"	74
Do. do. $100 shares, $90 paid, dis.	26	"	24
Do. do. $100 shares, all paid	69	"	71
Marietta and Cincinnati Railroad Bonds	73	"	75
Michigan Central 8s, Convertible, 1869	68	"	72
Do. do. S. F. 1st mort., do., '82, x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	60	"	65
Do do. 7s, 1864	63	"	68
Do. do. 7s, S. F., 1876	70	"	75
Do. do. 7s, Convertible, 1876	75	"	80
Do. do. $100 shares	77	"	80
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	105	"	107
Pennsylvania, 1st mort., 6s, Convertible	63	"	68
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	33	"	36

American Railroad Journal.

Saturday, February 6, 1864.

Stock Exchange and Money Market.

Just at this moment, questions of finance like those of the war appear to be quiescent. Our armies repose in winter quarters, the operators in gold are at a loss what to do next. If it was possible to fore-cast coming events with any certainty we should witness enormous speculations. Fortunately for us, we see somethings as in a glass darkly, or we might be stunned by the blaze of excitement.

Perhaps at this moment inquiry tends most earnestly towards the subjection of inflation, and whether our paper currency is to be increased directly or indirectly, by any of the coming measures of the Treasury department. We believe we have fairly expressed the views of Mr. Chase, when we have said that he does not intend to put afloat any more legal tenders payable on demand. What ever of this character is yet to be adopted, will therefore take the form of securities on time, draw-

ing interest. It is found, large as are the amounts already issued of the first named class, there is yet an admitted and a very serious scarcity of small denominations, so much so, that the assistant Treasurer in this city has to go about begging the banks to exchange with him small notes for large, in order that our soldiers may be paid off conveniently. A call for seven millions has resulted in his obtaining but one. Probably some amounts of the small 5 per cent legal tenders may be disposed of as currency, as it is well known that a large majority of our troops save their pay for the benefit of their families. There is no doubt that the war has been of material advantage to thousands of poor families, whose circumstances have been much improved by the liberal bounties and pay. It is certain that applications for assistance are much less frequent in this and other cities than they have ever been before, so that war is not without its advantages, though it moistens many an eye, and rends many a heart.

It is a curious circumstance that the redundancy of paper money has but little affected the rate of interest among active business men. There is no want of takers at 7 per cent. and much higher rates can be obtained by those familiar with the street, where one per cent a month is no way unusual. The money paid out by the Government through its thousand channels, appears to glide away without much difficulty, and to run off into quiet nooks and corners without making much of a ripple. No doubt it is, in a majority of cases acting as capital for further gains, and is by no means lost to the country as we shall see.

As far as we can understand from official statements, the Treasury is unembarrassed as to resources, though sadly in want of small change. It is only an unforeseen procrastination of the war, and its obstinate mismanagement on our part which can occasion any anxiety. It is the hope of embarrassments from this cause that just now the Confederates chiefly rely upon. They admit their system of finance is a failure and their currency worthless. They console themselves therefore, with the idea that ours is in the same category. Their problem is, both parties ruined, they can hold out the longest after that. There is considerable difference, however, between our financial arrangements and those of Mr. Memminger. We happen to be able to have paid our interest regularly in gold, and have enough on hand at all times to discount our interest if necessary, six months in advance. We have some flourishing ports, and some active commerce that rebellion cannot show. Our stocks are taken largely abroad, and our people pay their taxes with cheerfulness. Above all our material prosperity is rapidly on the increase, and everywhere we see its indelible marks. It is therefore a piece of self stultification on the part of the Southern press, to compare their position with that of the North. The North have received and made good use of twelve hundred millions of money from the Government, and are able and willing to pay some of it back. And as between national debt and disunion, and the overthrow of our Government, we believe there is not the slightest hesitation on the part of the people of the North to submit to any debt, and any amount of taxation rather than surrender in this struggle to the men who have caused us our undeserved misfortune. A dissolution of the Union once a possible act, would be the final destruction of all our material interests. A group of miserable confederacies, ever at war with each other, compelled to act as Nations without any solid basis of nationality, would be but a bundle of faggots ready to blaze, consume and expire. This is perfectly well understood by all reflecting persons. Everything of principle and of property hangs on the result. United we stand, divided we fall.

There are some other circumstances connected with our financial affairs at this moment, that are worth considering.

We notice by the last arrivals that the rate of interest is going up again in England, and that a large French loan has been popularly obtained by the Emperor, while the Bank of France is now being drained of its gold. We also perceive that the affair of the Duchies is growing more serious, and that the hostile forces are within striking distance of each other. All this indicates war, as strongly as war can be indicated. The temper of Denmark may also be judged from the fact that it has opened its ports to the free import of a certain class of provisions, on which soldiers feed, and which by the by is a direct invitation to our shippers, to make the most of a new market for their prime and mess. We do not see very well how this European crisis is to be passed without the usual consequences. The pebble may be tost into the German ocean first, but the wave rings expand rapidly, and reach to a great distance.

There are numerous suspended political interests in Europe, which only wait their opportunity to come forth into fearful activity. Even an approach to a general war will most probably lead to a suspension of specie payments abroad. There will then be no object in our exporting gold, if it is to be paid for there in a depreciated currency no better than our own. Our national products, will be a better remittance, or at least produce as much in the form of paper. This equalization of our own and foreign currency, would remove a principal difficulty in our resuming our specie payments. Such at least is the opinion of many persons who have speculated on the probability of such an event. Yet no one can now determine this question; time must show.

The world moves, and in politics as in science we are continually advancing beyond the old formulas, and are startled at our success. The pressing financial difficulty of the hour, is the want of small bills as currency to pay small debts. The Treasury can get all the millions it requires, but is sadly in want of very small sums.

The following circular has been issued from the Treasury Department in Washington to all the national banks which have been designated permanent depositories and to the various Assistant Treasurers:—

Under instructions from the Secretary of the Treasury, you are authorized to receive subscriptions for the two years five per cent Treasury notes, which are made a legal tender for their face value by the act of March 3, 1863. Such subscriptions may be received from national banks, other corporations, firms and individuals, in sums of fifty dollars or its multiple, and placed to the credit of the Treasurer of the United States. Certificates in duplicate should be issued therefor, the duplicate handed to the party making the deposit. Upon receipt of the original certificates at this office, the required amount of Treasury notes will be issued, bearing interest from date of deposit, complying, as far as practicable, with the wishes of depositors. Such notes will be forwarded to subscribers in accordance with instructions to be sent with the certificate.

The business at the office of the Assistant Treasurer on Tuesday last, for the close of the week was:—

Amount on hand	$37,548,387
Received from customs	405,000
Received from other sources	3,562,825
Total	$41,527,212
Payments	4,478,263
Balance	$37,047,949

The Stock Exchange has faltered a little, a free demand continuing for some of the shares, and a falling off in others. It seems to be the opinion that further loans will be necessary to a considerable extent, before the war will be closed, and this must be so far an inflation, even if no more legal tenders are issued. An attempt is being made in Congress to meet this financial question by the following resolution introduced by Mr. Freeman Clarke:

Resolved, that in order to secure beyond a contingency, the permanent payment of the interest on the public debt, and to prevent an undue increase of the debt, and to restrict within proper limits the aggregate paper circulation of the country, the Committee of Ways and Means are hereby instructed to inquire into the expediency of increasing the duties on foreign imports, upon articles of luxury of a class, as far as practicable, not manufactured or produced in this country, so as in their opinion to produce a revenue of $120,000,000 per annum; also into the expediency of increasing the internal revenue tax upon the articles of luxury and upon such articles of domestic manufacture, as come into competition with foreign articles upon which the import duties are not advanced, so as, in the opinion of the committee, to produce a revenue of $230,000,000; also into the expediency of restricting the bank circulation of the country, State and national, to $300,000,000; also into the expediency of authorizing the issue of bonds to the amount of $200,000,000, the whole or any portion thereof to be disposed of at the discretion of the Secretary of the Treasury, when, in his judgment, he may deem it expedient and proper to use the proceeds for the redemption of government legal tender notes, and report at an early day, by bill or otherwise.

The effect of this proposition remains yet to be considered. No one will object to the principle of taxation laid down in the resolution. The excessive importations just now are known to be owing to the taste for costly fabrics and luxuries, indulged in by a class suddenly made rich by speculations and contracts, and who give unbounded license to their new born tastes.

We call the attention of our readers to the advertisement of Mr. Wm. H. Marston, Banker and Broker, who in addition to the usual business of an exclusive commission house allows interest on special deposits, subject to draft at sight by the depositors.

Gold stands at 157¾, and lingers there. Exchange for the Boston steamer of Wednesday closed at 172.

The earnings of the Railroads continue large and further accommodation for the increasing traffic seems to be necessary. The Erie seeks to increase its capital with a view of funding the 1st mortgage loan, falling due in 1868 for $3,000,000, and the general extension of the double track to meet the influx of business by the way of the Atlantic and Great Western. A bill for this purpose has been introduced into the Legislature.

The week's exports of domestic produce and miscellaneous goods (exclusive of specie) from this port, have been to the value of $3,171,842, against $3,881,973 same week last year, and $1,-976,876 the corresponding week of 1862.

The interest on the Pennsylvania State debt which fell due on the 1st inst was promptly paid at the equivalent of silver dollars, or $150 in currency, which is said to have given entire satisfaction.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 100; North Carolina 6s, 52; Long Dock Bonds, 110; Peninsular R. R. 1st mort., 80; Pacific R. R. 7s, 50; Atlantic and Great Western (Ohio div.,) 1st mort., 94½; McGregor Western stock, 80; Sixth Avenue R. R., 150; Wyoming Valley Canal Co., 82⅝; Bucks Co. Lead, 1¼; Quartz Hill Mining Co., 12½; Copake Iron Mines, 12½; Citizens Gas, Brooklyn, 120; Metropolitan Gas, 182; Merchants' Bank, 106; Bank of Commerce, 101½; Phœnix Bank, 105; Shoe and Leather Bank, 107; Continental Bank, 100; Metropolitan Bank, 110; Importers and Traders' Bank, 109; National Bank, 104¼; Merchants' Exchange Bank, 96; Chatham Bank, 100; Market Bank, 105.

Philadelphia.—Camden and Amboy mort. 6s, 104; West Chester 7s, 106½; Elmira Chattle 5s, 75; Allegheny Co. coupon 5s, 72¼; Huntington and Broad Top R. R., 24; Chester Valley, 6; Camden and Atlantic, 16; Ridge Avenue, (horse,) 21; Green and Coates, 48½; Girard College R. R., 28¼; 17th and 19th streets, 15; 10th and 11th streets, 50; 13th and 15th streets, 34; New Creek, 1⅞; Union Canal, 5¼; N. Y. and Mid. Coal, 5¼; Fulton Coal, 6⅞; Penn. Mining, 9⅜; Big Mountain, 8¼; Girard Mining, 6¾; Etna Mining, 11; Green Mountain, 7¼; Bohemian Mining, 12; Marquette Mining, 3¾; Commercial Bank, 53½; Man. and Mech. Bank, 28; Philadelphia Bank, 126; Consolidated Bank, 82½; The latest quotations are: City 6s, 101¼@101⅜; do., new, 104⅛@104⅝; State 5s, 94⅞@95; Reading, 57¾@57⅞; do., 6s, 1870, 104@105; do., 1886, 115@116; Camden and Amboy, 155@158; Pennsylvania R. R., 74⅞@75; do., 1st mort., 107¾@108; do., 2d mort., 105¼@106; Little Schuylkill R. R., 47½@47¾; Morris Canal, 60@68; do., pref., 133@136; bonds, 104½@105; do., 2d mort., 100½@102; Susquehanna Canal, 22@22½; do., 6s, 68½@69; Sch. Nav., 22@22¼; do., pref., 34⅝@34⅞; do., 6s, 1882, 87@87½; Union Canal pref., 7@8; do., bonds, 31@32; Delaware Div. Canal, 38@39; do., bonds, 94@97; Elmira and Williamsport, 36@38; do., pref., 51@52; do., 7s, 1873, 104⅞@105; Beaver Meadow, 78½@79; Harrisburg, 73@73½; Long Island R. R., 42@42½; Lehigh Coal and Navigation, 60@60¼; do., scrip, 49¾@50; North Pennsylvania, 32¾@32⅞; do., 6s, 94@94¼; do., 10s, 120@121; Philadelphia and Erie, 36¾@37; do., 6s, 102½@103; Minehill, 60@60¼; Catawissa, 23½@24½; do., pref., 42@42⅛; Lehigh Valley, 93@93⅜; do., bonds, 104@105; Fifth and Sixth streets, (horse,) 59¾@60; do., 7s, 105@106; Second and Third, 78@80; Race and Vine, 21½@22; West Philadelphia, 70@70½; Spruce and Pine, 14@14¼; Green and Coates, 43½@45; Chestnut and Walnut, 61@65; Arch, 28¼88¾; Thirteenth and Fifteenth, 33½@34; Seventeenth and Nineteenth, 13¾; Girard College, 28@28⅛; Tenth and Eleventh, 50@50½; Norristown, 57@57⅛; Lombard and South, 17⅛; Ridge Avenue, 20@21.

Boston.—Northern (Ogdens-burg) 1st mort., 97; do., 2d mort., 25½; Vermont Central 1st mort., 87½; do., 2d mort., 20; N. Y. and Boston Air Line 6s, 54; Malden and Melrose R. R. 6s, 1880, 93; Connecticut River R. R. 6s, 100; Rutland and Burlington 2d mort., 18; do., 3d mort., 5; Nashua and Lowell R. R., 125; Mad River and Lake Erie R. R. 7s, 1866, 67½; Old Colony and Fall River 5s, 1867, 98; Maine 6s, 1880, 104½; New Hampshire 6s, 1871, 101; Vermont 6s, 1876, 102¼; Rhode Island 6s, 1882, 103; Bath 6s, 1891, 103½; Albany City 6s, (W. R. R. guar.,) 103½; Portsmouth 6s, 1874, 100¾; Lynn and Boston, horse, R. R., 45; Boston, Newport and New York Steamboat Co., 1,000; Boston Water Power Co., 46⅞; Cary Imp. Co., 9¾; Union Steamship Co., 155; East Boston Co., 14; Dorchester Gas, 60; Lawrence Gas, 120½; South Boston Gas, 105¾; Cambridge Gas, 108½; Franklin Coal, 121; Belmont Coal, 15½; Lorbery Coal, 70; Shawmut Cannel Coal, 60; Franklin Ins. Co., 91; N. E. Mut. Ins., 116¾; National Insurance Co., 45; Equitable Safety Ins. Co., 91¾; Prescott Ins. Co., 98: Bank of Commerce, 102⅞; Howard Bank, 100; Atlas Bank, 101¾; Blackstone Bank, 107¼; Continental Bank, 97½; Cambridge Market Bank, 92; Boston Bank, 67¼; Mt. Vernon Bank, 98½; Pawners' Bank, 88¾; Columbian Bank, 110½; Acton Mining Co., 4; Albany and Boston, 10½; Allonez, 3; Algomah, 1¾; Bay State, 18; Black River, 52c.; Boston, 5½; Bedford, 2; Canada, 2½; Chaudiere, 40c.; Columbian, 8; Copper Falls, 27¾; Chaudere, gold, 2½; Colorado, gold, 4½; Dudley, 4¼; Dana, 4; Etna, 10¼; Eagle River, 7¾; Flint Steel, 9¼; Green Mountain, 5¾; Great Western, 4¼; Hanover, 4½; Hancock, .12; Huron, 38; Hamilton, 3½; Humboldt, 5¼; Hungarian, 3¾; Highland, 5⅞; Hampton Mining and Smelting Co., 3; Mandan, 4½; Mesnard, 12; Madison, 6; Manhattan, 6¼; North Cliff, 5; Native, 2½; North Western, 12¼; Ottawa, 40c.; Pontiac, 6⅜; Pheonix, 25½; Star, 10½; Superior, 9¾; South Side, 5½; Tremont, 4⅞; Toltec, 3½; Waterloo, 1⅛; Wickham, 85c.

Baltimore.—N. W. Va. 3d mort., 25; Western Maryland bonds, 79¾; City Passenger R. R., 17¼; Maryland 6s, 1890, 124; Santa Clara Mining Co., 7; Springfield, 2.65; Union Bank, 70. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 102½@103; do., 6s, 1867, 102¾; do., 1875, 106; do., 1880, 105¾; do., 1885, 107½@108; Northern Central, 44¼@44½; do., bonds 1870, 101; do., 1885, 99¾@100⅛; N. W. Va., 8½@10; do., 1st mort., 103¾@105; do., 2d mort., 102@105; do., 3d mort., 22½@25; do., guar., 101@102; Central Ohio 2d mort., 104@106; do., 3d mort., 75; do., 4th mort., 46@49; do., income 1857–'60, 32@37½; Western Md. bonds, 80; do., guar., 105; Maryland 6s, coupon, 1870, 108@112; do., Ins., 105; do., 1890, 113; Baltimore 6s, 1870, 105; do., 1873, 105; do., 1875, 108¼@108½; do., 1886, 108; do., 1890, 109½@110; do., coupon, 109½; do., 5s, 1858–'70, 90@95; City Passenger R. R., 17¼@18; South Carolina 6s, 55; Canton Co., 37@38½; Deep River, .10; Gardner, .75@1.00; Guilford, .25@.40; Maryland, .75@.90; North State, .10@.15; Rudisell, .70; Silver Valley, .10; Springfield, 2.65@2.75; George's Creek, 65@67; Santa Clara, 6⅝@7.

North Pennsylvania Railroad.

The Philadelphia *Ledger*, of 2d inst., says: "We are informed from the company that the cash receipts for December, the first fiscal month of the year, are about $10,000 more than in the corresponding month of 1862, and that the excess in January over corresponding time last year will nearly or quite equal that of December. This rate of increase throughout the year gives $120,-000 increase, which, added to the $60,000 received last year over and above interests and expenses, would give an aggregate of $180,000, which is just six per cent. on the stock. Some of our heaviest capitalists became stockholders in the North Pennsylvania shortly before its last annual election of officers, and we understand that it is not only their purpose to extend and improve the connections of the road northward, but to increase its rolling stock with a view to a more active participation in the coal trade to tide water."

Atlantic and Great Western Railway.

This road is now completed to Galion, and an excursion party passed over the line from Galion to Akron, a distance of 81 miles, on the 16th ult. The completion of this link is a valuable addition to the line, placing it as it does in connection with the Pittsburgh, Fort Wayne and Chicago Railroad at Mansfield, and with the Cleveland, Columbus and Cincinnati and Bellefontaine Line, at Galion. The newly completed portion of the road passes through the flourishing towns of Mansfield, Ashland, West Salem, Bridgepoit, and Wadsworth, and through a country noted for its richness and agricultural productiveness.

From Galion to Dayton the road is in a very advanced condition, and were the weather at all favorable the line could be completed within a month or six weeks. It will undoubtedly be in running order by May. From Galion to Springfield, a distance of eighty-three miles, the road is fully graded and the track is being laid westward from two points, Galion and Marion. About ten miles of the iron is already laid, and the remainder is either delivered on the line or on the way. The whole of the cross ties are along the line between Galion and Dayton.

Wyoming Valley Canal Company.

We understand that this company is now ready to exchange its bonds for the bonds of the "*Wyoming Canal Company.*" The new company represents the same property as the old company, and makes the new issue of bonds under the requirements of an act of the Legislature, which reconstructs the company as the stockholders and bondholders jointly desired. The stockholders have, in pursuance of the provisions of the act under which they now exist, paid off and cancelled $102,-000 of their bonded debt, reducing the amount to $750,000, and have paid all the indebtedness of the old company, there being now no charges to which the company is liable but the yearly interest on the bonds, $750,000, at six per cent., amounting to $45,000, and the ordinary expenses of the company, estimated at about $30,000. The receipts from tolls the last year were something over $180,000, subject to certain drawbacks on

that portion of the trade passing to tidewater, and not yet ascertained. The capital of the company is $600,000, having been increased $100,000 by an issue of stock to the stockholders at par of $50, to provide the means of extinguishing the bonds of the old company—$102,000—and all other indebtedness. The dividends made the last year were, viz. In September 6 per cent., and in December 4 per cent. The company now holds a considerable amount of their bonds in reserve, available either for future dividend or as investment. The bonds are secured by a new and only mortgage on the property and franchise of the company, the bonds bearing 6 per cent. interest, payable on the 15th of January and July yearly, and having fourteen years to run. The half-yearly interest of the entire annual interest of the bonds is $22,500, which is less than the average monthly receipts from tolls during the working season of the year, say about eight months—so that it would appear that the receipts of three months will provide for the interest and expenses for the year, leaving the receipts of the remaining four or five months to go to the stockholders, making the bonds as sure as any such investment can can well be. As the company is authorized to increase its stock for the purpose of extinguishing its bonds, it is not unlikely that a measure so advantageous to both parties will, from time to time, be adopted, so that the bonds will become steadily more valuable.

A PRACTICAL TREATISE ON MECHANICAL Engineering, comprising Metallurgy, Moulding, Casting, Forging, Tools, Workshop Machinery, Mechanical Manipulation, Manufacture of the Steam Engine, &c. By FRANCIS CAMPIN, C. E., with additions and notes by JOHN BOURNE, J. La Nicca and George Ede, illustrated by one hundred and twenty-nine plates and wood engravings. HENRY CAREY BAIRD, Publisher, Philadelphia, 1864.

It is impossible to do justice to this valuable and timely work in a brief notice. It is one of the best if not the very best we have met, among the many practically scientific works with which the modern press is teeming. Every subject is carefully treated and explained, and the worker in metals and machines has at command full explanations to guide him in his progress from the simplest process of casting, up to the most difficult and delicate combinations of the perfect steam engine.

Finances of New Jersey.

From the Annual Message of the Governor we learn that the receipts of the Treasury during the fiscal year (eleven months) ending November 30, 1863, amounted to $254,345. Add to this the balance on hand January 1st, 1863, and we have a total of $346,430. The disbursements were $241,775, leaving an unexpended balance Nov. 30th, of $104,654. At the close of the year the State debt was $131,500. From this take the cash on hand, and there remains the sum of $29,845—showing a reduction of the indebtedness of the State, in eleven months, of the sum of forty-six thousand five hundred and seventy-five dollars and thirty-three cents. During the present month the sum of one hundred thousand dollars of the tax levied in 1863 will be paid on State account, which will not only liquidate the debt, but will leave a balance in the Treasury, after the payment of all indebtedness, to the credit of the State account proper, amounting to the sum of *seventy-thousand one hundred and fifty-four dollars*. The receipts of the fiscal year ending November 30, 1864 (not including the present month above referred to), are estimated at about $200,000, which sum will probably exceed the expenses, so that there will be in the Treasury at the end of the fiscal year, after paying all indebtedness, a large sum, unless the estimated receipts should be greatly diminished or unusual and extraordinary legislative appropriations be made. It will not therefore be necessary to raise during the present year any money for the State fund by taxation. Independent of the indebtedness mentioned above the war debt, which may or may not be assumed by the Federal Government, amounts to $997,083.

Life Insurance Companies.

In an extra of the *New England Insurance Gazette* we find, in advance of the State Commissioners' report, an abstract of the returns of twenty-four companies, doing a life business in Massachusetts. Of these, 5 are Massachusetts companies, 12 are New York, 1 New Jersey, 3 Connecticut, 1 Maine, 1 Vermont, and 1 Wisconsin.

We copy the returns of a few of the largest companies, giving the number and amount of their policies outstanding on the 1st Nov. last, together with the amount of assets on hand and the number and amount of death losses during the year.

	Policies.	Amount.	Assets.	No. d'ths.	Am't.
N. England Mt'al	6,802	$20,509,549	$2,970,792	94	$242,700
Mass. Mutual	3,297	7,168,880	645,981	25	48,300
Mutual Life, New York	14,039	49,410,137	9,935,280	142	518,197
Mutual Benefit, New Jersey	10,233	34,165,424	5,062,682	100	317,100
New York Life	9,580	25,052,494	2,566,923	111	300,950
Connecticut	15,061	38,920,795	5,628,056	167	373,840
Manhattan, N. Y.	4,902	16,534,869	1,537,948	35	104,652

The following table shows the amount of premiums and interest received by each of the above companies during the year, which readers can compare with the losses:

	Premiums.	Interest.
New England Mutual	$630,530	147,429
Mass. Mutual	226,070	35,788
Mutual Life, New York	1,389,775	513,668
Mutual Benefit, New Jersey	1,115,364	296,078
New York Life	965,592	144,580
Connecticut	1,248,894	424,754
Manhattan, New York	543,489	85,734

The expenses of managing the companies, in addition to the losses by deaths, are considerable, and arise mostly, we suppose, from commissions, discounts and collecting expenses. These expenses were, in the New England, $72,283; Mass. Mutual, $33,081; Mutual Life, New York, $189,300; Mutual Benefit, N. J., $137,516; New York Life, $194,344; Connecticut, $149,227; Manhattan, $81,001.

The year appears to have been a very successful one for these companies, and they all seem to be in an excellent condition.

The *Gazette* has an elaborately calculated tabular statement of the cash plan and the note plan, which shows that the note policy holder, aged 30, enjoys an annual advantage over the cash policy holder, for the first twelve years only, after which the annual advantage is every year increasingly in favor of the cash policy holder.

Milwaukee and Western Railroad.

The Portage *Register* says that "besides the extension of the Milwaukee and Western road from Columbus to Portage, the contract has been let for the construction of the east end of the road from where it now joins the Milwaukee and Prairie du Chien road at the Watertown depot, forming a connection and making a union depot with the Milwaukee and Chicago road. Mr. McDonnell, of Madison, is the contractor on the east end, and the whole road from the Lake Shore depot to Portage is expected to be in operation by the 1st of June."

☞ The Providence *Journal* states that Col. George E. Church, has completed a survey of the proposed railroad route between Fall River and New Bedford. He finds the route entirely practicable, and two miles shorter than has heretofore been supposed, the distance from tide water to tide water being only sixteen and one half miles.

Col. Church has received from an English Company an offer of the position of Resident Engineer of the Rosario and Cordova Railroad—the longest railroad in South America.

☞ It appears from a half yearly report of its condition, that the employees of the Grand Trunk Railway of Canada have a literary and scientific institute, and that they have a library of 1,707 volumes, and receive 41 newspapers and periodicals.

☞ The Rockland *Gazette* urges with much force the building of a railroad from that city to the Kennebec. The point on the river which it suggests is Richmond.

Coal Trade for 1863.

The Pottsville *Miners' Journal* of the 23d inst., says:

We furnish our readers with our Annual Statistics of the Coal Trade. They are all official except from one point, and show an increase in the production for the year unexampled in the history of the trade.

After separating the coal which passed over the different railroads, we find that the whole production of coal was as follows:

Years.	Anthracite.	Semi. & Bitu.	Total.
In 1863....	9,420,135	2,166,995	11,587,120
1862....	7,640,905	1,359,716	8,000,621
Increase ...	1,779,230	807,269	2,586,499

Giving the enormous increase of 2,586,499 tons, which is more than one-fourth of the whole consumption of last year. At the commencement of the business for the year no one anticipated such an increase, particularly when prices ruled so high, but it is only another evidence of the great prosperity of the North, notwithstanding the great Rebellion, and the extent to which the manufacturing industry of the country is pushed to supply the wants of the Government and the people. The following table exhibits the progress of the trade from the commencement in 1820 to 1861, a period of 41 years:

	Anthracite.	Semi-Anth. and Bit.
From 1820 to 1830	359,190	273,668
From 1830 to 1840	5,261,197	954,166
From 1840 to 1850	19,873,429	1,744,460
From 1850 to 1860	57,190,990	9,467,468
From 1860 to 1861	32,604,729	6,371,510
	114,789,535	18,811,172

As regards the future state of the trade, we have only room to remark that there will be abundant colliery capacity to supply all the coal the market will require, even if the increase should run up a million of tons the present year;

but we doubt whether there will be facilities to transport such an increase to market. The prices this year will depend upon the ability of the miners, &c., to maintain the present rate of wages, and the charges adopted by the different carrying companies. So far there has been no reduction in wages in the coal regions, and the future rates will depend altogether on the supply and demand when the Spring trade opens.

Railroad Earnings--Monthly.

The earnings of the Rome, Watertown and Ogdensburgh Railroad for December, 1862 and 1863, was as follows:

	1862.	1863.
Earnings	$44,120 50	$59,906 62
Expenses	26,387 83	32,645 12
Net earnings	$17,732 67	$27,261 50
Increase in December, 1863		$9,528 53

The earnings of the Indianapolis and Cincinnati Railroad in December, 1863, were:

From passengers	$25,551 53
" freight	37,073 06
" mail	925 00
" express	500 00
Total	$64,049 59

The business of the Philadelphia and Reading Railroad Company for the month of December, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal	$388,644 18	$357,966 33
Do. merchandise.	67,211 06	52,714 69
Do. travel, etc...	70,154 00	44,145 27
Total	$526,009 24	$454,826 29
Transportat'n, roadway, dumpage, renewal fund, and all charges.	274,682 16	196,462 62
Net profit for the month.	$251,327 08	$258,363 67

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending January 22, 1864, was as follows:

Passengers	$18,811 11
Freight and live stock	37,404 67
Mails and sundries	2,579 56
Total	$59,795 34
Corresponding week of 1863	64,095 70
Decrease	$ 4,300 36

The earnings of the Grand Trunk Railway for the week ending January 22, 1864, were:

Passengers	$21,584 07
Freight and live stock	66,393 70
Mails and sundries	3,800 00
Total	$91,777 77
Corresponding week, 1863	94,153 73
Decrease	$2,375 96

The earnings of the Marietta and Cincinnati Railroad for the 3d week in January, 1864, have been:

1864	$9,773
1863	5,733
Increase	$4,040

The earnings of the Chicago and Northwestern Railroad for the third week in January, 1864, were:

Passengers	$8,662 37
Freight	16,640 80
Mail	508 33
Express	352 92
Total	$26,164 42
Same period last year	13,849 58
Increase (90 per cent)	$12,314 84

The earnings of the Milwaukee and Prairie du Chien Railroad for the week ending Jan 21, 1864, were $28,028 70
Corresponding week of previous year.. 20,757 72

Increase $7,270 98

The earnings of the Toledo and Wabash Railroad Company for the week ending Jan. 21, were:

	1863.	1864.
Passengers	$4,547 80	$7,390 90
Freight	13,222 06	13,606 94
Total	$17,768 96	$20,997 84
Increase		$3,228 88

The earnings of the Montreal and Champlain Railroad for the week ending Jan. 23, 1864, were:

Passengers	$1,086 59
Mails	252 00
Freight anc Live Stock	1,884 35
Ferries	147 11
Total	$3,370 05
Corresponding week, 1863	3,095 36
Increase	$274 69

The earnings of the Chicago and Alton Railroad Company for the week ending Jan. 23d, 1864, were $34,285 37
Corresponding week of previous year.. 23,704 53

Increase 1864 $10,580 84

Review of the British Copper and Iron Trade for 1863.

Copper.—At the commencement of the year the price of copper was precisely the same as at present, but was then dull of sale, and at the latter end of January could be bought at £2 under fixed prices. Foreign also was greatly neglected. On February 3 a decline of £9 per ton took place, which was a much greater reduction than had been expected, and created a considerable stir in the market in consequence. It also caused a great demand to spring up, and the manufacturers filled their books with orders. Foreign also considerably improved. This decline produced a very good effect upon the market, and orders at length became so great that the smelters refused to take any more. The natural consequence of this state of things was that a rise was fully expected; but from various causes it did not take effect. At the latter end of February the market became very still and remained so during the following month, and in April second-hand parcels could be obtained a trifle under fixed prices. In June the market again became firmer, and on the 26th of the same month the smelters announced an advance of £3 per ton, making the prices to be for sheet and sheathing, £99; tough cake and tile, £92; and best selected, £95. Soon after this a rise in the value of ores caused the market to stiffen considerably, and the smelters began to refuse orders at the fixed rates, which caused a farther rise to be anticipated; and on July 27, another advance, of £3 per ton, was announced, making prices to be—manufactured, £102; tough cake and tile, £95; and best selected, £98. This rise, however, was not warranted by any increase in the demand, which was then moderate, but was made solely on account of the short supply of ores. During the next month the market again became flat, and sellers were found under fixed prices. In September, in consequence of favorable advices from Bombay, there arose considerable activity in the market, and second-hand parcels were eagerly caught up. Smelters became very firm in their prices, and buyers could not operate under fixed rates. This state of things continued during the following month, and a rise became fully expected; and on October 12 the smelters announced an advance of £3 per ton, and fixed prices became £105 for manufactured, £101 for best selected, and £98 for tough cake and tile. This advance not appearing to satisfy the smelters, and a very favorable state of affairs continuing, another rise was expected; this, however, was prevented by the advance in the Bank rate of discount. In November the standard of ores declined £3 per ton, and smelters waited to see what effect the war produced on the market by the advance in the Bank rate, being desirous, if possible, of putting up the price. The market, however, became much duller, and buyers would not give out their orders at full rates. In the next month, December, the market again improved, and none could be obtained under fixed rates. Very large transactions in Chili took place, amounting to 600 or 700 tons, and this gave the smelters an opportunity of doing what they had been waiting for, and on December 17 they announced an advance of £5 per ton, making the prices—for manufactured, £110; for tough cake and tile, £103; and for best selected, £106. This advance would have been made before but was prevented by the advances in the Bank rate. Very large orders about this time arrived from America, and the market became very firm at the advance, and a further rise was fully expected. This state of things still continues, and there is now no doubt that before long another advance will be announced. * * * *

Iron.—At the commencement of the year the price of bar iron in London was low, being £6 10s. per ton, and at the latter end of January a decline of 2s. 6d. per ton occurred. This state of things continued during the following month, and in April bars declined to £6 5s. per ton in London, and in May to £6 per ton. The state of the iron trade was by no means flourishing, and the manufacturers became very short of orders. In June, however, in consequence of the puddlers' strike, the supply could hardly keep pace with the demand, and prices became very much firmer. In Staffordshire the makers advanced their prices in July 5s. per ton; and in August merchant bars advanced to £6 12s. 6d., and out of stock in London to £6 15s. Very great difficulty was now caused by the puddlers' strike, and on August 19 the ironmasters of South Staffordshire held a special meeting, when it was resolved that finished iron should be advanced 10s. per ton, and puddlers' wages raised 1s. At the latter end of the same month merchant bars in stock in London rose to £7 per ton—and now a tide of prosperity appeared to set in for the iron trade, which has continued to flow on uninterruptedly until the present time. In September there were very large orders given out for rails at advanced rates, and on the 7th of that month a further advance in Staffordshire iron of 10s. per ton took place; and also of Welsh bars in London of 10s. per ton. The intelligence from all quarters now became most cheering, and on the 17th of the same month a meeting of Welsh ironmasters was called to consider the question of wages, at which it was decided to advance the wages of the men in November, not exceeding 10 per cent. At the latter end of this month the market increased in excitement. A preliminary meeting was held at Birmingham, at which it was stated that the advance of 10s. per ton was not sufficient to overcome the difficulties with the men, and it was, therefore, resolved to advance the price of bars 20s. per ton, and all other kinds in proportion; it was also resolved to raise puddlers' wages 1s. per ton. The Welsh ironmasters also determined not to sell under £7 at the works. Notwithstanding these advances, however, the demand still continued very good. On the 7th of October the quarterly meeting of the South Staffordshire and East Worcestershire ironmasters commenced at Wolverhampton; the general feeling indicated that the state of the iron trade was most satisfactory, and that the recent advance of 20s. would be maintained. The result of the quarterly meeting was to confirm confidence in the permanence of the advanced prices. The price of English iron in stock in London also advanced to £8 per ton; at the works to £7 per ton, and free on board in London to £7 15s. per ton. In the month of November, the demand still continuing remarkably good, the Staffordshire makers became full of orders, and, notwithstanding the advance in the Bank rate, the market remained quite unaffected. About this time a good steady demand set in from America, and large

railway orders came to hand. English iron in stock in London was advanced to £8 10s. per ton. Further advance in Bank rate still produced no effect upon the market, and the demand still continuing, the Staffordshire makers advanced their price 5s. per ton, and English iron was also put up another 10s. per ton. A great proof of the improvement in the iron trade of South Wales was found in the fact that all the works which had come to a standstill during the depressed times of the last four years are now either in work or preparing to commence operations, and this satisfactory state of things is brought about by the advance in the price of iron, and the prospects for the future. At the commencement of December a further advance in Staffordshire iron became fully expected at the next quarterly meeting, and makers would only take orders subject to quarter-day's prices. The workmen in South Staffordshire also again began to be unsettled, and demanded higher wages. As the month advanced the iron trade still showed itself in a most flourishing condition, and an advance of 30s. at quarter-day became fully expected. Orders were only taken subject to quarter-day's prices, though some houses agreed to take orders at 25s. advance on present rates. Buyers were now in difficulty on account of the state of the market, not knowing how to operate. On the 24th of December an advance of 10s. per ton in Welsh bars was announced. The preliminary meeting of the Staffordshire ironmasters was held on the 31st of December, at which it was resolved to advance the price of iron 20s. per ton, and an announcement has been received that English iron, free on board in London, is advanced to £8 10s. per ton. Swedish iron, during the commencement of the year, remained generally quiet at £11 10s., but in April the market became very dull; arrivals came in very slowly, and though holders were desirous of securing higher rates, buyers could only be found with difficulty. In August the market somewhat improved, and a good business was done at £11 10s. In the following month advices arrived from Sweden that no assortments were to be obtained, and there appeared every probability that prices would go higher; but no advance took place until October, when a good demand springing up the price rose to £12 10s. per ton. In the next month the demand still continued, and considerable shipments were made at the above prices. At the commencement of December, however, the market gave way to £12, but shortly rallied to £12 5s., and an improved demand arising the price rose to £12 5s. and £12 10s. per ton. Scotch pig-iron has, as usual, fluctuated considerably during the year, but has lately steadily advanced to its present price. In January the price generally was about 58s. 6d. cash, but in February the stock in Scotland increased about 35,000 tons, being then upwards of 740,000 tons, and the price advanced to 64s. 3d. The prospects of the trade now became brighter; but in the following month the price fell to 60s. 6d. From this time a slow but steady advance took place until in August the price stood at 54s. 6d. cash, and 54s. 9d. one month. In September, a strike occurring among some of the miners, the price rose to 55s. 6d., and a large business was done; the improvement still continued and 58s. 6d. cash, and 59s. one month was paid. In October 61s. 6d. was reached, and during the month the market became greatly excited, rising to 63s. 3d., and declining to 62s. 3d., a very large business being done at irregular prices. The tendency of the market, however, was downward, and 60s. 8d. was accepted; the next week it rose to 61s. 3d. and 61s. 9d., at which a very large business was done for speculation. The Bank advance now told upon the market, and falling and rising became the order of the day; it settled, however, at 61s. 6d., but the anticipation of the second rise in the Bank rate caused the market to become flat, and a decline occurred to 60s. 6d.; a reaction, however, soon took place, and 60s. 10½d. was secured. In November great fluctuations occurred the market first rising, then falling, and afterwards rising again; but eventually settled at 61s., and successively rose to 62s., 65s. 6d., and 66s. 9d. After the further advance in the Bank rate, however, the market fell to 64s. 1½d., and then to 63s. 9d. In December, however, a considerable improvement commenced, which has steadily continued, prices varying from 64s., 64s. 10½d., and 65s., and a large business was done at advanced prices, 65s. 6d. cash, and 67s. 3d. three months, being paid. In consequence of the improved aspect of monetary affairs the market was greatly stimulated, and a large speculative demand arose, and prices advanced fully 1s. per ton, the market remaining steady, at 66s. 6d. cash, 67s. one month, and 68s. three months. During the past week there has been considerable excitement in the market, and prices have gradually advanced, and the last advices from Glasgow state that the price has reached 70s. three months, but gave way during the day, and closed at 67s. 3d. cash, and 69s. three months.—*London Mining Journal, January 2.*

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STEAM NAVIGATION, COMMERCE, FINANCE,

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ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, February 13, 1864.

Practical Mechanical Engineering.

This well printed Octavo from the press of Henry Carey Baird, of Philadelphia, has contents worthy of its typography; it is a pleasing work to handle, and a valuable one to study. We alluded to it briefly in last week's JOURNAL, but it deserves more than a passing notice. Besides the original matter of the author Mr. Campin, an English writer, it contains observations on the construction of steam boilers, furnaces for smoke prevention and explosions by Robert Armstrong, annotated by Mr. Bourne; rules for calculating the change of wheels for screws on a turning lathe and for a wheel cutting machine by Mr. La Nicca; and on the management of steel, including forging, hardening, tempering, annealing, shrinking, expansion and case hardening by Mr. Ede, all important processes in the creation and stability of machines in metal.

To these are added a large number of steel and wood engravings, which explain the text, and guide the student in his researches.

Notwithstanding the multiplicity of modern works on science and practical engineering, there is nevertheless felt to be a deficiency in their arrangement to make them immediately useful, and book learning in the shops therefore has not been so much extended or so popular. To remedy this the author evidently attempted the construction of a treatise which should combine "practical method, portability, and conciseness, and comprise all the general operations connected with mechanical engineering. He proceeds along methodically therefore in the present work from the beginning, and gives the natural condition of the minerals from which the metals of commerce are derived, and the methods of their manufacture, to the final combinations of the materials in the most perfect shape.

In the first chapter, the metallurgy of iron, copper, lead, tin, and zinc is considered; the nature and localities of the various metalliferous ores being described, and also the practical methods most usually employed for the reduction of metals to the conditions in which they occur in commerce; the apparatus required, and the principles upon which their action depends, and the mode of working them being also included.

Then follows a description of the various processes of forging and of the instruments used by smiths. After which the construction of patterns, the methods of forming moulds of various kinds, and of casting metals, are discussed.

The form and action of the cutting-tools of the engineer have been carefully detailed, a thorough knowledge of the requirements which must be satisfied, in order to secure their correct action, being most important, though a proper appreciation of the forms of the principal machine tools is scarcely less necessary; wherefore some sound examples of turning-lathes, shaping, slotting, drilling, planing, and other machines, have been illustrated and described. As a sequel to the foregoing descriptions, an account of workshop manipulation is given, so far as it admits of description.

The physical basis of the steam-engine is next considered, the more refined methods of analysis being avoided, so as to retain a strictly practical character. Dr. Joule's equivalent for the calculation of the amount of work to be obtained from a given quantity of heat is inserted, forming, as it does, a convenient means for the *expression* of quantities of heat. But it is derived from experiments upon the amount of heat generated by friction of liquids; and, therefore, the author does not feel justified in considering its application to thermo-motive engines demonstrated, the facts extant being insufficient for this purpose. Stimer's and Isherwood's experiments on the practical utility of using steam expansively have also been discussed at some length.

In the chapter on the Principles of Mechanical Construction, an attempt has been made so to generalize the theory of the action of levers, hydrostatic presses, &c., as to replace by a simple calculation, easily remembered and applied, the numerous rules and formulæ which have hitherto been so abundantly supplied for levers, divided into various orders, and for other machinery, and which, being generally given without any notice of the reasoning upon which they are based, cannot be remembered, and frequently serve but to confuse the reader. The laws of falling bodies of rotatory motion, &c., are also explained.

The general forms of steam-engines, and principles of steam-boilers, and qualifications of various kinds of engines are briefly treated, followed by lengthy accounts of the form and manufacture of each principal element of the steam-engine, after which the form, action, and manufacture of various kinds of pumps and valves are treated.

Practical formulæ for the length of boilers, descriptions of various kinds of boilers, and of the modes of constructing them, also accounts of the paddle-wheel, screw, and hydraulic propellers, with miscellaneous remarks upon some of the applications of steam-power, have also received due attention; and particular stress is laid upon the necessity of having reliable experiments upon steam-engines, and attention is drawn to the inferiority of modern engines in point of economy. It is indeed a fact much to be regretted, that notwithstanding the researches of scientific men, and the labors of practical engineers, no improvements have been made in the economy of the steam-engines since 1845. The remainder of the work is occupied by descriptions of examples of pumping rotative, marine, locomotive, traction, and

steam fire-engines, concluding with a Glossary of the technical terms used throughout the work.

As in the account of the metallurgy of iron notice has been taken of the effects of various foreign ingredients with which the iron of commerce is always more or less contaminated, it has been thought advisable to add an Appendix containing the various methods of analyzing chemically the various ores of iron and specimens of iron, so as to enable those who may feel disposed to examine for themselves such samples as may come under their notice.

The examples of the machinery illustrated have been carefully selected, and every means taken to secure correctness of the Plates.

It will thus be seen how naturally by induction the student is led on from one step to another, and how readily he may perfect himself in the processes he desires to master. The glossary is a useful addition to the work giving precise ideas of technical terms most in use by machinists. We could have wished it had been more extended. We notice for example the omission of the word "slot," though a slotting machine is particularly described at page 57. We do not find it even in Weale's excellent and useful work on rudimentary Terms, which is perhaps the best of its kind.

We hope this brief review of Mr. Baird's American edition of Campin, will lead to its general use. The Mechanics and Engineers of this country have a large and original field before them. Just as they are intelligent and practical, will they advance themselves and enrich their Country. We have heavy national responsibilities to meet, perhaps in advance of the hands to provide for them for years to come; but by the use of steam, our natural hydraulic power, and the invention of labor-saving machinery, there will be no difficulty in performing the work of hundreds of millions of men with ease and profit. Let then this class of persons understand how much they can do, if they will, and how materially they may assist in making their country the most powerful, and the most desirable one on the face of the globe.

Huntingdon and Broad Top Mountain Railroad and Coal Company.

The receipts and expenses of this company for the years 1862 and 1863 have been as follows:

Receipts:	1863.	1862.
From freights on coal	$181,566 65	$171,764 08
From merchandise and other freights	16,681 45	12,333 70
From passengers	17,354 64	10,955 59
From rent of mines and houses	8,869 04	11,193 52
From mail and express,	2,106 66	1,894 92
From miscellan's items,	678 45	13,265 75
	$227,256 89	$221,407 56
Expenses, viz:		
For motive power	$46,835 91	$30,870 10
For mainten'nce of way	49,092 39	71,755 80
For mainten'nce of cars	5,564 30	5,095 51
For conducting transportation	27,171 93	24,391 33
For mainten'ce of mines	860 63	2,080 32
For expenses of office at Philadelphia, including salaries, rent, stationery, printing, &c	5,761 22	5,574 16
	$135,286 41	$148,767 22
Net earnings	$91,970 48	$72,640 34

Railroad Legislation in Iowa.

A bill has been introduced into the Iowa Legislatnre proposing to take away the land grants of of all the railroads in that State, except that of the Keokuk, Fort Des Moines and Minnesota Railroad Company, and the passage of the bill is being very strongly urged by interested parties. The companies embraced in the bill are the Burlington and Missouri River, the Mississippi and Missouri, the Cedar Rapids and Missouri River, and the Dubuque and Sioux City. The ostensible reason is, that the companies have failed to complete the required number of miles within the time specified in the grant. The real object is, to force the railroad companies to relinquish their claims to certain lands lying in the Des Moines Valley, which are also claimed by the old Des Moines Navigation Company and its assigns, the Keokuk, Fort Des Moines and Minnesota Railroad Company.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the year ending December 31, 1863:

RECEIPTS.

From passengers		$956,688 56
From freight		161,530 86
From U. S. mail, rents, express, freight and other sources		168,380 70
		$1,286,600 12

EXPENSES.

Maintaining railroad, bridges and buildings	$109,885 92	
Repairs of locomotives, cars and machinery	88,721 46	
Fuel—cost and labor in preparing	107,915 90	
Operating the road and transporting passengers and freight	273,194 64	
Office expenses, salaries and contingencies	11,967 82	
		591,685 74
		$694,914 38

Disbursed as follows, viz:

Interest on bonds	$41,050 00
Transit duty on passengers and freight	28,913 60
State tax on capital	21,989 00
Government tax	40,020 13
Dividends in cash, Aug. and Feb.	439,775 00
Profit and loss, to surplus earnings	123,166 65
	$694,914 38

The number of passengers transported over the road during the year was as follows:

Over the whole line of the road	583,918½
Between Jersey City and Newark	1,495,387½
" " Elizabeth	324,626½
" " Rahway	79,330½
" " N. Brunswick	108,985½
All intermediate places	396,929
Total—not including commuters and free passengers	2,989,177½

The number of miles run by passenger, freight and other trains was 567,936.

The number of tons of goods, wares and merchandise transported over the road during the year was as follows:

Over the whole line of the road	28,333½
Between Jersey City and Newark	56,144
" " Elizabeth	5,634
" " Rahway	4,610
" " N. Brunswick	19,958½
All intermediate places	57,438
Total	167,118

GENERAL STATEMENT.

Capital stock		$4,397,800 00
Funded debt, including $485,000 the cost of the property and privileges purchased of the Jersey Associates		642,500 00
Profit and loss, being surplus earnings represented by permanent improvements, and the property and cash stated below.	$523,183 42	
Less amount paid for relaying road with new rails and other improvements	43,796 34	
		479,387 08
Dividend 1st Jan., payable 1st Feb., 1863		219,887 50
		$5,739,574 58
Cost of railroad and equipments:		
For graduation and masonry, bridges, superstructures, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land and land damages		$3,640,516 65
Locomotives, tenders and snow plows		223,343 00
Cars—passenger, freight & baggage		225,170 00
Property, viz:		
Bridge, ferry, turnpike, and other stocks, real estates, ferry boats, privileges and fixtures, (including the property and privileges purchased of the Jersey associates for $485,000)		1,461,305 92
Cash in bank, cash items, and balances due		189,239 01
		$5,739,574 58

President.—ALFRED L. DENNIS.
Treasurer.—H. J. SOUTHMAYD.
Sec'y and Gen'l Sup't.—F. WOLCOTT JACKSON.

The New Brunswick Railway Extension.

The people of the province of New Brunswick having apparently given up all expectation of a railway connection with Halifax by the intercolonial route, are now looking to the United States, in the hope of increasing their commerce in that direction. It is therefore proposed to extend the European and North American Railroad westward, by the way of Douglass Valley, so as to accomplish this object. The plan of Mr. Burpee appears to have attracted the attention not only of the Press, but the St. John's Chamber of Commerce. The connection to be made is between Bangor and St. Johns. Arrangements have been made, it appears, for carrying out the work as far as Maine is concerned; the portion of the road as far as Milford is to be completed the present year, and a survey is to be made in the direction of Mattawamkeag and the New Brunswick frontier. The precise route, Mr. B. says, has not been specifically stated, but the one chiefly discussed in Bangor, passes from Bangor up the Penobscot as far as Mattawamkeag, thence nearly east to the Oromocto Lakes in New Brunswick, where it joins the Douglass Valley route as surveyed, and follows it to St. John. Mr. B. estimates the distance as follows:

From Bangor to Mattawamkeag	55 miles.
Mattawamkeag to N. Brunswick frontier.	50 "
N. Brunswick frontier to St. Andrews line	5 "
St. Andrews line to St. John	75 "
Total	185 miles.

According to Mr. B.'s estimate the Branch to Fredericton from Hartt's Mills will be 20 miles.

This will leave in all 205 miles to be completed, 105 in the State of Maine, and 80 miles of Trunk, and 20 of Branch in New Brunswick. The estimated distances by the proposed road would be as follows:

From St. John to Woodstock and Houlton..125 m.
From Bangor to Woodstock and Houlton..165 "
From St. John to Fredericton..... 62 "

The proposed or through line is, Mr. B. says, only a few miles longer than the shore line as surveyed under Morton. He says, too, that it can be built with less curvature and easier grades, and it will cost less; (at least $6,000 per mile,) it goes through lands and forests of the best quality, it gives the shortest possible lines to both Fredericton and Woodstock, and is the only one likely to secure State aid in Maine; and it is the only line, in connection with western extension, to which the people of a great proportion of the Province will be willing to give their countenance and support. With regard to the cost of construction, he says:

"To make all the proposed connections, we have seen that 100 miles of railway will be required. The first 25 miles west from St. John will no doubt prove expensive, but the remainder, from a personal knowledge of the country the line will traverse, I can safely affirm, will be easily constructed. There will be very few bridges, and none of them expensive, very little rock cutting, if any, beyond the first 25 miles. No terminal stations at the West, and but small additions to our present buildings, &c., at this end, and but very little for land damages. Knowing these facts, and using the experience we have already gained, we should build and equip the road as good for all practical purposes as our present line, for $30,000 per mile, but to meet all possible contingencies, add $2,000 per mile more. We will then require a capital of $3,200,000, the annual interest on which at 6 per cent. will be $192,000, of which by our estimate, after deducting 50 per cent of receipts, we have provided $185,500. By this we see that we only require from other sources $6,500 a year, which with any other falling off or additional expense that may arise, will be more than made up to the Province by the increased traffic that it must bring to the present road, if not from the increase in business for the next four years."

After very minute calculations as to the traffic on the line, Mr. Burpee sums up the probable earnings as follows:

Through Passenger Traffic to U. States..	$100,224
" " " to Woodstock	30,000
" " " to Frederict'n	39,125
Mails and Sundries.....	15,000
Through Freight to the U. States.....	75,200
" " to Woodstock.....	30,517
" " to Fredericton.....	21,125
Way Passenger and Freight Traffic.....	60,000
	$371,191

The commercial importance of St. John's is illustrated by the following figures:

The total value of imports into New Brunswick for the year 1862, was...	$6,200,000
Of these there were from the U. States..	3,000,000
And into the city of St. John.....	4,148,000
Total value of exports same year was..	3,856,538
Of which there was from the city of St. John.....	2,438,000

"From these figures we see that nearly five-sixths of the whole trade of New Brunswick is through St. John, so that what benefits St. John must benefit the whole Province. Now what is it that supports this trade and brings it to St. John? Is it not the vast resources of the upper St. John river, which are now poured down its valley to our city?"

We therefore perceive from the foregoing statements, that the proposed extension is a project which has indisputable merit, will be followed by success, and give a large accession to the trade between the United States and the Eastern Provinces.

Philadelphia and Erie Railroad.

The annual meeting of this company was held in Philadelphia on the 8th inst. From the report of the managers which was presented, we learn that at the eastern end the track has been laid to the town of St. Mary's and at the western end as far as Wilcox, leaving but 24 miles of track to be laid to complete the entire line of road, 288 miles in length. On these 24 miles there yet remains to be done of grading a portion of five different sections, making in all less than 40,000 cubic yards, and on change of grade and strengthening banks, about 50,000 yards, a large portion of which may be done with gravel trains after the track is completed and in running order. The masonry of the bridges of the unfinished portion is ready for the superstructures which are all framed, and can be raised at an early day in the spring. With the present force on the line all the grading can easily be prepared to receive the track during the next three months, and cars can be run in the early part of June next.

The managers have been disappointed in their intention of completing their road from Sunbury to the harbor of Erie, because of the difficulty of procuring laborers, and the still greater one of inducing them to remain in the comparatively undeveloped sections of the country. During the year 1,563 men were sent upon the line of the road by the contractor, at a cost of over $13,000. This number of laborers could have completed the road had they remained, but a large portion left after working a few days, and some actually deserted before reaching their destination. Notwithstanding many perplexing circumstances, however, a greater number of miles of track have been brought into use during the past than the previous season.

The business on the finished portion of the road has been conducted during the past year in the most satisfactory manner; the receipts having exceeded those of the preceding year $284,250. The following statement exhibits the receipts for the past four years:

1860	$269,418	1862	$443,419
1861	350,439	1863	727,669

The balance of the floating debt, contracted prior to February 1, 1862, amounted to $118,876, which has since been reduced to $32,896. This amount will be paid by the company as soon as the claims are presented.

The yield of the oil wells in northwestern Pennsylvania still continues, and such additional connections are contemplated as will secure to the road a large share of that important traffic. For the accommodation of the Lake business, the Company are now constructing an extensive pier in the harbor of Erie, upon which will be erected a commodious warehouse and grain elevator. Arrangements have also been made jointly with the Lakeshore Railroad Company for the erection of a new and capacious passenger station house at Erie, and the work of preparing materials for the structure has already commenced.

The following gentlemen were elected a board of managers to serve for the ensuing year, viz: Messrs. William G. Moorehead, Ellis Lewis, Henry Duhring, D. K. Jackman, C. B. Wright, Edward F. Gay, J. D. Whetham, P. Metcalf, S. G. Thompson, W. A. Galbraith.

Northern (Ogdensburg) Railroad.

At a meeting of the holders of the Second Mortgage bonds of this company, held in Boston on the 4th inst., George M. Barnard, Esq., was chosen Chairman, and Isaac D. Farnsworth, Esq., Secretary.

After the reading of the call for the meeting by the Secretary, Mr. J. C. Pratt stated that it had been called without any authoritative name being appended to the notice, but, notwithstanding, it seemed desirable that the holders of second bonds should meet and confer together upon matters upon which it was there interest to act. The Ogdensburg Railroad had become really the property of the second mortgage bondholders, and, therefore, it would seem that the object for which Trustees were appointed, had ceased. If the second mortgage bondholders are really the owners of the road, then it was quite time for them to take hold of the management of the road, to protect their own interests. There was no desire on his own part, or on the part of any one else, by any action which might be taken by the meeting, to reflect in any manner upon the management of the Trustees, but their doings were not definitely known, as they made no report to the bondholders.

The only indebtedness of the road is the first mortgage bonds, but the earnings of the road are increasing, and now pay the interest on the first bonds. He had no donbt that the Trustees had acted in good faith, but it was thought that such board was no longer needed, and that it was best for the second mortgage bondholders to manage their own property for themselves, inasmuch as under the present arrangement no one is responsible to meet the first bonds when they mature in 1869, and unless some action is taken, the second bond holders are likely to lose all their property in the road. This alone he considered an important reason why they should choose a President and Directors, or have some sort of an organization.

Mr. Pratt concluded his remarks by offering two propositions: first, that the meeting proceed to elect an Executive Committee of five bondholders, which shall have full powers to take any and all measures they may deem necessary to promote the interests of the bondholders; and second, authorizing the chairman to appoint a committee of three to retire, and nominate a list of five bondholders to serve as such Executive Committee. He expressed the hope that the bondholders would have the co-operation of the Trustees in adopting this measure.

Mr. J. S. Farlow stated that by the report from the State Engineer's department of New York for the last year it appeared that the road had earned $73,000 more than enough to pay the interest on the first bonds, and this year the earnings had been $108,000 over the sum necessary to pay the interest on those bonds, and that $42,000 of this amount had been expended for iron and other materials. He also stated that although the stock had been held at a very low figure at one period the road was now earning seven per cent. on stock at $50, and he had been told the produce raised on the line of the road last fall for transportation was sufficient to employ the road through the winter without any other freight. He hoped such line of action would be opened at this meeting as would put the second bondholders in possession of the road within a very short time.

At the conclusion of Mr. Farlow's remarks, the Chairman put the question on the adoption of the propositions offered by Mr. Pratt, and the same were adopted without a dissenting voice, and

Messrs. E. H. Ashcroft, H. A. Church and Arthur Williams were appointed the committee to retire and nominate an Executive Committee.

While the nominating committee were absent, remarks in favor of the proprosition made by Mr. Pratt were made by two or three other gentlemen, and, in accordance with the suggestion of one of hem, gentlemen present affixed their signatures to a certificate stating the amounts of bonds held by each signer.

Mr. Eldridge, one of the Trustees, made a few remarks, and concluded by stating that he had no doubt they would join, and most cheerfully and cordially co-operate with the second bondholders in any legal measure which may advance their lawful rights and interests.

The nominating committee came in, and reported as their nominations for Executive Committee, Messrs. John C. Pratt, Jacob W. Pierce, John S. Farlow, Isaac S. Farnsworth and H. H. Boody. The report was accepted, and the meeting confirmed the nominations.

The Chairman stated that the signatures to the certificate of amount of bonds held, represented $1,200,000.

After voting the Executive Committee power to fill any vacancies which may occur in their number, and to call meetings of bondholders whenever they may deem it expedient, the meeting dissolved.

New York State Banks.

The following summary gives the aggregate Resources and Liabilities of the Banks of the State of New York, as exhibited by their reports of their condition, on the morning of Saturday, December 26, 1863:—

RESOURCES.

Loans and discounts		$193,781,315
Overdrafts	$592 and	642,708
Due from banks		21,712,285
Due from directors	$7,053,713	
Due from brokers	10,976,763	
Real estate	6,500 and	8,627,977
Specie		26,685,669
Cash items		59,645,949
Stocks, promissory and United States 7 30 notes and indebtedness certificates	$705,700 and	102,346,931
Bonds and mortgages	82,000 and	5,473,517
Bills of solvent banks and United St'ts demand notes		25,239,319
Bills of suspended banks	$65	302
Loss and expense account		1,480,437
Add for cents		903
		$445,638,312

LIABILITIES.

Capital	$109,535,785
Circulation	36,934,255
Profits	21,269,188
Due banks	43,124,671
Due individuals and corporations other than banks and depositors	3,307,015
Due Treasurer of the State of New York	5,388,155
Due depositors on demand	222,645,314
Amount due not included in either of the above heads	3,433,424
Add for cents	510
	$445,638,312

The Waupaca Railroad.

We are informed that our neighboring village of Waupaca, now impatiently awaiting railroad facilities, has signified its willingness to issue town bonds to the amount of $8,000 for the completion of the road to that place, provided the Chicago and Northwestern Railroad Co., will take them and complete the road in a shorter time than had been agreed upon by this Company. The proposition will doubtless be accepted; and in the spring the work will be pushed along vigorously until completed, which will be about the 1st of July.—*Stanton (Wis.) Times.*

Tonnage of the Competing Anthracite Lines.

Subjoined is a statement of the coal tonnage of the six competing lines, from 1856 (when the Lehigh Valley Railroad and the South Division of the Delaware, Lackawanna and Western Railroad were opened,) to 1863, both inclusive, showing the quantity of anthracite moved on each line towards the General Market, and the total from each of the three regions for each year with the percentage of the whole carried by the two Schuylkill Lines.

About the middle of December the Pennsylvania Coal Company began to forward coal by rail over the Erie Railroad to the Hudson River; so that henceforth there will be *seven* independent Anthracite Trunk Lines, leading out from the Mining Region to the general market on the Delaware, the Hudson, and farther East.

Years.	Schuylkill Canal. Tons.	Philadelphia and Reading Railroad. Tons.	Total *via* Schuylkill Valley. Tons.	Lehigh Canal. Tons.	Lehigh Valley Railroad. Tons.	Total *via* Lehigh Valley. Tons.	Delaware and Hudson Canal. Tons.	Delaware, Lackawanna and Western Railroad, South Division. Tons.	Total from Lackawanna Valley. Tons.	Total tons moved on six lines. Tons.	Proportion of grand total by the two Schuylkill lines.
1856	1,169,453	2,088,903	3,258,356	1,186,230	165,740	1,351,970	1,112,150	121,113	1,233,263	5,843,589	55 per ct.
1857	1,273,988	1,709,692	2,985,680	900,314	418,236	1,318,750	1,024,550	295,953	1,320,503	5,624,933	53 "
1858	1,323,804	1,542,646	2,866,450	908,800	471,930	1,380,730	977,929	538,247	1,516,176	5,763,356	49 "
1859	1,633,150	3,004,903	1,050,592	577,652	1,628,244	1,278,849	632,080	1,911,929	6,545,076	46 "
1860	1,878,156	3,234,844	1,001,032	730,642	1,821,674	1,201,091	827,954	2,029,045	7,085,563	45 "
1861	1,183,570	1,430,832	2,614,402	904,705	713,672	1,738,377	1,356,301	833,497	2,189,798	6,572,577	40 "
1862	980,727	2,080,815	3,061,542	896,227	882,574	1,278,801	1,238,157	1,105,483	2,343,640	6,688,983	46 "
1863	854,556	2,819,408	3,703,964	699,538	1,105,555	1,805,118	1,490,105	1,223,160	2,713,271	8,312,348	45 "

Of the 8,312,348 tons of Anthracite carried by the six competing lines from the three regions, a railroad and a canal from each, the percentage is divided thus:

Carried by the two Schuylkill lines	45	per ct.
" " Lehigh lines	22¼	"
" " Lackawanna lines	32¼	"

With the developments in progress in the Mahanoy Coal Basin, and with the projected direct connection from the head of the Schuylkill Valley to the south end of the Wyoming Coal Basin completed, the two Schuylkill lines will unquestionably carry 50 per cent. of the Anthracite supply to the great seaboard market.

Population and Valuation of States.

States.	Population.	Valuation.
Alabama	964,201	$495,237,078
Arkansas	435,450	219,256,473
California	379,994	207,874,613
Connecticut	460,147	444,274,114
Delaware	112,216	46,242,181
Florida	140,425	73,101,500
Georgia	1,057,286	645,895,237
Illinois	1,711,951	871,800,282
Indiana	1,350,428	528,835,371
Iowa	674,913	247,338,265
Kansas	107,206	31,327,875
Kentucky	1,155,684	666,043,112
Louisiana	708,002	602,118,568
Maine	628,279	190,211,600
Maryland	687,049	376,919,944
Massachusetts	1,231,066	815,237,433
Michigan	749,113	257,163,988
Minnesota	172,123	52,294,413
Mississippi	791,305	607,324,911
Missouri	1,182,012	501,214,398
New Hampshire	326,073	156,310,860
New Jersey	672,035	467,918,324
New York	3,880,735	1,843,338,517
North Carolina	992,622	358,739,[illegible]99
Ohio	2,339,511	1,193,898,422
Oregon	52,465	28,930,637
Pennsylvania	2,906,115	1,416,501,818
Rhode Island	174,620	135,337,584
South Carolina	703,708	548,138,754
Tennessee	1,109,801	493,903,892
Texas	604,215	365,200,614
Vermont	315,098	122,477,170
Virginia	1,246,620	634,599,745
West Virginia	349,698	158,649,936
Wisconsin	775,881	273,671,668

Principles Regulating the Liability of a Master for Injuries Suffered by his Servants.

The general principles of law applicable to cases where a servant suffers injury caused by the unskilfulness or negligence of another servant, for which the employer is not responsible, are stated at considerable length in the late case of Wright *vs.* The New York Central Railroad Company, decided in the Court of Appeals, December, 1862. The facts of the particular case are not necessary to an understanding of the doctrines here laid down.

The opinion of the Court was delivered by ALLEN J., who said:

Certain principles touching the liability of the master to the servant for injuries sustained by the latter in the course of his employment, have by the decisions in this State and several of the sister States as well as in England, become so well settled that they need only to be stated. They cannot be disturbed neither can their authority be disregarded.

1. A master is not responsible to those in his employ for injuries resulting from the negligence, carelessness, or misconduct of a fellow servant engaged in the same general business. (Farwell *vs.* The Boston and Worcester Railroad Corp., 4 Met., 49; Brown *vs.* Manvell, 6 Hill, 592; Coon *vs.* Syracuse and Utica Railroad Company, 1 Seld., 492; Sherman *vs.* Rochester and Syracuse Railroad Company, 17 N. Y., 153; Russell *vs.* Hudson River Railroad Co., id., 134; Boldt *vs.* The New York Central Railroad Company, 18 id., 432; Hayes *vs.* The Western Railroad Corp., 3 Cush., 270; Albro *vs.* The Agawam Canal Company, 6 Cush., 75; Ray *vs.* The Boston and Worcester Railroad Corp., 9 id., 112; Gillshanon *vs.* The

Stony Brook Railroad Corp., 10 id., 228; Hutchinson *vs.* The York &c., Railway Company, 5 Exch. R., 343.)

2. The rule exempting the master is the same, although the grades of the servants or employers are different; and the person injured is inferior in rank, and subject to the directions and general control of him by whose act the injury is caused. (Hayes *vs.* The Western Railroad Corp., *supra*; Albro *vs.* The Agawam Canal Company, *supra*; Wyman *vs.* Jay, 5 Exch., 352.)

3. Neither is it necessary in order to bring a case within the general rule of exemption, that the servants, the one that suffers and the one that causes the injury, should be at the time engaged in the same operation or particular work. It is enough that they are in the employment of the same master, engaged in the same common enterprise, both employed to perform duties and services, tending to accomplish the same general purposes, as in maintaining and operating a railroad, operating a factory, working a mine, or erecting a building. (Boldt *vs.* New York Central Railroad Company; Coon *vs.* Syracuse and Utica Railroad Company; Farwell *vs.* Boston and Worcester Railroad Company; Albro *vs.* The Agawam Canal Co.; Gillshanon *vs.* Stony Brook Railroad Corp.,; Wyman *vs.* Jay; Hutchinson *vs.* York and Newcastle Branch Railway Company, *supra.*) The question is whether they are under the same general control. (Abraham *vs.* Reynolds, 5 Hurl. & Norm., 142.)

4. The master is liable to his servant for any injury happening to him from the misconduct or personal negligence of the master; and this negligence may consist in the employment of unfit and incompetent servants and agents, or in the furnishing for the work to be done, or for the use of the servant machinery or other implements and facilities improper and unsafe for the purposes to which they are to be applied. (Priestly *vs.* Fowler, 3 M. & W., 1; Hayden *vs.* Smithville Manufacturing Company, 29 Conn., 548; Roberts *vs.* Smith, 2 Hen. & Munf., 213; Williams *vs.* Clough, 3 id., 257; Griffiths *vs.* Godson, id., 648; Wyman *vs.* Jay, *supra*; Owens *vs.* Holland, Ellis, Blackb. & Ell., 102; Kegan *vs.* W. R. R. Corp., 4 Seld., 175; Patterson *vs.* Wallace, 28 L. & E., 48; Marshall *vs.* Stewart, 33 id., 1.)

The employer does not undertake with each or any of his employees for the skill and competency of the other employees engaged in and about the same service, or for the sufficiency and safety of the materials and implements furnished for the work, or for the convenience or comfort of the laborer, since neglect and want of due care in the selection and employment of the agent or servant through whose want of skill or competency an injury is caused to a fellow servant must be shown in order to charge the master; and if the injury arises from a defect or insufficiency in the machinery or implements furnished to the servant by the master, knowledge of the defect or insufficiency must be brought home to the master, or proof given that he was ignorant of the same through his own negligence and want of proper care; in other words it must be shown that he either knew or ought to have known the defects which caused the injury. Personal negligence is the gist of the action. (Hayden *vs* Smithville Manufacturing Company; Roberts *vs.* Smith; Wyman *vs.* Jay; Keegan *vs.* Western Railroad Corporation; Owens *vs.* Holland, *supra.*) It is not enough that the foreman and general superintendent of the work is guilty of negligence causing injury to the subordinates. (Wyman *vs.* Jay, and other cases cited before.)

5. If the servant sustaining an injury through the unskilfulness or insufficiency in numbers, or otherwise of his fellow laborers, or defects in the machinery, or conveniences furnished by his employer, has the same knowledge or means of knowledge of the unskilfulness and deficiencies referred to as his employer, he cannot sustain an action for the injury, but will be held to have voluntarily assumed all the risks of the employment, incurred as they were by the want of skill and incompetency of those employed with him, or the defective machinery used in the work. (Priestly *vs.* Fowler, 3 M. & W., 1; Hayden *vs.* Smithville Manufacturing Company; Griffiths *vs.* Godwin; Williams *vs.* Clough; Keegan *vs.* Western R. R. Corporation; Paterson *vs.* Wallace, *supra*; Skip *vs.* Eastern Counties Railway Company, 24 L. & E., 396; S. C., 9 Exch., 223.)

It is not sufficient to charge the master for injuries to his servant, that others of his employees were unskilful or incompetent, or the machinery &c., unsafe and unfit for the purposes, unless the injury complained of resulted from these causes. If it was occasioned notwithstanding such defects by the negligence of a fellow servant, the master is not responsible. (Hayes *vs.* The Western R. R. Corporation, 3 Cush., 270; Skip *vs.* Eastern Counties Railway Company, *supra.*)

There is nothing in any of the cases to which our attention has been called, or which have come under my observation inconsistent with these propositions which I think are fairly deducible from all the cases. Keegan *vs.* Western Railroad Corporation, in this Court decides nothing but the conceded doctrine, that for personal negligence of the master, which was found by the referee in the absence of any knowledge of such negligence as well as of any negligence on the part of the injured servant, the master would be liable. The case is a very bold case of gross, even culpable negligence, as stated and found by the referee, and scarcely needed the authority of the Court to determine the liability of the defendant. Principles well established, and as old as the common law fixed that. Paterson *vs.* Wallace, *supra*, merely decides that in that case, and under the circumstances there was a question of negligence proper to be submitted to a jury. If it is claimed that the decision goes further, and to the extent of holding the employer liable for any injury which might be permitted by him or his foreman, or principal superintendent, it cannot be sustained without overruling the subsequent decisions at Westminster Hall, as well as in the Courts of this country. Marshall *vs.* Stewart turned upon the point which was mainly considered by Judge Selden in Russell *vs.* Hudson River Railroad Company, *supra*, to wit whether a servant was in the employ of his master, and within the operation of the rule regulating the liability of the master for injuries received by the servant *eundo et redeundo* to and from the place of his labor, and the case is not authority beyond this, and to this extent it is supported by the decision of this Court.

Upon these principles, it was the judgment of the Court, that the plaintiff who was a brakeman on the road of the defendant, and had been injured by the negligence of an engineer who was not shown to be incompetent for his place, ought to be non-suited.

Finances of Wisconsin.

From the report of the State Treasurer for the fiscal year ending September 30, 1863, we learn that—

The balance in the general fund on the 1st day of October, 1862, was	$166,523 04
Total receipts into said fund, including sale of bonds ($50,000,) and tax for State aid ($272,156 16,) amount to	850,376 12
Making a total of	$1,016,899 16
The total disbursements from said fund during the year amount to	810,940 55
Leaving a balance on hand Sept. 30, 1863	$205,958 61

At the close of the last fiscal year there were remaining in the Treasury, unsold, State bonds amounting to $75,400.

Of these, $37,400 were sold at par, payable on delivery, as authorized by Chapter 89, General Laws of 1862. Chapter 157, of the Laws of 1863 directed the Governor, Secretary of State, and State Treasurer to negotiate a loan, or to issue certificates of indebtedness in such amounts as they might deem necessary, for war purposes, as indicated in said chapter, not exceeding, in all, the sum of $350,000.

In accordance with said authority, there have been issued two certificates of indebtedness, amounting to $220,000, and invested in the school fund, as directed by Chapter 100, Laws of 1863.

By authority of said Chapter 157, there is still available for war purposes, when needed, the sum of $130,000.

The last Legislature, "for the purpose of defraying extraordinary expenditures in the enlargement of the capitol," also directed that State bonds to the amount of $50,000 be issued, redeemable April 1st, 1868. Said bonds have been issued and sold at par.

During the past year, $50,000 in State bonds, issued in 1858, have been redeemed, leaving outstanding, in bonds and certificates, $1,720,000, redeemable as follows:

Bonds for	$250,000,	6	per cent., in	1867
"	50,000,	6	" in	1868
"	100,000,	6	" in	1877
"	100,000,	6	" in	1878
"	100,000,	6	" in	1879
"	100,000,	6	" in	1880
"	100,000,	6	" in	1881
"	100,000,	6	" in	1882
"	100,000,	6	" in	1883
"	100,000,	6	" in	1884
"	100,000,	6	" in	1885
"	100,000,	6	" in	1886
"	100,000,	6	" in	1887
"	100,000,	6	" in	1888
Certificate of indebtedness,	$150,000	7	p. c. in.	1893
"	"	70,000	7 "	in. 1894

☞ On Thursday last the elevations were taken from a point just west of the Chautauqua creek, on the line of the Lake Shore road, to the top of the hill on the route to Corry, by T. W. Bristol, of Fredonia, an experienced civil engineer, and who was an engineer on the New York and Erie road. He pronounces the route thus far entirely practical. Further surveys will be made at an early day. The route looked out reaches the top of the hill just east of Bell's Gulf. In the location of the grade, it may vary from this a short distance either east or west. The advantages of the proposed road are too apparent to lead to any great delay in its construction. The grade up the hill will be much lighter than was at first supposed.—*Westfield Republican.*

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guaran teed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	88
Catawissa (preferred)	1,150,000	7	—	43½
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,925	7	—	45
Chicago & Alton (preferred)	2,464,336	7	—	92½
Chicago & Northwestern (pref.)	2,400,000	7	—	55
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	40
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	54
Erie (preferred)	8,535,700	7	7	103⅜
Hannibal & St. Joseph (preferred)	5,399,528	7	—	42½
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	74
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	64
" " (2d preferred)	3,424,169	7	—	49
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	137
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	101
" " " (2d pref.)	1,014,900	7	7	82
Milwaukee & St. Paul (preferred)	2,255,900	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	106½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guaranted)	630,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	55
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	80
Pittsfield & North Adams (guar.)	450,000	6	6	100
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	82
Toledo & Wabash (preferred)	926,200	7	—	74
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,397,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1896	97
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	94
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. R.R.	----	----	----	----	----
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation					
1st Mortgage	829,172	6	M. & S.	1870	105
Unsecured bonds	2,773,726	6	J. & J.	'63-'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1870	104½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1870	97
Schuylkill Navigation:					
1st Mortgage	1,704,550	6	M. & S.	1872	100
2d Mortgage	3,980,670	6	J. & J.	1882	88
Improvement	568,500	6	M. & N.	1876	95
Susquch'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	68
Preferred Interest b'ds.	227,500	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	32½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley					
1st Mortgage	750,000	6	J. & J.	1878	97

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c	$
Chesapeake and Delaware	100	1,343,563	—	97
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,033,850	—	43
Delaware and Hudson	100	7,500,000	7	175
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	2,500,000	6	60⅞
" " (scrip)	50	1,803,000	6	51½
Monongahela Navigation	50	726,800	8	----
Morris (consolidated)	100	1,025,000	—	68½
" (preferred)	100	1,175,000	10	134
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	24⅛
" (preferred)	50	2,722,607	—	37⅞
Susquehanna and Tide Water	50	2,048,260	—	25
Union (preferred)	50	2,750,000	—	7⅛
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	82½
Steamship and Transit:				
Central American Transit	----	----------	----	37
Nicaragua Transit	----	----------	----	2½
Pacific Mail Steamship	100	4,000,000	----	225
Union Steamship (Boston)	----	----------	----	155
Express:				
Adams'	100	2,000,000	----	----
American	100	1,000,000	----	----
National	100	250,000	----	----
Overland Mail	100	500,000	----	----
United States	100	800,000	----	----
Wells, Fargo & Co.	100	1,000,000	----	----
Telegraph:				
American	100	1,600,000	----	----
Atlantic	----	----------	----	----
Insurance Stocks:				
Ætna Fire	50	200,000	----	----
Columbian (Marine)	100	1,000,000	----	127½
Mercantile Mutual	100	600,000	----	----
New England Mutual (Life)	----	----------	----	----
Washington (Fire)	20	400,000	----	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	----	----
New York Life Insurance & Trust	100	1,000,000	----	----
United States Trust	100	1,000,000	----	----
Land and Improvement:				
Boston Water Power	----	----------	----	47½
Boston and Roxbury Mill	----	----------	----	41½
Canton (Baltimore)	100	5,000,000	----	10
Cary Improvement	5	300,000	----	10
East Boston	----	----------	----	14
Essex (Boston)	100	1,000,000	----	96
Waverly (Boston)	----	----------	----	2½
Gas-Light:				
Baltimore	100	----------	8	----
Boston	500	1,000,000	----	560
Brooklyn	25	2,000,000	----	----
Cincinnati	----	----------	----	----
City (Brooklyn)	----	----------	----	----
Citizens' (Brooklyn)	20	----------	----	120
Hartford	----	----------	----	----
Jersey City and Hoboken	----	----------	----	----
Manhattan, N. Y. (stock)	50	4,000,000	----	245
" (scrip)	37½	----------	----	239
Maryland (Baltimore)	25	----------	----	----
Metropolitan, N. Y.	100	----------	----	182
New Haven	----	----------	----	----
New York	50	750,000	----	----
Philadelphia	----	----------	----	----
Pittsburg	----	----------	----	----
St. Louis	----	----------	----	----
Southwark (Philadelphia)	----	----------	----	----
Williamsburg	50	----------	----	151
Unclassified:				
American Coal	25	1,500,000	----	28
American West India	100	1,000,000	----	----
Baltimore Coal	100	----------	----	----
Baltimore and Cuba Smelting	100	----------	----	145
Central Transportation	----	----------	----	----
Cherry Run Petroleum	----	----------	----	9
Cumberland Coal (preferred)	100	5,000,000	----	57½
George's Creek Coal and Iron	100	1,000,000	----	70
Gold Mining of Colorado	----	----------	----	4½
Hazleton Coal	50	----------	----	68
Hudson River Bridge	100	----------	----	----
Mariposa (gold)	100	10,000,000	----	30
Metropolitan Coal	100	----------	----	----
New Almaden (quicksilver)	----	----------	----	----
New Jersey Zinc	100	1,200,000	----	----
Pennsylvania Coal	50	3,200,000	----	186
Quicksilver	----	----------	----	45
Santa Clara (quicksilver)	----	----------	----	84
Santa Rita (silver, copper, and lead)	----	----------	----	----
Sonora Expl. & Mining (silv. & cop.)	----	----------	----	----
West India Cotton	100	100,000	----	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	5	200,000	----	4
Adventure (copper)	----	----	----------	----	----
Albany and Boston (copper)	----	11½	20,000	----	10½
American and Mexican Silver	----	----	----------	----	----
Algomah (copper)	----	2	20,000	----	2½
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	½	20,000	----	5
Balt. and N. Carolina (copper)	----	5	----------	----	20
Bay State (copper)	----	1½	20,000	----	18½
Bedford (copper)	----	----	125,000	----	1½
Black River (copper)	----	2½	200,000	----	52c
Bohemian (copper)	----	7½	20,000	----	14
Bucks County (lead)	----	----	----------	----	1
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	1c.	100,000	----	2½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----------	----	----
Central (copper)	----	5	20,000	----	57½
Chaudiere (copper)	----	1	100,000	----	40c
Columbian (copper)	----	4½	20,000	----	8
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	13
Copper Falls (copper)	----	24½	20,000	----	30½
Dacotah (copper)	----	----	20,000	----	4½
Dana (copper)	----	2½	20,000	----	4½
Doylestown (copper)	----	----	----------	----	----
Dudley (copper)	----	¼	20,000	----	4½
Eagle River (copper)	----	3½	20,000	----	8½
Everett (copper)	----	5	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	10	30,000	----	7½
Flint Steel River (copper)	----	----	20,000	----	9½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	6½	20,000	----	49
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	80c.
Grand Portage (copper)	----	1	20,000	----	----
Great Western (copper)	----	----	20,000	----	4½
Guilford (copper)	----	5	20,000	----	30c.
Hamilton (copper)	----	----	20,000	----	3½
Hancock (copper)	----	6½	20,000	----	13½
Hanover (copper)	----	¼	20,000	----	5
Highland (copper)	----	----	20,000	----	5
Hilton (copper)	----	----	----------	----	----
Humboldt (copper)	----	2	20,000	----	5½
Huron (copper)	----	13	20,000	20	40½
Indiana (copper)	----	----	----------	----	----
Isle Royale (copper)	----	16½	20,000	----	24½
Jefferson (copper)	----	----	----------	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	1	20,000	----	9
Madison (copper)	----	----	20,000	----	6½
Mandan (copper)	----	2½	20,000	----	6
Manhattan (copper)	----	----	20,000	----	6½
Mass (copper)	----	----	20,000	----	----
Meenard (copper)	----	5½	20,000	----	13
Minnesota (copper)	----	3½	20,000	----	76
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	33
Native (copper)	----	3	20,000	----	2½
Nanmkeag (copper)	----	1	20,000	----	2½
New England (copper)	----	2	20,000	----	3
North Cliff (copper)	----	3	20,000	----	6½
North State (copper)	----	5	20,000	----	80c.
North Western (copper)	----	7½	20,000	----	12½
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	100,000	----	----
Odima (copper)	----	----	20,000	----	3½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	1	200,000	----	42c.
Pennsylvania (copper)	25	2½	20,000	----	9
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	60½
Phœnix (copper)	----	13	20,000	----	25
Pittsburg and Boston (copper)	----	5½	20,000	----	57½
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	3½	20,000	----	6½
Prince of Wales (copper)	----	----	----------	----	----
Providence (copper)	----	----	----------	----	----
Quartz Hill (gold)	----	----	----------	----	13½
Quincy (copper)	----	10	200,000	----	87
Rockland (copper)	----	5	20,000	----	17½
Saginaw (saline and mineral)	----	----	----------	----	----
St. Mary's (copper)	----	8½	----------	----	10
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	----	----------	----	----
Silver Hill	----	5	----------	----	----
Silver Valley	----	5	----------	----	10c.
South Side (copper)	----	3	20,000	----	5½
Springfield (copper)	----	5	20,000	----	2½
Star (copper)	----	7½	20,000	----	12
Superior (copper)	----	4	20,000	----	9½
Toltec (copper)	----	20	20,000	----	3½
Tremont (copper)	----	1	20,000	----	4½
Union (lead)	----	5	100,000	----	50c.
Vermont (copper)	5	----	----------	----	----
Waterloo (copper)	----	3	100,000	----	1½
Wickham (copper)	----	5	200,000	----	85c
Wickopee (copper)	----	5	100,000	----	5½
Winthrop (copper)	----	2½	20,000	----	6½
Wyandotte (copper)	----	----	----------	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equipped with single trk.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	47½
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	65
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	124
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	—
30 Nov. '62	4.30	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,800	7,467	7½	....	—
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	—
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,982	—	—	—	....	66½
30 Nov. '62	12.43	—	123	23	—	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	85
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	—
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	54
30 Nov. '62	6.33	—	290	42	—	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	100
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	—
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	58,000	20,000	29,750	14,068	4,841	—	....	—
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	31½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	—
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	—
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	—
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	—
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	—
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	—
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	—	—	—	—	—	—	—	....	—
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	—
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	100	69	—
30 Sep. '62	24.01	—	—	97	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	—	48
30 Sep. '62	56.18	1.50	....	140	29	Brooklyn City	1,352,506	1,000,000	170,000	10,000	491,029	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	—	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '62	—	....	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	....	—	—	—	Centr'l P'k, N. & E. Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	—	—
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	99
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '62	12.67	3.67	....	....	—	Eighth Avenue (N. Y.)	800,565	800,000	—	25,000	369,985	121,565	12	100	—
30 Sep. '62	....	....	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	6	—	—
30 Sep. '62	4.63	—	—	—	—	Harlem Br., Mor's'a & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	....	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '62	10.00	16.00	....	42	—	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	—
30 Sep. '62	—	....	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	—	—
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	—	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	150
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	....	—	—	—	Utica City	—	1,430	—	—	—	—	—	—	—
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.82	—	....	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	—
31 Dec. '62	4 20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	....	—
31 Dec. '62	5.80	—	....	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	—
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	61½
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	136,044	80,000	47,800	3,991	84,440	47,180	25	....	—
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	—
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,062	16,534	8½	....	34½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	65
31 Oct. '62	24.23	—	194	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	10
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	50
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	43½
31 Oct. '62	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	—
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	—
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	—
31 Oct. '62	7.04	—	—	19	—	Pittsb., Alleghany & Manch'r	76,559	40,500	25,000	2,127	33,541	7,252	—	....	—
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,285	37,475	22,600	3,329	34,377	2,498	—	....	—
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	25,000	29,653	2,422	—	....	—
31 Oct. '62	6.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	21
31 Oct. '62	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	21
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	79
31 Oct. '62	5.53	—	—	46	1	12 17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	11	....	18½
31 Oct. '62	8.35	—	—	—	17	5 Spruce & Pine (Phil. & G'n'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	15½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	50
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	30
31 Oct. '62	9,31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	72
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	220,050	21,058	.....	....	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pondleton & S. st. Mar't (Cin.)	70,000	55,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	19,26	—	—	—	—	St. Louis	299,004	298,004	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	105
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	112
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	60,000	6	M. & S.	71–72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1895	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	86,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	16,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	....
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	22,300	6	J. & D.	1865	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	When Due.	Market Price.
United States Loans.					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " ..... coupon		6	" "	1867	----
Loan of Dec 31, 1848 .....registered	8,008,342	6	" "	1868	105
" " " ..... coupon		6	" "	1868	106⅞
Texas Indemnity, of Sep. 9, 1850 ....coupon..	3,461,000	5	" "	1865	136
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	98
" " " ..... coupon		5	" "	1874	100½
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of June, 1861.... coupon	1,026,600	6	" "	1881	101½
" " " ..... coupon		6	" Yearly.	1881	105½
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	108
" " " ..... coupon		6	" "	1881	107⅞
Loan of July 17, 1861 .....registered	50,000,000	6	" "	1881	----
" " " ..... coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s).....registered...	40,230,000	6	May & Nov.	1882	104
" " " (5-20s)..... coupon...	350,000,000	6	" "	1882	104⅛
Treasury Notes of Feb. & Aug. 1861..coupon...	52,931,000	7.3	Feb. & Aug.	1864	103⅝
" " Apr. & Oct. 1861..coupon...	86,989,500	7.3	April & Oct.	1864	103
Treasury Notes of 1863 (legal tender),coupon..	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	----	----	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's' notice	----
" " "	70,814,639	5	" "		----
Certificates of Indebtedness.....(coin)	157,003,241	6	" "	1 year	102⅞
" " " .....(currency)		6	" "	1 year	98⅛
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
State Loans.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" ").. "	38,000	5		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	126
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	107⅛
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	----	1872	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....Inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " " bonds ..... "	1,322,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock .....coupon	2,187,000	6	" "	'63-'80	104
" —War bonds..... "	2,000,000	6	" "	1879	100
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100½
" — " " (dollar) ..... "	1 969,397	6	" "	1870	103
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	81
" — " " ..... "	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	94
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	87½
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock..... "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	500,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	6	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'95-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	100
" — " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	----	d'm'd.	52
" — " " (R. R. etc.)... "	3,902,000	6	----	'87-'90	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan)..... "	670,000	6	----	----	----
Maine—State bonds .....coupon	-------	6	Mar. & Sept.	'63-'77	103
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	104½
Maryland—State bonds (st'l'g)..... coupon	816,000	5		1865	----
" — " " (st'l'g conv.)... "	200,376	5		1865	----
" — " " (st'l'g)..... "	5,585,555	5		'89-'90	105
" — " " (st'l'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... Inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	----
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	111
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	108½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stock &c.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	118
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	65,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	When Due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	----
" — " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	108⅝
" —Coast Defence Loan... "	1,000,000	5	" "	1883	108
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1886	104
" —Redemption l'n (" ")	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	68½
" — " " "	199,000	6	" "	1863	----
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1867	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	69
" — " " S.W. Branch... "	4,800,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	750,000	----	----	----	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	107½
" " —Notes	200,000	6	----	----	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans...	348,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1868	107
" " — " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " "	1,300,000	6	" "	'68-'78	115
" " — " " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " " "	11,050	5½	----	d'm'd.	----
" " — " " " " "	14,230	6	----	d'm'd.	----
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105½
" " — " " " " "	15,889,025	6	" "	'64-'76	115
" " — " " " " "	1,200,000	7	" "	1894	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	52
Ohio—State bonds (foreign debt) .....coupon	1,608,905	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	6	" "	1865	94
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	103½
" — " " (" ") ..... "	1,600,000	6	" "	1875	104
" — " " (" ") ..... "	4,095,300	6	" "	1881	105
" — " " (" ") ..... "	2,400,000	6	" "	1886	108
" — " " (domestic debt).....	275,385	6	" "	1863	108
" — " " (war loan).....coupon	209,764	6	" "	1866	----
" — " " (" ")..... "	1280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc)...	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	96
" — " " "	3,888,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	106⅞
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due	106
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100
" —State bonds.....coupon	4,880,000	5	Feb. & Aug.	1877	103
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,037	5	----	----	----
" —Relief Notes in circulation...	97,360	----	----	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	103
South Carolina—State bonds (stg).....coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	----	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----	1882	56½
" — " " (intern. impr.) "	2,063,666	5	----	Var.	----
" — " " (railroads) ... "	12,799,000	6	----	Var.	----
" — " " (capitol) ..... "	606,000	5	----	1890	57
" — " " (Hermitage) .. "	43,000	6	----	1890	----
Texas—Had no debt in 1861	-------	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	6	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	47
" —State bonds (railroad) .....coupon	12.6 '4,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----	----	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago, Burlington and Quincy:													
1861	149,068	115,525	158,007	131,814	169,110	149,186	169,465	188,478	224,226	226,009	210,494	179,625	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,810	304,943	252,934	229,789	2,557,224
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,264	80,296	1,096,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,989	186,591	167,056	157,232	1,761,604
Chicago and Rock Island													
1859	60,058	65,497	68,116	71,792	73,578	72,392	67,076	87,223	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	138,049	134,560	145,239	92,573	75,457	1,181,003
1861	83,030	63,975	77,007	76,699	102,163	90,821	88,410	130,542	154,054	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,076	76,459	102,353	138,373	119,947	117,086	146,268	161,503	135,795	135,595	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,706	139,363	151,865	209,391	208,589	191,789	192,636	1,930,652
1864	155,034	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	26,066	24,326	28,536	51,340	55,831	55,003	42,101	400,419
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,095	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,901	993,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,368	163,522	1,498,197
1864	98,123	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland, Columbus and Cincinnati:													
1860	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119 487	107,672	86,879	71,402	1,073,422
1861	73,913	67,610	83,392	95,081	96,485	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,850	110,836	103,352	115,115	113,854	123,465	151,423	173,152	192,174	172,381	165,178	180,063	1,716,843
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,761	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,903	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,960
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	166,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1859	376,357	328,047	461,495	557,985	473,366	384,379	353,322	389,378	375,250	456,226	456,500	392,203	5,014,902
1859	304,708	319,593	372,296	380,343	349,953	330,057	361,819	359,114	455,235	466,959	456,008	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	500,610	430,063	372,705	419,010	515,948	719,254	734,108	714,271	6,214,182
1862	609,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	963,859	8,400,334
1863	855,453	829,734	946,041	928,453	838,867	760,868	721,889	678,959	814,828	955,371	1,026,065	1,044,214	10,380,742
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	125,934	122,907	89,344	1,389,441
1860	60,653	62,698	80,793	93,254	115,506	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,390
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,590	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,617	169,794	267,529	254,808	236,618	217,633	2,224,693
1864	138,757	------	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	118,444	125,308	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,961	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	178,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	262,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	246 168	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,583	289,562	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	269,193	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,706	414,399	400,200	4,355,225
1864	318,200	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,364	77,112	83,059	76,764	68,863	710,225
1864	56,540	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37.429	60,229	139,761	163,615	90,500	44,995	799,841
1861	54,246	44,027	45,637	49,102	112,266	141,771	107,117	90,462	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	156,417	205,054	138,842	90,000	1,224,343
1864	102,748	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101.710	151,170	173,870	218,465	196.495	152,172	1,754,819
1860	131,467	119,853	166,454	170,842	176,481	134,688	127.278	196,821	235,551	273,722	203,492	134,972	2,065,896
1861	140,926	116,583	153,170	186,951	170,362	161,561	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180.915	226,819	276,109	345,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,608	2,367,250
1864	250,163	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,286	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	125,085	128.393	193,540	251,423	300,474	196.182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	135,620	123,377	144,962	236,848	307,333	242,099	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172.189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	276,432	238,495	236,453	204,221	215,449	215,449	308,169	375,487	339,793	306,186	3,168,064
1864	252,435	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	745,500	709,671	637,792	588,296	6,803,703
1860	587,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	808,985	811,458	730,786	623,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,860	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749.571	752,841	892,744	1,018,376	968,228	1,002,768	9,693,244
1863	920,272	760,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,038,496	1,043,615	------	------
New York and Harlem:													
1859	91,000	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97.857	85,785	94,554	1,102,822
1860	97,016	96,666	88,598	90,463	89,577	93,378	100.689	104,118	105,478	111.173	99,461	100,141	1,175,706
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97.858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107.093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,606	116,898	114,090	125,817	124,615	129.121	119,854	131,304	1,472,366
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230.377	248,862	241.695	264.622	283.646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314.806	337,495	339.911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,909,339
1862	192,216	217,161	244,423	258,674	283,996	254,285	338,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	526,009	6,324,083
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154.032	203,853	245,938	286,844	231,258	191,198	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,061,757
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,534	370,963	3,745,710
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,003	404,898	467,321	508,146	466,370	473,027	5,069,445
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74.660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125.027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,056	92,574	1,172,100
1862	82,235	47,142	56,008	81,582	106,845	112,578	115,214	168,219	170,380	172,870	147,548	139,529	1,460 147
1863	86,321	91,970	103,066	132,110	134,272	152,585	105,754	116,379	130,700	151,062	130,000	150,000	1,464,209

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. '(†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'58-'76	
Androscoggin and Kennebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	804,600	6	" "	or	1890	70
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	94½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Stefling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	106
" " " 1850	700,000	6	Jan. & July.	"	1880	106
" " " 1855	1,128,500	6	Jan. & July.	"	1875	107¾
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1907	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	559,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1859	100
Boston and Lowell:						
Mortgage	340,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	593,000		Feb. & Aug.	New York		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'70	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1890	
Converted Sterling Loan	795,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	106
" " $900,000	790,000	6	"	"	1870	103½
" " $675,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	99½
" " $2,500,000	867,000	6	"	"	1889	100
Consolid. Mort. Loan $5,000,000			"	"		104
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	70
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,924,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	100,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	101
1st Mortgage pref. S. F.	990,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " " (")		8	" "	" "	18...	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	106
General 1st Mortgage	3,600,000	7	" "	" "	1885	99½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	94
2d Mortgage	2,000,000	8	" "	" "	1890	78
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300 000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	105
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1909	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,000	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	100½
2d Mortgage	244 200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1860	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1900	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	84
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1868	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1886	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	99½
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	500,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,508,000	8	" "	" "	1851	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	260,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B	500,000	8	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1876	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	90
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	100½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	68,95					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'67	112
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	101
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1885	102½
Hamilbal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	84
Land Security	5,000,000	7	April & Oct.	" "	1891	88½
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1885	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	199,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	122½
Eight per cent. bonds	304,000	8	March & Sept.	" "	1905	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	----
2d Mortgage	364,000	10	" "	" "	------	110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsbburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1321	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town).	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	250,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	104½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	600,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,500	7	" "	" "	------	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1rt Lien	550,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	135,603	7	Feb. & Aug.	New York.	1891	90
1st Mortgage sterling	87,318	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	----
Memphis, Clarksev. and Louisv. :						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	124
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1900	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1878	106
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	109
2d General Mortgage	2,656,500	7	" "	" "	1877	104
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	102
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oakaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		45
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '68 and '65)	250,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July	"	1883	
Extension	116,000	6	May & Nov.		1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1850	
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July	New London	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			63 '67	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	106½
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July	" "	1864	
Funding (S. F.) Bonds	1,443,000	7	Feb. & Aug	" "	1876	113
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	102½
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	101
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	101
Bonds of Aug. 1859, Convertible	761,000	7	Feb. & Aug	" "	1876	132
Bonds of Dec. 1862, (S. F.)	------	6	June & Dec	" "	1887	105
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	108
2d Mortgage	4,000,000	7	March & Sept	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	118
4th Mortgage	5,100,000	7	April & Oct	" "	1880	112
5th Mortgage	1,791,500	7	June & Dec	" "	1888	111½
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov	New York	1873	108½
2d Mortgage	1,000,000	7	Feb. & Aug	"	1951	108
3d Mortgage	980,300	7	Jan. & July	"	1897	100½
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	79-'78	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000	---				
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,600,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	101
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	98¾
2d Mortgage	3,077,000	7†	" "	" "	1861	34¾
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96
Chattel Mortgage	360,000	10	" "	"	1887	121
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	1,242,000	†	March & Sept	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July	New York.	'71-87	99
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	109¾
2d Mortgage	2,421,000	6	April & Oct.	"	1875	107
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105¾
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	900,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	125,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1907	----
" 1836, "	192,000	5	" "	"	1880	103
" 1840, "	3,064,600	6	April & Oct.	"	1870	106
" 1861, "	273,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	105
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	118¾
" 1858, "	1,470,000	7	" "	"	1886	126½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	121
Improvement	88,500	6	May & Nov.	Boston.	1893	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	8	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July	" "	1912	101
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	86
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'84-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'n Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	69
2d Mortgage	937,500	7	" "	"	1863	70
3d Mortgage	440,000	7	" "	"	1868	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Six per cents	422,324	6			1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	90
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1868	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1878	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1895	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	50
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000				------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mspt)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	99
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	101
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7			------	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	87½
2d Mortgage Coupon	1,125,000	7	Jan. & July.	"	1867	20½
Virginia Central:						
Mort., guarantied by State of Va	100,000	6	Jan. & July	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	85
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58 '61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'63-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105
Albany City Bonds	1,000,000	6	Jan. & July	"	'61-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	105
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's, endorsed by State.	180,000	6			1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	—	—	.....	*Alabama and Florida*	1,451,736	*	—	877,953	608,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,595	30,991	—	336,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	297,626	111,232	—	.....
30 Jun. '59	57.0	—	....	171.3	—	—	.....	*Mobile and Girard*	1,600,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	109.1	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	395,370	—	.....
29 Feb, '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,338,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	200,229	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	....	107.5	—	—	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,550	700,000	—	1,493,550	22.5	.....	220,251	104,104	—	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	106,000	—	413,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	801,402	126,918	—	.....
31 Aug. '62	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	76,187	4	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,856	1,031,800	358,050	26,924	1,584,661	62.0	.....	206,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,290	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.				4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	497	New York and New Haven	4,643,832	712,495	—	3,000,000	2,000,000	—	5,764,362	117.4	516,810	1,036,437	454,096	12	121
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,963	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,864	158,927	—	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	400,132	870,000	271,877	1,607,831	84.3	136,631	158,970	41,466	—	.....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	15,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	—	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,835	—	.....
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	8.9	10.0	153.5	—	—	—	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	84.7	—	....	—	16	7	124	Atlanta and West Point	1,192,889	*	—	1,250,000	126,000	—	1,597,385	80.7	.....	418,086	225,927	8	125
— — '62	92.6	—	8.7	70.9	—	—	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	80.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	....	23.7	—	—	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	51.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,150,000	312,500	—	5,122,343	222.0	.....	1,159,185	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,619	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,020,866	50.0	.....	202,714	110,516	6	—
1 May, '58	68.1	—	....	—	3	4	83	Savannah, Albany and Gulf	1,386,694	52,374	—	1,275,901	10,200	150,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	386,500	19,913	3,822,913	228.8	.....	.....	388,863	13	.....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,197	*	—	built and own'd by State.			—	138.0	.....	832,345	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,292	4,100,000	157,577	8,721,057	281.0	976,381	1,225,001	457,794	—	86½
30 Apr. '63	188.0	—	28.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	1,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,303,146	2,412,821	1,206,039	8	125
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	46.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	49
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,726	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	133
10 Nov. '62	38.2	—	....	—	—	—	—	Fox River Valley	590,000	*	—	—	590,000	—	—	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	60	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,580	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,605	6	115½
31 May, '63	174.5	5.5	14.3	—	21	23	504	Great Western	4,039,561	*	—	1,648,561	2,360,000	—	4,214,342	180.0	.....	742,097	377,476	—	66½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	16,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	131
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	148.0	—	....	—	—	—	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	....	—	—	—	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	—	.....	oper	by Chic. & R. Is.	125,000	.....	—	.....
— — —	—	—	....	129.0	—	—	.....	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	186.0	—	....	—	—	—	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	.....	186.0	.....	.....	.....	—	.....
31 Dec. '62	100.0	—	....	—	—	—	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
— — —	1.0	—	....	—	—	—	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	.....	.....	3,700,000	6,700,000	—	10,400,000	205.0	.....	1,117,693	568,020	—	65
								INDIANA.													
— — —	108.0	—	....	—	—	—	.....	Cincinnati and Chicago	2,080,433	*	.....	1,103,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	....	73.0	—	—	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	....	—	—	—	.....	Evansville and Crawfordsville	2,283,413	*	2,750	986,061	1,219,100	51,772	2,283,745	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	....	—	19	17	269	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,982	549,043	25,689	1,699,900	1,362,284	140,689	2,458,108	110.0	.....	448,858	239,834	9	87
31 Dec. '62	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,879,880	*	10.000	835,971	991,400	11,036	2,193,339	84.0	.....	460,079	247,238	—	.....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,513	*	278,334	1,015,907	621,000	—	2,176,223	108.0	312,869	527,865	268,156	—	.....
— — '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	.....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132.0	.....	285,974	104,961	—	100
— — '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	2,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	364
— — '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,214	361,272	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	—	—	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,708	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	....	—	—	—	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	48,771	—	.....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,068,599	63,196	—	2,992,427	390,000	222,601	3,179,833	111.0	.....	228,560	122,951	—	.....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	....	101.3	4	4	51	Keok., Ft. Desmoines & Minn.	1,087,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,256	—	.....
1 Jun. '59	11.2	—	....	57.8	—	—	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	80,452	1,022,606	71.2	.....	.....	.....	—	.....
— — '62	135.0	95.0	....	312.0	—	—	.....	Mississippi and Missouri	4,198,000	*	—	2,760,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	43½
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	—	—	—	Covington and Lexington	3,743,971	276,021	—	1,582,189	2,930,000	337,582	4,875,993	111.8	.....	426,408	227,534	—	85
30 Jun. '57	22.0	—	....	113.0	—	—	—	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	—	.....	20.0	.....	.....	.....	—	.....
— — '58	13.5	—	....	22.0	—	—	—	Lexington and Danville	795,500	—	—	694,444	71,000	—	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '62	29.0	—	....	—	—	—	—	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	50
30 Jun. '62	55.1	—	....	—	13	10	230	Louisville and Frankfort	1,396,229	126,736	6,540	1,104,587	402,519	—	1,655,859	66.1		179,251	62,427	2	88
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	596,258	1,777,988	1,062,168	—	.....
— — '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	.....	Clinton and Port Hudson	750,660	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	.....
— — —	27.0	—	....	—	—	—	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	2,242,218	586,000	339,297	5,858,320	80.0	180,204	481,922	223,845	—	.....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	6,570,462	1,040,762	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,222,624	565,434	—	.....
1 Aug '60	48.7	—	—	136.3	—	—	—	*Vicksburg, Shreveport & Texas*	1,063,091	*	—	1,563,015	243,000	103,454	1,710,819	48.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*		161,833	444,655	206,884	757,331	36.5	76,344	79,761	42,461	—	----
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,784		2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	3,472,000	40,576	244,726	12.5	.....	30,850	Loss.	—	----
30 Sep. '61	83.0	9.5	8.0	—	12	11	129	Kennebec and Portland	2,871,264	*		1,287,779	—	271,143	2,990,998	109.5	159,963	172,113	91,487	—	----
31 May, '63	99.7	9.5	.....	—	15	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,022	174,028	—	----
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412		78,014	180,497	300,000	76,000	.....						
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	108
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,768	*		169,200	556,600	.....	.....	37.0	.....	55,408	22,404	—	----
31 May, '61	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,004,731	3,579,907	13,118,902	10,781,833	566,070	31,341,011	286.8	.....	3,922,203	2,305,788	6	104
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	188.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	166.0	940,555	1,920,641	927,341	—	45
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000		600,000	—	—	600,000	21.2	.....	42,000	42,000	7	----
30 Nov. '62	20.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,143	183,345		1,830,000	440,000	21,046	2,755,815	70.9	96,565	421,969	136,191	6½	103½
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	8,880,350	400,463	496,903	4,076,974	—	—	5,026,338	119.3	630,340	945,980	450,302	8	128
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400		3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	126
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	145
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865		681,654	141,000	—	1,086,074	47.1	75,219	102,627	50,053	2½	62½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558		1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	103½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,829	315,734	—	97
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416		299,108	230,261	184,750	764,119	21.2	56,482	56,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149		3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	114
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226		219,826	64,100	5,946	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,963	28,743		292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	----
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275		200,000	75,000	11,762	367,182	12.4	.....	21,780	21,780	6	----
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	96,684		600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	802,760	54,214	14,000	800,000	300,000	—	800,000	56.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	18	N. York and Boston Air Line	832,464	46,269		283,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503		3,015,100	350,500	134,068	4,187,740	102.1	388,585	580,150	312,031	6	117½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247		450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,056	262,815		1,000,000	97,000	—	1,097,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543		243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226		259,685	150,000	1,456	581,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	443,600	4,100		448,700	—	—	448,700	ope	r. by Ho	usatonic	R.	—	----
30 Nov. '62	11.1	0.8	1.2	—	3	10	70	Taunton Branch	250,000			250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	119
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,750,370	—	—	923,810	979,308	42,252	1,945,470	ope	r. by T.	and R.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	189	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	39
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W. S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	150
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	82
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped	by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	540,803	.....	—	----
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
— — —	—	—	—	182.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 May, '63	284.8	—	23.4	—	93	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,634,955	329.3	1,443,558	2,946,560	1,674,200	8	135½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,105	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,658,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	94
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	595,992	5,231,899	236.0	.....	584,542	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,559	—	----
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	...	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	----
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,201	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,953	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	----
31 Dec. '62	52.0	—	3.6	.....	...	...	...	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	15	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,898	—	----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,600,000	.....	.....	114.0	98,371	241,482	128,886	—	----
30 Sep. '62	85.5	5.5	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,601,000	57,361	5,996,277	90.1	232,631	253,295	65,250	—	----
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,000	—	----
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	----
30 Nov. '62	53.6	—	.....	—	11	11	50	Cheshire (preferred)	2,339,713	*	—	2,086,592	503,700	—	3,049,738	63.6	263,324	298,056	104,643	—	48
30 Nov. '62	28.1	—	2.5	—	4	4	23	Cocheco	848,400	*	—	—	—	57,461	807,462	28.1	.....	34,045	10,492	—	----
31 Mar. '62	34.5	—	.....	—	21	22	434	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.8	.....	243,651	112,527	7½	62
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	----
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Mass.		4	97½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	66,210	.....	20.5	.....	26,120	12,857	—	----
31 Mar. '62	29.3	—	2.5	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	115
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,296	—	----
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	73
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,396	—	----
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	...	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	178,962	3,261,344	76.0	.....	559,921	113,583	—	----
31 Dec. '62	68.9	12.3	.....	8.0	...	...	...	Camden and Amboy	6,070,238	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,648	10	187
31 Dec. '62	60.2	—	.....	—	...	...	...	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	65,128	—	17
31 Dec. '62	64.0	—	43.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,297,587	774,341	10	135½
31 Dec. '62	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	----
31 Dec. '62	33.8	—	.....	—	...	...	...	New Jersey	3,583,951	397,378	1,297,974	4,397,800	678,000	400,017	5,695,704	33.8	512,340	1,111,087	652,124	10	----
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,860	204,200	77,798	438,796	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	le R. R.	53,400	8	----
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	le R. R.	26,500	5½	----
31 Dec. '62	.....	—	.....	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,606	2,597,161	—	[2 mos.	10,588	—	—	25
1 May, '62	.....	—	.....	.....	...	...	...	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,780	—	—	1,907,780	600,000	—	1,907,780	24.0	.....	239,889	134,742	6½	110
31 Dec. '62	86.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	481,898	212,600	31,748	821,984	—	82,903	90,128	46,898	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	P. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,014,919	6,267	—	891,875	200,000	8,500	1,100,075						
30 Sep. '62	11.5	—	3.3	21.5	—	—		Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.			—	—
30 Sep. '62	43.9	—	2.8	—	4	*4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	43.9	140,555	224,413	125,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—		Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper	by Tioga.		44,100	—	—
30 Sep. '62	5.4	—	6.4	—	—	—	28	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	464,073	52,327	16,231	8	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.6	803,720	127,843	10,867	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,100,000	170,000	10,000	1,382,506	28.3	2,631,218	491,629	118,390	8	160
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	800,000	5.3	278,289	30,944	2,789	—	58
30 Sep. '62	142.0	—	13.0	—	26	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	550,000	2,426,714	135,547	3,682,552	176 0	609,016	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	505,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	152,036	21,457	.....	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,468,019	369,985	121,566	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	600,000	—	—	600,000	—	—	600,000	incl.	in Erie	.....	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,965,292	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,882,869	7,862,978	2,988,542	—	112½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,867	1,265,981	—	3,758,466	9,363,750	248,424	15,420,640	148.0	1,152,545	2,637,529	1,269,954	—	141
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,552,716	782,462	15,218	2,928,474	100.6	226,611	293,457	109,137	2½	42½
30 Sep. '63	297.8	258.1	400.0	—	239	235	4,424	New York Central	27,082,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,259,880	654.9	5,692,223	10,897,631	4,064,999	7	133
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,961	69,136	11,781,297	163.0	607,373	1,164,003	456,698	—	104½
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl	in N.Y. Central.		60,000	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,300	22,000	—	875,774	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,484,900	—	6,066,800	121 8	341,704	492,483	176,753	—	0.75
30 Sep. '62	36.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,560	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 025	27.2	.....	276,276	66,846	6½	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g	3,092,375	308,305	—	1,490,100	1,923,000	64,292	3,456,392	189.6	309,922	458,512	230,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Rens. & Sar.			—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,422	77,585	—	599,000	376,000	6,037	882,337	51.3	111,256	146,227	62,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,857	—	650,000	42,500	1,142,500	8.0	.....	.....	89,498	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,625	—	750,000	25,000	—	1,039,317	4.0	1,491,960	588,032	88,280	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	192,687	70,919	327,708	13.0	50,277	37,010	.....	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,803,540	2,664	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400 000	—	1,757,029	8.0	2,000,000	560,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,987	—	606.911	803,500	271,097	1,886,508	50.0	247,898	271,158	134,968	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	452,500	—	—	325 000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	80,000	680,000	—	752,601	.....	oper. by	the 4	Comp's.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	67,344	71,899	6,357	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	105,958	58,672	—	—
-- -- '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,500	171.9	.....	469,456	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,389,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	.....	.....	—	—
								OHIO.													
-- -- '58	—	—	.....	—	.....	—	—	Atlantic and Great Western	613,231	.....	.....	386,938	.....	$ 77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,654	*	11,000	1,859,813	1,169,000	2,128	3,876,255	118.2	.....	541,150	234,320	—	35
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,979,508	922,670	109,133	1,628,356	3,673,000	1,126,158	6,310,492	141.0	.....	699,716	280,561	—	10
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	196.8	.....	877,404	464,415	10	125
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
1 May, '59	131.8	—	.....	31.0	16	19	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,082,000	228,978	.....	131.8	804,168	190,746	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723.116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,637	20	1
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,583,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,857	375 209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	547	Clev., Painesville & Ashtabula	3,452,143	590,344	—	3,300,000	1,500,000	—	.....	90.7	484,297	1,561,628	975,923	38½	180
30 Nov. '62	101	102.5	.....	—	45	39	896	Cleveland and Pittsburg	7,836,094	*	—	3,852,712	4,324,006	94,329	8,251,646	208.5	.....	1,436,317	552,800	—	114½
31 May '63	109.7	79.4	.....	—	82	40	495	Cleveland and Toledo	6,700,495	630,727	55,925	3,226,800	3,687,595	—	7,810,858	158.6	663,871	1,361,537	747,562	6	137½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,098	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,000	282,900	—	2,076,502	ope	r. w. Lit.	Miami.	122,883	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,353	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	965,706	451,540	—	.....
31 Aug. '60	36.6	—	.....	—	5	5	87	Dayton and Western	999,178	104,912	—	307,248	716,000	80,845	.....	36.6	.....	62,025	5,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,858	422,658	—	1,104,086	16.0	40,064	64,000	23,000	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	83,412	—	—
— — '59	36.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69.352	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118.865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '62	83.5	—	37.8	—	26	22	437	Little Miami	3,544 158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,486	689,649	15	140
30 Jun. '63	173.8	39.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,48:	53,055	11,164,820	226.6	446,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,476	*	6,246,950	9,870,000	4,345,049	20,549,420	192.3	.....	829,932	119,082	—	14
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '63	153.9	52.0	.....	—	31	28	422	Sandusky, Dayton and Cinc.	3,986,568	595,400	232,179	2,697,090	2,458,825	7,800	5,401,088	205.9	418,326	560,880	115,290	—	—
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,396	82 986	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	63,100	—	—
31 Aug. '58	19.5	—	.....	23.6	—	—	—	Springfield and Columbus	346.500	.....	.....	193,000	150,000	3,500	346.500	ope	r. by C.	C. & C.	.....	—	—
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,162	*	14,038	2,335,550	6,211,616	198,590	8,755,373	250.0	1,014,232	1,936,202	950,462	—	99
								PENNSYLVANIA.													
31 Oct. '62	45 0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,020	—	1
31 Oct. '62	58.0	—	.....	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	58.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,942,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,385	210,817	8	78
30 Sep. '62	65.0	—	4.2	—	15	13	276	Catawissa	3,864,000	*	—	3,350,000	281,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	25½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,800	56 545	1,284,456	74.5	.....	255,500	165,427	8	.....
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,262	753,463	6	195
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,108	36.9	130,602	176,886	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,667	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	247,098	347,823	183,498	—	37
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	85,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,560	700,000	.....	1,882,560	55.5	oper. by	Penn.	R.R.Co.	7	72½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,660	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,790	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	22
31 Oct. '62	80.0	—	16.0	—	12	7	607	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	178,056	—	—
31 Oct. '62	46.0	26.0	18.5	—	23	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,256	1,465,000	31,547	3,927,385	76.0	367,230	522,927	400,516	8	93
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,816	88,801	—	48½
31 Oct. '62	24.5	105.6	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	5,252 265	*	—	3,250,000	—	—	3,252,265	130.0	.....	451,918	174,436	8½	81
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,176	405,187	—	3,147,350	3,106,360	287,000	6,447,760	66.4	263 334	397,198	218,960	—	37½
31 Dec. '62	355.6	56.8	318.0	—	283	157	8,871	Pennsylvania	19,306,347	3,582,304	—	18,274,100	9,52 .40	—	28,324,213	411.4	.....	10,304,191	4,373,218	8	76
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	439,900	—	1,895,696	24.0	229,938	262,333	129,742	6	87
31 Oct. '62	190.0	—	10.5	98.0	15	1	236	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,450	6,83 .,500	157.789	12,124,827	91.0	218,574	413,472	80,909	—	28
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	5,765,774	657,130	11,548,922	12,036,100	91,466	25,528,164	365.0	2,088,166	3,91 1,830	2,096,716	—	89½
1 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	127,519	—	213,030	575,000	5,000	993 153	1.0	6,218	7,416	20,861	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)														
31 Oct. '62	28.3	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200		28.3	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,979,924	744,425	351,129	5,620,500	2,579,000	—	9,508,406		200.5	582,616	2,250,862	1,080,995	9	68½
31 Oct. '62	59.5	—	5.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,853		72.9	191,000	129,918	50,379	—	8
31 Dec. '62	468.3	—	69.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,985,173	312 399	19,451,676		465.3	2,694,467	3,745,311	1,802,895	—	68½
31 Oct. '62	54.0	1.1	8.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555		55.5	87,809	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050		....	oper. by	Ph. & R	eading	5	—
31 Oct. '62	28.5	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,507	5,559	1,297,256		....	57,923	159,534	99,066	—	39
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	595,500	66,826	797,913		29.6	81,934	184,788	97,862	9	43
31 Dec. '62	23.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	653,451	983,205	8,000	1,644,689		23.4	103,800	141,101	79,544	—	12
								RHODE ISLAND.														
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,000	—	.....		62.0	297,700	415,309	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,417	5,500	—	.....		13.6	23,954	25,594	6,789	....	—
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	....	152.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092		13.2	.....	.....	.....	—	—
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,906	1,099,536		51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....		109.6	.....	283,263	151,536	6	—
— — '58	40.3	—	....	—	—	—	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	—	.....		49.3	.....	.....	.....	—	—
1 Jan. '59	143.2	21.5	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	545,546	2,919,554		154.5	.....	341,190	125,871	—	—
31 Aug. '58	22.5	—	....	—	—	—	....	Kings Mountain	196,230	*	—	200,000	—	—	200,000		22.5	.....	.....	.....	5	—
31 July '58	32.0	—	....	—	—	—	....	Laurens	543,403	*	—	400,000	106,218	—	575,729		32.0	.....	27,568	8,527	—	—
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325		102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	108.0	....	62	59	790	....	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....		.....	.....	1,499,636	701,943	7	—
31 July '58	25.1	—	....	41.9	—	—	....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....		25.1	.....	.....	.....	—	—
								TENNESSEE.														
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707		47.6	.....	29,967	19,187	—	—
1859	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....		30.0	29,845	9,559	7,486	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,873	2,020,000	200,000	.....		140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....		130.3	160,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,576	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797		291.0	.....	1,636,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,207	141,144	—	570,000	1,361,000	145,000	.....		.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....		.....	.....	.....	.....	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,240	819,518	.....		59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....		47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....		34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	30	17	819	Nashville and Chattanooga	3,632,832	*	—	2,056,544	1,781,000	.....	.....		159.0	.....	734,118	337,384	6	—
1859	.....	—	.....	.....	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....		.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....		45.8	57,950	127,963	87,243	—	—
1860	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	406,477	.....		30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).														
— — '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'd'o	.....	.....	.....	.....	.....	.....	.....		32.0	.....	.....	.....	—	—
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....		53.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....		50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	456,000	975,000	369,000	.....		70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110 0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....		25.0	.....	.....	.....	—	—
— — '59	28.0	—	....	750 0	....	....	....	southern Pacific	.....	.....	.....	.....	.....	.....	.....		28.0	.....	.....	.....	—	—
								VERMONT.														
31 Aug. '63	110.3	—	8.6	—	8	12	199	Connect. & Passumpsic Rivers	1,763,542	195,647	—	1,280,400	800,000	—	.....		90.7	99,639	208,807	.....	—	90
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,703	556,276	—	2,233,376	3,183,038	663,019	6,379,434		119.6	394,393	322,928	61,280	—	—
31 Aug. '62	62.5	....	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....		62.5	138,299	140,888	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....		174.5	679,677	713,418	191,466	—	7½
30 Jun. '62	47.0	5.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500		ope	r. by Vt.	Central	.....	4	175
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....		23.7	53,041	45,273	7,187	—	—
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	.....	.....		ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.														
1 Aug. '58	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194		—	—	—	—	—	—
30 Sep. '58	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,080	—	2,969,861	775,500	118,789	.....		113.7	703,034	136,302	43,062	—	—
30 Sep. '58	79.2	—	4.8	—	6	2	75	Norfolk and Petersburg	2,006,873	122,150	—	1,500,124	590,610	155,161	9 months		79.2	47,702	54,121	16,382	—	—
30 Sep. '58	103.5	—	—	—	8	—	—	Northwestern Virginia	5,222,150	*	—	468,605	5,719,229	.....	.....		103.5	345,427	248,004	loss	—	8½
30 Sep. '58	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....		167.7	270,846	450,427	222,214	—	—
30 Sep. '58	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,200	1,851,500	292,842	4,745,256		133.4	.....	410,166	201,344	—	—
30 Sep. '58	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527		80.5	.....	326,554	213,852	7½	—
30 Sep. '58	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,260,000	75 908	6,753,655		143.2	224,014	560,904	282,328	—	57
30 Sep. '58	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,380	643,960	96,828	.....		78.6	169,981	279,945	145,385	7	77
30 Sep. '58	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,525	*	—	835,750	204,808	26,853	.....		43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....		23.7	12,542	.....	.....	—	—
31 Jan. '63	86.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648		80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,954,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929		195.0	280 968	634,081	359,130	5	89½
30 Jun. '60	304.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271		214.9	480,193	740,489	347,967	—	—
30 Sep. '58	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....		32.0	30,000	49,971	14,469	—	—
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800 000	700,000	25,000	.....		55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	—	—	—	....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....		199.9	.....	756,476	329,390	—	—
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,330,075	*	23,304	1,000,000	600,000	240,360	1,908,566		40.0	74,243	159,456	82,182	—	—
— — '57	42.0	—	....	27.8	—	—	....	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	.....		42.0	10 mos.	60,069	.....	—	—
31 Dec. '62	191.9	42.5	28.3	—	204	82	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,820,800	2,454,000	221,232	7,978,841		234.4	.....	1,163,734	414,741	—	66
— — '57	50.0	—	....	85.0	....	....	....	Milw., Watertown & Baraboo	514,338	—	—	345,861	132,000	—	.....		50.0	.....	121,401	.....	—	—
10 May, '62	104.0	—	....	—	8	11	375	Racine and Mississippi	3,862,016	*	—	2,706,720	1,417,000	1,086,328	5,692,471		142.0	364,331	314,769	83,330	—	—
— — '58	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated		by	Fox Riv	er Vall.	.....	—	—
								CANADA.														
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000		16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463.989	*	15.311	1,631,130	911,029	22,984	2,683,376		49.0	.....	242,798	117,842	—	12
— — '62	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....		48.0	.....	.....	.....	—	—
30 Jun. '63	1,098	187.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345		1,096	.....	4,368,670	1,154 855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	20,084,180		357.0	.....	3,011,880	1,649,510	1½	—
— — '62	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....		24.0	.....	.....	.....	—	—
31 Dec. '62	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....		96.6	.....	.....	.....	—	—
— — '62	54.0	—	....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....		54.0	.....	.....	.....	—	—
31 Dec. '62	25.0	—	....	—	4	—	57	Welland	.....	.....	.....	.....	750,000	.....	.....		25.0	.....	100,000	19,575	—	—
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,559,418	*	—	4,658,706	—	—	4,658,706		108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	....	—	—	—	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232		60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.														
Dec. '62	61.5	50.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281		92.0	158,416	139,107	87,151	—	—
								NEW GRANADA.														
Dec. '62	45.1	—	....	—	11	22	120	Panama	8,000,000	*	515,555	5,000,000	3,575,000	—	10,768,728		48.7	— —	1,740,204	1,018,444	15	129

New York Stock Exchange.

Actual Sale Prices for the week ending February 10.

	Th 4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
American Coal Co.	----	----	----	85	----	88
Buffalo, N.Y. & E., 1M.	104	----	----	----	----	----
California 7s	----	126	----	----	----	----
Canton Co.	38½	38¾	38½	39½	41¾	41¼
Central Am. Transit.	37	----	----	----	----	37
Chicago & Alton	84	86	84½	86	86½	86½
" " pref.	95½	----	----	97½	93½x	92½
" " 1 M.	----	100½	----	----	101	----
" " Inc. b'ds	91	90½	----	----	----	----
Chicago, Burl. & Q.	----	125	125½	125	125	125
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	48½	49	49½	49½	51½	51
" " pref.	----	----	----	----	----	----
" " 1st M.	----	89½	89½	89½	89½	89½
" " 2d M.	76½	----	77	----	78	78
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	94
Chicago & Rock Isl.	143	143½	142	139½	138	133
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	152	151	----	155	----
Clev. and Pittsburg	115½	115½	115½	116	114½	114½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	103	103	----	----
" " 4 M.	----	85	----	84	----	----
Clev. and Toledo	137½	138½	137½	137½	137½	137¼
" " S. F. 7 p.c.	----	----	----	----	----	110
Cumberland Coal, pref.	51½	51½	55½	56	56	57½
Del. & Hudson Canal	175	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	107½	108½	111½	112½	113½	112½
" pref.	102	102½	103½	104	103½	103½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	118	----	----	----	----	----
" 3 M. 7 p.c. '83	113	----	----	----	----	----
" 4 M. 7 p.c. '80	110½	----	----	----	----	112
" 5 M. 7 p.c. '88	----	109½	111½	----	----	----
Galena and Chicago	112½	114½	114½	115½	115½	115½
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	110	----	----	----	----	116
" bonds	----	122	121½	----	122½	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	29½	33½	33½	33½	33	30
Michigan Central	----	136½	137	136½	136½	136½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	124	----	----	----	----
M. S. and N. I.	92½	94	93½	94½	93½	94
" " guar'd.	132	134½	136	138	138	137
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	57½	63½	60	69	66	66
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	82	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	70½	71	----	70½	70
Miss. & Mo.	----	----	42	42	43	43½
" L.G. bonds.	----	----	----	----	----	45
Missouri 6s	67½	67½	67½	68	68½	68½
" iss. to H. & St. J. R.	----	----	----	84	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	132½	132½	133½	133½	134	133½
" " 7s, 1864	----	100½	101	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	104½	105½	105½	----	105½	105½
N. York & Harlem	103	104	103	103½	103½	104½
" " pref.	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	108½	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Norwich & Worcester	----	----	----	----	92	----
Ohio & Miss. cer.	----	35½	35½	35½	36½	36
Pacific Mail S.S. Co.	226	224½	----	226	226½	225
Panama	----	----	----	----	222	----
Penn'a Coal Co.	186	----	----	----	----	----
Phila. and Reading	116½	117½	117½	118	119½	119½
Pitts. Ft. W. & Chicago	88½	89	88½	89	88½	88½
" " 1M.	----	----	----	----	----	----
" " 2M. 101	----	101	----	----	----	----
" " 3M. 86	----	----	----	----	----	----
Quicksilver Mining Co.	49	48½	50	49	49	48
St. L., Alton & T. H.	63	64	64½	67	66	65
" " pref.	80	----	82	83	83	82
" " 1M.	101	101	----	101½	----	101½
" " 2M. pref.	----	----	----	----	89	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	57	----	56½	----
Toledo & Wabash	----	58½	60	62	63	60
" " Pref.	----	----	----	----	74	----
" " 1M.	----	----	----	----	101	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	80	----	87	80	87	87
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	47

New York Stock Exchange.

Actual Sale Prices for the week ending February 10.

	Th 4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 6s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	136
U. S. 6s, 1881, reg.	----	----	107½	107½	108	108
U. S. 6s, 1881, cou.	107	107	107	107½	107½	----
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	----
U. S. 6s, 1881, " 4y	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " " new	97½	98½	98½	98½	98½	98½
U. S. 6s, 5-20s, coupon	104½	103½	103½	104	104½	104½
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	108½
" " Ap'l & Oct.	107½	109	108	----	----	----
American Gold	158	157½	----	158½	159½	159½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending February 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.
Beaver Meadow	78	78	----	----	----	78
Cattawissa	----	----	25	25½	----	25½
" preferred	42	42½	42½	43½	43½	43½
Camden & Amboy	155	----	155	156	----	157
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	102½	102½	----	----	----	----
" " 6s, '83	99½	----	----	99½	99½	99½
" " 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	97	----	----	----
Del. Div. Canal	38½	38½	39	41	43	43
Elmira & W'msport	----	----	37	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	105	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	60½	----	----
" " 6s	----	----	----	----	----	----
" " scrip	----	----	----	51	51½	----
Lehigh Valley R. R.	93	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	104½	----	----	----	----
Little Schuylkill R. R.	47½	47½	48	----	48½	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	42½
" " 6s	----	----	----	----	----	----
Minehill	60½	60½	----	----	60½	61
Morris Canal	----	----	68	----	----	68½
" " pref.	----	134	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32½	33	32½	36	38	37½
" " 6s. 94	----	----	----	----	96	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	75½	----	75	75	75½	76½
" 1st m.	----	----	----	----	----	106½
" 2d m.	----	----	----	----	----	107
Penn. State, 5s	94½	94½	94½	94½	----	94½
" " 5s, coupon	----	----	----	----	----	100
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	101½	----	----	----	100½
" " new	104½	104½	----	101½	----	105
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	58	58	58½	59½	59	59½
" " 6s, '86	----	115½	117	----	----	----
" " 6s, '70	----	----	----	----	----	105
Philadelphia & Erie	37½	38	38½	----	38½	38
" " 6s	----	----	----	103	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	22½	22½	22	23½	24	24½
" " pref.	34½	35	35½	36	36½	37½
" " 6s '82	86½	87½	87½	88	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	100	100
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	22	22½	22½	23½	25	25
" " 6s '78	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	7	----	7	7½
" " 6s '85	32	32	----	32½	32½	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
Arch street, (Horse)	52½	34	----	----	----	34½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	22½	----	----	21	21
2d and 3d streets, "	----	----	----	----	----	79
Spruce & Pine, "	14½	----	----	----	----	15½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending February 9.

	W.3.	Th 4.	F.5.	Sat.6.	M 8.	Tu.9
Baltimore City 6s, 1875	----	108½	----	----	----	110
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	109½	----	110	109½	----
Balt. and Ohio	----	103	104	103	104	104
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	107½	107½	----	----	----	----
Northern Central	44½	44½	45	----	----	45
" " b'ds, '85	100½	100½	----	101½	----	101½
" " " '90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending February 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.	9.	W.	10.
Boston and Lowell	103	----	----	----	103½		103½	
Boston and Maine	126½	127	128	----	----		128	
Boston and Providence	136	----	----	----	----		----	
Boston and Worcest	----	----	144½	144½	----		145	
Cheshire, pref.	----	----	47½	----	47½		48	
Concord	----	----	----	----	----		----	
Connecticut River	103½	----	----	103½	----		103½	
Eastern, Mass.	97½	97	97	97	97½		97	
Eastern, N. H.	----	----	----	----	----		----	
Fitchburg	114½	115	115	115	----		114	
Manchester & Lawr'ce.	115	----	----	----	----		115	
Michigan Central	----	----	----	----	----		----	
Northern, N. H.	----	----	----	----	----		75	
Old Colony and Fall R.	116½	----	----	----	117½		117½	
Ph., Wil. & Baltimore	67½	----	68	68½	68½		----	
Port'd, Saco & Porta.	108	----	----	----	----		----	
Vermont & Canada	----	----	----	175	----		----	
Vermont & Mass.	28½	----	41½	39	39		39	
Western	----	----	----	150½	150		----	
Broadway (Horse)	----	----	----	----	----		----	
Cambridge "	----	----	----	----	----		----	
Metropolitan "	----	63½	63½	63	----		64	
Middlesex "	----	100	----	----	----		----	
Central Mining Co.	----	----	58	57½	----		----	
Franklin "	----	46	----	48½	48½		49	
Isle Royale "	----	25	25	24½	----		----	
National "	----	----	----	----	----		----	
Minnesota "	----	71	----	70½	70		----	
Pewabic "	----	----	60½	60½	61		----	
Pittsburg "	----	----	----	----	87		87½	
Quincy "	----	----	----	----	----		87	
Rockland "	----	----	16	----	----		17½	

London Stock Exchange.

The following were the closing prices for American Securities on the 22d of January:

Maryland 6s	70	to	72
United States 6s, 1881	65	"	66
Do. 5s, 1874	59	"	61
Virginia State 5s	45	"	48
Do. 6 per cent.	31	"	33
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	75	"	77
Do., Pennsylvania do. do.	77	"	78
Erie shares, $100 (all paid)	64	"	66
Do., 7s, preference	60	"	62
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s. 3d mort., 1883	65	"	70
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	63	"	68
Illinois Central 6s, 1875	63	"	65
Illinois Central 7s, 1875	71	"	73
Do. do. $100 shares, $90 paid, dis.	23	"	24
Do. do. $100 shares, all paid	69	"	70
Marietta and Cincinnati Railroad Bonds	73	"	76
Michigan Central 8s, Convertible, 1869	68	"	72
Do. do. S. F. 1st mort., do., '82	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1886	68	"	72
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	60	"	65
Do. do. 7s, 1864	53	"	58
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	77	"	80
Panama, 1st mortgage 7s, 1866	100	"	102
Do. 2d mortgage 7s, 1872	106	"	107
Pennsylvania, 1st mort., 6s, Convertible	63	"	68
Do. 2d mort., 6s, do.	36	"	38
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	33	"	36

American Railroad Journal.

Saturday, February 13, 1864.

Stock Exchange and Money Market.

The press is teeming with publications, in various shapes, on the financial questions of the day; each writer attempting to maintain his own opinions, as it seems to us, rather than to arrive at the truth. However honest they may be in their purpose, they appear to be limited in their views by some favorite theory; and it is easy enough to find arguments at any time, by any well-read man, or even any original thinker, in favor of a preconceived opinion. Our Money Market is the puzzle of the hour, and its curious intricacies tax the cleverest and the most painstaking, even those most anxious to be right.

Two pamphlets of more than ordinary merit have recently made their appearance, on the subject of the National Financial System. The one is from the pen of James Gallatin, Esq., the President of the National Bank of this city, an able

and honest writer, and an experienced financier. It is of course written from his own stand-point, and illustrates the dangerous consequences of a reliance on paper money, his fear of a coming collapse, his convictions that there is but one safe method of National financiering, and that Mr. Chase's policy has been a mistaken one in almost every particular. His views are stated with so much earnestness, so much sincerity, and so much force, it is almost impossible not to be affected by his apprehensions. He is of the opinion that the war could have been carried on, and the currency maintained at a specie standard, and that two hundred millions of gold would have been sufficient for the purpose.

But there are others who believe all this an impossibility. Two hundred millions of gold, about the sum deemed sufficient by Mr. Gallatin, would not have lasted the Government six months. Once paid out, there was no practicable method of getting it back again. The banks could not have been relied upon, for they were always liable to suspend in a panic, even in time of peace, and never have held, and never will hold, specie enough to pay their debts upon a sudden call, no matter how valuable their securities appear on their books. When a whole community suddenly rush for a single article, such as coin, and wish to convert all their securities into that shape, it is entirely a deception to expect their wishes can be gratified. The coin of a country bears no proportion to its real means, or its business, or its usual credits; it is nothing more than a universal standard with universal currency, a settler of balances, and an adjuster of commercial indebtedness, especially between Nations. In such a country as ours, where enterprise is the master of the hour, and fearlessness the essence of success, gold never could be made the sole basis of our industrial or commercial transactions. It is altogether too limited and too inconvenient a commodity.

We could not easier have carried on this war, than we could have settled this continent with gold alone.

Mr. Chase could not help himself. Had he borrowed money at 12½ per cent., as was done by the Secretary of the Treasury under Mr. Buchanan's administration, had he trusted to the favor of banks or capitalists, he would soon have found it impossible to get on, except by paying an enormous interest, and sinking half the capital of the funded debt as their inducement. So also the adherence to a gold standard would have inevitably brought the debtor class into the greatest straights, and possibly would have produced a wide spread bankruptcy. With such results staring him in the face, no patriotic financier at the head of the Treasury department could hesitate. It was not contraction which could save the country, but expansion, precisely as it has saved England more than once in its monetary crises. Instead of borrowing paper money of paper issuing banks, or close calculating capitalists checking on banks, the Nation created and used its own. We have thus been able successfully to carry on a tremendous struggle, obtain a sound currency up to this time, the best we ever had; keep the people in activity and cheerfulness, and maintain our various industries in full employment. Any other course it seems to us would have been our ruin.

The other pamphlet, written by A. B. Johnson, Esq., of Utica, is from the pen of a veteran banker, a profound thinker, and a successful man of business. A philosophic spirit pervades all his various productions, and his age and experience have matured his judgment. His work is entitled our "Monetary Condition," and it is full of instruction and interest.

His first proposition is, that "the price of commodities is affected not by any quantity of money, but by the relation which the quantity bears to the uses that exist therefor."

2. Scarcity and abundance of money relate only to its sufficiency or insufficiency for accustomed uses.

3. Uses for money increase and diminish ratably with the supply. This he illustrates in the following manner:

Under our legal tenders and specie suspended bank credits, money is increased in our country beyond all precedent; and at the same time, a large portion of accustomed business has been suspended by the war. Still so urgent is money to create uses for itself, that, under the privation of better employments, money holders are competing with each other, at almost fabulous prices, for railroad and kindred stocks, which, in regular commercial times, were deemed almost worthless; just as sailors on long voyages, when casually deprived of tobacco, chew oakum, if it be the most congruous obtainable substitute. But men are not more gross in their speculations under a plethora of money, than they are fastidious under a great scarcity; and when the time shall arrive that money will shrink into the comparatively small compass of a specie redeemable capacity, and legitimate business shall resume its wonts, under the influence of peace, operators will look back with as much disgust on their present purchases of stocks, as we may suppose the sailors look back, when safely in port, on the oakum they resorted to in their tobacco famine.

4. The quantity man possesses of any article, regulates its use.

5. Suspension of specie payments becomes a necessity when we persist in using more money than specie can supply. Under this head Mr. Johnson makes the following pertinent and admirable remarks:

When specie in any country is insufficient to transact its business, specie must be superseded by some more abundant money, or business must be contracted to the specie capacity. Such a crisis is occasionally produced by the over trading of a community, and governments look thereon with offended majesty; requiring usually a sacrifice of business, as a hecatomb for the unauthorized evil. But the exigencies of our war, have made government itself, the offending party, as a better alternative than taxation, for a necessary supply of money; or than its allurement from accustomed uses by exorbitant premiums. Neither of these methods, would, however, have adequately supplied the money, and both would alike have prostrated business and demolished private fortunes. We may, therefore, be thankful, that after a few expensive trials, (issuing Treasury notes to bear 12 per cent. interest, and selling 6 per cent. 20 year bonds at 5 per cent. discount,) the Government created legal tenders, a money of its own, and as extensible as exigencies might require.

6. Legal tenders are as valuable as the debts they can cancel. This assertion is maintained as follows, in an original and striking manner:

An opinion exists that legal tenders are dependent for value, on their ultimate redemption in coin, as pledged by Congress; but a paper dollar's certain convertibility into coin at the end of fifty years, would give it a present value of only four cents in our State, where interest is seven per cent. the year. Its certain convertibility at the end of ten years, would make the present value not more than fifty cents. The present value of our legal tenders is, their ability to cancel existing debts. This, too, despite of, possibly, an oversight of Congress, in giving no pledge that the legal tender ability of the notes shall remain, till the notes are redeemed. The omission acquires some importance since the law of March, 1863, took from the notes their convertibility into 6 per cent. bonds; though the convertibility was pledged to the notes as unqualifiedly as their legal tender ability. Should, however, the legal tender ability of the notes be rescinded, they would thereby cease from being money, and their further value would much depend on the terms of the rescinding law. The fifty million of Treasury notes created July 17, 1861, were not legal tenders, and were below par value, after even the law of Aug., 1861, assimilated them with coin in the payment of imposts; though on the suspension of specie payments, the notes gradually approximated to the price of coin.

7. Legal tenders are more repletive of money, than irredeemable bank credits.

8. An antagonism exists between legal tenders and irredeemable bank credits.

9. The ability to illimitably replete money with legal tenders, enables Government to borrow at any rate it may desire.

10. Government inflates money, ratably with the smallness of interest it pays on its loans, and *vice versa*.

11. The inclination of a people to repudiate a National debt, is inverse their capacity for self-government.

12. When coins cease being money, they become merchandise, whose daily price will obey the laws of demand and supply. This is illustrated in the following manner:

Whether we say coins appreciate, or paper money depreciates, prices remain unaffected by our phraseology; hence the question is appropriate to only a boy's debating society. A gold dollar will sell to-day, for ten per cent. more than a silver dollar, while both are equivalents as money. Not long since, the price of coins declined 50 per cent., though they were purchased at 23 per cent. premium, with the same paper money that had a few days previously paid for them a premium of 73 per cent. Like wheat, tobacco and cotton, coins vary daily in price, as the quantity sought by purchasers, exceeds or falls short of the quantity seeking a market; hence speculators can increase or diminish prices of coin, if they can control the supply; while legal tenders are innoxious of the rise or fall, except as their abundance facilitates their acquisition, or their scarcity makes acquisition difficult. We are not surprised at this in wheat, &c., and we need not be surprised at it in coins when they become divested of their strait jacket as money, and assume the freedom of merchandise.

Long usage is the sole reason of our identification of money with coin; but nothing is money but what the law makes to be such; hence the legal value of money is separable and distinct from the material of which the money is composed. When our Government, some years since, lessened the material value of our silver small coins, no person who wanted the coins as money, disapproved the deterioration; and no person desires now, the larger coins of gold or silver, in preference to legal tenders, except for some uses other than as money.

We often hear in New York that coins rise or fall in price, as victories incline for or against our arms, and thereby are supposed to hasten or retard peace. Peace will diminish the Government's uses for money, and when they shall need no further loans, no motive will exist for a continuance of legal tenders. Indeed the present emission of interest-bearing two year notes, (self productive instead of productive only by employment as money,) looks much like a preparatory

abandonment of an irredeemable government money; and a shifting on to banks of the whole responsibility of an irredeemable currency. But while the Government may thus easily resume specie as its only money, let no man suppose the change will much aid banks. Even peace will create for them, and the public generally, more new uses for money than those which the war will suspend; while to reduce the whole to a specie capability, will be attainable by only the old process of pressure, bankruptcy and panic, the devastating storm which alone can purify financial disorders.

13. Every kind of money possesses advantages and disadvantages, peculiar to its kind.

14. Finally. A compensating principle pervades the universe.

Our readers will admit that those topics are suggestive, and we will add that they are most ably treated. We should be glad to publish the pamphlet entire, if we had room for it.

The market for the last week has been strong in Government and railway stocks. Money rules at previous rates, and gold has gone up gradually to 159¾.

The exports of specie since the 1st of January to the 6th of February, amounted to the large sum of $6,121,695. On the 1st of January the Sub-Treasury held $13,309,000 in specie, and on the 1st of February $15,663,000 so that in spite of the foreign depletion the Government is constantly gaining in advance of its wants. The regularity and certainty of its payments of interest in gold, give its stocks the value of gold, and though they are held according to variety and tenor at from 104 to 107, there is no reason why they should not advance to a premium equal to the difference between paper and gold. This fact seem to be understood abroad, for it is known that orders to purchase are now large and frequent.

As various estimates have recently been published in regard to the present condition of the National debt, of an evident purpose to weaken the confidence of the public in the financial arrangements of the Treasury, it may be well to correct the error, by the publication of the following official abstract.

The Public Debt of the United States on the 2d of February, 1864, was as follows:

4 per cent Temporary Loan	$1,526,092 07
5 per cent Temporary Loan	30,293,404 34
Temporary Loan Coin	9,547 00
Past Due Treasury Notes	13,100 00
Suspended Requisitions	21,375,060 27
Immediate Liabilities	53,217,203 68
Old Public Debt	67,221,591 80
Three Years Bonds	139,586,450 00
Two Years 6 per cent Bonds	82,600,000 00
United States Notes	450,785,004 60
Fractional Currency	18,246,290 15
Twenty Year Bonds	50,000,000 00
Treasury Note Loan	50,000,000 00
Oregon War Debt	1,016,000 00
5 per cent Treasury Notes	2,074,445 61
Certificates of Indebtedness	137,980,950 00
5-20 Bonds	503,005,178 51
Total	$1,473,225,714 35
Less amount in Treasury	4,033,064 69
Total Debt	$1,469,192,649 66

Of this amount four hundred and sixty eight millions bear no interest, being legal tender and fractional currency. The whole debt on the 1st of June will be about $1,666,992,649, and within a few millions of the original estimate of Mr. Chase. Those alarmists who assert the debt is already more than two thousand millions and will be four thousand millions, are far in advance of the facts, and of course of the truth.

We can not but think very poorly of the motives and conduct of the men who find their chief pleasure, in decrying and running down the resources, and of exaggerating the difficulties of the country.

Our readers will find the reports of the Railroad Share Market carefully corrected, and of a favorable character, the market having been well sustained. Government bonds are firm, those of 1881 registered, selling at 107, 108, 5-20's 104¼, 7-30's 107¾.

Sterling exchange rules at 175 to 175½. Our money and exchange market is likely to be affected to some extent and favorably, if a war should break out in Europe, as is now quite probable.

The Washington Insurance Company have declared a dividend of eight per cent, payable on demand in cash to stockholders. Also, an interest dividend of six per cent. on outstanding scrip, payable 15th inst. Also, a scrip dividend of sixty per cent. on the earned premiums of policies entitled to participate in the profits for the year ending 31st January, 1864. The scrip will be ready for delivery, on and after 15th March proximo.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri 6s, issued to Pacific R. R., 69; N. Y. Central 6s, 1887, 104¾; Peninsular R. R. 1st mort., 80; Illinois coupon 6s, 1879, 101; Illinois War Loan, 100; Ohio 6s, 1881, 105; North Carolina 6s, 52; Louisiana 6s, 52; City 6s, 1876, 106¾; Second Avenue R. R., 75; Copake Iron Mines, 13; Quartz Hill Mining Co., 13¾; Wyoming Valley Coal, 79¾; Bucks Co. Lead, 1; Mariposa Mining Co., 1st mort., 70; Hanover Bank, 100; Park Bank, 130; Bank of Commerce, 102; Bank State of New York, 103½; Bank of Republic, 104; Bank of the Commonwealth, 98; Mechanics Bank, 111½; Phœnix Bank, 105; Market Bank, 102; Manhattan Gas, 240.

Philadelphia.—Camden and Atlantic 17; do., pref., 23; Huntington and Broad Top, 22; Chester Valley, R. R., 5½; do., 7s, 45¼; Phila., Wil. and Balt. R. R., 67½; Camden and Amboy mort. 6s, 105; do., 6s, 1844, 103¾; Pittsburg city R. R., 6s, 78; Elmira and Williamsport Chattle 5s, 76; Girard College R. R., 30; 13th and 15th streets, R. R., 39; 17th and 19th streets, 18¼; 5th and 6th streets, 60; Fulton Coal, 6⅝; New Creek, 1¾; Green Mountain, 7; Big Mountain, 8¼; Buck Mountain, 30; Locust Mountain, 36½; Etna Mining, 15; Girard Mining, 6½; Penn. Mining, 9; Marquette Mining, 4⅛; Allegheny Mining, ¼; Bohemian Mining, 14; Mandan Mining, 4⅜; N. Y. and Mid. Coal Fields, 12¼; Amigdaloyd, 31½; Chestnut Hill, 58½; LeHigh Zinc, 49; Union Canal, 4¼; Bank of North America, 158; Farmers and Mechanics Bank, 58; Commercial Bank, 54; Man. and Mech. Bank, 28¼; Consolidated Bank, 33½; Mechanics Bank, 27¾; Miners Bank, Pottsville, 45; Etna Ins. Co., 11; N. Am. Ins. Co., 25. The latest quotations are: City 6s, 101¼@101½; do., new, 105@105½; State 5s, 94¼@94½; do., 6s, 1879, 102@103; Reading, 59@59¼; do., 6s, 1870, 106@106⅛; do., 1886, 118¾@119¼; Camden and Amboy, 157@158; Pennsylvania R. R., 78@78¼; do., 1st mort., 108½@109; do., 2d mort., 106@106¼; Little Schuylkill R. R., 48⅜@48⅝; Morris Canal, 68@68½; do., pref., 133½@134; bonds, 104@105; do., 2d mort., 100½@102; Susquehanna Canal, 24¾@25; do., 6s, 67¾@68; Sch. Nav., 24½@24¾; do., pref., 37¾@37⅞; do., 6s, 1882, 87@87½; Union Canal pref., 7½@7⅜; do., bonds, 31¾@32; Delaware Div. Canal, 42¾@43; do., bonds, 94@99; Elmira and Williamsport, 37¼@38; do., pref., 51@54; do., 7s, 1873, 105@105½; Beaver Meadow, 78@78¼; Harrisburg, 75@76; Long Island R. R., 42¼@42¾; Lehigh Coal and Navigation, 60¼@60¾; do., scrip, 51¼@51½; North Pennsylvania, 35½@36; do., 6s, 94¼@96¼; do., 10s, 120@121; Philadelphia and Erie, 37¼@37¾; do., 6s, 102½@103; Minehill, 60¼@61½; Catawissa, 25¼@25¾; do., pref., 43¼@43⅝; Lehigh Valley, 91@93; do., bonds, 104¾@105½; Fifth and Sixth streets, (horse,) 59@60; do., 7s, 105@106; Second and Third, 78⅞@79⅛; Race and Vine, 20¾@21¼; West Philadelphia, 70@72; Spruce and Pine, 15@15¼; Green and Coates, 43½@44; do., 7s, 112; Chestnut and Walnut, 61@61¼; Arch, 34@31¼; Thirteenth and Fifteenth, 36¼@39; Seventeenth and Nineteenth, 18¼; Girard College, 30@31; Tenth and Eleventh, 50@50½; Norristown, 57½@59.

Boston.—Vermont Central, 1¾; do., 1st mort. 87¾; do., 2d mort., 20½; Rutland and Burlington 1st mort., 69; do., 2d mort., 20; Northern (Ogdensburg) 75c.; do., 1st mort., 98½; do., 2d mort., 84¾; Malden and Melrose R. R. 6s, 1880, 90; Eastern R. R. 6s, 1874, 100¼; Western R. R. 6s, 1875, 105; Connecticut River R. R. 6s, 1878, 103¼; South Shore R. R. 6s, 98; Taunton Branch R. R., 119; Pittsfield and North Adams, 100; Lynn and Boston, 85; New Hampshire 6s, 1874, 102; Rhode Island 6s, 1882, 102; Connecticut 6s, 1882, 103¾; Maine 6s, 1880, 104; Boston 5s, 1870, 110⅛; Bath 6s, 1890, 108⅞; Portsmouth 6s, 1874, 100¼; Roxbury 5s, 1877, 97¼; Augusta 6s, 1870, 102¾; Albany 6s, (W. R. R.,) 109; Portland 6s, 1871, 105; Union Steamship Co., 155; Boston Water Power Co., 47¼; Cary Imp. Co., 10; Waverly Land Co., 2¼; Boston and Roxbury Mill, 50; East Boston Ferry, 28½; Franklin Coal, 126; Lorberry Coal, 171; East Boston, 14; Cambridge Gas, 108½; Chelsea Gas, 98; Merchants' Bank, 101½; North Bank, 100; Mt. Vernon Bank, 99; Atlas Bank, 102; Blackstone Bank, 107¾; Shoe and Leather Dealers, 138; Shawmut, 98; Acton Mining Co., 4; Algomah, 2⅞; Atlas, 6¼; Bay State, 18¼; Bedford, 1⅞; Black River, 52c.; Boston, 5⅝; Brome, $1; Canada, 2¾; Columbian, 8; Copper Falls, 30¼; Copake Iron, 14¼; Chaudiere, gold, 2¼; Dana, 4¼; Dudley, 4½; Eagle River, 8⅜; Green Mountain, 5¾; Great Western, 4½; Hancock, 13½; Hanover, 5; Humboldt, 5½; Huron, 40½; Hungarian, 3; Logan, 1½; Mandan, 6; Madison, 6¾; Manhattan, 6¼; Mesnard, 13; New England, 8; Nequaket, 3¼; North Cliff, 5¼; Native, 2⅞; North Western, 12¼; Ottawa, 42c.; Pheonix, 25; Pontiac, 6⅝; South Side, 5⅛; Superior, 9⅞; Star, 12; St. Mary's, 10; Toltec, 8½; Tremont, 4⅞; Winthrop, 6½; Waterloo, 1¼; Washington, 8½.

Baltimore.—Western Maryland bonds, 79½; N. W. Va. 3d mort., 25; Maryland Mining Co., 1.15; Santa Clara Mining Co., 8¼; Springfield, 2.85; Bank of Baltimore, 105; Howard 10½; Citizens,

11⅛; Union, 70¼. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 103¾@104; do., 6s, 1867, 102¾; do., 1875, 106; do., 1880, 106; do., 1885, 107½@107¾; Northern Central, 44@45; do., bonds, 1870, 101; do., 1885, 101@101½; N. W. Va., 8½@10; do., 1st mort., 103@105; do., 2d mort., 102@105; do., 3d mort., 22@27; do., guar., 100¼@102; Central Ohio 2d mort., 104@106; do., 3d mort., 70; do., 4th mort., 46@50; do., income 1857–'60, 83@85; Western Md. bonds, 79½@80; do., guar., 105½@106; Maryland 6s, coupon, 1870, 107@108¼; do., Ins., 108; do., 1890, 113; Baltimore 6s, 1870, 105; do., 1873, 106; do., 1875, 108¼@109; do., 1886, 108; do., 1890, 110@110¼; do., coupon, 109½; do., 5s, 1838–'70, 92@94; City Passenger R. R., 17¼@18; North Carolina 6s, 50@52; Canton Co., 38@38½; Deep River, .15@.20; Gardner, .75@ 1.00; Guilford, .30@.45; Maryland, 1.15@ 1.25; North State, .10@.15; Rudisell, .70; Silver Valley, .10; Springfield, 2.80@2.85; George's Creek, 65@69½; Santa Clara, 8¼@8⅜.

Yonkers and New York Railroad.--Oneida County Directors.

A new railroad enterprise has just been inaugurated, designed to connect the lower part of Westchester county more closely with the city of New York. The Yonkers and New York Railroad Company has been organized under the General Railroad Act, with a capital of $500,000, and we learn it is likely to commence operations at an early day. The line of this road extends from a point near Harlem bridge along the east side of the Harlem river, touching at Central Bridge, High Bridge, King's Bridge, etc., thence into the valley of the Nepperhan, or Saw Mill River, at Yonkers, and some distance up said valley, to accommodate the local travel in that vicinity. Provision is also made for several lines of street railroads in the village of Yonkers, some of which are to be constructed early in the ensuing spring. The Directors are: Robt. P. Getty, Isaac H. Knoz, Justus Lawrence, Ethan Flak, of Yonkers; Alanson A. Summer, New York; Calvert Comstock and James I. Johnson, Albany; Lewis Lawrence, Utica; John H. Wardwell, Rome; Delos De Wolf, David Mannering, Chas. H. Smyth, Oswego; Nathan Randall, Homer. Robt. P. Getty, has been elected President of the Company, and Elon Comstock, Secretary and Treasurer. The necessary stock has been subscribed for organization, and ten per cent. thereon paid and articles of association filed in the office of Secretary of State. —*Utica Observer.*

Lawrence Coal Mining Company.

This company was formed in 1862. Its property is located on River Hebert, Cumberland, Nova Scotia, at the head of the Bay of Fundy, about 90 miles east of St. John, and covers an area of 640 acres of coal land. Operations were commenced in the Summer of 1862, in opening these mines, building railroad, wharf and houses, and from that time have progressed steadily but quietly in developing their property. They have brought to this market some 15,000 tons of coal, and those that have used it speak in the highest terms of its quality, especially for steam purposes. It is also a fine gas coal, and for grates said to be equal to the Scotch Cannel. At the annual meeting of the company, held the 20th ult. at their office in this city, the Treasurer's report was highly satisfactory to the stockholders, showing affairs to be in a flourishing condition. It is the expectation of the company to mine and send to market from 25 to 30,000 tons the coming year, having made ample arrangements during the autumn and present winter for so doing.

The following named officers were elected for the year ensuing:—Directors, B. Bradley, John Ford, Arthur Pickering, George Hibbard, T. R. Hawley, E. C. Dillingham, John C. Alden. At a subsequent meeting of the Directors, Benj. Bradley, Esq., was chosen President, and J. C. Alden, Treasurer.—*Com. Bulletin.*

Western Maryland Railroad.

The subject of the extension of this road to Hagarstown has again been revived; and, as we learn, attracts more than usual attention from the citizens of Western Maryland and those living along the line. Meetings, having the contemplated extension in view, have been held at Middleburg, four miles from Union Bridge (where the road at present terminates) Double Pipe Creek, Mechanicstown and Emmittsburg. These meetings, it is said, were all largely attended, drawing together the most public spirited, solid men of the regions in which they were held. Among those present at the meetings we notice the names of Capt. Robert Irwin, President, J. B. Boyle, Treasurer, Augustus Shriver, Secretary, and Wm. Fisher, Attorney of the Company; together with several of the directors. A very active interest, evincing a determination to extend material aid toward completing the work was manifested. Committees were appointed to procure subscriptions, and elict an interest in the contemplated extention Resolutions to that end were also adopted at all the meetings. The Baltimore *American*, alluding to this subject, says:

There can be no doubt that the linking together of Baltimore and Hagerstown, including also Western Maryland and the proverbially rich region of country tributary thereto, would be most desirably and permanently advantageous. Had the road been completed, as above referred to, prior to our national troubles, its advantages must have proved almost beyond calculation, as well to the Government in facilitating the transportation of troops, stores, &c., as to Baltimore and to persons all along the line. The Company, too, might have realized an immense revenue.

Camden and Amboy Railroad.

According to the opinion of the Chancellor delivered on the 3d inst., in the case of the Camden and Amboy Railroad against the Delaware Bay Railroad and Camden and Atlantic Railroad, the only exclusive franchise held by the joint companies, is that of the through transportation of freight and passengers between New York and Philadelphia, and refers not to local business. The Chancellor ordered a reference to be made to a master to take an account of passengers and merchandise carried over defendants' roads between New York and Philadelphia, and make a distinct account of soldiers and munitions of war carried over said roads, and that any final order concerning the last accounts should be reserved until the coming of the master's report. An injunction was granted to restrain the use of defendants' roads, in competing in through business with that of the plaintiffs. The case will be carried to the Court of Errors.

Railroad from Janesville to Winona.

The Winona *Republican* says that the survey of the proposed line of railroad from Janesville, Wis., to Winona, is progressing. At last accounts the corps of engineers had extended their survey to a point several miles west of Sparta. They believe that a feasible route can be obtained by crossing the "dividing ridge" from six to ten miles west of that village, and thence in a nearly direct line to Winona. This survey is being carried on in the interest of the Chicago and Northwestern Railway Company.

The Colorado Gold Mines.

It is only within a few years that much has been known about Colorado, and now principally from its gold product, which has run up to millions annually, the product of the ensuing year being estimated at over twenty millions, and with the improvements now brought to bear upon the extraction of gold quartz from the same amount of labor is increasing the yield three or four fold. The attention of New York and Eastern capitalists has been attracted to the mines of Colorado, and heavy amounts have been invested in claims on which to erect corporations. About a million and a half has been invested since September last, and eight or ten new companies started, which if honestly managed, must pay largely, and attract floating operators.

The Excelsior Company, which started in the Spring of 1863, has made considerable headway, and owns a valuable property; at the rates paid for claims now it could be sold so as to net $10 or $15 a share; the management, however, think the results justify developing rather than selling; its market price now is about 7⅛ per share.

The New England Mining Company, just started upon a developed property, under the management in Colorado of Rodney French, well-known here, is now, we understand, being placed in this market at $2½ to $3 per share.

The Colorado Gold Mining Company, of Boston, one of the most prominent and profitable of these companies, which is owned principally by New England capitalists, and which has a large amount of improved machinery in successful operation, is now running a large mill, the building of which with its machinery cost over one hundred thousand dollars while the application of scientific invention is very largely increasing its yield of the precious metal.—*Boston Com. Bulletin.*

Great Western (Ca.) Railway.

It is stated on good authority that the Great Western Railway Company have already purchased the iron for a third rail to be laid from Suspension Bridge to this city, so as to give the road a gauge like the New York Central and Michigan Central. The design is to put this rail down the coming season, and then run freight cars from Chicago to New York without unloading. The cars will be ferried across the river at this city—a practice that is getting to be quite common where ferries connect roads. The great lines south of the lakes are moving to make such connections as will enable them to run freight through without transhipment, and the Great Western and Michigan Central are compelled to do something of the same sort to keep up the race.—*Detroit Free Press.*

Extension of the Mahoning Railroad.

We learn that the Atlantic and Great Western Railway Company have in contemplation the extension of the Cleveland Branch of their road into the Chenango Valley, and connect it with the Erie and Pittsburg road, thereby reaching large fields of coal that now finds its way to Erie, for Western Lake transportation; and also opening the way for iron ore landed at Cleveland to reach the furnaces in that valley, and the return of the products so far as wanted on the lakes.

☞ A good deal of work has been done on the old Steubenville Railroad in Pennsylvania, under the auspices of a new company. The bridge piers have been almost built, and work all along the route on the heavier sections. The Chartiers Valley branch will at no distant day be built. The local coal trade along these two roads ought to insure their completion—independent of their connections with other railroads.

☞ It is desired to secure the construction of a railroad through the Tuscarawas Valley, Ohio. The proposition is to run the road from Akron or Franklin Mills to Canton—thence through or near Sandyville down the Tuscarawas Valley to intersect the Steubenville and Indiana Railroad near Trenton.

Erie and Pittsburg Railroad.

We learn that this work has progressed so far that the cars are now running on it from the junction with the Lake Shore Railroad, at Girard, to the town of Sharon on Shenango Creek, in Hickory Township, Mercer county, close to the Ohio State line, and that in a few days the cars will commence running still further South to Middlesex, in the same county and on the same stream, whose valley it follows. This is about half the distance from the Lake Shore road to the junction with the Pittsburg, Fort Wayne and Chicago Railroad. The remainder of the track is being rapidly laid, and early in the Spring the trains will run from Erie harbor to Pittsburg.

☞ The Buffalo Commercial *Advertiser* says that a new railroad project is on foot and an application is to be made to the Legislature, to authorize towns on the proposed line to issue bonds in its aid. The plan is to use the Albany and Susquehanna road for about thirty-five miles, and then diverge northerly into Otsego county, through Cherry Valley, Springfield and other towns, and through Bridgewater and Sangerfield to Oneida county, and thence through Madison and Onondaga counties to Auburn, in Cayuga county. The projectors also entertain the idea of a further extension to connect near Geneva with the broad gauge line from Buffalo to Albany. It is thought that the Schenectady and Catskill road will be built, and a third rail laid, making a broad gauge line from the intersection of the Susquehanna to Catskill.

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad for the month of January was:

LAND DEPARTMENT.

Acres construction lands sold	16,460.50	for	$187,055 17
Acres Interest Fund Land sold	242.59	"	2,292 59
Acres Free Lands sold	2,782.76	"	30,302 50
Total sales during month of January, 1864:	19,485 85	for	$220,100 26
To which add town lot sales			1,702 30
Total of all			$221,802 56
Cash collected in January			$118,274 67

TRAFFIC DEPARTMENT.

Receipts from passengers	$138,615 83
" freight	164,228 20
" mails	6,358 33
" rent of road	4,000 00
" other sources	5,000 00
Total receipts in month of Jan., 1864	$318,200 36
Total receipts in month of Jan., 1863	299,944 02

The earnings of the Galena and Chicago Union Railroad Company for the month of Janury, 1864, were $138,757 27
Corresponding month of previous year 132,517 62

Increase $6,239 75

The earnings of the Michigan Central Railroad for the month of January, 1864, were $252,435 00
Corresponding month of previous year 242,073 00

Increase $10,362 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of January, 1864, were $250,163 00
Corresponding month of previous year 248,784 00

Increase $15,348 00

The earnings of the Hudson River Railroad for the month of January, 1864, were $501,231 39
Corresponding month of previous year 458,953 06

Increase $42,278 33

The earnings of the Chicago and Rock Island Railroad Company for the month of January, 1864, were $155,034 00
Corresponding month of previous year 139,686 00

Increase $15,348 00

The approximate earnings of the Marietta and Cincinnati Railroad Company (as re-organized) for the month of January, 1864, were $56,539 98
Corresponding month of previous year. 38,202 72

Increase $18,337 26

The earnings of the Milwaukee and Priarie du Chien Railroad for the month of January, 1864, were $102,748 00
Corresponding month of previous year 67,129 00

Increase $35,619 00

The earnings of the Cleveland and Pittsburg for the month of January, 1864, were $139,414 00
Corresponding month of previous year 123,808 00

Increase $15,606 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for four months ending December 31, 1862 and 1863, have been as follows:

	1862.	1863.
September	$95,969	$153,469
October	118,887	144,736
November	143,748	129,166
December	149,979	135,616
Total	$508,583	$562,987
Increase, 1863		$54,404

The earnings of the Chicago and Northwestern Railway for the month of January, 1864, were:

From passengers	$35,850 47
" freight	58,752 59
" mail	2,033 33
" express	1,411 67
" miscellaneous	75 00
Total	$98,123 06
Corresponding month of previous year	69,691 19
Increase	$28,431 87

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending January 29, 1864, was as follows:

Passengers	$23,692 18
Freight and live stock	41,467 12
Mails and sundries	3,364 92
Total	$68,524 22
Corresponding week of 1863	63,362 64
Increase	$5,161 58

The earnings of the Galena and Chicago Union Railroad for the week ending January 31st, were:

	1863.	1864.
Freight	$32,602 07	$43,762 78
Passengers	7,260 93	11,595 14
Mails, &c	1,733 50	2,980 00
Total	$41,596 50	$58,337 92
Increase 1864		$16,741 42

The earnings of the Chicago and Alton Railroad Company for the week ending Jan., 31st, were:

	1864.	1863.
Passengers	$12,278 50	$11,854 16
Freight	16,044 42	14,662 41
Sundries	1,534 23	1,035 33
Total	$29,857 15	$27,551 90
Increase 1864		$2,305 25

The earnings of the Marietta and Cincinnati Railroad for the 4th week in January, were:

	1864.	1863.
Passengers	$13,147 23	$4,843 00
Freight	10,171 01	11,390 90
Mail, express & telegraph	1,086 50	1,253 29
Total	$24,404 74	$17,487 19

The earnings of the Toledo and Wabash Railroad Company for the 4th week in January, were:

	1863.	1864.
Passengers	$7,315 60	$10,760 60
Freight	22,134 04	23,215 03
Total	$29,449 64	$33,975 63
Increase		$4,525 99

Lake Superior Copper Mines.

Below we give the products of the mines mentioned for the month of December, 1862:

Franklin	67 tons and	210	lbs.
Grand Portage	23 "	3	"
Hancock (Nov. & Dec.)	9 "	725	"
Isle Royale	30 "	—	"
Pewabic	98 "	421	"
Quincy	133 "	1067	"

From the agents' reports of the products of the mines in the Portage Lake District, we condense from the *Mining Gazette* the following comparative table, which will show the products of each mine for the past two years:

	1862.		1863.	
	Tons.	lbs.	Tons.	lbs.
Quincy	1,252	1,493	1,472	1,531
Pewabic	1,025	1,789	1,083	752
Franklin	945	1,194	780	189
Isle Royale	520	1,080	872	920
Grand Portage	—	—	247	883
Hancock	66	846	72	820
Huron	98	874	69	283
Mesnard	33	000	—	—
St. Mary's	—	—	2	000
Totals	3,942	1,266	4,101	878

Showing an increase over last year's product of 158 tons, 1,652 lbs. Notwithstanding the scarcity of laborers, the Quincy, Pewabic and Hancock mines have increased their united products over those of last year 283 tons, 465 lbs. The Grand Portage, which yielded nothing last year, produced this year the handsome return of 247 tons, 883 lbs. The St. Mary's, which is another new mine, sends in barrel work to the amount of two tons. The Mesnard, although it is not printed in the above table, sent three tons and 1,185 lbs. of barrel work to the Portage Lake Smelting Works in October last; the Pontiac mine at the same time sent 1,580 lbs. The united products of the Franklin, Isle Royale and Huron mines have decreased 333 tons, 1,706 lbs.

The purity of the mineral smelted has been increased this year about 3 per cent., making a further increase of 120 tons. This, in connection with the uniform high price of copper, makes the past year the most profitable since the commencement of mining operations in the district.

The amount of ingot copper shipped from the Smelting Works during the season of navigation, 1863, was 3,971,785 lbs.

With the exception of the Quincy yield, all the mineral raised and cleaned in the Portage Lake District, has been refined at the Smelting Works. The Quincy mineral shipped should therefore be added to this, to obtain the actual shipments.

During the season of navigation the Quincy shipped 1,356 tons, 142 lbs.

Supposing this mineral will average 80 per cent purity, and it will probably go a little more, it would yield 2,169,713 lbs. of ingot copper. The amount of ingot yield shipped in 1868, would therefore be—

Smelting Works.....3,971,735 lbs.
Quincy Company.....2,169,713 "

Total.....6,141,448 "

Which if sold at an average price of 30 cents per lb., would net $1,842,434 40.

United States Mint.

The Annual Report of the Director of the United States Mint for the fiscal year ending June 30th, 1868, states that the coinage for this period has been much less than during the preceding year; although for that year it was much below former years. The same causes that contributed to reduce the coinage of 1862, are still in operation; and we cannot hope for any material increase until the Rebellion is crushed, peace restored, and consequent and increasing prosperity gladden our country.

The deposits of foreign coin and bullion were small; the importation of specie having greatly decreased, if not entirely ceased.

The amount of bullion in value received at the Mint and Branches, during the fiscal year, was as follows:

Gold, $23,149,495 41; silver, $1,674,605 90; total deposits, $24,820,101 31. From this must be deducted the rebellion re-deposited, or bars made at one Branch of the Mint and deposited at another for coinage. This deduction being made, the amount will be $23,701,837 31. The coinage for the same period was as follows:—Gold coin, $20,695,852; fine gold bars, $1,949,877 90; silver coins, $1,174,092 80; silver bars, $390,204 42; cents coined, $478,450; total coinage, $24,688,467 12; number of pieces of all denominations of coin, 51,980,575.

The distribution of the bullion received and coined at the Mint and branches, was as follows: At Philadelphia, gold deposits, $3,401,374 55; gold coined, $3,184,892; fine gold bars, $156,039 74; silver deposits and purchases, $386,189 73; silver coined, $358,217 80; silver bars, $6,897 83; cents coined, $478,450. Total deposits of gold and silver, $3,787,564 28; total coinage, $4,184,497 38; number of pieces, 49,108,402.

The Assay office in New York received during the year, $1,812,106 60 in gold bullion and in silver, $325,536 26. Fine gold bars stamped at that office, 1488; value, $1,793,838 16; silver bars, 1916; value, $158,542 91; total value of gold and silver bullion, $2,137,642 82. The Branch Mints in the States now in rebellion, are not in operation, and no reports have been expected or received.

The surprising developments of gold and silver production in the interior of our national territory are alluded to. Idaho is the present California. The deposits from there have included grades of fineness from 798 to 949 thousandths. Not less promising are the mines opening in Washington and Oregon. The Oregon gold is nearly equal to that of California, while that of Washington Territory varies from 650 to 938 thousandths. Enough is now known of these two Territories to warrant the statement that in quantity and quality their product will rival or surpass the product of California. Arizona is yielding both gold and silver, and the quantity is unlimited. The copper coinage has been very large, amounting to 164,011,000 nickels. The profits from the nickel cent pay all the expenses of coinage and distribution. Notwithstanding this, the report recommends that the coin be further depreciated by the omission of all nickel, retaining its present size and devices, being composed of nine per cent. copper, the remainder tin and zinc in suitable proportions.

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American Railroad Journal.

New York, Saturday, February 20, 1864.

☞ The attention of Railroad Contractors is invited to the Advertisement of the Morris and Essex Railroad Company in another column.

Resources of the United States.

REPORT OF MR. RUGGLES.

Mr. S. B. Ruggles, of this city, was present at the International Statistical Congress at Berlin, in September last, as the representative of the United States, and took a distinguished part in its proceedings, much to his own honor, and greatly to the advantage of his country. Notwithstanding the debates and reports were principally in the German language, and Mr. Ruggles labored under the disadvantage of not being acquainted with it, he succeeded in making a profound impression on the Congress by his ample exposition of the resources of the United States. Since his return home the result of his mission communicated from Berlin to the Secretary of State, has been transmitted to the Senate and given to the public through the press.

These International Scientific Congresses in Europe have been in fashion for some years past, and the one of September is to meet again in 1865. They are the only outlet of the continental brain, which is forbidden political discussion, and instead of being able to discuss the first principles of Government and society, the rudimentary processes of popular content and prosperity is driven off to the consideration of abstract notions of money, or weights or measures, or scientific difficulties, and in the almost quixotic attempt to obtain "an accurate notion of quantities." Few measures of these European Congresses so directed and limited can ever be of much real advantage to the subject classes abroad. For want of adequate education few can take any interest for example in the theory of the metrical system of weights or measures, founded on a measurement of an arc of a meridian. Indeed not many persons have any notion how such an arc has been measured. Nor are the statistical facts collected at such a Congress likely to be of any material benefit to any classes but the rulers themselves. They doubtless wish to know how large are the productions, and populations, the increase, the earnings and the commercial ability of their subjects; for knowing these they can adroitly govern for war or for peace, increase or diminish their expenditures, enrich themselves and their families, or practise for a time some unpleasant economies.

Statistical information in the United States is on the contrary of immense immediate value to the people themselves. It is a guide to their enterprise, an assurance of success, a rule of action, an aid to emigration, and a foundation for wise, present, and prospective legislation.

We have not seen any particular report of the proceedings of the Congress of Berlin, beyond an occasional reference to it at the time in the continental papers, but we are inclined to the opinion that Mr. Ruggles' report must have entirely overlaid all those which came from such countries and cities as Baden, Bavaria, Denmark, Hanover, Holstein, Hesse Capel, Lubec, and a score of others of equal unimportance topographically and politically considered. Even in comparison with the reports of the Austrian, Russian, French and English representatives, that of Mr. Ruggles, must have been an immense surprise to the honest plodders in the Congress, and we regret with him that his departure from this country was so hurried that he had not time to do himself or his subject the full justice it deserved, and to have astonished them in a still greater degree. The following extracts contains the principal points made by Mr. Ruggles:

PROGRESS OF AMERICAN STATISTICS.

Much important information, though often wanting in classification and arrangement, is embraced in various official papers issued under public authority, both national and State, and also by boards of trade and other voluntary societies whose labors are more or less statistical. Attempts have been made to impart to American statistics more of an analytical and scientific character, by means of official bureaus to be specially organized for the purpose. The State of Ohio, some years since, under the administration of Gov. Chase, the present Secretary of the Treasury of the United States, established a Bureau of Statistics as one of the organs of the State Government, which was committed to the charge of Mr. Mansfield, whose copious and instructive annual reports fully justify the selection; while far away in the remote interior, beyond the great chain of lakes, the infant State of Minnesota, with a single exception the youngest in the American Union, containing, by the census of 1860, but 173,000 inhabitants clustered around the headwaters of the Upper Mississippi, and more than 1,500 miles from the Atlantic, established, almost at the moment of its birth, a Bureau of Statistics. Two of the annual reports of its able Commissioner of Statistics, Mr. Wheelock, are now submitted to the inspection of the International Statistical Congress, as affording reasonable ground of hope that, in due time, America may at least approach in scientific accuracy and philosophical arrangement the more mature and perfect performances of the statisticians of Europe.

The Congress of the United States has not yet established a distinct Bureau of Statistics, although repeatedly recommended and urged to do so; but in taking the census of inhabitants, as required by the National Constitution, at intervals not exceeding ten years, the practice has been gradually introduced of superadding, by special direction of Congress, inquiries more or less extensive in regard to various branches of industry and production, and recently embracing social statistics to a moderate extent.

TERRITORY, POPULATION AND PROGRESS.

The compend of the census of 1860, and other official documents now submitted to the International Statistical Congress, will establish the following cardinal facts in respect to the territory,

population and progress in material wealth of the United States of America:

I. The territorial area of the United States at the peace of 1783, then bounded west by the Mississippi River, was 820,680 square miles, about four times that of France, which is stated to be 207,145 exclusive of Algeria. The purchase from France of Louisiana, in 1804, added to this area 899,680 square miles. Purchases from Spain, and from Mexico, and the Oregon treaty with England, added the further quantity of 1,215,907 square miles; making the total present territory 2,936,166 square miles, or 1,879,146,240 acres.

Of this immense area, possessing a great variety of climate and culture, so large a portion is fertile that it has been steadily absorbed by the rapidly increased population. In May last there remained undisposed of, belonging to the Government of the United States, 964,901,625 acres.

II. The population of the United States, as shown by the census of 1860, was 31,445,080; of which number 26,975,575 were white, and 4,441,766 black, of various degrees of color—of the blacks, 3,953,760 being returned as slaves.

The increase of population since the establishment of the Government has been as follows:

1790	3,929,827,	
1800	5,305,937,	increase 35.02 per cent.
1810	7,239,814,	increase 36.45 per cent.
1820	9,638,191,	increase 33.13 per cent.
1830	12,866,020,	increase 33.49 per cent.
1840	17,069,453,	increase 32.67 per cent.
1850	28,191,876,	increase 35.87 per cent.
1860	31,445,080,	increase 35.59 per cent.

This rate of progress, especially since 1820, is owing in part to immigration from foreign countries.

There arrived in 10 years—

From 1820 to 1830	244,490
From 1830 to 1840	552,000
From 1840 to 1850	1,558,300
From 1850 to 1860	2,707,624
Total	5,062,414

Being a yearly average of 126,560 for the last 40 years, and 270,762 for the last ten years.

The disturbances in the United States caused by the existing insurrection, and commencing in April, 1861, have temporarily and partially checked this current of immigration, but during the present year it is again increasing.

The records of the Commissioners of Emigration of New York show that the arrivals of that port alone have been for

	From Ireland.	From Germany.	Tot., incld'g all other countries.
1861	27,754	27,159	65,529
1862	32,217	27,740	76,306
1863, up to Aug. 20, 7⅔ mos	64,465	18,724	about 98,000

The whole number arriving from foreign countries in the forty years from 1820 to 1860, were 5,062,414.

It is not ascertainable how many have returned to foreign countries, but they probably do not exceed a million.

If the present partial check to immigration should continue, though it is hardly probable, the number of immigrants for the decade ending in 1870 may possibly be reduced from 2,707,624 to 1,500,000

The ascertained average increase of the whole population in the seven decades from 1790 to 1860, which is very nearly 33⅓ per cent, or one-third for each decade, would carry the present numbers (31,445,080).

By the year 1870 to	41,926,750
From which deduct for the possible diminution of immigrants, as above	1,207,624
There would remain	40,719,126

Mr. Kennedy, the experienced Superintendent of the Census, in the Compend published in 1862, at page 7, estimates the population of 1870 at 43,318,432, and of 1880 at 56,450,241.

The rate of progress of the population of the United States has much exceeded that of any of the European nations.

III. The natural and inevitable result of this great increase of population, enjoying an ample supply of fertile land, is seen in a corresponding advance in the material wealth of the people of the United States. In actual practice, the real property is rarely assessed for more than two-thirds of its cash value, while large amounts of personal property, being easily concealed, escape assessment altogether.

The assessed value of that portion of property which is thus actually taxed increased as follows: In 1791 (estimated) $750,000,000; 1816 (estimated) $1,800,000,000; 1850 (official valuation) $7,135,780,228; 1860 (official valuation) $16,159,616,068, showing an increase in the last decade alone of $9,023,835,840.

During the decade ending in 1860 the sum of $413,541,510 was expended within the limits of the interior central group, known as the "food-exporting States," in constructing 11,212 miles of railway to connect them with the seaboard. The traffic receipts from those roads were:

In 1860....$31,835,031 | In 1861....$35,305,509
In 1862....$44,908,405

The saving to the communities themselves in the transportation, for which they thus paid $44,908,405, was at least five times that amount, while the increase in the exports from that portion of the Union greatly animated not only the commerce of the Atlantic States, carrying those exports over their railways to the seaboard, but the manufacturing industry of the Eastern States that exchange the fabrics of their workshops for the food of the interior.

By carefully analyzing the $8,048,825,840 in question, we find that the six manufacturing States of New England received $735,754,244 of the amount; that the middle Atlantic, or carrying and commercial States, from New York to Maryland, inclusive, received $1,834,911,579; and that the food-producing interior itself, embracing the eight great States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesora, Iowa, and Missouri, received $2,810,000,000.

The rapid influx of population into this group of States increased the quantity of the "improved" land, thereby meaning farms more or less cultivated, within their limits, from 26,680,361 acres in 1850 to 51,826,395 in 1860, but leaving a residue yet to be improved of 230,308,293 acres. The area of 25,146,054 acres thus taken in ten years from the prairie and the forest is equal to seven-eighths of the arable area of England, stated by its political economists to be 28,000,000 of acres.

The area embraced in the residue will permit a similar operation to be repeated eight times successively, plainly demonstrating the capacity of this group of States to expand their present population of 8,057,690 to at least 30,000,000, if not 40,000,000, of inhabitants without inconvenience.

The effects of this influx of population in increasing the pecuniary wealth as well as the agricultural products of the States in question are signally manifest in the census. The assessed value of their real and personal property ascended from $1,116,000,000 in 1850 to $3,926,000,000 in 1860, showing a clear increase of $2,810,000,000. We can best measure this rapid and enormous accession of wealth by comparing it with an object which all nations value, the commercial marine. The commercial tonnage of the United States

In 1840 was	2,180,764 tons.
In 1850 was	3,535,454 "
In 1860 was	5,358,808 "

At $50 per ton, which is a full estimate, the whole pecuniary value of the 5,358,808 tons, embracing all our commercial fleets on the oceans and the lakes and the rivers, and numbering nearly thirty thousand vessels, would be but $267,940,000; whereas the increase in the pecuniary value of the States under consideration, in each year of the last decade was $281,000,000. Five years' increase would purchase every commercial vessel in the Christian world.

But the census discloses another very important feature, in respect to these interior States, of far higher interest to the statisticians, and especially to the statesmen of Europe, than any which has yet been noticed, in their vast and rapidly increasing capacity to supply food, both vegetable and animal, cheaply and abundantly, to the increasing millions of the Old World. In the last decade their cereal products increased from 309,950,295 bushels to 558,160,323 bushels, considerably exceeding the whole cereal product of England, and nearly if not quite equal to that of France. In the same period the swine, who play a very important part in consuming the large surplus of Indian corn, increased in number from 8,536,182 to 11,039,352, and the cattle frem 4,373,712 to 7,204,810. Thanks to steam and the railway, the herds of cattle who feed on the meadows of the Upper Mississippi are now carried in four days, through 18 degrees of longitude, to the slaughter-houses on the Atlantic.

It is difficult to furnish any visible or adequate measure for a mass of cereals so enormous as 558,000,000 of bushels. About one-fifth of the whole descends the chain of lakes, on which 1,800 vessels are constantly employed in the season of navigation. About one-seventh of the whole finds its way to the ocean through the Erie Canal, which has already been once enlarged for the purpose of passing vessels of 200 tons, and is now under survey by the State of New York, for a second enlargement, to pass vessels of 500 tons. The vessels now navigating the canal, exceeed 5,000 in number.

The barrels of wheat and flour alone, carried by the canal to the Hudson River, were:

In 1842....1,146,292 | In 1852....3,937,366
In 1862....7,516,397

A similar enlargement is also proposed for the canal connecting Lake Michigan with the Mississippi River. When both the works are completed, a barrel of flour can be carried from St. Louis to New York, nearly half across the continent, for fifty cents, or a ton from the Iron Mountain of Missouri for $5.

IV. The great metalliferous region of the American Union is found between the Missouri River and the Pacific Ocean. This grand division of the Republic embraces a little more than half of its whole continental breadth. Portland, in Maine, is the meridian 70° west from Greenwich; Leavenworth, on the Missouri River, in 95°; and San Francisco, on the Pacific, in 123°. By these continental landmarks the western or metalliferous section is found to embrace 28°, and the eastern division between the Missouri and the Atlantic, at Portland, 25° of our total territorial breadth of 53° of longitude.

It has been the principal work and office of the American people, since the foundation of their Government, to carry the machinery of civilization westward from the Atlantic to the Missouri, the great confluent of the Mississippi. So far as the means of rapid intercommunication are concerned, the work may be said to be accomplished, for a locomotive engine can now run without interruption from Portland to the Missouri, striking it at St. Joseph, just below the fortieth parallel of latitude. In the twenty years preceding 1860, a network of railway, 31,196 miles in length was constructed, having the terminus of the most western link on the Missouri River. The total cost was $1,151,560,829, of which $850,900,681 was expended in the decade between 1850 and 1860.

The Government, feeling the vital, national imance of closely connecting the States of the Atlantic and of the Mississippi with the Pacific with all practicable dispatch, has vigorously exerted its power. On the 1st of July, 1862, nearly fifteen months after the outbreak of the existing insurrection, and notwithstanding the necessity of calling into the field more than half a million of men to enforce the national authority, Congress passed an act for incorporating "The Union Pacific Railway Company," and appropriated $66,000,000 in the bonds of the United States, with large grants

of land, to aid the work, directing it to be commenced at the 100th meridian of longitude, but with four branches extending to the Missouri River. The necessary surveys across the mountain ranges are now in active progress, and the construction of the eastern division leading westward from the mouth of the Kansas River, or the Missouri, has actually commenced. The whole of that division, including that part of the line west of the 100th meridian to the foot of the Rocky Mountains, is on a nearly level plain, and is singularly easy of construction. Its western end will strike the most prominent point of the auriferous regions in the Territory of Colorado, where the annual product of gold, as stated in the official message of the Territorial Governor, is from $5,000,000 to $10,000,000. The gold is there extracted by crushing machines from the quartz, in which it is found extensively distributed, needing only the railway from the Missouri to cheaply carry the necessary miners with their machinery and supplies. The distance to that point will be about 650 miles, which will be passed in 28 hours. When completed, as it easily may be, within the next three years, it will open the way for such an exodus of miners as the country has not seen since the first discoveries in California, to which the American people rushed with such avidity, many of them circumnavigating Cape Horn to reach the scene of attraction.

Meanwhile, a corresponding movement has commenced on the Pacific, in vigorously prosecuting the construction of the railway eastward from the coast at or near San Francisco, which will cross the Sierra Nevada at an elevation of about 7,000 feet, on the eastern line of California, in the 120th parallel of longitude, and there descend into the Territory of Nevada at the silver mines of Washoe.

It is not yet possible to estimate with any accuracy the extent of these deposits of gold and silver, but they are already known to exist at very numerous localities in and between the Rocky Mountains and the Sierra Nevada, and to mention the rich quartz-mining regions in California itself, which continue to pour out their volumes of gold to affect, whether for good or ill, the financial condition of the civilized world. During the last six months gold has been obtained in such quantities, from the sands of the Snake River and other confluents of the Columbia River, as to attract more than 20,000 persons to that remote portion of our metalliferous interior. The products of those streams alone for the present year are estimated at $20,000,000.

From the documents and other evidences now before the International Statistical Congress, it must be apparent that the metalliferous regions of the United States of America are destined, sooner or later, to add materially to the supply of the precious metals, and thereby to affect the currency of the world, especially if taken in connection with the capacity of the auriferous regions of Russia, Australia, and British America, and the possibility of increased activity in the mines of Mexico.

In Mr. Ruggles' dispatch to Mr. Seward, he remarks that the session of the Congress was signalized by the adoption of resolutions, in regard to a uniform system of weights and measures, looking to an eventual change in the weight of the British sovereign, and the United States dollar, by reducing them to multiples of the French Franc. Mr. Ruggles proposed as a proper preliminary to definite action on this subject, that the production of gold and silver should be investigated by a committee for that purpose, and since his return he has pressed this idea upon the Chamber of Commerce in this city.

Those of our readers who wish to familiarize themselves with the metrical system, its advantages and disadvantages, may refer to an article on that subject in a previous number of this JOURNAL.

Calais and Baring Railroad.

The annual meeting of the stockholders of this company was held at Calais, Me., on the 31st of December, 1863. The Directors in their report refer to the prosperous financial condition of the affairs of the company, although they deemed it inexpedient to declare a dividend from the surplus earnings. The reasons for this course are the same which influenced a similar recommendation last year, which call for a close husbanding of the funds to provide for the bonds which mature in a few months. It was recommended that the board be invested with power to make a new mortgage for $100,000 to Trustees and incorporate a clause establishing a sinking fund of 2 per cent. per annum, and that the new bonds be made payable in 15 years with interest semi-annually in Boston.

The connecting business with the Lewy's Island Railroad has been carried on very harmoniously, the trains of both roads running in such a manner as to secure the greatest economy in the current expenses of each, and giving entire satisfaction to those who patronize them. This road will be similarly run next season.

The directors allude to the effort now being made in Bangor to obtain State aid in constructing the European and North American road on the upper route, taking it so far north as to allow no connection with these roads. The Calais and Baring and Lewy's Island Railroads are deeply interested that this road, when built, should be located on the central route; and the directors suggest in this connection that something should be done on the part of this company forthwith to influence proper legislation on the subject. If the central route should be adopted, these two roads would constitute a section of 22 miles of the great through road from St. John to New York, which would place the stock of both in a very improved condition.

The American end of the Salmon Falls bridge was rebuilt during the past year at an expense of $1,400.

The report of the Treasurer, F. K. Swan, Esq., exhibits the usual satisfactory condition of the affairs of the company, and shows what judicious management continues to do for the interests of the road.

We condense from the Treasurer's Report the following:

Earnings for 1863		$25,149 22
Expenses		11,966 30
Net		$13,182 92
Appropriations as follows:		
Coupons 1st mortgage bonds	$6,000 00	
" 2d " "	1,050 00	
Interest on floating debt	191 97	
		7,241 97
Balance		$5,940 95

The number of miles run during the year was 16,887. Through passengers carried, 4,320. Way and through passengers estimated at 11,000.

Funded debt of the company		$112,700 00
Floating debt		2,851 38
		$115,051 38
Available assets		9,406 03
Balance		$105,645 35

The directors were authorized to take all the necessary measures to renew the bonds which expire in July, 1864. F. K. Swan was appointed to act as agent for the company in arranging for the liquidating or retiring the bonds by substituting new bonds for them or otherwise. The Directors were also authorized to employ some person to represent the interests of this company in the matter of the construction of the Princeton and Milford road, before the Legislature.

The following gentlemen were elected officers for the ensuing year, viz:—Jas. S. Cooper, Clerk; Jas. Sargent, Geo. M. Porter, H. N. Hill, J. McAdam, E. A. Barnard, Directors; F. K. Swan, Treasurer. At a subsequent meeting of the directors, Jas. Sargent was elected President, and W. W. Sawyer Superintendent for the coming year.

Lewys Island Railroad.

This road has been managed and run since August, 1861, by Mr. W. W. Sawyer, who during that time has paid interest on the bonds advanced by this city in the construction of the road, and kept the road in good repairs.

The earnings for 1863, are as follows:

From passengers	$2,925 00
" freight	12,094 07
Total	$15,019 07
Expenses for 1863	4,390 11
Net	$10,628 96
Number of through passengers	5,234
" way "	911
Number of miles run	9,038

The condition and prospects of the road have undergone a decided improvement since Mr. Sawyer assumed the management of it. It will probably soon become a part of the line of direct communication with Bangor, which will prove ultimately advantageous to the stockholders.—*St. Croix Herald.*

Hannibal and St. Joseph Railroad.

The receipts of this road for the years ending September 1, 1861, 1862 and 1863, have been as follows:

	1861.	1862.	1863.
Passengers	$295,562 09	$200,678 62	$345,380 33
Freight	382,912 51	255,945 96	558,106 29
Miscellan's	58,855 00	70,299 86	76,106 59

Total 1863	$979,593 21
" 1862	526,924 44
" 1861	737,329 00
	$2,243,847 25
Received for sundry assets	1,644 51
" from U. S. Government	324,969 00
" from stockholders	139 00
Total receipts	$2,570,599 76

The payments, including unpaid accounts of previous years, have been as follows:

For year ending—		
September 1, 1861	$417,300 60	
" 1862	391,544 74	
" 1863	668,625 25	
Payments on account of Missouri River boats	14,150 59	
Sundry construction accounts	15,037 42	
Land departm't expens's	22,551 43	
Interest, discount and exchange paid in Missouri	7,404 30	
		1,536,614 33
Net Balance		$1,033,985 43
Of this there has been remitted to the fiscal agency at Boston		1,006,639 72
Leaving cash and cash assets in Missouri		$27,345 71

Remitted to fiscal agency		$1,006,639 72
Assets on hand Sept. 1, 1860		146,395 08
Received for convertible bonds issued Jan. 10, 1861		10,000 00
		$1,163,034 80

Disposed of as follows:

To pay interest coupons on land bonds Oct. 1, 1860	$170,520 00	
Do. plain bonds, Oct. 1, 1860, and April 1, 1861	770 00	
Do. 2d mort. bonds, Nov. 15, 1860	42,000 00	
Do. State bonds, Jan. 1, 1861 to July 1, 1863, inclusive	540,000 00	
Do. convertible bonds, Jan. 1, 1861	47,600 00	
Floating debt	142,201 23	
Discount, interest and exchange	60,087 81	
		1,003,179 04
Balance		$159,855 76

The Assets of the company, September 1, 1863, were:

In Missouri		$364,568 92
In Boston		159,855 76
		$524,424 68
Liabilities in Missouri	$79,507 85	
Bills payable in Boston	*14,000 00	
		93,607 85
Balance		$430,916 83

* Balance of floating debt—since paid.

The total land sales of the company to October 1, 1863, were 43,182 56 acres, at an average price per acre of $10.11—netting $436,445 99. Town lots sold 114 acres; average price per acre, $79.73; amount received $9,088 90. Total amount of sales, $445,534 89. The report says:

At the close of the fiscal year, ending September 1st, 1861 and 1862, the company's property and business, from well-known causes, was in too uncertain a condition, to render it practicable to make a report at those dates, which would not be quite as likely to mislead, as to enlighten the stockholders. The formal statements required by law, to be presented at the annual meetings, were therefore the only reports made for those years.

The return of peace and good order to the region traversed by the road, has brought the property of the company into a position of safety, and its business into a condition of comparative regularity.

The Directors, therefore, now submit their report, showing the business in detail, for the year ending September 1st, 1863, and in a more aggregate form, for the last three years, including the report of John L. Lathrop, Secretary and Treasurer, and of R. S. Watson, Treasurer of the Fiscal Agency, showing the financial condition of the company.

Also, the report of J. T. K. Hayward, General Superintendent, showing the business and operation of the road; and of Josiah Hunt, Land Agent, showing the condition of the land department.

The effects of the war upon the property of the company having rendered it practically certain, that the interest upon its indebtedness, as it stood two years ago, could not be met from its earnings, a plan of relief was sought, which, while doing injustice to none, would save the property from impending complications, and ruinous embarrassments.

This plan, as presented to the parties in interest, and already almost unanimously adopted by them, is shown in the report of Mr. Watson, to which we beg to refer for its details.

As the relative position of the land and convertible bonds has sometimes been misunderstood, we will here state that the land bonds, so called, are secured by a first mortgage upon the lands; but they and the convertible bonds, are together secured by a first mortgage, after the State lieu, upon the road—in this latter, neither having the advantage over the other.

It will be seen, therefore, that under the plan adopted for re-organizing the securities, there are no bonds remaining against the company, except such as come from the first mortgage as reduced; the bonds of the subsequent mortgage, to their full amount, have been put into preferred stock; and as the new bonds given for the land bonds, can still be used on the old terms for the purchase of lands, they retain all the advantage which the original land bonds had over the convertible bonds, by reason of this first lien upon the lands.

The promptness with which so large a proportion of the parties in interest have adopted it, strongly commends the wisdom and equity of the plan. As the vitality of the old mortgage is still retained for the benefit of all, as originally interested, no advantage will be gained by any parties declining to join in a plan, so generally adopted by their associates.

The capital account for the first of September, stands as follows:—

Missouri State bonds 6 per cent		$3,000,000
New land " 7 "		2,437,750
" mortgage " 7 "		633,600
Plain " 7 "		11,000
Preferred stock, 7 "		4,916,700
Common " 7 "		1,900,000
The following amount of land bonds have been received for land		$222,000
Amount not yet exchanged for the new bonds		$1,295,500
Convertible do.		314,000
2d mortgage do		193,000
Total unexchanged		*$1,802,500

* Since September 1st, more than three quarters of these have been exchanged, and the small balance is being continually reduced by additional exchanges.

When the remaining bonds are exchanged, the capital account will stand as follows:—

Missouri State bonds 6 per cent		$3,000,000
New land " 7 "		3,344,600
" mortgage " 7 "		822,000
Plain " 8 "		11,000
Total indebtedness		$7,177,600
Preferred stock		5,253,836
Common "		1,900,000
Total		$14,331,436

The earnings for the year ending September 1, 1863, have been as follows:—

From freight		$587,627 92
" passengers		330,455 67
" miscellaneous		72,271 92
Military earnings, not included in above		57,211 67
Total		$1,047,567 18

The expenses have been as follows:—

Operating expenses	$610,564 67	
Taxes	16,976 18	
		$627,540 85
Net balance		$420,026 33

The receipts and payments on account of operating, will, of course, for any fixed period, differ somewhat from the earnings and expenses.

The equipment of the road consists of 31 locomotives; 13 first class and 3 second class passenger cars; 3 baggage, 2 sleeping, 3 mail, 126 platform, 276 box, 8 way, 7 boarding, 47 dump, 25 rubble, and 36 hand cars. Miles run by engines with passenger trains, 126,817; with freight trains, 381,835; with other trains, 70,672—total, 579,324. Number of local passengers carried east, 32,001; do., west, 36,739—total, 68,740. Through passengers carried east, 9,990; do., west, 14,194—total, 24,184. Total through and local passengers carried east, 41,991; do., west, 50,932—total passengers, 92,924. Number carried one mile, 9,044,922. Tons of freight carried east, 54,369; do., west, 59,217—total tons, 113,586. Tons carried one mile eastward, 7,428,730; do., westward, 10,402,554—total, 17,831,284.

General Account, Sept. 1, 1863.

Construction expenditures		$6,141,845 70
Engineering		192,614 85
Interest and discount	$6,033,331 63	
Less from earnings	1,051,523 87	
		4,981,807 76
Fencing		6,365 69
Expenses and contingencies		309,758 01
Equipment		744,827 15
Telegraph		17,156 44
Depot grounds		56,427 00
" buildings		179,875 11
Right of way		59,612 24
Land department		92,906 19
Sinking fund		24,400 00
Old contractors' accounts		16,288 60
Fiscal agency accounts		159,855 76
		$12,983,740 00
State bonds at 20 years		$1,500,000 00
" " 30 "		1,500,000 00
Plain bonds		11,000 00
Mortgage land bonds		*5,000,000 00
Mortgage convertible bonds		1,370,000 00
Second mortgage bonds		1,200,000 00
Received from stockholders		1,783,025 00
Income bonds		605,715 00
Bills payable in Boston, (since paid)		14,000 00
		$12,983,740 00

* Of these land bonds, $222,000 have been received in payment for land sold, and thus this debt is reduced to $4,778,000.

Milwaukee and Dubuque Railroad via Monroe, Wisconsin.

The people of Milwaukee and the towns and country on the route of the projected road, are thoroughly awake to the importance of the subject. Dubuque must have another road, notwithstanding she is at present unable to build it, though by the aid of other interested capital, it can and will be done. The Milwaukee *Sentinel*, of the 21st inst., has a lengthy article on the subject, giving good and substantial reasons for the immediate prosecution of the work. There is no use in mincing matters; the Illinois Central, without a double track and at least four times its present supply of rolling stock, cannot begin to move the immense bulk of freight eastward now being produced from the fields of Northern and Middle Iowa, all of which is tributary to Dubuque, and will come, and must find an outlet eastward. Let another road be constructed and monopolies in transportation will fall hereabouts, and business will be done at only remunerative rates, instead of those that are purely speculative.—*Dubuque Commercial Reporter.*

Fair Haven and Westville Horse Railroad.

This road is three miles in length. The present capital is $100,000. The cost of the road was $50,000. The equipment consists of 7 cars and 45 horses. Dividends four per cent. every six months. The company owes nothing. The capital will be increased to $150,000 on the 1st of May next, in order to pay for three miles of new road now being built. The company will then have a road six miles long, and 12 cars and 75 horses.

Insurance Companies of the State of New York.

The following is a synopsis of the returns of the Insurance Companies of the State of New York, showing the "Assets," "Net Cash premiums received in 1863," "Losses incurred in 1863," and the "Net surplus after providing for liabilities and re-insurance."

Name of Company:	Total Assets.	Net cash premiums received in 1863.	Losses incurred in 1863.	Net surplus after providing for liabilities and re-insurance.
Arctic	$605,604	$200,995	$86,234	$28,354
Ætna	246,082	74,773	49,043	14,672
Astor	189,935	48,136	28,411	24,508
Atlantic, Brooklyn	237,455	114,912	62,740	45,767
American	391,344	96,034	9,987	162,060
American Exchange	213,827	51,243	22,098	.....
Albany of Albany	209,954	47,800	8,400	87,481
Adriatic	177,712	37,863	10,382	17,127
Albany City	230,043	55,833	25,552	9,063
Beekman	246,109	50,530	6,892	26,558
Brevoort	196,500	105,053	69,265	8,814
Broadway	285,915	34,164	16,443	66,830
Brooklyn	284,987	89,840	33,877	100,286
Corn Exchange	600,545	453,063	272,250	46,422
City	341,994	47,276	3,883	109,369
Citizen's, Brooklyn	399,327	116,299	24,559	201,004
Columbia	551,961	118,587	58,764	15,056
Commonwealth	289,071	67,660	46,338	7,153
Clinton	317,852	54,980	11,616	44,579
Commercial	288,213	66,582	19,907	60,981
Commercial, Fire, N. Y	240,742	34,134	1,274	28,881
Central Park	170,123	39,537	26,046	7,844
Croton, Est. July, 1863	220,869	20,375	none	9,330
Continental	1,345,386	331,204	89,960	647,752
Eagle	431,706	70,279	15,497	101,879
Empire City	297,789	62,169	11,663	57,744
Excelsior	260,872	35,993	34,725	37,834
Exchange	164,937	53,846	33,192	.....
East River	293,317	61,497	21,048	.....
Fulton	277,477	119,764	51,392	20,950
Firemen's	298,333	76,482	32,285	45,530
Firemen's Fund	175,387	32,340	17,005	5,392
Firemen's Tr. Brooklyn	183,776	37,208	11,384	10,339
Grocers'	226,680	27,351	961	15,672
Gallatin	165,734	17,921	4,572	9,469
Gebhard	221,290	37,344	11,413	10,690
Goodhue	253,422	51,464	8,100	31,231
Greenwich	281,176	59,410	8,317	58,745
Germania	279,668	83,521	18,531	45,136
Globe	237,202	50,740	10,968	11,688
Home	3,286,270	1,291,686	477,206	698,882
Howard	411,771	96,803	27,186	102,353
Hanover	493,872	68,121	4,973	74,730
Hamilton	185,233	34,722	19,693	6,269
Harmony	244,101	98,128	67,469	41,151
Hope	263,389	91,975	24,224	16,073
Humboldt	235,799	38,388	14,241	18,853
Irving	262,396	80,006	33,587	25,725
Indemnity	174,224	28,664	10,387	7,483
Importers' and Traders'	246,150	40,213	10,613	28,709
Jefferson	321,794	59,914	25,209	84,565
Kings Co. Brooklyn	165,857	56,837	47,749	48,264
Knickerbocker	364,632	44,385	15,456	53,057
Lorillard	701,033	233,651	68,059	120,813
Long Island, Brooklyn	329,660	42,095	6,804	210,601
Lenox	204,399	57,109	20,551	32,920
Lafayette, Brooklyn	175,582	65,004	32,625	3,747
Lamar	387,375	122,349	70,350	48,264
Manhattan	504,022	370,967	180,003	115,048
Merchants	329,269	109,873	38,799	88,401
Mercantile	240,098	50,136	14,256	16,058
Mechanical, Brooklyn	206,239	51,644	16,978	34,835
Mechanics' and Traders'	263,729	58,128	33,676	44,212
Montauk, Brooklyn	197,087	48,890	11,298	18,272
Market	843,264	151,864	42,019	80,307
Metropolitan	542,938	435,584	268,357	58,515
Niagara	292,046	88,566	16,736	56,871
Nassau Brooklyn	246,574	35,018	3,827	80,611
National	287,968	47,635	3,840	62,501
New World	217,121	31,503	23,160	4,121
New York—Bowery	367,908	72,270	17,082	31,447
New York Equitable	315,388	70,365	35,813	71,213
N. Y. Fire and Marine	306,021	65,772	28,260	57,705
New York Central	69,090	24,779	624	4,188
North River	406,905	43,559	8,781	81,707
North-Western, Oswego	252,878	193,452	150,036	20,347
New-Amsterdam	244,477	73,881	36,599	14,180
North America	604,535	112,393	27,601	63,161
Phœnix, Brooklyn	391,798	296,957	181,232	91,773
People's	187,314	49,540	26,123	7,751
Pacific	280,009	69,355	28,389	40,396
Peter Cooper	179,877	28,057	13,140	14,034
Park	270,449	104,062	54,613	13,195
Relief	296,771	112,896	47,796	48,185
Resolute	282,417	92,553	27,634	44,084
Rutgers	251,237	54,997	20,804	25,697
Republic	548,237	112,365	60,448	187,620
Security	764,781	443,521	258,772	180,121
St. Marks	179,676	38,766	26,118	9,138
St. Nicholas	182,331	69,537	46,580	1,760
Stuyvesant	236,671	45,541	16,525	16,946
Standard	266,209	89,459	32,753	36,585
Tradesmen's	187,265	49,099	23,127	15,790
United States	354,522	44,075	3,687	84,604
Washington	584,478	179,177	71,196	131,441
Williamsburgh City	201,798	79,146	45,035	9,216
Western, Buffalo	267,298	145,478	84,961	50,564
Yonkers and New York	238,531	35,100	34	24,541

Philadelphia City Passenger Railroads.

We give below from the Report of the Auditor General of the State of Pennsylvania, the returns from fifteen of the Philadelphia City Passenger Railroad Companies, showing the amount of capital stock authorized, amount paid in, funded and floating debt, receipts, expenses of operating road, dividends, number of passengers carried, etc. The aggregate amount of capital authorized is $7,000,000, of which there has been paid in (exclusive of Thirteenth and Fifteenth streets) $2,475,324. The debt of all (excepting the Girard College, Ridge Avenue and Manayunk, and Seventeenth and Nineteeth streets, which are not given), amounts to $1,163,649. The aggregate receipts were $1,594,842; and the expenses (exclusive of the Girard College road) $1,002,749. The total number of passengers carried by eleven of the roads, was 26,664,510. The total number of persons killed was 12, of which 4 were passengers; injured 20, of which 10 were passengers. The number of horses employed is 2,325; cars upwards of 500.

Girard College—Capital, $500,000; paid, $160,000; receipts, $76,431; dividend, $1 50 per share.

Spruce and Pine—Capital $500,000; paid, $159,312; debt, 15,500; expenses of operating road, $56,648; receipts, $75,005; dividend, 6 per cent; passengers carried $1,857,050.

Germantown—Capital, $500,000; paid, $112,245; debt, $250,000; expenses of operating road, $83,408; receipts, $133,505; passengers carried, 2,600,000.

Fairmount and Arch—Capital $500,000; paid, $200,000: debt, $2,049; expenses of operating road, $45,400; receipts, $63,459; dividend, 7½ per cent.; passengers carried, 1,484,914.

Thirteenth and Fifteenth—Capital, $500,000; debt, $3,000; expense of operating road, $67,176; receipts, $87,604; dividend, $1 75 per share; passengers carried, 1,625,000.

Ridge and Manayunk—Capital, $250,000; paid, $118,000; expense of operating road, $21,569; receipts, $34,549; dividend, $2 10 per share.

Seventeenth and Nineteenth—Capital, $500,000; paid, $120,000; expense of operating road, $22,682; receipts, $28,447; dividend, 2½ per cent.

Philadelphia and Darby—Capital $200,000; paid, $100,000; debt, $17,000; expense of operating road, $19,385; receipts, $24,101; dividend, none; passengers carried, 275,000.

Chestnut and Walnut—Capital, $500,000; paid, $100,000; debt, $135,000; expense of operating road, $53,034; receipts, $104.727; dividend, $4 per share; passengers carried, 2,298,848.

Frankford and Southwark—Capital, $500,000; paid, $490,260; debt, $200,000; expense of operating road, $124.428; receipts, $202.367; dividend, 7 per cent.; passengers carried, 4,000,000.

Race and Vine—Capital, $500,000; paid, $180,000; debt, $172,000; expense of operating road, $65,740; receipts, $72,437; dividend, none; passengers carried, 1,355,600.

West Philadelphia—Capital, $500,000; paid, $189,000; debt, $104,000; expense of operating road, $107,479; receipts, $164,690; dividend, 11 per cent.

Second and Third—Capital, $550,000; paid, $203,757; debt, $172,100; expense of operating road, $182,825; receipts, $279,628; dividend, 10 per cent.; passengers carried, 5,800.000.

Citizen's—Capital, $500,000; paid, $192,750; debt, $6000; expense of operating road, $78,715; receipts, $126,263; dividend, 6½ per cent.; passengers carried, 2,850,000.

Green and Coates—Capital, $500,000; paid, $150,000; debt, $87.000; expense of operating road, $74,069; receipts, $124,539; dividend, $2 90 per share; passengers carried, 2,517,098.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guaran ted)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	——	----
" " " (new pref.)	554,000	6	——	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	——	----
Camden & Atlantic (preferred)	620,800	7	——	25
Catawissa (preferred)	1,150,000	7	——	44½
Chemung (guarantied)	380,000	...	...	----
Cayuga & Susquehanna (guarantied)	343,500	...	...	----
Cheshire (preferred)	2,017,825	7	——	48
Chicago & Alton (preferred)	2,464,336	7	——	93
Chicago & Northwestern (pref.)	2,400,000	7	——	65
Cochecho (preferred)	177,750	8	——	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	——	----
" " " (preferred)	833,000	6	——	40
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	...	...	----
Dubuque & Sioux City (preferred)	1,982,180	7	——	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	...	...	----
Elmira & Williamsport (preferred)	500,000	...	...	52
Erie (preferred)	8,535,700	7	7	105
Hannibal & St. Joseph (preferred)	5,309,128	7	——	45
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	83½
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	——	----
" " (new pref.)	125,000	6	——	----
Lackawanna & Bloomsburg (pref.)	500,000	7	——	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	——	64
" " (2d preferred)	3,424,169	7	——	49
Michigan S. & N. Indiana (guar.)	2,893,600	8	——	139½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	105
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	——	----
New Haven & Northampton (guar.)	1,010,000	...	4	----
New York & Harlem (preferred)	1,500,000	8	——	110½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	...	8	----
Paterson & Ramapo (guarantied)	248,000	...	6½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	...	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	85
Philadelphia & Trenton (guarant'd)	1,000,000	...	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	——	87½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	——	----
" " " (preferred)	608,176	6	——	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	——	30½
Toledo & Wabash (preferred)	926,200	7	——	74
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	97
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	——	18..	----
Bonds guar. by Virginia	200,000	6	——	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	94
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	105
Unsecured bonds	2,773,726	6	J. & J.	'65-'95	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	104½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	100½
2d Mortgage	3,980,670	6	J. & J.	1882	90
Improvement	568,500	6	M. & N.	1876	79
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	68
Preferred Interest b'ds.	227,569	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	20
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	76
Wyoming Valley					
1st Mortgage	750,000	6	J. & J.	1878	98

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c	
Chesapeake and Delaware	100	1,343,563	——	97
Chesapeake and Ohio	100	8,225,695	——	----
Delaware Division	100	1,633,350	——	42½
Delaware and Hudson	100	7,500,000	7	187
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	——	----
Illinois and Michigan	...	...	...	----
Lehigh Navigation	50	2,500,000	6	60
" " (scrip)	50	1,803,000	6	51½
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	——	69
" (preferred)	100	1,175,000	10	154½
North Branch	100	...	...	----
Sault Ste Marie	100	...	...	----
Schuylkill Navigation (consolidated)	50	1,932,457	——	28
" " (preferred)	50	2,722,607	——	40
Susquehanna and Tide Water	50	2,048,200	——	26
Union (preferred)	50	2,750,000	——	7
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	85½
Steamship and Transit:				
Central American Transit	----	...	...	38½
Nicaragua Transit	----	...	...	2½
Pacific Mail Steamship	100	4,000,000	...	219
Union Steamship (Boston)	...	...	...	155½
Express:				
Adams'	100	2,000,000	...	----
American	500	1,000,000	...	----
National	100	250,000	...	----
Overland Mail	100	500,000	...	----
United States	100	800,000	...	----
Wells, Fargo & Co.	100	1,000,000	...	----
Telegraph:				
American	100	1,600,000	...	----
Atlantic	...	...	...	----
Insurance Stocks:				
Ætna Fire	50	200,000	...	----
Columbian (Marine)	100	1,000,000	...	127½
Mercantile Mutual	100	600,000	...	----
New England Mutual (Life)	...	...	...	----
Washington (Fire)	50	400,000	...	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	...	----
New York Life Insurance & Trust	100	1,000,000	...	----
United States Trust	100	1,000,000	...	----
Land and Improvement:				
Boston Water Power	...	...	...	47
Boston and Roxbury Mill	...	...	...	41½
Canton (Baltimore)	100	5,000,000	...	41½
Cary Improvement	5	300,000	...	10½
East Boston	...	...	...	14½
Essex (Boston)	100	1,000,000	...	56
Waverly (Boston)	...	...	...	2½
Gas-Light:				
Baltimore	100	...	8	----
Boston	500	1,000,000	...	350
Brooklyn	25	2,000,000	...	----
Cincinnati	...	...	...	----
City (Brooklyn)	...	...	...	----
Citizens' (Brooklyn)	20	...	...	120
Hartford	...	...	...	----
Jersey City and Hoboken	...	...	...	----
Manhattan, N. Y. (stock)	50	4,000,000	...	245
" " (scrip)	37½	...	...	239
Maryland (Baltimore)	25	...	...	----
Metropolitan, N. Y.	100	...	...	182
New Haven	...	...	...	----
New York	50	750,000	...	----
Philadelphia	...	...	...	----
Pittsburg	...	...	...	----
St. Louis	...	...	...	----
Southwark (Philadelphia)	...	...	...	----
Williamsburg	50	...	...	151
Unclassified:				
American Coal	25	1,500,000	...	80
American West India	100	1,000,000	...	----
Baltimore Coal	100	...	...	----
Baltimore and Cuba Smelting	100	...	...	175
Central Transportation	...	...	...	----
Cherry Run Petroleum	...	...	...	5
Cumberland Coal (preferred)	100	5,000,000	...	58½
George's Creek Coal and Iron	100	1,000,000	...	65
Gold Mining of Colorado	...	...	...	4½
Hazleton Coal	50	...	...	68
Hudson River Bridge	100	...	...	----
Mariposa (gold)	100	10,000,000	...	33½
Metropolitan Coal	100	...	...	----
New Almaden (quicksilver)	...	...	...	----
New Jersey Zinc	100	1,200,000	...	----
Pennsylvania Coal	50	3,200,000	...	173
Quicksilver	...	...	...	58
Santa Clara (quicksilver)	...	...	...	9½
Santa Rita [silver, copper, and lead]	...	...	...	----
Sonora Expl. & Mining (silv. & cop.)	...	...	...	----
West India Cotton	100	100,000	...	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	$ 5	200,000	----	4½
Adventure (copper)	----	----	----	----	----
Albany and Boston (copper)	----	11½	20,000	----	11½
American and Mexican Silver	----	----	----	----	----
Algomah (copper)	----	2	20,000	----	3
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	½	20,000	----	4½
Balt. and N. Carolina (copper)	----	5	----	----	20
Bay State (copper)	----	1½	20,000	----	19½
Bedford (copper)	----	----	125,000	----	8½
Black River (copper)	----	2½	200,000	----	68c
Bohemian (copper)	----	7½	20,000	----	13½
Bucks County (lead)	----	----	----	----	----
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	1c.	100,000	----	4½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----	----	----
Central (copper)	----	5	20,000	----	57½
Chaudiere (copper)	----	1	100,000	----	58c
Columbian (copper)	----	4½	20,000	----	9
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	13½
Copper Falls (copper)	----	24½	20,000	----	34½
Dacotah (copper)	----	----	20,000	----	5
Dana (copper)	----	2½	20,000	----	5½
Doylestown (copper)	----	----	----	----	----
Dudley (copper)	----	¼	20,000	----	4½
Eagle River (copper)	----	3½	20,000	----	8½
Everett (copper)	----	5	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	10	30,000	----	7½
Flint Steel River (copper)	----	----	20,000	----	9½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	6½	20,000	----	49½
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	80c.
Grand Portage (copper)	----	1	20,000	----	----
Great Western (copper)	----	----	20,000	----	4½
Guilford (copper)	----	5	20,000	----	30c.
Hamilton (copper)	----	----	20,000	----	4
Hancock (copper)	----	6½	20,000	----	16
Hanover (copper)	----	¼	20,000	----	5½
Highland (copper)	----	----	20,000	----	6
Hilton (copper)	----	----	----	----	----
Humboldt (copper)	----	2	20,000	----	5½
Huron (copper)	----	13	20,000	20	41½
Indiana (copper)	----	----	----	----	----
Isle Royale (copper)	----	16½	20,000	----	25
Jefferson (copper)	----	----	----	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	1	20,000	----	9
Madison (copper)	----	----	20,000	----	6½
Mandan (copper)	----	2½	20,000	----	7
Manhattan (copper)	----	----	20,000	----	7
Mass (copper)	----	----	20,000	----	----
Mesnard (copper)	----	5½	20,000	----	14½
Minnesota (copper)	----	3½	20,000	----	75
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	30
Native (copper)	----	3	20,000	----	3
Naumkeag (copper)	----	1	20,000	----	2½
New England (copper)	----	2	20,000	----	3½
North Cliff (copper)	----	3	20,000	----	6
North State (copper)	----	5	20,000	----	30c.
North Western (copper)	----	7½	20,000	----	13½
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	100,000	----	----
Ogima (copper)	----	----	20,000	----	3½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	1	200,000	----	47c.
Pennsylvania (copper)	25	2½	20,000	----	9½
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	57½
Phœnix (copper)	----	13	20,000	----	28½
Pittsburg and Boston (copper)	----	5½	20,000	----	88
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	3½	20,000	----	7½
Prince of Wales (copper)	----	----	----	----	----
Providence (copper)	----	----	----	----	----
Quartz Hill (gold)	----	----	----	----	----
Quincy (copper)	----	10	200,000	----	14½
Rockland (copper)	----	5	20,000	----	87½
Saginaw (saline and mineral)	----	----	----	----	17½
St. Mary's (copper)	----	8½	----	----	----
Shawangunk (lead)	----	5	110,000	----	10½
Sheldon (copper)	----	----	----	----	----
Silver Hill	----	5	----	----	----
Silver Valley	----	5	----	----	10c.
South Side (copper)	----	3	20,000	----	5½
Springfield (copper)	----	5	20,000	----	3
Star (copper)	----	7½	20,000	----	12
Superior (copper)	----	4	20,000	----	10½
Toltec (copper)	----	20	20,000	----	3½
Tremont (copper)	----	1	20,000	----	6½
Union (lead)	----	5	100,000	----	70c.
Vermont (copper)	5	----	----	----	----
Waterloo (copper)	----	3	100,000	----	1½
Wickham (copper)	----	5	20,000	----	90c
Wickopee (copper)	----	5	100,000	----	5½
Winthrop (copper)	----	2½	20,000	----	6½
Wyandotte (copper)	----	----	----	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,000	5,000	4	----	47½
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	----	65
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	----	124
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	----	----
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	----	----
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	----	----
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	----	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	----	85
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	----	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	----	----
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	----	64½
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	----	97½
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	----	----
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	----	----
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	----	31½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	----	----
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	----	----
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	----	----
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	----	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	----	----	----	----	----	----	----	----	----
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	----	----
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	----	----	----	----	----	----	----	----
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	----	----	----	—	----	----
						NEW YORK.									
30 Sep. '62	----	----	----	----	--	Avenue D (New York City)	----	----	----	----	----	----	----	----	----
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	----	----
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	100	69	
30 Sep. '62	24.01	—	—	—	69	25 Brooklyn Central & Jamaica	794,912	492,150	252,100	62,987	127,543	10,868	—	----	48
30 Sep. '62	56.18	1.90	—	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	----	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	----	----
30 Sep. '62	—	—	—	—	—	Buffalo Street	----	----	----	----	----	----	----	----	----
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	----	----	----	----	----	----	----	----	----
30 Sep. '62	—	—	—	—	—	Centr'l P'k,N.&E.Riv.(N.Y.)	454,554	359,020	101,000	7,689	—	—	—	----	----
30 Sep. '62	17.25	—	—	—	--	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	----	----
30 Sep. '62	12.67	3.67	—	—	--	Eighth Avenue (N. Y.)	938,305	800,000	—	25,000	369,985	121,565	12	100	----
30 Sep. '62	—	—	—	—	--	Fourteenth Street (N. Y.)	----	----	----	----	----	----	----	----	----
30 Sep. '62	4.52	—	—	—	--	Grand St. & Newtown (W'g)	----	----	----	----	----	----	8	----	----
30 Sep. '62	4.03	—	—	—	--	Harlem Br.,Moris'a & Ford'm	----	----	----	----	----	----	----	----	----
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	----	----	----	----	----	----	----	----	----
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	----	----	----	----	----	----	----	----	----
30 Sep. '62	10.00	16.00	—	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	80,498	19,430	—	100	----
30 Sep. '62	—	—	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	----	----	----	----	----	----	----	----	----
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	----	48
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	----	1,700	—	—	—	—	—	----	----
30 Sep. '62	16.00	—	—	—	--	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	—	—	—	—	--	Seventh Avenue (N. Y.)	----	----	----	----	----	----	----	----	185
30 Sep. '62	8.37	—	533	50	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	15	100	160
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	----	----	----	----	----	----	----	----	----
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	----	----	----	----	----	----	----	----	----
30 Sep. '62	—	—	—	—	—	Utica City	----	1,430	—	—	—	—	—	----	----
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& Erie Bas. (Buff.)	298	330	—	—	—	—	—	----	----
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	----	----	----	----	----
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	----	----	----	----	----	----	----	----	----
31 Dec. '62	4.20	—	—	—	--	Orange and Newark	----	----	----	----	----	----	----	----	----
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	----	----	----	----	----
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	----	61
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	----	----
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	----	----
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	----	34½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	----	59
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	----	10
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	----	31
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	----	44
31 Oct. '62	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	----	----
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	----	----	----	----	----	----	----	----	16
31 Oct. '62	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	----	----	----	----	----
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	----	----
31 Oct. '62	7.04	—	—	19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	----	----
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	----	----
31 Oct. '62	12.00	—	68	19	5	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,683	2,422	—	----	----
31 Oct. '62	6.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	----	20½
31 Oct. '62	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	----	5
31 Oct. '62	7.78	—	56	10	5	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	----	21
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	----	80½
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	----	18½
31 Oct. '62	8.35	—	—	17	5	Spruce & Pine (Phil.& Gr'nF.)	173,010	159,312	15,500	—	70,223	25,740	12½	----	15½
31 Oct. '62	7.65	1.51	170	39	4	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	----	50
31 Oct. '62	5.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	5	----	45
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	----	71½
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	----	31,549	289,069	21,058	—	----	17½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	----	----	----	----	----	----	----
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	----	----	----	----	----	----	----
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	----	----	----	----	----	----	----
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	----	----	----	----	----	----	----
						MISSOURI.									
30 Nov. '62	8.20	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	----	----	----	----	----	----	----
30 Nov. '62	8.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	----	----	----	----	----	----	----
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,675	70,000	----	----	----	----	----	----	----
30 Nov. '62	10.20	—	—	—	—	St. Louis	200,004	200,004	----	----	----	----	----	----	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	----
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1871	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1860	105
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	112
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-'72	----
1st Mortgage [equipment]	40,000	6	----	----	----
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	----	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	----	----	----
Metropolitan:					
1st Mortgage	50,625	6	----	----	----
Real Estate Mortgage	----	6	----	----	----
Middlesex:					
Malden & Melrose bonds	60,000	6	----	1870	----
Real Estate	6,210	--	----	----	----
Ninth Avenue:					
1st Mortgage	22,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	----
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1900	----
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	20,000	--	M. & S.	1888	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1888	----
2d Mortgage	50,800	7	J. & J.	1869	----
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	----
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	----
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	----
Real Estate bonds	60,000	--	----	----	----
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1875	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " ..... coupon		6	" "	1867	----
Loan of Dec 31, 1848 .....registered	8,908,342	6	" "	1868	105
" " " ..... coupon		6	" "	1868	106⅞
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	139
Loan of June 14, 1858 .....registered	20,000,000	6	" "	1874	98
" " " ..... coupon		5	" "	1874	100½
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	96
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of June, 1861.... coupon	1,026,000	6	" "	1881	101½
" " " " ... coupon		6	Yearly.	1881	104
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	111
" " " ..... coupon		6	" "	1881	111½
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	----
" " " ..... coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s).....registered..	40,230,000	6	May & Nov.	1882	107⅜
" " " (5-20s)..... coupon..	350,000,000	6	" "	1882	107
Treasury Notes of Feb. & Aug. 1861..coupon...	52,931,000	7.3	Feb. & Aug.	1864	111½
" " Apr. & Oct. 1861..coupon...	86,989,500	7.3	April & Oct.	1864	110
Treasury Notes of 1863 (legal tender)..coupon...	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs).....	717,141	----	----------	d'm'd.	----
Certificates of Deposit	28,059,296	4	On red'mp'n	10 d's	----
"	70,814,639	5	" "	notice.	----
Certificates of Indebtedness.....(coin)	157,006,241	6	" "	1 year	102⅜
" ..... (currency)		6	" "	1 year	100
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State)..	610,000	6	paid for	1868	----
" — " " (" ")..	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July	1878	126
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	104⅜
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	----------	----	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ..	2,073,750	6	" "	'63-'80	70
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds ..... "	1,322,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock .....coupon	2,187,000	6	" "	'63-'89	104
" —War bonds..... "	2,000,000	6	" "	1879	102
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	103
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1896	91
" — " " ..... "	2,058,173	2½	" "	1886	65
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	96
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	87½
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock..... "	1,213,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'85-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	100
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	----------	d'm'd.	52
" — " " (R. R. etc)..... "	3,902,000	6	----------	'67-'90	----
" — " " (banks) ..... "	5,398,533	6	----------	----	----
" — " " (war loan)..... "	670,000	6	----------	----	----
Maine—State bonds .....coupon	------	6	Mar. & Sept.	'63-'77	103
" — " (war loan)..... "	1,000,000	6	Jan. & July	'81-'83	104⅞
Maryland—State bonds (st'k'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'k'g conv.)— "	200,376	5		1865	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	105
" — " " (st'k'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,680	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	5		'89-'90	114
Massachusetts—State b'ds (Western R. R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.)— "	503,380	6	" "	'88-'90	----
" — " " (" ").dollar	415,500	6	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	108⅜
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	5	June & Dec.	'68-'77	118
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'84-'86	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120
" — " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	108½
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	108
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1856	104
" —Redemption l'n (" ") "	2,000,000	6	" "	'65-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads).... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1862	68½
" — " " " "	199,000	6	" "	1863	73½
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1858.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	73½
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84½
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'72-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	107½
" " —Notes	200,000	6	----------	----	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" " " " (" ").. "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans...	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1888	107
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105½
" " — " " "	15,889,025	6	" "	'64-'76	115
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) ....coupon	1,108,905	6	Jan. & July.	1860	----
" — " " (" ") .... "	1,015,000	6	" "	1865	94
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	103½
" — " " (" ") .... "	1,600,000	6	" "	1875	106⅛
" — " " (" ") .... "	4,095,309	6	" "	1881	105⅞
" — " " (" ") .... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	275,385	6	" "	1863	103
" — " " (war loan).....coupon	299,704	6	" "	1866	----
" — " " (" ") ..... "	$250,969	6	" "	1908	----
" —Irreducible debt (school funds, etc)...	2,920,408	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	dne.	----
" — " " "	10,780,095	5	Jan. & July.	due.	94½
" — " " "	3,386,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	106⅞
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	106
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	103
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	100½
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	----	----
" —Relief Notes in circulation...	97,360	----	----------	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1892	104½
South Carolina—State bonds (stg)....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'93-'96	----
" " —State b'ds (railroads).coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1892	63½
" — " " (intern. impr.) "	2,063,666	5	----------	Var.	45
" — " " (railroads)..... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	608,000	5	----------	1890	45
" — " " (Hermitage) .. "	48,000	6	----------	1890	----
Texas—Had no debt in 1861	------	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	48
" —State bonds (railroad) .....coupon	12,6 4,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	------	----	----------	----	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) ..... "	900,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" " ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,784	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,925	107,758	73,751	64,937	908,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,989	185,591	167,066	157,332	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,805	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,602	102,165	90,621	88,410	130,542	154,984	152,537	123,319	118,763	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,624	130,225	122,612	127,508	144,995	191,766	139,363	161,014	224,584	217,335	198,152	202,014	1,950,492
1864	155,034	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,560	19,585	22,970	25,581	28,291	28,066	24,326	28,536	51,340	55,831	44,000	42,101	400,419
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,231	53,554	675,704
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,597	60,527	87,167	105,146	81,296	55,109	856,668
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,206	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,463	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	163,522	1,498,197
1864	98,128	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,770	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	52,200	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	885,499
1861	85,239	76,918	86,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,160
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,264	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	502,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	369,114	455,235	465,959	536,606	414,764	4,661,049
1860	354,000	345,000	433,811	457,161	393,409	293,409	319,955	477,642	600,124	587,242	561,448	412,723	5,315,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,274,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,889	8,400,334
1863	845,695	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	955,371	1,026,065	1,044,214	10,400,984
1864	984,837	------	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,006	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,565	99,449	80,705	166,541	219,528	252,108	142,658	94,800	1,462,782
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	241,326	172,700	122,909	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,582	1,777,541
1863	132,617	121,161	129,226	136,601	172,343	212,946	143,617	169,794	267,529	284,808	236,618	217,633	2,224,698
1864	138,757	------	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,365	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,551	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,025,537
1862	307,330	281,566	308,963	202,346	192,442	151,427	159,769	193,442	212,113	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	263,100	302,174	295,750	484,550	3,726,140
1864	501,231	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,811	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,622	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,951	248,971	259,843	231,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,354	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,687	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,403	3,445,827
1863	299,944	269,196	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,399	400,000	4,355,225
1864	318,200	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	33,579	32,668	29,384	37,271	56,687	46,452	81,929	55,257	48,544	512,218
1863	88,203	83,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,069	76,764	68,863	710,225
1864	56,540	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	30,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,916	108,721	76,163	109,661	154,389	122,272	61,835	1,163,784
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	106,417	205,054	138,342	99,600	1,224,343
1864	102,748	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	283,551	273,722	203,192	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,294	279,539	2,647,833
1863	248,784	230,608	254,208	267,693	263,981	237,082	188,141	235,512	300,822	371,561	326,650	341,608	2,367,250
1864	250,163	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	192,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	196,540	251,428	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,393	242,089	200,154	2 124,514
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	256,452	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,186	3,165,004
1864	252,435	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	529,296	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,491	692,382	868,985	811,458	730,736	522,047	7,154,922
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,026	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,993,244
1863	920,272	790,107	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,058,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,878	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,711	90,671	1,110,665
1862	100,604	96,689	102,808	94,957	94,167	97,337	101,857	103,223	99,435	107,093	99,135	125,716	1,225,010
1863	129,776	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,004	1,472,315
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	338,911	366,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	284,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	465,573	466,557	454,926	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,509	451,884	574,486	714,302	815,902	746,955	529,009	6,324,483
1864	------	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,037	270,086	352,071	302,790	301,958	3,011,787
1862	293,420	274 258	295,778	282,395	277,009	261,210	249,419	277,350	397,525	401,299	394,551	370,983	3,745, 10
1863	337,350	366,598	461,322	464,357	418,739	382,314	348,093	404,898	467,321	508,146	466,370	473,027	5,039,445
St. Louis, Alton and Terre Haute:													
1862	74,252	63.881	68.743	71.854	112.384	93.766	67.721	85.359	95,969	118,887	129,166	135,816	1,117,663
1863	109,808	110,603	120,310	123,115	113,798	123,779	118,077	130,378	153,470	144,736	143,748	162,221	1,554,743
1864	------	------	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,576	1,172,100
1862	82,285	47,142	56,008	83,552	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,754	116,379	120,596	151,052	134,563	95,201	1,424,863
1864	79,735	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1504	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'65-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	94
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850	700,000	6	Jan. & July.	"	1890	106
" " " 1855	1,128,500	6	Jan. & July.	"	1875	106
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	260,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	105
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	108
" " $800,000	799,600	6	"	"	1870	103½
" " $375,000	675,000	5	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	100
" " $2,500,000	867,000	6	"	"	1889	104
Consolid. Mort. Loan $5,000,000			"	"		104
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	104
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	75
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3,034,000	8	" "	" "	1883	120
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Fr'nkfort o. M.	1860	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	100,000	7	" "	" "	1864	
" " " 2d Mort	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	102
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " " (")		8	" "	" "	18...	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortrage	3,600,000	7	" "	" "	1885	90
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	95
2d Mortgage	2,000,000	6	" "	" "	1590	80
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	200,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	100½
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1890	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	100½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	103
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1888	86
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'54-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,677,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	102½
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1865	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,658					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenn.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	200,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union : *						
1st Mortgage Coupon	1,113,000	7	Feb. & Aug.	New York.	'62-'63	112
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	108
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	" "	1885	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	84½
Land Security	5,000,000	7	April & Oct.	" "	1881	83½
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	----
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	131
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	123
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston,	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley :						
1st Mortgage	1,466,000	6	May & Nov.	Philadelphia.	1873	104½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	" "		44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1873	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1900	101
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110½
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	185,809	7	Feb. & Aug.	New York.	1891	100½
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1890	----
1st Mortgage	1,600,000	7				
Memphis, Clarksev. and Louisv. :						
tate [Tenn.] Loan	910,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	104
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1865	86½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1862	81
Jackson Branch	81,000	7	" "	" "	1865	86
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1870	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	110½
2d General Mortgage	2,655,500	7	" "	" "	1877	106
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1921	102
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		70
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee :						
Tennessee State Loan	95,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	299,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	250,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
New Jersey :						
Company's (various)	658,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'83'4'5	
1st Mortgage Coupon	2,866,000	8	Jan. & July.	New York.	1856	
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	106
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July	" "	1864	
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	113
Exchanged Stks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	102½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	103½
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	104
Bonds of June, 1864	2,949,200	7	June & Dec.	" "	1864	101
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	132½
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	105
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	108
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	115
3d Mortgage	6,000,000	7	" "	" "	1883	118
4th Mortgage	5,100,000	7	April & Oct.	" "	1886	118
5th Mortgage	1,791,500	7	June & Dec	" "	1858	111½
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov	New York	1873	105
2d Mortgage	1,000,000	7	Feb. & Aug	"	1864	98
3d Mortgage	950,000	7	Jan. & July	"	1867	99½
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1856	107½
Mortgage Bonds Coupon	1,068,000	6	April & Oct.	" "	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" " " "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	101
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" " " "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	98½
2d Mortgage	3,077,000	7†	" "	" "	1861	32½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	97
Chattel Mortgage	360,000	10	" "	"	1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	73½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	109½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	790,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,800	6	April & Oct.	"	1870	106
" 1861, "	273,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	105
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	118½
" 1856, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	121
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	101½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1855	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	85
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1909	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1900	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1825	89
2d Mortgage	937,500	7	" "	"	1863	24½
3d Mortgage	440,000	7	" "	"	1863	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1891	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	86
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1859	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1878	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1868	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1868	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	89
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1868	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1868	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	89
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	88
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	26
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1854	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	50
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	569,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'48-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	105
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State.	150,000	6	----------	----------	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	----------	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	12	*Alabama and Mississippi*	461,505	39,991	—	335,010	109,500	21,632	518,985	30.3	----------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----------	297,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	----------	----------	----------	----------	57.0	236,791	76,773	21,006	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	----------	----------	600,431	----------	----------	----------	----------	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
29 Feb. '60	68.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----------	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
								ARKANSAS.													
-- -- --	—	—	—	301.4	---	---	-----	Cairo and Fulton	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	----------	----------	----------	----------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	---	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	----------	1,493,850	22.5	----------	230,251	104,994	----	----
								CONNECTICUT.													
1 Feb. '61	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	----------	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	----
31 Aug. '61	61.4	1.6	64.5	—	18	21	402	Hartford and New Haven	3,280,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	598,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	----------	284,485	70,187	4	----
31 Dec. '62	57.0	—	1.8	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	----------	206,420	97,700	6	----
31 Dec. '62	62.0	—	2.6	—	6	12	28	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	185,072	----------	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	----------	1,812,475	operated by N. Y. & N. H.				4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	----------	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,852	712,493	—	3,000,000	2,000,000	----------	5,754,362	117.4	518,810	1,036,437	454,096	12	121
30 Nov. '62	50.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	2,298	3,064,867	66.4	294,173	353,664	158,927	—	91
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	----------	—	406,132	870,000	271,877	1,607,684	84.3	186,651	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	----------	18,535	744,520	----------	5,024	749,544	5.0	----------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	184.2	—	----	150	---	---	-----	*Florida*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
30 Apr. '60	32.0	—	5.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	----------	----------	—	----------	----------	----------	----------	29.4	----------	----------	----------	—	----
								GEORGIA.													
30 Jun. '60	85.7	—	----	—	16	7	124	Atlanta and West Point	1,102,389	*	—	1,250,000	126,000	—	1,597,385	86.7	----------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	----------	----------	—	----------	----------	----------	----------	30.0	----------	----------	----------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	----------	----------	53.0	----------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,897	----------	----------	----------	81.0	----------	----------	----------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	----------	----------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500	----------	8,123,343	232.0	----------	1,159,186	528,943	8	100
30 Nov. '60	102.6	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	----------	12,295	1,668,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	----------	1,026,868	50.0	----------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,001	10,200	180,621	1,473,140	71.6	----------	----------	----------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----------	----------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			----------	138.0	----------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '62	220.0	—	----	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,351	1,225,001	457,794	—	87
30 Apr. '63	138.0	—	20.0	—	73	46	1,249	Chic., Burlington and Quincy	6,414,452	1,490,361	4,438,510	5,738,640	6,102,594	----------	13,179,500	268.0	1,309,146	2,412,821	1,206,039	8	131½
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	29.0	56	23	—	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	----------	1,083,054	448,503	—	51½
31 Mar. '63	181.8	—	----	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	----------	7,743,039	228.4	1,030,884	1,529,141	513,100	6	121½
10 Nov. '62	33.2	—	----	—	---	---	-----	Fox River Valley	580,000	*	—	----------	580,000	----------	----------	84.0	----------	----------	----------	—	----
31 Dec. '62	140.0	80.4	74.5	—	60	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	----------	10,551,145	341.7	1,420,341	1,777,641	834,605	6	117½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----------	4,214,342	190.0	----------	742,097	377,476	—	65½
31 Dec. '62	454.8	252.5	----	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,000,500	----------	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	133
-- -- --	—	—	—	31.5	---	---	-----	Illinois River	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----------	----------	148.0	----------	----------	----------	—	----
-- -- --	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	----------	----------	—	----------	600,000	----------	----------	operated by Chic. & R. Is.		125,000		—	----
-- -- --	—	—	----	129.0	---	---	-----	Peoria and Hannibal	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- -- '62	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	----------	----------	186.0	----------	----------	----------	—	----
31 Dec. '62	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	----------	2,000,000	100.0	operated by Chic. & R. Is.		Quincy.	—	----
-- -- --	1.0	—	----	—	---	---	-----	Rock Island Bridge	----------	----------	—	----------	----------	----------	----------	operated by Chic.		Bur. &		—	----
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	----------	—	3,700,000	6,700,000	----------	10,400,000	203.0	----------	1,117,608	568,020	—	65
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	----------	----------	108.0	----------	----------	----------	—	----
-- -- --	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	----------	----------	—	----------	----------	----------	----------	29 0	----------	----------	----------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	----------	----------	—	----------	----------	----------	----------	109.0	----------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	256	Indiana Central	2,283,418	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----------	442,895	188,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	315	Indianapolis and Cincinnati	2,497,952	540,043	25,889	1,699,900	1,362,284	140,689	3,358,108	110.0	----------	448,858	230,834	9	87
31 Dec. '62	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,379,880	*	10,000	835,971	991,400	11,036	2,193,339	84.0	----------	450,079	247,338	—	----
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	----------	2,175,226	108.0	312,859	527,863	288,156	—	----
-- -- '59	84.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	----------	2,000,000	64.0	----------	----------	----------	—	----
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	----------	1,538,765	132.0	----------	285,974	104,951	—	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----------	645,827	371,40	—	86½
-- -- '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	----------	----------	----------	—	----
30 Nov. '62	73.0	—	----	—	18	17	295	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	----------	2,238,522	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	762,736	665.000	92,663	1,542,765	50.6	----------	----------	----------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516.072	860,000	369,034	----------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '62	111.0	—	----	209.0	7	7	102	Dubuque and Sioux City	3,088,599	62,196	—	2,992,427	300,000	222,601	3,179,833	111.0	----------	228,560	122,931	—	----
-- -- --	—	—	—	458.0	---	---	-----	Iowa Central Air Line	----------	----------	—	245,000	755,000	----------	----------	----------	----------	----------	----------	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	51	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570.000	----------	----------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745.703	*	—	548,216	414,000	60,462	1,022,608	11.2	----------	----------	----------	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	----------	230.0	----------	----------	----------	—	42½
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----------	426,408	227,534	—	85
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	sold, 1859, for $28,000.			----------	20.0	----------	----------	----------	—	----
-- -- '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	----------	—	694,444	71,000	----------	----------	13.0	operated by Cov. & Lex.			—	----
30 Jun. '62	29.0	—	----	—	}	}	}	Lexington and Frankfort	596,723	52,300	—	514,573	130,000	----------	746,068	29.0	215,081	78,985	26,794	2	80
30 Jun. '62	66.1	—	----	—	13	10	250	Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	----------	1,655,859	65.1	----------	179,251	62,421	2	66
30 Jun. '63	186.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595,256	1,777,983	1,062,166	—	----
-- -- '59	18.8	—	----	70.2	---	---	-----	Maysville and Lexington	----------	----------	—	----------	----------	----------	----------	18.8	operated by Cov. & Lex.			—	----
								LOUISIANA.													
-- -- --	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	----------	----------	----------	----------	22.0	----------	----------	----------	—	----
-- -- --	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	----------	----------	----------	----------	27.0	----------	----------	----------	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,290	—	3,242,318	566,000	339,297	5,855,220	80.0	180,204	481,923	223,649	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----------	2,665,000	1,150,717	----------	206.0	----------	1,262,624	555 434	—	----
1 Aug '60	53.7	—	—	180.3	---	---	-----	*Vicsburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,989	108,434	1,710,819	53.7	----------	----------	----------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	787,381	55.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	5,738,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,530	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	108.5	189,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	18	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,023	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	178,014	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	108
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,633	866,070	31,541,011	256.5	.....	3,922,263	2,305,788	6	105
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	402,880	290,840	9	127
31 Dec. '62	112.0	4.0	16.4	—	51	28	1,547	Northern Central	7,685,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,041	—	44½
								MASSACHUSETTS.													
								Berkshire	500,000	100,000	—	500,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	28.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	104
31 Mar. '63	74.3	8.8	51.1	—	33	72	434	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	150½
30 Nov. '62	47.0	7.0	32.5	—	28	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	81.5	435,121	702,222	355,362	8	139
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	144½
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,027	30,053	2½	64
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,960,919	52.4	170,018	268,152	132,854	6	104½
30 Nov. '62	44.2	30.5	25.2	—	26	64	413	Eastern	3,912,207	315,165	254,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,029	315,784	—	100
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	250,261	134,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	546	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	114½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	284,774	40,226	—	219,826	64,100	5,946	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,244	1,283	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,886	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	387	Nashua and Lowell	558,919	96,684	—	600,000	—	—	802,401	71.0	148,516	188,153	48,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	8	14	74	New Bedford and Taunton	602,760	54,214	14,000	500,000	300,000	—	800,000	20.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,360	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	882,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	58,624	44,589	9,553	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,603	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,081	6	118½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	382	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	220,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,236	—	259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatan.	31,409	7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	110
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,508	42,362	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	40½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,267,201	2,095,922	984,564	8	150½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	83
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Sep. '62	57.0	—	.....	—	—	—	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	—	—	—	—	—
30 Jun. '62	138.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	138.0	.....	340,598	.....	—	—
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
— — —	—	—	—	133.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
31 May, '63	254.8	—	25.4	—	98	85	1,559	Michigan Central	13,805,576	●	—	6,057,436	7,999,489	—	14,834,955	329.3	1,443,558	2,946,560	1,674,200	8	135½
31 Mar. '63	240.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	96½
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	800,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,231,899	236.0	.....	554,842	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,255	456,340	275,060	1,974,444	52.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,947	121,559	—	—
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	.....	.....	.....	*Cairo and Fulton*	1,213,467	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	48
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	166.8	.....	444,460	182,896	—	—
31 Dec. '62	52.0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	190.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	602,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	227,398	—	—
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	—	114.0	98,371	241,482	128,886	—	—
30 Sep. '62	86.5	5.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,498	344,166	—	1,971,127	3,501,000	57,361	5,990,277	90.1	252,031	253,235	65,259	—	—
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	—
31 Mar. '63	93.5	—	5.0	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,656	93.5	.....	247,279	124,406	—	—
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	53.6	263,324	298,056	104,543	—	48
30 Nov. '62	23.1	—	2.8	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	857,462	23.1	.....	34,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $80)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,661	112,327	7	68
30 Nov. '62	49.9	5.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	18.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	97½
31 Jan. '62	20.5	—	1.3	35.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	—
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	115
30 Nov. '62	29.5	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	552,000	—	.....	52.7	.....	34,916	12,395	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	73½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	907,562	2,089,560	173,982	3,261,344	76.0	.....	259,921	115,533	—	—
31 Dec. '62	63.9	32.5	.....	5.0	.....	.....	.....	Camden and Amboy	6,070,283	*	3,971,080	5,009,200	8,620,181	.....	.....	124.2	.....	3,040,148	1,728,548	10	159
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	65,128	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.6	687,204	1,397,587	774,341	10	125½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,167,800	340,000	—	1,756,710	55.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,961	397,378	1,397,974	4,397,800	678,000	400,017	5,696,704	33.8	512,349	1,111,067	652,134	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	.....	.....	.....	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	—
31 Dec. '62	15.0	—	.....	—	.....	.....	.....	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	—
31 Dec. '62	.....	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,538	.....	—	25
1 May, '63	—	—	—	—	—	—	—	South Branch	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	228,880	124,742	6½	110
31 Dec. '62	36.5	—	.....	47.0	—	—	—	West Jersey	821,964	*	—	581,364	215,600	31,748	821,964	—	32,963	90,122	46,833	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075					—	----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000			600,000	incl.	In Re	ns. & S	arat.	—	----
30 Sep. '62	48.0	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,989	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope	e by Ti	oga.	44,100	—	----
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	484,073	52,327	16,231	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	676,687	119,225	—	492,060	252,100	62,967	807,217	14.5	803,720	127,543	10,867	—	45
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,352,506	28.3	2,631,216	491,629	116,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,280	30,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	825,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,538	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	457,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	490,800	7,000	2,717	503,517	10.8	132,936	21,457	----------	—	60
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	309,965	121,565	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	----------	30,000	6	----
30 Sep. '62	448.0	19.0	290.0	—	226	101	3,279	Erie	39,985,292	*	—	19,975,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,863,973	2,993,542	—	119
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	19,749,863	1,363,931	—	3,768,466	9,868,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	148½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	16,213	2,928,474	100.5	226,611	263,457	109,137	2½	45½
30 Sep. '62	297.8	268.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	4,054,909	7	134½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,008	456,698	—	115
30 Sep. '62	93.5	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,300	22,000	—	875,774	5.0	279,880	89,498	19,429	—	----
30 Sep. '62	118.0	1.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	8
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	----------	276,276	66,845	6½	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	368	Rome, Water'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	220,219	4	96
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	e. & Sar.	----------	—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,537	882,337	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	----------	243,066	51,499	—	68
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,691,960	558,033	88,285	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	8	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	----------	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	----	oper. by	Vt. Co.	----------	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	----	oper. by	the 4	Comp'a	—	----
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,367	—	----
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----------	103,953	36,572	—	----
— — '58	225.0	—	----	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	----------	223.0	----------	----------	----------	—	----
— — '59	97.0	—	----	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	----------	97.0	----------	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	28	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----------	469,455	219,685	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,889,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	----	102.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	----------	70,860	364,072	----------	----------	----------	----------	—	----
								OHIO.													
— — '58	----	—	----	—	—	—	—	Atlantic and Great Western	613,231	----------	----------	566,939	----------	77,294	----------	----------	----------	----------	----------	—	----
31 Dec. '62	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,120	3,376,255	118.2	----------	541,150	234,320	—	25
1 Aug. '61	187.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----------	699,716	280,551	—	10
31 Mar. '63	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	451,083	91,947	2,156,800	1,334,000	—	3,988,193	198.3	----------	577,404	464,415	10	120
31 Dec. '60	80.0	—	----	69.1	—	—	----	Cinc. and Indianapolis Junc.	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
1 May, '59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----------	131.8	304,168	190,745	19,180	—	----
31 Dec. '62	135.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,678	1,724,917	1,033,637	20	155
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,558,162	298,789	28,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,661	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	—	3,300,000	1,500,000	—	----------	96.7	484,297	1,551,628	975,923	33½	180
30 Nov. '62	101	102.5	----	—	45	30	806	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	----------	1,436,317	552,800	—	117½
31 May '63	109.2	79.4	----	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	—	149½
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----------	61.5	75,120	68,128	19,763	—	99
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----------	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	----
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,563	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	----
31 Aug. '60	86.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,240	716,000	80,845	----------	36.6	----------	62,025	3,585	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	----------	45.0	----------	128,170	33,412	—	----
— — '59	53.0	—	----	84.0	—	—	----	Fremont and Indiana	----------	----------	----------	----------	----------	----------	1,358,867	----------	----------	----------	----------	—	----
31 Oct. '61	52.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----------	47.0	----------	69,352	----------	—	----
30 Nov. '58	15.0	—	----	54.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----------	13.0	24,000	31,125	10,460	—	----
30 Nov. '62	85.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,682,488	689,849	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,564	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	----
30 Apr. '62	192.3	—	----	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----------	829,932	119,032	—	1½
31 Aug. '58	117.0	5.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----------	125.0	----------	----------	----------	—	----
30 Jun. '63	153.9	52.0	----	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,000	2,488,825	7,800	5,401,088	205.9	418,328	599,880	115,290	—	----
31 Dec. '62	116.0	9.0	----	—	10	15	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,606,237	125.0	214,404	239,395	82,988	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	54	Scioto and Hocking Valley	1,103,975	*	—	403,975	600,000	100,000	----------	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	25.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	----------	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----------	----------	—	----
31 Dec. '62	242.4	—	----	—	42	16	755	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	195,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	61
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----------	----------	----------	----------	378,455	58,811	----------	45.0	----------	106,924	55,029	—	1
31 Oct. '62	88.0	—	----	—	—	—	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	----------	----------	----------	—	----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,386	210,817	8	70½
30 Sep. '62	85.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	----------	—	27½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56,545	1,384,456	74.5	----------	255,560	146,427	8	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,896,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,506,362	753,463	6	195
31 Oct. '62	85.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	106,245	—	492,190	598,500	27,478	1,118,168	86.9	130,602	113,393	98,654	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	37
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	000,000	400,000	—	1,000,000	—	126,490	223,550	83,826	10	----
31 Oct. '62	56.9	15.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	----------	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	79½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,840	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	----
31 Oct. '62	31.3	19.2	5.5	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	22
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	206,000	2,662,833	80.0	242,400	307,389	169,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	965	Lehigh Valley	3,373,022	564,363	—	2,297,250	1,465,000	51,547	3,927,385	76.0	367,250	822,927	460,516	8	90
31 Oct. '62	28.3	5.5	5.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	50½
31 Oct. '62	24.5	106.5	62.5	—	—	—	----	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	----------	451,918	174,435	14	62½
30 Nov. '62	55.6	15.2	5.5	—	18	23	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447 780	66.4	263 334	397,136	218,960	—	36½
31 Dec. '62	365.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,52 ,40	—	8,324,213	414	----------	10,294,991	4,872,218	8	70
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,600	438,900	—	1,854,096	24.0	220,938	262,333	129,742	6	60½
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,450	6,952,500	187,739	12,12 ,867	15.0	----------	213,574	413,472	80,909	—	36½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,628,164	255.0	2,088,166	3,911,830	2,096,775	—	62½
31 Oct. '62	81.0	—	0.3	48.0	2	2	17	Phila. and Baltimore Central	902,481	37,519	—	215,000	575,000	5,000	800,000	5.9	8,218	7,410	20,561	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)														
31 Oct. '62	28.2	—	1 9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	225,514	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6.9 9 924	741,325	351,129	5,620,500	2,579,000	—	9,508,400	200.5	582,615	2,250,862	1,080,995	9	71
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,883	72.0	194,000	129,918	60,379	—	84
31 Dec. '62	468.5	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	93
31 Oct. '62	54.0	1 1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,289,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—
31 Oct. '62	9.3	15.2	15.9	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	—	—	oper. by	Ph. & Reading		5	—
31 Oct. '62	28.0	—	6.2	—	5	1	499	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791.597	5,659	1,297,256	—	57,923	159,534	99,000	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,451	953,209	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.														
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,800	—	.....	62.0	297,700	415,809	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,917	13,229	—	417,917	8,500	—	.....	13.6	23,954	25,594	6,739	.....	.....
								SOUTH CAROLINA.														
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	.....	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	.....	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,256	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,283	151,636	6	.....
— — '58	40.3	—	.....	—	—	—	—	Cheraw and Darlington	400,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	.....	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,420,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	22.5	—	.....	—	—	—	—	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	—	—	—	Laurens	543,403	*	—	400,006	106,218	.....	575,729	32.0	.....	27,568	8,527	.....	.....
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,662	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	—	—	—	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	.....	.....
								TENNESSEE.														
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	2,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,664	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	230,112	7,627,797	291.0	.....	1,635,096	873,597	.....	.....
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141.144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,000	—	298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
1859.	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	819,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,000	—	.....
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	50,816	—	144,894	406,000	5,000	.....	34.2	30,065	25,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,032,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,245	—	.....
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	.....	.....
								TEXAS, (*all aided by State*).														
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rado	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— — '60	50.0	—	1.5	75.0	2	1	10	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,800	32,670	.....	.....	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,946	*	—	455,000	975,000	360,000	.....	70.0	102,200	282,846	196,568	.....	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
— — '59	28.0	—	.....	756 0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	.....	.....
								VERMONT.														
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	93,630	208,867	.....	—	80
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,253,376	3,183,038	665,019	6,379,434	119.6	394,393	322,928	61,280	—	.....
31 Aug. '62	62.5	.....	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	.....
31 May, '62	117.0	2.0	24.0	—	41	36	589	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679.677	713,413	191,466	—	3
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	.....	4	175
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	.....	.....
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	85,852	.....	.....
								VIRGINIA.														
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,168	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,008,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	.....	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,805	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	9
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	.....	.....
30 Sep. '59	123.5	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	.....	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,862	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,720,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,228	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,825	.....	78.6	159,981	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	885,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	.....	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,409,246	*	1,200	844,200	472,811	52,926	1,039,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	250 968	634,081	250,130	5	90½
30 Jun. '60	204.7	9.4	19.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.														
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,590,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	100.0	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	100.0	.....	756,476	329,580	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,075	*	27,304	1,000,000	600,000	246,385	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	—	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '62	191.9	42.5	23.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	65½
— — '57	85.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,861	132,000	.....	.....	85.0	.....	121,401	.....	.....	.....
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,828	5,892,471	142.0	364,331	344,769	83,339	—	.....
— — '55	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.														
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,852	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	16
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	.....	.....
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	.....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
— — '62	21.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	21.0	.....	.....	.....	—	.....
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
— — '62	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
31 Dec. '62	25.0	—	.....	—	4	—	57	Welland	.....	.....	.....	.....	760,000	.....	.....	25.0	.....	100,000	19,575	—	.....
								NEW BRUNSWICK.														
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,006	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	156,000	1,709,232	60.0	.....	132,555	36,670	—	.....
								NOVA SCOTIA.														
Dec. '62	81.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,151	—	—
								NEW GRANADA.														
Dec. '62	48.7	—	—	—	11	22	120	Panama	5,000,000	*	615,555	5,000,000	3,575,000	—	10,768,728	48.7	—	1,743,294	1,013,444	15	225

New York Stock Exchange.

Actual Sale Prices for the week ending February 17.

	Th 11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
American Coal Co.	----	----	----	----	86	80
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	125	----	----	125	125	----
Canton Co.	41½	40½	41½	41½	41½	41½
Central Am. Transit.	37	37	----	37	----	38½
Chicago & Alton	----	----	86½	87	87	----
" " pref.	93	93	93½	93½	93	93
" " 1 M.	----	----	----	----	102	----
" " Inc. b'ds	----	----	90½	----	----	----
Chicago, Burl. & Q.	126	127	----	131	135	131½
" " " 8 p.c.	----	----	----	----	120	120
Chic. & Northwest'n	51½	51½	51½	52	51	51½
" " pref.	----	----	----	----	----	----
" " 1st M.	89	89½	89½	91	90	----
" " 2d M.	78	78	78½	79½	80	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	95	95	----
Chicago & Rock Isl.	130	120	121½	123½	122	121½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	155	155	155	155	----	----
Clev. and Pittsburg	115½	116½	116	117	116½	117½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	108	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	85	85	----	86
Clev. and Toledo	137½	137½	140	144½	147	149½
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	57½	58½	58½	59	58½	58½
Del. & Hudson Canal	172	----	172	175	178	187
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	112½	113½	113	115½	115½	110
" pref.	103½	102½	104½	105½	105½	106
" 1 M. 7 p.c. '67	----	----	108	----	109	109
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	117	117½	118
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	114½	119	117½	118½	117	117½
" 1M. 7p.c. '63	----	----	----	----	----	----
" 2M. 7p.c. '75	108	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Jo. pref.	45	----	----	44	44	45
" " bonds	----	----	----	----	----	----
Hudson River	145½	146½	146½	147	145½	146½
scrip	96½	----	96½	----	----	----
" 1M. 7p.c. '69	----	----	110	----	110	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	131	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	130	131	131½	133½	132½	133
" full stock	122	122	123½	124½	----	124
" Can. bd. sc.	----	----	119	120	120	----
" bonds	----	----	122½	----	----	123
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	29½	31	32	33	33	33½
Michigan Central	135½	135½	134½	136	136	135½
" S F. 8 p.c. '82	----	124	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	94½	94½	94½	95½	95	96½
" " guar'd.	137	137	----	138	----	139½
" " 1M. S.F.	----	----	----	110	----	110½
" " 2 M.	----	----	105	----	106	----
Mil. and P. du Chien	65	64½	65½	65½	65½	65½
" " 1st pref.	----	----	----	----	----	105
" " 2d pref.	----	----	82	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	70½	70	70	71	----	75
Miss. & Mo.	----	45	45	45	45½	46
" L.G. bonds	----	----	65	69	70	70
Missouri 6s	68½	69½	70½	72	73½	73½
" iss. to H. & St. J. R.	84½	85	----	84½	----	----
N. J. Central 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
New York Central	133½	134	133½	133⅞	133⅞	134½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	132½	----	----	----	----	----
" " 6s, S.F. '83	105	----	100	----	----	106
N. York & Harlem	105	103½	104	109½	114	115
" " "pref."	----	----	----	----	110	110½
" " 1M. 7p.c. '73	----	----	108	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	99½	----	----	----	----
Norwich & Worcester	----	91	----	----	----	----
Ohio & Miss. cer.	36	36	35½	35½	36	36
Pacific Mail S.S. Co.	222x	220	----	220	220	219½
Panama	----	223	----	----	----	----
Penn'a Coal Co.	----	----	----	----	171	173
Phila. and Reading	117½	120½	122½	124½	124½	125
Pitts. Ft. W. & Chicago	88½	88½	88½	90	90½	90
" " 1M.	----	----	----	----	----	----
" " 2M. 101½	----	----	101½	----	----	----
" " 3M.	85	----	----	----	----	87½
Quicksilver Mining Co.	47½	47	49	52	55	58
St. L., Alton & T. H.	65	65	66½	65½	65½	65
" " pref.	82	----	----	80	80½	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	89	----
" " Inc. b'ds	91	85	----	----	----	----
Tennessee 6s, 1890	56½	----	56½	56	58½	63½
Toledo & Wabash	61	61	61½	62	61	61
" Pref.	----	74	74	----	----	74
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	99	----
" " 2M.	87	87	86½	86	88	89
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	47	47	----	48	----

New York Stock Exchange.

Actual Sale Prices for the week ending February 17.

	Th 11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	136	136	136½	137	137	139
U. S. 6s, 1881, reg.	----	----	----	----	111	----
U. S. 6s, 1881, coup.	110	----	----	110½	111	111½
U. S. 6s, '81, O.W.I.y.	----	104	----	----	----	----
U. S. 6s, 1881, " 1y	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " " now	98½	98½	99	99½	99½	99⅝
U. S. 6s, 5-20s, coupon	105	106½	106½	107	107	----
U. S. 6s, " reg.	----	106½	107	107½	107⅜	----
7.30 Notes, Feb. & Aug.	----	----	----	111½	----	----
" " Ap'l & Oct.	108½	----	111	111	----	110½
American Gold	159⅜	159	159⅜	159⅞	160⅛	159⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending February 16.

	W. 10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.
Beaver Meadow	79	79	79½	----	----	79⅝
Cattawissa	25	25	----	----	25	27½
" preferred	43½	43½	----	43⅝	44	44½
Camden & Amboy	150	----	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	103	----	103½	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	100	100	----	----
" " 6s, '89	105	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	42½	----	----	----	----
Elmira & W'mport	----	----	----	----	----	37
" " pref.	----	----	----	----	----	52½
" " 7s	----	----	----	106	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	79½	----	----	----
Lehigh Navigation	----	----	60½	----	----	----
" " 6s	----	----	----	----	----	----
" " scrip	----	51½	----	----	----	51½
Lehigh Valley R. R.	----	----	----	----	----	90
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	48½	----	----	48½	49	50½
" " 7s	----	----	----	----	----	----
Long Island	42½	43	----	45½	----	----
" " 6s	----	----	----	----	----	----
Minehill	61	61½	----	62	----	62½
Morris Canal	----	----	69	----	----	----
" " pref.	----	----	----	134	134½	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	36	36½	35½	36	36½	----
" " 6s.	97	----	98½	100	100	97
" " 10s.	----	----	----	120	----	----
Pennsylvania R. R.	79½	80	81	82	85	70
" 1st m.	----	100½	----	----	----	----
" 2d m.	107	----	----	----	----	108
Penn. State, 5s	94½	94½	94½	94½	94½	94½
" " 5s, coupon	----	----	----	----	----	100
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	102	----	----	102	102	----
" " new	105½	105½	105½	105½	105½	106
Philad., Germ. & Nor.	60	60	60	60	60	59½
Phila. & Reading	59½	60	60½	61	62½	63
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	106	----	----	----	----	----
Philadelphia & Erie	37½	37½	36½	37½	37½	38½
" " 6s	----	----	----	105	----	105
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	25⅜	25⅝	27½	28
" " pref.	37	37½	37½	38⅜	39	40
" " 6s '82	----	89	89	89	90	----
" " 6s '76	----	----	79	----	----	----
" " 6s '72	----	----	----	100½	100½	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	24	24½	24½	24½	25	26
" " 6s '78	----	----	68½	68½	69	----
" " scrip	----	----	67	----	----	----
Union Canal, pref.	7½	----	7	----	7	----
" " 6s '83	31½	----	----	----	----	30
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
Arch street, (Horse)	33½	----	----	33½	----	34½
Chestnut & Wal. "	----	----	----	----	----	61
Green & Coates, "	43½	----	----	----	----	44
Race and Vine, "	----	----	----	----	20½	----
2d and 3d streets, "	----	80	----	----	80	80½
Spruce & Pine, "	16	17½	17	16½	15½	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending February 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.
Baltimore City 6s, 1875	----	108½	----	----	----	110
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	110	110	----	109½	----	109⅞
Balt. and Ohio	----	----	104½	105	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	107½	----	----	108	----	----
Northern Central	----	44½	44½	----	----	----
" " b'ds, '85	----	101½	----	----	----	101½
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending February 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17.
Boston and Lowell	103½	104	----	----	----	----
Boston and Maine	----	127½	128	129	130½	----
Boston and Providence	----	138	----	----	----	139
Boston and Worcest.	145	144½	144½	----	144½	----
Cheshire, pref.	48	----	----	----	48	----
Concord	----	----	----	----	63	----
Connecticut River	----	103½	103½	----	104½	----
Eastern, Mass.	97	97½	97½	98½	99	100
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	115	114½	114½	----	----	----
Manchester & Lawr'ce	----	115	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	73	----	73	73	73½
Old Colony and Fall R.	118	----	----	117½	----	118½
Ph., Wil. & Baltimore	68½	----	69½	70	----	71
Portl'd, Saco & Ports.	----	108	108	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	39½	39½	41	40½	----	----
Western	----	----	----	----	----	160½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	124	124½	----	124	----	----
Metropolitan "	65	----	64½	64½	----	64½
Middlesex "	----	99	----	----	98½	----
Central Mining Co.	57½	57½	----	----	----	----
Franklin "	49	49½	----	49	49½	----
Isle Royale "	----	----	24	----	25	----
National "	30	----	----	----	30	----
Minnesota "	----	----	----	71	----	----
Pewabic "	----	60	57x	57	57½	----
Pittsburg "	88	88	88	88	88	----
Quincy "	----	88	----	87	87½	----
Rockland "	19	----	----	----	17½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 29th of January:

Maryland 6s	70	to	72
United States 6s, 1881	63	"	64
Do. 5s, 1874	59	"	61
Virginia State 6s	45	"	48
Do. 6 per cent.	30	"	32
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	75	"	77
Do., Pennsylvania do. do.	77	"	79
Erie shares, $100 (all paid)	63	"	65
Do., 7s, preference	60	"	62
Do., 7s, 1st mort., 1867	65	"	66
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s, 3d mort., 1883	63	"	65
Do., 7s, 4th mort.	63	"	66
Do., 7s, 5th mort.	63	"	64
Illinois Central 6s, 1875	83	"	85
Illinois Central 7s, 1875	71	"	73
Do. do. $100 shares, $90 paid, dis.	25	"	23
Do. do. $100 shares, all paid	68	"	70
Marietta and Cincinnati Railroad Bonds	73	"	75
Michigan Central 8s, Convertible, 1869	66	"	72
Do. do. S. F. 1st mort., do., '62, x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	68	"	72
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	62	"	64
Do. do. 7s, 1864	53	"	56
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	75	"	80
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	106	"	108
Pennsylvania, 1st mort., 6s, Convertible	83	"	85
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	33	"	36

American Railroad Journal.

Saturday, February 20, 1864.

Stock Exchange and Money Market.

The money market is said to be easy, because of an accumulation of means, or in other words capital, as represented by currency beyond the immediate use that can be made of it. Six per cent is mentioned as the rate at which unquestionable borrowers may now obtain what they require; but the great majority of persons wanting money have to pay 7 per cent, and large numbers even more than that. Yet it is a curious fact that legal tenders have been so scarce, that enough of them cannot be obtained by the government to pay off the troops, and recourse is therefore had to the 6 per cent notes as a substitute. The Assistant Treasurer a few days since, exchanged eight millions of these notes for the ordinary legal tenders, and also threw in the interest to get them. This was no more nor less than paying a premium for currency, and is in keeping with a fact we have

noticed on former occasions, that these legal tenders still bear a premium in many parts of the West.

Gold has advanced the present week to 161, in consequence as alleged of the necessities of our importers, and yet the quantity on deposit in the Banks of the City on the 15th of February, was reduced from the week previous but $549,248, and that in the Treasury increased $1,448,508, so that a million of dollars very nearly, must have come from other sources than the Banks. This will appear from the following table:

	Monday, Feb. 15.	Monday, Feb. 8.
In Bank	$23,521,453	$24,070,791
Treasury Office.....	18,562,456	17,113,941
Total	$42,083,909	$41,184,732

It is evident that we have very large resources of gold in this country independent of what the Banks hold, and that but a small portion of their reserve is ever subject to check. It is singular that the advance in the price of gold keeps so much below that of other commodities. While many articles are held at 2 and 300 per cent above their former rates, gold has been slow in its rise, and is now cheaper in proportion, than many other commodities. If it was not wanted to remit for foreign balances, or for payments of duties, the demand would be almost theoretical. It might still be hoarded but it would not be worth much of a premium except to hoarders, and those who believe it is actual wealth and not the exchangeable equivalent of wealth. We have on former occasions expressed the opinion that it was the duty of the Secretary of the Treasury, and for the interest of the Government and the people, to dispose of its surplus gold in open market, as we in common with others believed he had a right to do; certainly under the authority of the law of February 25, 1862, regulating the sinking fund. As some doubt however existed on this subject it seems a bill has been introduced into the Senate giving the Secretary of the Treasury direct authority to dispose of at least twelve millions, a sum which has probably been designated by the Secretary as one for which he has no prospective use, and will not want to meet his interest coming due, in consequence of the continued largeness of his receipts at the Customs. But much depends on the skill with which this power is used. The propriety of using it we do not question. It is well understood that the Government of Great Britain, and its monetary agent the Bank of England are always ready to steady the movements of gold. The present drain to the East has been met by a rise in interest at the Bank four times as great, in other words four hundred per cent more than the rate of former years. Eight and nine per cent have recently been asked at the same Bank where 2 and 2½ was more usually the rate. So the British Government manages its Exchequer bills, and purchases of consols precisely on a like principle, to secure steadiness in the market, and to keep it under its control.

We see no objection then, when the price of gold in this country is especially enhanced by its being demanded for duties, that our Government should throw back on the market its accumulating and unrequired surplus. It should then in our judgment be the policy of Mr. Chase to sell at once a large sum, say four or six millions; this would break down the speculation in the article, and materially assist the importers. We believe if a million a day was put on the street for a week successively, the premium would recede to 20, or 25 per cent, and be held there, so that the Government might if required, replenish its stock of the article at low prices, making a large gain to the Treasury by the operation. This repeated again and again, would make the traffic in gold one of the most undesirable, as well as the most unreliable of all operations; at least the trial should be made and a safer agent to carry out the plan, could not be found than the present Assistant Treasurer, who in his service under several administrations has developed great skill and ability in his administration.

Government stocks continue firm and on the rise, as the probability increases of a termination of the war during the present year, increased by the very decided reaction in North Carolina, the re-establishment of a loyal state government in Arkansas, the enormous amount of desertion from the enemy's ranks, and the voluntary coming over of eminent politicians and officers from the South into our lines, and accepting the terms of the President's amnesty. Government stocks must rise. We are not surprised that the 7 30's are held at a 111, or 5 20's at 107. In the numerous foreign banking houses where this JOURNAL is almost exclusively read, there is discovered a growing tendency to invest in our Government securities, and those which have done so have realised so far very encouraging profits. It is believed by some of our far seeing calculators, that on the return of peace the quotations of these securities will advance 30 to 40 per cent. Stocks which pay their interest in gold regularly, notwithstanding the wants and disbursements of the Government during this expensive war, will most assuredly pay them in peace.

We publish in another part of this JOURNAL copious extracts from the report made by our distinguished fellow citizen S. B. Ruggles, of the result of his mission to the International Statistical Congress held in Berlin in September last. Mr. Ruggles perfectly comprehended the grandeur and resources of the country he represented, and his broad and comprehensive views must have produced some effect on the savans around him, who were earnestly seeking to find out how much of vitality is still left in Europe. But while we are looking at the material, which lies in such magnitude around us, we should not forget it is to be realised in a great degree only by production, manufactures and distribution. This last office belongs to Commerce. The unchecked destruction of our ships on the ocean, by a few rebel steamers has had a most disastrous effect on our foreign trade. If any one will take the trouble to investigate the subject, he will find it not only carried on by foreign ships, to the exclusion of our own, but that it has very much decreased in amount. With France it is nearly extinct.

We have not a line of steam packets left on the Ocean. Correspondence, the essence of commercial activity and enterprise, even on a reduced scale, must pass through foreign mails. Certainty of advices and reports of sales come tardily to us, and long after the merchants of France and England have read and answered their letters. To increase our commerce and our revenue, there is an obvious necessity of establishing lines of mail steamers between our principal ports, as Boston, New York, Philadelphia, Baltimore and New Orleans with the foreign ports with which they trade. So too it is indispensable that San Francisco should be connected with China, Japan and Asiatic Russia. We could in this case have no important competition from England either in this last direction, or in that of Brazil. How is this to be arranged? The Secretary of the Navy has certainly understood the importance of this subject, and wisely proposed in his recent report, to use a portion of the regular Navy as Mail Steamers, and he is entitled to great credit for the suggestion. If we may believe what we see in the Navy Register, if we may trust to the recent public statements of Mr. Donald Kay, an eminent shipwright, we have a number of wooden steamers of war with sufficient speed to answer the purpose. He names several equal to 12 and 13 miles an hour. Shall we lay these vessels up to rot in our navy yards, some of them only recently constructed, or shall we use them for the valuable purpose of mail steamers, keeping these afloat with reduced armaments and crews, and carrying mails, passengers and certain kinds of freight, retaining up at the same time their naval efficiency.

A recent report on this subject by the New York Chamber of Commerce, shows the necessity of immediate action, and we rejoice it has come to the proper conclusion. It may be the wish, and it may be the interest of some capitalists to build private steamers and obtain large subventions from the Government. But to get up a dozen lines, for we want as many, will be the work of twenty years. And the application to Congress for aid, will involve the use of means and appliances which are always unpopular, demoralizing, and to be dreaded. On the contrary, these Government packets would nearly support themselves, keep up the school of the Navy, be an efficient fleet of cruisers protecting as well as contributing to our commerce, and could at any time be withdrawn when private enterprise entered into competition. This is so obviously our policy, we wonder it has not called out the unanimous voice of the Press in its favor. We cannot conceal our astonishment that so plain a proposition, so economical a scheme, and one so sure immediately to revive our foreign trade, has not had advocates everywhere in and out of Congress. In six months' time we could have a dozen lines at work, and correspondence with all parts of the world, ensuring orders for our goods and the interchange of commodities. We do earnestly commend this subject to our friends and readers as a measure of vital importance to the increase of our manufactures, our products, and our revenue. We venture to predict, that instead of our Customs duties standing at 100 millions a year, if this policy we advocate was boldly and promptly carried out, they would in a very few years be doubled. Every man who holds a dollar of the National securities, therefore, should make his voice heard on this subject. We have the vessels and the speed, let the good work be commenced.

The Railway Market has been buoyant. A corner or two has had its effect on several leading stocks, and more it is said are forming. These are points not within our province of remark. What we desire to do is to present from time to time the holders of our sound, large earning stocks, such

facts, statements, abstracts of reports and tables, as that they may know what to hold and what are the values of their property, so that speculation or panic may not induce them to part with what is positively a good investment.

The Government is again receiving deposits at 5 per cent. at the Sub-Treasury, and $700,000 were so deposited on Tuesday by different city banks. The public liking much the two years legal tender paper, the supply here has been exhausted, but a fresh remittance from Washington is daily expected. The balance on hand at the Assistant Treasurer's office on Tuesday was $31,546,546.

The value of the exports of produce and merchandise, exclusive of specie, from this port during the past week was $8,546,180.

Sight bills on London, 175@175½.

The Pennsylvania Railroad Company has declared a stock dividend of thirty per cent. on the shares as they stood on the Stock Ledger of the company, Feb. 15, 1864. The new certificates covering this dividend will bear date May 1, 1864, and will be delivered on and after that date. The new stock will not participate in the accruing cash dividend payable on the 15th of May, but all dividends thereafter will be distributed equally to the old and new stock.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana, 2½s, 65; Missouri 6s, issued to the Pacific R. R., 73¼; Ohio 6s, 1881, 105¾; do., 1875, 106½; do., 1886, 106; North Carolina 6s, 53; At. & Gt. Western (Ohio. div.) 1st mort., 94; Sixth Avenue R. R., 160; Tennessee 5s, 45; Goshen Br. bonds, 105; Long Dock bonds, 110½; Stonington R. R., 121; Illinois War Loan, 102; Peninsular R. R., 42; Brooklyn City Water Loan, 106½; Copake Iron Mines, 13½; Wyoming Valley Coal Co., 80; Sandy River Coal and Oil Co. 1st mort., 88; Quartz Hill Mining Co., 14¼; Canada Copper, 4½; Central Coal, 58½; Bucks Co. Lead, 7/8; Saginaw Valley Land, Salt and Mineral Co., 25½; Merchants Ex. Bank, 97; Bank of North America, 106; Metropolitan Bank, 112; Park Bank, 130; Merchants' Bank, 105¾; Bank of Republic, 102; Bank of Commerce, 106; Ocean Bank, 97; Hanover Bank, 100; Mechanics Banking Ass., 99; Continental Bank, 100½; Irving Bank, 101; Market Bank, 102; Shoe and Leather Bank, 107.

Philadelphia.—Allegheny Co. coupon 5s, 75; do., R. R. 6s, 88; Chester Valley, 5; Huntington and Broad Top, 22; do., 7s, 103; Elmira Chattle 5s, 76; Phila., Wil. and Balt., 68½; Camden and Atlantic pref., 25; Wyoming Valley Canal 6s, 98; North Creek, 1⅝; Fulton Coal, 7¼; Green Mountain, 7; Girard Mining, 7⅛; Hazleton Coal, 67½; Mandan Mining, 7¼; Oil Creek, 11; Shamokin Valley, 40; Big Mountain, 8¼; Buck Mountain, 30; Lehigh Zinc, 50; Coulter, 4; N. Y. and Mid. Coal Fields, 11⅛; Marquette Mining, 7⅛; Bohemian Mining, 13¼; Etna Mining, 23; Penn. Mining, 9¼; 13th and 15th streets, R. R., 40; 17th and 19th streets, 18½; West Philadelphia, 71½; Ridge Avenue, 20½; Farmers' and Mechanics' Bank, 58; City Bank, 54; Bank of Penn. Township, 39½; Kensington Bank, 73; Girard Bank, 45⅛; Commercial Bank, 53¾; Corn Ex. Bank, 36½; Bank of North America, 154; Philadelphia Bank, 126; Del. Mut. Ins., 33 The latest quotations are: City 6s, 102@102¼; do., new, 105¾@106; State 5s, 94¼@94⅛; do., 6s, 1879, 100½@103; Reading, 62⅜@62½; do., 6s, 1870, 106@106⅛; do., 1886, 124¾@125; Camden and Amboy, 166; Pennsylvania R. R., 68@70; do., 1st mort., 109½@110; do., 2d mort., 107½@108; Little Schuylkill R. R., 50½@51; Morris Canal, 69@69¾; do., pref., 134@134½; bonds, 104@105; do., 2d mort., 101@102; Susquehanna Canal, 25¾@25⅞; do., 6s, 68@68¼; Sch. Nav., 27¾@28; do., pref., 39⅝@39¾; do., 6s, 1882, 90¼@90½; Union Canal pref., 7½@7⅝; do., bonds, 30@31; Delaware Div. Canal, 42@42½; do., bonds, 94@98; Elmira and Williamsport, 37@37⅛; do., pref., 52@54; do., 7s, 1873, 106½@107; Beaver Meadow, 79¾@80; Harrisburg, 86½; Long Island R. R., 43@44½; Lehigh Coal and Navigation, 60½@61; do., scrip, 50½@50¾; North Pennsylvania, 35½@36; do., 6s, 99½@100; do., 10s, 125@125½; Philadelphia and Erie, 39@39¼; do., 6s, 105@105¼; Minehill, 62⅛@62⅜; Catawissa, 24½@25¼; do., pref., 44@44¼; Lehigh Valley, 90@93; do., bonds, 105@105¼; Fifth and Sixth streets, (horse,) 59@60; do., 7s, 105@106; Second and Third, 80@80½; Race and Vine, 19@20¾; West Philadelphia, 70@71½; Spruce and Pine, 15¾@16¼; Green and Coates, 43¼@43¾; do., 7s, 112; Chestnut and Walnut, 60@61; Arch, 34@34½; Thirteenth and Fifteenth, 40@40½; Seventeenth and Nineteenth, 18½; Girard College, 30@31; Tenth and Eleventh, 50@51; Norristown, 59@60.

Boston.—Northern (Ogdensburg,) 3; do., 1st mort., 98¼; do., 2d mort., 32¼; Rutland and Burlington 1st mort., 69; do,, 2d mort., 24½; do., 3d mort., 9; Vermont Central, 3; do., 1st mort., 88; do., 2d mort., 26; Vermont and Mass. R. R. 6s, 102; Housatonic R. R. pref., 83⅛; Cape Cod Br. R. R., 64; Eastern R. R. 6s, 1874, 102¾; Conn. and Pass. Rivers R. R. 6s, 100¼; Mad River and Lake Erie R. R. 7s, 67; do., 6s, 60; South Shore R. R. 6s, 1880, 99; Chelsea, horse, 47¾; New Hampshire 6s, 1870, 101; Massachusetts 6s, 1875, 120; Maine 6s, 1871, 103; do., 1883, 104¾; do., 1880, 104¼; Rhode Island 6s, 1882, 104¼; Connecticut 6s, 1882, 104¾; Vermont 6s, 1876, 103⅞; Boston City 5s, 1886, 110¼; Portsmouth 6s, 1874, 100¼; Boston Water Power Co., 47; Cary Imp. Co., 10⅝; East Boston Co., 14¼; Essex Co., 96; Waverly Co., 2½; Union Steamship Co., 155½; South Bay Land Co., 170; Saco Water Power Co., 200; Lorberry Coal, 71; Franklin Coal, 134½; Cambridge Gas, 110; Columbian Bank, 112⅛; Continental Bank, 99¾; Warren Bank, South Danvers, 98; Webster Bank, 103½; Mt. Vernon Bank, 100; Maverick Bank, 92; Blackstone Bank, 108; Boston Bank, 64½; Bank of North America, 102½; Acton Mining Co., 4⅓; Albany and Boston, 11½; Atlas, 6½; Algomah, 3; Aztec, 20; Bay State, 19¼; Boston, 5¾; Bedford, 3⅛; Black River, 68c.; Brome, 57c.; Canada, 4¼; Chaudiere, 58c.; Columbian, 9; Canada Lead, 2½; Copper Falls, 34⅜; Copake Iron, 14¼; Chaudiere, gold, 2⅛; Dana, 5¾; Dudley, 4½; Dacotah, 5; Eagle River, 8⅝; Great Western, 4¾; Green Mountain, 5⅜; Hancock, 16; Hamilton, 4; Highland, 6; Hanover, 5⅛; Humboldt, 5¾; Hungarian, 8½; Huron, 41½; Logan, 1½; Mandan, 7; Manhattan, 7¼; Mesnard, 14⅛; Madison, 6¾; Native, 8; New England, 3½; North Cliff, 6; Northwestern, 13; Nequaket, 2⅞; Ottawa, 47c.; Phœnix, 28¾; Pontiac, 7⅜; South Side, 5½; Star, 12; St. Mary's, 10½; Superior, 10¾; Sutton, 85c.; Teltec, 3⅝; Tremont, 5¼; Union Lead, 70c.; Winthrop, 6½; Wickham, 90c.

Baltimore.—Central Ohio 4th mort. bonds, 50; Western Maryland bonds, 80; Marietta and Cincinnati bonds, 100¼; Missouri bonds issued to Pacific R. R., 74; City Passenger Railway, 17½; Santa Clara Mining Co., 9½; Springfield Mining Co., 2.95; Maryland Mining Co., 1.10; Baltimore and Cuba Smelting and Mining Co., 175. The latest quotations are: Balt. and Ohio, 105@106; do., 6s, 1867, 102¾; do., 1875, 106; do., 1880, 106; do., 1885, 107¾@108; Northern Central, 44@45; do., bonds, 1870, 101; do., 1885, 101@101½; N. W. Va., 9@10; do., 1st mort., 104@105; do., 2d mort., 102; do., 3d mort., 20@30; do., guar., 101; Central Ohio 2d mort., 104; do., 3d mort., 75; do., 4th mort., 50@55; do., income 1857–'60, 34@37½; Western Md. bonds, 80½@81; do., guar., 105½@106; Maryland 6s, coupon, 1870, 107@108¼; do., Ins., 105; do., 1890, 108@108½; Baltimore 6s, 1870, 105; do., 1873, 106; do., 1875, 108@109; do., 1886, 108¾; do., 1890, 109@110; do., coupon, 109¼@109½; do., 5s, 1838–'70, 90; City Passenger R. R., 17@17¾; North Carolina 6s, 50; Canton Co., 41@41¾; Deep River, .15@.20; Gardner, .75@ 1.00; Guilford, .35@.50; Maryland, 1.05@1.10; North State, .10@.15; Rudisell, .70; Silver Valley, .10; Springfield, .3@3.10; George's Creek, 65@70; Santa Clara, 9¼@9½.

Montreal.—Champlain and St. Lawrence R. W., 16@18; do., preferential, 90@93; do., 6 per cents, 80@83; Government 5 per cents, sterling, 94@95; do., 6 per cents, 1872, currency, 105@106; Montreal City bonds, 6 per cents, 98½@98; do., Water Works, 6 per cents stg., 98@98½; Quebec City 6s, 95@96; Toronto 6s, 1872, 90@95; County debentures, 85@95; Montreal Consols, $4@6; Huron Copper Bay, 50@55; Montreal Telegraph Co., 130@131; City Gas Co., 120@122¼; City Passenger Railway, 114@115.

Debt of California.

On the 1st December, 1863, the total debt was $4,839,553 07, which is a reduction of $729,742 69 during the year. The valuation of real and personal property is $174,000,000; the rate of taxation 92 cents on $100. The war debt is now $303,161 58, from which is to be deducted the amount received from the United States Government, $426,866 89, and of the remaining $377,284 69 but $218,468 54 are justly chargeable as State debt.

The State expenditures for the fiscal year were $2,097,268 29, in which amount are included $600,000 previously accrued, and $247,445 41 paid to the United States, as the State's quota of direct tax levied by Congress. The receipts into the State Treasury during the same period were $1,626,278 58.

New Bedford and Taunton Railroad.

The annual meeting of the Stockholders of this company was held at New Bedford on the 1st inst. The earnings of the road from New Bedford to Taunton for the year ending November 30 were $108,848 58; the expenses, including $24,694 40 charged off for depreciation, were $79,942 53; net earnings $28,906 05. The earning of the Fair-

haven Branch for the same period were $46,901 05; expenses, including $17,145 interest on bonds, $44,704 78; net earnings $2,196 26; total net $31,102 32, leaving after the payment of the year's dividends, of 6 per cent, $1,102 32, to be added to the surplus, which is now $64,792 10.

The following gentlemen were unanimously elected directors: Joseph Grinnell, David R. Green, Ward M. Parker, Thomas Mandell, Thomas S. Hathaway and Chas. L. Wood.

Pennsylvania Railroads.

The following statement, prepared from the Report of the Auditor General, will show the unfinished railroads in the State of Pennsylvania, with the number of miles necessary to be constructed before their completion:

	Miles complete.	Miles. incomplete.
Bedford Railroad—Hopewell to Bedford	12⅓	7½
Bald Eagle Valley—Tyrone to Lock Haven	34	17
Bellefonte and Snow Shoe	20⅓	—
Oil Creek—Corry to Franklin	27	27
Erie and Pittsburg—Girard to New Castle	66	14⅓
Hempfield — Washington to Greensboro'	32	44
Philadelphia and Baltimore Central—Philadelphia to Port Deposit	31	19
Mifflin and Centre Company—Lewiston to Milroy	—	12½
Buffalo, Bradford and Pittsburg—Buffalo to Lafayette	12	88
Lehigh and Mahanoy—Broad Mountain Railroad to Shamokin Valley Railroad	22	18
Nanticoke—Wilkesbarre to Nanticoke	5	5
Bethlehem—Bethlehem to Bath	—	12
Reading and Columbia—Columbia to Reading	37	2
Nesquehoning Valley—Mauch Chunk to Howetown	—	13
Allegheny Valley—Pittsburg to New York Line	44	136
Tyrone and Clearfield—Tyrone to Clearfield	15	16
Penn Haven and White Haven	—	16
Pittsburg and Connellsville	58	91

The majority of the above roads are being completed as fast as circumstances will permit.

Lead Mines of New York.

The coming spring, it is said, will witness great activity in the lead region of St. Lawrence County. With the completion of the extensive works now in progress at the Rossie Mine, employment will be found for a large number of men, and a force will also be set on the neighboring Indian River property. The Macomb Mine is continuing its regular product, showing good monthly profits, which will probably be presented to the stockholders in tangible shape, before many months. The Clute Mine is opening up a fine outcrop of galena; and between the two latter mines the Oswegatchie is starting into life, with a most excellent promise. Boston capitalists have secured much of the stock of this mine, and if indications are to be trusted, their investment will be a profitable one. The vein is of the best character, heavily charged with ore, and the property situated in the very midst of the lead country. Probably no branch of mining promises more satisfactory results, the present demand for lead being largely in excess of the supply.

Subscriptions for Stock under the General Railroad Act.

ADMISSION OF CORPORATE CHARACTER.—STOCKHOLDERS VALIDITY OF SUBSCRIPTION.—PAYMENT OF TEN PER CENT.

The case of the Black River and Utica Railroad Company recently decided in the Court of Appeals, disposes of a somewhat doubtful and important question raised under the general railroad act. It was an action to recover unpaid calls upon the defendant's subscription to the capital stock of the company. He had signed an agreement reciting the due incorporation of the company under the act, and also averring that the articles of association and affidavits had been properly filed. No money was paid at the time of the subscription; but the defendant subsequently paid forty per cent thereon. The plaintiff recovered judgment from which the defendant appealed.

SMITH, J.—The motion for a non-suit was made upon the single ground, that it was not proved that the plaintiff was a corporation. The subscription book introduced and proved signed by the defendant, distinctly recited and declared the formation and existence of a corporation organized under the general railroad act, "under the corporate name of the Black River and Utica Railroad Company," and that the articles of association, and the necessary affidavits showing due compliance with the law which had been duly filed. This must be sufficient proof of the corporate character of the plaintiff as against the defendant. By his subscription to this paper he recognized the corporate character of the plaintiff and became a stockholder in such corporation. He is estopped by his own acts and admissions from denying thereafter the corporate character of the plaintiff. Judge Thompson in Dutchess Cotton Factory *vs* Davis (14 Johns 245) said of a defendant sued like the defendant in this action upon an installment due upon his subscription to the stock of the company. "The defendant having undertaken to enter into a contract with the plaintiffs in their corporate name he thereby admits them to be duly constituted a body politic, and corporate under such name." The soundness of this rule of evidence has been asserted in numerous cases. Palmer *vs.* Lawrence, 3 Sandf. 370. Steam Navigation Company *vs.* Weed. (17 Barb. 382.) It was questioned in Welland Canal Company, *vs.* Hathaway, (Wend 480.) but that case did not present the point between a corporation and one of its own stockholders. This is a case like that in 14 Johnson (*supra*) of an action by the corporation against a stockholder, upon his subscription to its stock. I such case I think the rule stated by Judge Thompson in the Dutchess Cotton Factory *vs.* Davis, (*supra*) the true one and should apply. The admission in the defendant's subscription of the existence of the corporation, we think should be held conclusive against him in such an action. The motion for a non-suit was therefore properly denied.

The remaining exception discussed arises upon the offer to prove by the defendant, that at the time of his subscription to the stock he paid nothing, although subsequently he paid four hundred dollars in cash on account thereof.

The defendants' subscription not having been made to the articles of association for the purpose of organizing the company or made previous to the filing of such article it was essential, that the ten per cent be paid before it became a valid subscription.

His subscription was under the fourth, and not under the first section of the general railroad act. This section requires the payment of ten per cent. by each subscriber upon the amount subscribed by him at the time of subscribing.

The intent of this section was doubtless, that no subscription should be valid until ten per cent was paid thereon, and not that it should be invalid if a short interval occur between the actual subscription and the payment of the money. The subscription, and the payment of the ten per cent must both concur to make a valid subscription. The subscription one day with payment the next would satisfy the statute, and so would actual payment any period after subscription, with intent to effectuate and complete the subscription. The writing of the name in the subscription book should be deemed but part of the transaction, and provisional or conditional till the ten per cent is paid. But after the payment of the ten per cent, and certainly after the payment of forty per cent on the subscription, the statute requirement on this point must be deemed fully complied with by the defendant. We think this exception not well taken, and that the judgment below should be affirmed.

Judgment accordingly affirmed.

Important Railroad Arrangement.

Our readers will remember a dispatch from our St. Paul correspondent a few days since, stating that the Northwestern Railway had secured the control of the Minnesota Pacific Railway between Winona and St. Paul. It was also added that the section between St. Paul and Hastings was to be completed during the coming Summer, and also that the entire line to St. Paul was to be finished at the earliest day possible. This arrangement is understood to be backed up by any needed amount of English capital, and that we shall have all rail to St. Paul, with bridges at Winona and Hastings at a very early day, there can be no possible doubt. The line is understood to be one of the most favorable in the West. In its entire course to St. Paul it will vary only an unappreciable amount from a direct line.

The early completion of this road is connected with another and more important movement. English capitalists interested in the Canada Grand Trunk Railway, have taken hold of the Pacific Railway running northwest from St. Paul, and we learn that C. J. Brydges, Esq., the Managing Director of the Grand Trunk, has returned from England with all the funds pledged to build that line between St. Paul and Pembina as fast as it shall be found advisable and profitable to do it. Thirty miles above St. Paul are finished and in operation, and from fifty to a hundred more will be added during the coming summer. All the trade of the vast possessions of the new Hudson Bay Company on the rivers and streams that fall into Lake Winnepeg and Hudson's Bay, will pass to and through our city over this line.

But this is not all. The Grand Trunk managers are perfecting arrangements, if indeed they are not already perfected, to build the line between Pembina and the Pacific. This is one of the only two routes across the continent that will sustain a large and highly prosperous population throughout its entire course. The valley of the Saskatchawan is very large and productive, and on both sides of the Rocky Mountains, on the headwaters of this great river and those of the Columbia, there are vast deposits of gold, which are already attracting a large mining population. It is believed by many that this line will be completed across the continent long before our own great Pacific Railway. Our far-seeing fellow citizen, Hon. Wm. B. Ogden, it is understood, declined to

become prominently connected with the line west from Omaha, in order to identify himself with this great work. Backed up as it is by any amount of English capital, and passing a long way through the United States and the British Possessions, it will practically become the road of both countries.

For us to speculate upon the effects which the early opening of a direct railway to St. Paul, to the magnificent valley of the Saskatchawan and the gold fields at the head of it, and so onward to the Pacific, upon the growth and prosperity of Chicago would be entirely useless. Those who have watched the city's progress since 1850 need not be told that this single road, when once completed, will stimulate our growth and our commerce more than all the roads that have been opened during the past history of the city. May we live to see this prediction, as we believe it will be, more than verified.—*Chicago Tribune.*

Marietta and Cincinnati Railway.

The following is a comparative statement of the receipts from all sources of the Marietta and Cincinnati Railroad, as re-organized, for the years 1862 and 1863:

	1862.	1863.
January	$33,904 04	$38,202 72
February	22,652 04	53,778 25
March	25,891 25	60,540 08
April	38,579 40	64,305 82
May	32,667 54	35,325 66
June	23,383 48	40,706 50
July	37,270 88	58,704 07
August	56,684 84	52,864 51
September	46,452 47	77,112 14
October	81,328 75	83,058 71
November	55,257 12	76,763 85
December	48,458 92	68,863 03
	$512,217 73	$710,225 34

Toledo and Wabash Railroad.

The earnings of this road for the years 1862 and 1863, have been as follows:

	1862.	1863.
January	$82,234 81	$86,321 34
February	47,141 92	91,970 58
March	56,005 88	103,056 20
April	83,582 40	132,110 54
May	106,845 44	134,271 80
June	113,577 66	152,584 67
July	115,214 03	105,758 97
August	168,218 72	116,379 38
September	170,379 87	120,595 24
October	172,869 91	151,052 03
November	147,547 65	134,563 15
December	139,528 44	96,203 70
Totals	$1,408,146 78	$1,424,862 60

Baltimore City Passenger Railway.

From the report of this company made to the Baltimore City Council, we learn that during the past year there was received from passengers $269,189 91; sale of old material, $1,149 43, and manure, &c., $2,564 25—total $273,203 49. The total expenses to $268,390 04, leaving a balance of $4,813 45. Included in the above is the payment to the city, on account of Park Fund, of $53,030 32; city license on cars and tax on property, $3,714 23; and the amount paid to the General Government on receipts, $4,108 53. The total amount paid to the city since the organization, July, 1859, is $177,934 62. The capital of the company is $650,000. The cost of the track (thirty miles in length,) was $240,000; 81 cars, $60,000; the estimated depreciation of the track caused by wear and tear, $80,000; on cars, $30,000, and horses, $6,250—total $116,250. The average daily cost for feed for single horse for the year ending July, 1863, was 40 cents; for the six months ending December, 1863, 55 cents, and at present period 60 cents.

Railroad Earnings--Monthly.

The earnings of the Erie Railway for the month of January, 1864, were $984,836 79
Corresponding month of previous year 845,694 82

Increase $139,141 97

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending February 5, 1864, was as follows:

Passengers $18,980 45
Freight and live stock 45,080 90
Mails and sundries 1,146 88

Total $65,207 73
Corresponding week of 1863 ..... 72,801 66

Decrease $7,593 92

The earnings of the Grand Trunk Railway for the week ending January 30, 1864, were:

Passengers $21,638 56
Freight and live stock 71,432 11
Mails and sundries 2,800 00

Total $95,870 67
Corresponding week, 1863 ..... 93,728 56

Decrease $2,142 11

The earnings of the Galena and Chicago Union Railroad for the week ending February 8, were:

	1863.	1864.
Freight	$19,381 00	$32,381 64
Passengers	6,208 02	12,848 95
Mails, &c	1,100 00	1,300 00
Total	$26,689 02	$46,530 59
Increase 1864		$19,891 57

The earnings of the Marietta and Cincinnati Railroad for the 1st week in February, were:

	1864.	1863.
Passengers	$6,600 68	$2,772 68
Freight	9,913 59	8,307 44
Mail, express & telegraph	937 58	863 04
Total	$17,451 85	$11,943 16
Increase		$5,508 69

The earnings of the Chicago and Rock Island Railroad for the 1st week in February, 1864, were $40,569 00
Corresponding week of previous year .. 32,452 00

Increase $8,117 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in February, 1864, were $25,052 23
Corresponding week of previous year .. 18,595 88

Increase $6,456 35

The earnings of the Michigan Central Railroad for the 1st week in Feb., 1864 were $68,160 00
Corresponding week of previous year .. 56,979 00

Increase $11,181 00

The earnings of the Chicago and Northwestern Railroad for the 1st week in February, 1864, were $24,008 92
Corresponding week of previous year .. 15,169 93

Increase $8,838 99

The earnings of the Montreal and Champlain Railroad for the week ending Jan. 30, 1864, were:

Passengers $996 77
Mails and sundries 188 00
Freight and Live Stock 1,713 48
Ferries 95 40

Total $2,993 65
Corresponding week, 1863 ..... 4,185 69

Decrease $1,192 04

The earnings of the Chicago and Alton Railroad Company for the week ending Jan., 7th, were:

	1864.	1863.
Passengers	$11,813 25	$10,130 11
Freight	17,088 68	17,069 71
Sundries	1,174 34	1,011 01
Total	$30,076 27	$28,210 83
Increase 1864		$1,865 44

St. Louis, Alton and Terre Haute Railroad.

The earnings of this road for the years 1862 and 1863 have been as follows:

	1862.	1863.
January	$74,251 61	$109,807 93
February	63,880 56	110,602 82
March	68,748 44	120,310 38
April	71,854 10	123,115 01
May	112,383 71	113,798 43
June	93,766 51	123,778 76
July	67,720 65	118,076 81
August	85,358 74	130,378 44
September	95,969 04	153,469 94
October	118,887 26	144,736 12
November	129,166 37	148,747 82
December	135,616 02	162,920 68
	$1,117,603 01	$1,554,743 14

Chicago and Rock Island Railroad.

The earnings of this road for the years 1862 and 1863, have been as follows:

	1862.	1863.
January	$120,775 81	$140,023 60
February	90,607 29	130,224 71
March	75,675 78	122,511 95
April	76,458 95	127,507 59
May	102,353 43	144,995 14
June	138,378 58	191,766 06
July	119,947 25	139,363 03
August	117,086 45	161,014 40
September	146,268 15	224,584 40
October	161,502 68	217,384 87
November	138,794 72	198,152 54
December	185,595 55	202,013 90
Totals	$1,423,439 64	$1,999,492 20

Pennsylvania Canals.

The present Legislature of Pennsylvania has obtained the first official statement of the canals of that State. Although not complete, the record is of importance. It shows that there are about 1,200 miles of canal in the State, having no less than 750 locks, and employing in the aggregate about 6,000 boats, the greater portion of which are owned by private individuals. The estimated cost of the various works is as follows:

Canals.	Miles.	Cost.
Pennsylvania	276	$1,000,000
Lehigh Navigation	72	4,450,000
Wyoming Valley	64	500,000
Susquehanna West Branch	121	500,000
Erie	161	1,364,984
Wiconisco	12	450,000
Junction	18	530,636
Union	98	5,750,000
Delaware Division	60	2,433,350
Muncy	1	2,625
Lancaster Slackwater	18	200,000
Schuylkill Navigation	109	10 287,194
Delaware and Hudson	108	7,500,000

Finances of Kansas.

We learn from the message of the Governor that the receipts of the year have been $166,311 94; and the disbursements, $157,484 95—leaving a balance December 31, 1863, of $8,826 99. The amount of bonds, certificates and other liabilities is $300,884 53; balances and dues, $174,426 30—total, $126,458 23. The estimated amount to be supplied for the coming year is $109,387 02, which will be materially increased by expenses

not estimated. Bonds of the State to the amount of $85,000 have been disposed of during the year at favorable rates.

Manufacturing Dividends.

The following are the dividends for 1863—regular and extra—paid by several of the leading manufacturing companies of New England: Amoskeag Manufacturing Company, 25 per cent., Androscoggin 20, Appleton 20, Bates 20, Hamilton Woolen 35—quarterly dividends of 7½, 5, 10, and 12½ per cent.—James Steam Mills 80 per cent., Manchester Print 40, Middlesex Mills 55, Nashua 20, Pacific 24, Pepperell 40, Salisbury 30—7½ quarterly, Washington Mills 20, York Mills 45 per cent., and beside the above quite a number have paid 8 to 15 per cent. In 1862 large profits were also divided by several mills, the Appleton paying 20 per cent., Bates 26 cash, and 25 stock, Boston 80 per cent., Hamilton Cotton 20, Hamilton Woolen 25, Jackson 30, Laconia 49, Manchester Print 25, Massachusetts Cotton 30, Middlesex Mills 31, Nashua 35, Naumkeag 71, Pepperell 62, Salisbury 20 cash, and 33⅓ stock, and York Mills 30 per cent. These large profits are owing in a great measure to the immense rise in cotton and wool, many of the mills having a large stock on hand two years ago; and other enterprising managers foreseeing the natural results of the rebellion purchased largely at what then, to some, seemed high rates, thus reaping a rich harvest.

Oswego and Rome Railroad.

This company has been organized by the election of the following officers:

President.—Hon. L. B. Crocker.

Vice President and Treasurer.—Delos De Wolf.

Secretary.—Chas. Rhodes.

Directors.—Messrs. Cheney Ames, John B. Edwards, Theodore Irwin, M. B. Richardson, A. C. Mattoon, Thomas S. Mott, S. B. Johnson, of Oswego; Leonard Ames, of Mexico; Charles H. Cross, of Pulaski, and David Utley, of Rome.

Messrs. Merriam, Powers & Co., have the contract for the whole work, and they hope to begin laying the rails by the 1st of May. The road is leased to the Watertown and Rome Railroad Company, and will be stocked and run by it under contract.

PROPOSALS FOR $500,000.—VOLUNTEER Soldiers' Family Aid Fund,

BONDS NO. EIGHT.

Sealed proposals will be received at the Comptroller's Office until Tuesday, March 1st, 1864, at 2 o'clock, P. M., when the same will be publicly opened, for the purchase, at not less than their par value, of the whole or any part of the sum of five hundred thousand dollars of the Volunteer Soldier's Family Aid Fund Bonds No. 8, authorized by an ordinance of the Corporation passed February 9, 1864, and an act of the Legislature of the State of New York passed March 5, 1863.

The said bonds will bear interest at the rate of five per cent. per annum, payable semi-annually, on the 1st day of May and November, in each year, and the principal will be redeemed November 1, 1872.

The proposals will state the amount of bonds desired, and the price for one hundred dollars thereof, and the persons whose proposals are accepted will be required to deposit with the Chamberlain of the city, within five days after the opening of the bids, the sums awarded to them respectively.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive bonds for equal amounts of the par value thereof, bearing interest from the dates of payments.

Each proposition should be sealed and endorsed "Proposals for Volunteer Soldiers' Family Aid Fund Bonds, No. 8," and inclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids, if the interests of the Corporation require it.

MATTHEW T. BRENNAN, Comptroller.

City of New York, Department of Finance, Comptroller's Office, February 10, 1864.

Notice to Contractors.

Engineer's Office Morris & Essex R. R. Co.
Newark, N. J., Feb. 15th, 1864.

SEALED PROPOSALS will be received at this office for the grading, masonry and bridging of the extension of the Road of this Company, from Hackettstown to the Delaware River, at Phillipsburg, (a distance of twenty-three miles,) until Saturday, the 26th day of March next.

Maps, profiles, plans and specifications, with blank forms for proposals and approximate estimates of quantities, will be in readiness at this office on and after Saturday, March 12th.

6t8. J. B. BASSINGER, Chief Engineer.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, February 27, 1864.

Ocean Steam Navigation.

REPORT OF THE NEW YORK CHAMBER OF COMMERCE.

We have on our table a Report of the New York Chamber of Commerce on the subject of Ocean Steam Navigation, consisting of 80 pages octavo, accompanied by a map. This report was prepared under the supervision of a committee of the Chamber, of which Thomas Tileston, Esq., was chairman, by Mr. Stevens, the efficient Secretary of that institution. It was the result of the conviction of the members, that our ocean commerce, deprived of steam mail facilities, was not only rapidly declining, but deserting us for more enterprising countries; and though the ravages of the rebel privateers were for the present the principal cause of its prostration, yet it could not be recovered except by the use of the same means which have given the ascendancy to Great Britain. n order to fully understand the state of the case, it became necessary to make minute as well as accurate inquiries into the proportions of British and American commerce, to refer to British and American steam navigation, to compare its respective progress, and to present to the eye the results which have attended the enterprise of both countries. All this has been well done, and a document has been given to the public, which, if properly appreciated, will produce consequences of great practical importance.

Our foreign commercial rivals, if we may take the London *Times* for their organ, look on with complacency at the continuance of a struggle which is wasting much of our valuable internal strength, while they also enjoy the spectacle of our having surrendered steam navigation on the ocean almost without a struggle, and our commerce carried on under foreign flags.

We trust this report will awaken the American people to the necessity of immediate action, and the American Congress to the necessity of immediate legislation on the subject. Fortunately we are in a position to apply the remedy at once, and to inaugurate lines of steamers all over the Atlantic and Pacific, at a moderate cost, which shall not only restore our declining commerce, but most efficiently protect it. The Chamber of Commerce concludes its report by favoring the views which have for more than two years past been presented in our columns, and which were adopted by the Secretary of the Navy in his last annual report; so that the scheme is now endorsed by the merchants of New York through its most efficient public body, and there cannot be any excuse for delaying its execution on the part of Congress. We do trust that, at least, the frivolous subjects which are introduced there, either from a design to interrupt important business or delay it, may be passed by, in order that this most important one may be taken up and acted upon. We call on the statesmen at the head of the Government, and those in the representative and legislative councils to read this report, and rise to a sense of its importance and value. Passing over the argument introducing the facts in the report, as to the necessity of the use of steam, if we wish to preserve our ocean commerce, we come to a history of Congressional legislation on the subject beginning with the report of T. Butler King, in 1841, recommending a European line, the legislation of 1845 giving the P. M. General authority to contract therefore, and the subsequent contracts with Edward Mills, E. K. Collins, Messrs. Sloo, Harris, and others out of which came the Liverpool, Havre, Bremen, and Atlantic and Pacific lines. All these are treated of in the report. We have nothing left of these but the lines which ply on the Atlantic and Pacific, and which may be deemed as domestic and not foreign traders. On the other hand we find the following formidable fleets owned by foreign capitalists, which visit our ports, carry all the passengers, all the steam freight and all the mails. No less than fifty-four steamers of the best description ply between foreign countries and our own. We do not pretend to compete with them any more. The Cunard line contains eleven splendid ships. The German companies run nine more. We have struck our steam flag to these rivals.

The report discusses the propriety of Government subsidies, urging the successful example of Great Britain in contrast to our own, taking for granted that they are essential to the support of steam lines. No doubt they are so in some reasonable shape and quantity, but it is nevertheless against the policy of our Government to make large grants to monopolies, generally obtained by corrupt appliances, and leading to mismanagement of the companies which obtain them. The Collins' line it is thought, might have continued to this day, but for some of the consequences of such tendency to mismanagement.

The table at page 25 shows that the British Government received for all its sea postages in 1860 only the sum of £112,000, of which the principal part was obtained from the Liverpool and New York service, to wit: £82,500. The report also contains valuable tables, showing the amount of subsidies paid by the British Government to the different steam mail companies, also of those paid by our Government in former years. From this latter we deduce the important and encouraging fact, that our Havre, Liverpool and Bremen lines received in the aggregate for postages more than they were paid for the services rendered to the Government.

Table showing Comparative Subsidies to American Lines in 1857.

Line.	Trips.	Distances.	Subsidy.	Gross postage.	Total miles.	Pay pr. mile.
Collins	29	3.100	$385,000	$415,867	124.000	$3.10½
Bremen	13	3.700	128,937	128,937	96.000	1.34
Havre	13	3.270	88.484	88.484	85.020	1.00½
Aspinwall	24	3.200	290.000	139.610	153.600	1.88½
Pacific	24	4.2 0	348.250	183.238	201.600	1.70
Havana	24	669	60,000	6,288	32.112	1.86½
Vera Cruz	24	900	29,062	6,900	43,200	.07
			$1,329,733	$1,035,740	725,732	$1.80½

This table shows conclusively that if the Government adopts the recommendation of the Chamber to which we shall presently allude, it will be an important item in favor of the plan proposed.

At page 35 commences a valuable series of tables, giving the progress of American commerce with different foreign countries lying southward of the United States on this continent. These to which we are nearest and most natural, are precisely those with which our trade may be made directly and speedily profitable. We are nearer to the West Indies, Central and South America than Europe. With anything like an equality in a steam marine we might defy all competition. While we cannot expect to supply Europe largely with our manufactures where there is skill equal to our own, and labor is much cheaper, we may and we do, article for article, beat them everywhere on this continent. And since the development of a European policy to plant its system on the Southern continent to the destruction of its youthful republics, we may be certain that commercial intercourse with the United States is now the first wish of their hearts. The report gives the progress of this British and American commerce in various tables, and the total as far as made up in the following table:

TOTAL TRADE OF SOUTHERN AMERICAN COUNTRIES.

United Kingdom—	Exports.	Imports.	Exchanges.
1853	$63,998,785	$75,180,035	$139,178,820
1860	89,597,090	102,842.415	192,439,505
Increase..	$25,598,205	$27,662,380	$53,260,685
United States—	**Exports.**	**Imports.**	**Exchanges.**
1853	$30,334,012	$51,172,211	$81,505,223
1860	47,174,708	87,006,809	134,181,517
Increase..	$16,840,696	$35,834,598	$52,675,294

"When it is considered that the trade of the United States with these countries is one-sixth of its whole trade, it will not seem strange that a desire is felt to watch over, foster and promote it."

Our trade with Colombia, including the isthmus trade, and the transit of goods by the railway is enormous and has been too much neglected. The following statement gives only the isthmus trade, which would be largely swelled in amount if that with Carthagena and its neighboring ports was included.

Total value of cargoes inward and outward $76,972,785.

Of this the United States are the owners to the amount of upwards of sixty millions.

The memorial attached to this report recommends, that Congress shall offer subsidies for a first class line of steamers to make weekly trips between New York and Liverpool. Also the following lines.

A line twice each month should be established to Havre, touching at Cowes. One or more lines should be established to provide a weekly communication with some of the Hanse Towns, *Bremen and Hamburg*, requiring, as the condition of a large subsidy, that ample accommodations should be provided for persons seeking to emigrate to this country, at reasonable rates; the steamers to be under constant government inspection, and the subsidy to depend upon the faithful performance of the contract.

A line should be established to Lisbon, Cadiz, and to Genoa, touching at Barcelona and Marseilles.

A line established from New York to Point Isabel, at the Brazos Santiago, semi-monthly, with a semi-monthly branch from New Orleans, would at once recover to us a large portion of that valuable trade of Northern Mexico which we have lost by our own negligence.

This line will ultimately become very important when railroad communication is open to Monterey, and thence to Mazatlan, on the Pacific. This railroad will make one of the most important connections in the world, being on the direct line from London to Hong Kong.

By the offer of a sufficient subsidy, the Havana line might be extended, by branch service, to Porto Rico, Hayti, St. Thomas, Jamaica and other of the West India islands, and to the principal points on the North Pacific coast.

The Venezuelan government have offered to contribute a subsidy of $30,000 per annum to a line for coast service.

A line of semi-monthly steamers to Rio de Janeiro, touching at Pernambuco and Bahia, and with a connecting branch to Monte-Video and Buenos Ayres, would no doubt meet similar encouragement on the part of the Brazilian government.

The Pacific Mail Steamship Company should be induced to extend their service to Valparaiso touching at intermediate ports, and a first class line semi-monthly between San Francisco and China and Japan.

The really important and beneficent part of the report, that which gives it its most immediate force and value, is found in the following paragraph.

"And while some plan of wise legislation is being matured, which will open to American enterprise the fertile valleys of the tropical South, and draw us nearer to the treasures of the Western shores of the Pacific, by the development of a system of steam communication and mail service worthy of this great commercial nation, your memorialists pray *that ships of war be assigned to the duty of conveying the mails to all the chief points on the coast of the two oceans*, whereby they may serve to protect as well as to foster our commerce."

This is practical, immediate and remedial. We have an enormous Navy which has cost the people many hundreds of millions of dollars The Secretary of the Navy, his assistant Mr. Fox, and his friend Donald Kay assert that we have a whole fleet of very fast wooden steamships of war. What shall be done with them? Shall they be sent out after the old fashion on long, expensive, and costly cruises to look into a port now and then and do nothing else. Shall we expend millions a year for these pleasure trips, for they are but little more. Or shall we dismantle them and lay them up in our Navy Yards to rot and be lost to us.

We think the true plan is to place them as mail carriers on the routes designated by the report and without delay. Let the very fastest be selected, let the armaments be reduced in guns and men, to an equality with the Alabama or Florida, so as to be a match for them, if they should meet these vessels on any of the routes of service. Let them carry letters, packages, specie, certain kinds of easily handled freight, and passengers; the last especially between South American ports and the United States.

It will be seen that the postages received from our subsidized steamers in 1857 amounted to $1,035,740. This sum would certainly go far to help the lines proposed by the report. We have some fine large ships like the Niagara, Minnesota, St. Jacinto and steamers of that class that would inaugurate a line to Europe.

And the admirable part of the project is that we should keep twenty or thirty of our finest vessels constantly afloat, doing good service by their protection to our commerce, and at the same time being themselves commercial agents.

Just as soon as private enterprise sought to establish mail steamers on these routes, the Government could withdraw their own. This would be the work of some years, for it takes time to build such vessels as the Adriatic, but in the meantime our commercial correspondence would have been established all over the world, orders would have come from every port which they visited, and business would be so established that the new lines would step in at once to the enjoyment of a certain trade, and regular employment.

In three months' time, if Congress will but act, we may have a dozen lines of steamers in full activity, carrying our letters everywhere. What a day of rejoicing would such a spectacle cause in this city. What an impulse to trade and manufactures it would give? What an increase of our revenue it would ensure.

Readers of the JOURNAL give this report a perusal, and add your efforts to carry its prayer into effect.

Chicago and Milwaukee Railroad.

The following gentlemen have been elected directors of this company for the ensuing year:

President.—ALEXANDER MITCHELL.

Directors.—Alex. Mitchell, Stillman Witt, W. S. Gurnee, Julius Wadsworth, E. K. Rogers, Edward Weston, Frederick Schuchardt, E. S. Wadsworth, S. C. Baldwin.

Vice President.—E. K. ROGERS.

Secretary and Treasurer.—A. S. DOWNS.

Superintendent.—S. C. BALDWIN.

Pennsylvania Railroad.

The annual meeting of the stockholders of this company was held in Philadelphia, on the 16th inst., at which the Seventeenth Annual Report of the Directors for the year 1863 was presented, read and accepted, and referred to the Board of Directors for publication. The following statements will exhibit the operations of the Company for the year 1863:

The earnings of the railway between Philadelphia and Pittsburg during the year were:

From passengers, first class	$2,202,778 83
" " emigrants	72,757 95
United States troops	514,693 18
United States mails	75,598 20
Expresses under contract	75,735 00
Extra express freight	187,393 82
Freight	8,602,261 97
Miscellaneous sources	160,194 00
Total earnings	$11,891,412 95

The expenses for operating the line were:

For conducting transportation	$1,594,681 27	
New buildings and extensions	107,465 46	
Motive power	1,642,878 91	
New tools and machinery	10,493 57	
New locomotives	557,665 54	
Maintenance of road	1,311,497 15	
New second track and sidings	244,870 42	
Maintenance of cars	466,001 88	
New cars added to stock	727,308 05	
General expenses	117,137 96	
		6,780,000 21
Leaving net earnings		$5,111,412 74

The gross revenues of the line, this year, are

equal to $33,216 per mile of main line of road, (358 miles,) and exceed in the aggregate those of 1862, $1,587,121 99. This is made up by an increase of $544,144 58, for passengers and emigrants—of $135,299 97 for troops—of $824 77 for United States mails—of $983,842 12 for ordinary and $116,276 86 for express freight.

A decrease occurs in miscellaneous receipts of $143,266 31.

The whole number of passengers carried over the road during the year was 1,707,386, averaging a distance of sixty-four and six-tenth miles for each passenger.

The number of tons of freight moved, (including 188,319 tons of fuel and other material transported for the Company,) was 2,454,326, embracing 903,199 tons of coal.

The increase in the coal traffic is 68,053 tons, and the whole tonnage over that of last year 231,275 tons. To meet this increase of traffic there has been expended for new locomotives, new cars, second track and sidings, &c., $1,647,803 04, all of which has been charged to the expenses of operating the road. The was expended for similar objects in 1862, $1,221,779 09.

The earnings of the Company's canals were:

Susquehanna Division	$242,146 92
Juniata Division	24,426 91
Western Division	9,741 29
Miscellaneous sources	10,841 40
Total earnings	$287,156 52

against $251,481 76, in 1862.

The expenses of maintenance, enlarging and operating the canals, were:

Susquehanna Division	$159,556 98	
Juniata Division	162,120 83	
Western Division, including purchase of boats in consequence of abandonment of canal above Blairsville	40,396 51	
		362,374 32

Showing a loss on the canals, during 1863, of $72,217 80

The expenditures in 1862, for same object, were $258,091 56—showing an increase of $104,282 76 during the past year.

The enlargement of the Canal will be completed by the opening of navigation in 1865, from Columbia to Millerstown dam, on the Juniata, a distance of fifty nine miles. Above that point, the locks will only be enlarged as they require rebuilding, until there is a reduction in the price of materials and labor. At the Millerstown dam, the railway and canal are close to each other, affording every requisite facility for transhipment of freights from the road to canal, and giving a full opportunity to test the capabilities of the latter work, for the cheap transportation of heavy products. The Western Division of the Canal, which has been a source of continued expense to the Company, may be abandoned upon the extension of the Western Pennsylvania Railroad to the Allegheny Valley Railroad.

The whole income of the canals from the first of August, 1857, when they came into possession of the Company—six years and five months—amounted to $1,393,196 11, all of which has been appropriated to their maintenance and improvement, except $97,346 21, an amount about sufficient to meet the expenditures upon them previous to the resumption of navigation in the spring. The Canal Department will then start with an enlarged canal upon its Eastern Division, and a portion of the lower Juniata, and with nearly the whole line east of the mountain regenerated. In its present condition, this portion of the property of the Company may safely be estimated as worth $1,500,000, and should, hereafter, return at least an interest of six per centum per annum upon that sum.

The Philadelphia and Erie Railroad was not opened throughout its length, as anticipated, by the first of January last, owing to circumstances which that Company could not control. This Company has promptly supplied it with all the capital needed for the construction of the road, but the requisite labor could not be obtained. The completion of the line may, however, be confidently expected in July next. The revenues derived by this Company under its lease, from those portions of the Philadelphia and Erie Railroad delivered to it, have fully sustained the estimates of the Board on submitting the contract with that Company for your confirmation. They are, for the year 1863, as follows:

From passengers	$275,604 20
" troops	20,568 06
" freights	383,234 53
" express packages and freights	11,800 53
" mails	13,324 99
" miscellaneous sources	23,137 62
	$627,669 98

The expenses during the same time were:

Conducting transportat'n	$109,624 28	
Motive power	87,835 84	
Maintenance of way	127,379 33	
" " cars	11,756 58	
Thirty per cent. due on lease to meet interest on bonds, &c	218,300 96	
		554,896 99
Net earnings of road		$172,772 94

Which is chargeable with the interest on the rolling stock, shop, machinery, and their probable *depreciation*, estimated together at about 12½ per centum, say $127,772 94

Leaving net profits $45,000 00

The whole receipts of the Company from the operations of its works, including the Philadelphia and Erie Railroad, for the year 1863, were as follows:

From Pennsylvania Railroad	$11,891,412 95
" " Canal	287,156 52
" Philadelphia and Erie R. R.	727,669 93
Total receipts	$12,906,239 40

The net revenues of the Company during the past year have been absorbed in the payment of the interest upon its debt—two semi-annual dividends of four and five per centum respectively, and in the construction of the commutation roads—the Philadelphia and Erie, and the extension of its own line to the Steubenville and Pittsburg road, opposite Pittsburg, second track, increase of rolling stock, the purchase of real estate for the road at Pittsburg and other points, &c. All of these expenditures have been met from the earnings of the road—an increase of $252,360 48 in the debt of the Company, and a sale of less than half a million of the securities received from other companies. All the railroad companies claiming assistance under the Commutation act have received the amounts that they were respectively entitled to, except the Pittsburg and Steubenville line, which has been delayed in its expenditures in consequence of its imperfect rights across the State of Virginia. Since these have been determined, the work has been steadily pushed forward, and will be completed during this year.

The expenditure of the commutation fund, as might have been anticipated, has involved the necessity of further advances to complete those lines to points that would render them serviceable to the public and profitable to the Company. In pursuance of this plan, the Ebensburg and Cresson Railroad has been opened to Ebensburg, the Tyrone, and Clearfield to Phillisburg, and the Bedford road to the Southern Turnpike, near Bloody Run. The Bald Eagle Valley and the Western Pennsylvania Railroads have made such progress as to insure their completion before the close of this year, the first, to the Philadelphia and Erie Railroad at Lock Haven, and the second, to the Allegheny river opposite Freeport. These lines will not be immediately productive, but it is believed that nearly all of them will eventually yield a direct profit upon the investments made in their securities.

The amount paid for these securities has been charged to profit and loss, and the securities placed in the sinking fund established for the payment of the second mortgage bonds.

The Board has heretofore called the attention of the shareholders to the policy of aiding the construction of a branch road from or near Greensburg in a southwestwardly direction. It still views such an improvement with favor; and, should the citizens of that region embark in the enterprise, as has been proposed, it would recommend that you should extend to it efficient aid.

The expenditures of the Company during the past year, in addition to the interest on its debt, dividends, taxes, and the ordinary disbursements for operating its roads and canals have been $5,007,621 51, which includes $1,647,803 04 expended in the purchase of new cars, new locomotives, construction of second track, &c., charged in expenses for operating the road.

There will be required for similar objects during 1864—if the requisite labor and materials can be obtained for the outlay—as follows:

For new locomotives	$1,050,000
" " cars	1,100,000
" Construction of Philadelphia and Erie Railroad	700,000
" Shops, engine houses, and shop machinery, Phila. and Erie Railroad.	650,000
" Shops, engine houses, depots, Pennsylvania Railroad	250,000
" Extension of Penna. Railroad to Pittsburg and Steubenville R. R.	500,000
" Extensions of sidings and arrangements for oil depot	250,000
" Commutation and other roads	500,000
Total	$5,000,000

about the same amount as expended the past year.

Of this sum we may estimate as derivable from the net receipts of the road $3,000,000, and the remainder from the sale of securities in the possession of the Company.

The tonnage of the Pennsylvania Railroad east of Harrisburg, upon the completion of the Philadelphia and Reading Railroad, will be largely increased, and will consequently demand increased accommodations. Of this portion of the line, that west of Columbia is leased from the Harrisburg and Lancaster Railroad Company for 999 years, and the remainder was purchased from the Commonwealth in 1857. The Harrisburg and Lancaster Road has two tracks separating at Middletown, one intersecting the State road at Columbia, and the other at Lancaster. The requirements of the freight traffic which follows the Columbia Branch, (in consequence of its better gradients,) already demands a second track, which is being laid, thus giving three tracks between Middletown and Lancaster.

The alignment of the old Philadelphia and Columbia Railroad is exceedingly defective, and when the present scarcity of labor shall cease, it will be the duty of this Company to materially alter and improve the details of its location, and prepare it for three tracks for a large portion of the distance east of Lancaster. Although two tracks are capable of accommodating almost an unlimited traffic of similar character, such as coal, lumber, &c., yet when the business of the line is very large and diversified, requiring different speeds for its trains to insure its proper development, a third track placed between the two main tracks becomes necessary to insure punctuality and efficiency to a great thoroughfare. Upon other portions of the line a similar enlargement of the facilities, afforded by a third track, will eventually become necessary, the points for which can be determined when the traffic of the system of roads that this Company has been endeavoring to perfect, shall be developed.

The completion of the remaining twenty-one

miles of second track, all of which is required between Lewistown and Mill Creek, will be suspended this year in consequence of the scarcity of labor and the necessity for its use for other objects of more *pressing* importance.

The rapid destruction of iron under the high speeds and heavy locomotives now used upon railways, has become a subject of serious consideration, not only to the managers of these improvements in this country but also in Europe. When the Pennsylvania Railroad was planned, a locomotive weighing 45,000 to 50,000 pounds was considered as the extreme limit to these machines, justified by prudence. But the demands of the public for high speed have compelled the introduction, upon all thoroughfares, of more powerful engines. These could only be obtained by adding to their dimensions and weight, which has produced its natural result—great wear and tear of iron rails, and the superstructure of the road. This evil has been still further increased by the inferiority of the rails now manufactured compared with those placed upon railways when the edge rail was first introduced. It was then deemed essential that rails should be made from the best refined iron, produced from selected ores. The great increase in the demand for iron, under the rapid development of the railway system in England and this country, soon caused the substitution of an inferior article, which seemed for a time to answer the purpose, but which experience has proven to be insufficient to resist the causes referred to, as continually operating for its destruction. A return to the quality of iron originally used on railways, would be the natural remedy for this difficulty; but this will require time, as none of the rail mills have the required furnaces to refine their metal. In Europe this subject has been longer considered, and the determination appears to be general, to gradually substitute a still more expensive material—either a rail made wholly of steel—with a steel head only—or the wearing surface converted into steel after the iron rail is made. The present high cost of rails made entirely of steel will probably prevent their general adoption, although the rapid destruction at the termini and stations, where the iron rail, in some positions, does not last six months, will fully justify their introduction. For the purpose of testing the relative value of steel and iron rails in such positions, we have procured 150 tons of rails made wholly of cast steel. A trial is also being made of a rail with a steeled wearing surface passed through the rolls when drawn from the converting furnace, which promises well. It is understood that favorable results have been obtained from rails, the top plate in the pile from which they are made being puddled steel. If the two metals can thus be firmly welded together, this improvement in railway bars will be generally adopted. This is a subject of such great importance to the company, that it will continue to meet the earnest attention of your Directors, and, if necessary to effect the reformation desired in the quality of rails, it should become important to erect works to effect that object, such a policy will be adopted. The frequent renewal of rails is not only expensive, but it adds to the interruption of the traffic of the line.

It will be seen from the Treasurer's statement, appended to this report, that there remains, after paying coupons due January 1st, ult., on first mortgage bonds, and setting aside $1,000,000 for a contingent fund, to be charged with any extraordinary expenditures on account of accident from fire, floods, or other casualty, in order that regular dividends may not be disturbed from such occurrences, a balance to the credit of the company of $5,637,505 80.

The contingent fund was established chiefly by placing in it the amount claimed by the State for tonnage duties, which was afterwards commuted into an obligation to expend this sum upon certain railways of *other* companies. This fund was to be charged with these disbursements as they occurred, but the increased traffic of the line, in consequence of the closing of the markets on the Mississippi river for Western products, and other causes, seemed to justify the direct charge of these outlays to profit and loss, and increase the contributions to this fund to the amount stated, and apply it to the objects and for the purposes already mentioned.

The sinking fund established for the payment of the second mortgage bonds of this company, and those of the Harrisburg and Lancaster Railroad Company, the payment of which it has assumed, amounts to $1.451,315 12. The securities placed in this fund have been so fortunately selected that they are now worth considerably more than twice their cost, and without further additions—except the bonds of the commutation roads, since placed to this account—it will be sufficient to pay, at maturity, with its own accumulations, the bonds for which it was created.

The semi-annual payment to the State of $230,000, for the interest, and towards the principal of the purchase money for the main line, will extinguish the debt due to the Commonwealth before it falls due. By continuing to pay this sum out of the revenues of the company as heretofore, there will remain no other debt unprovided for, except the first mortgage of $5,000,000, which can be continued at a low rate of interest, in preference to its payment.

The shareholders will doubtless feel gratified to learn, from this exhibit, that the directors have kept steadily in view their original reluctance to incur a debt for the construction of their road, and in pursuance of the policy indicated by their wishes, have provided, at the earliest moment consistent with the permanent interest of the company, for its reduction to a sum that all must admit can be maintained without any risk to the company.

In presenting these gratifying results of the operations of your road, it must not be forgotten that the causes which have been largely instrumental in producing them cannot long continue. The railways of the North generally, since the first year of the rebellion, have greatly increased their earnings. Those of this company have advanced from $5,362,355 21, in 1859, the year before the war commenced, to $11,891,412 95, in 1863. This increase is chiefly in freight, the passenger business having increased but from $1,420,912 43, to $2,275,536 78, omitting the earnings from transportation of troops. The increase in the money receipts from freight, for obvious reasons, is greater than the tonnage.

The limit to the receipts of the company from eastward bound traffic, during the continuance of favorable navigation on the Ohio river, has only been controlled by the amount of rolling stock at its command.

At all other periods, the equipment has been ample to meet the demands upon it. The revenues of the company during January of this year show a large falling off, compared with those of 1863, owing to the ice blockade of the Ohio river, and to the interruption to the traffic of the Pittsburg, Fort Wayne and Chicago Railway Company. But we have not much expectation that the business of the road for the year will be materially less than last year.

The increase in the receipts of the company from freight being largely due to more remunerative rates of freight, the decrease in its revenues, that may be confidently looked for after the close of the war, will not affect the tonnage of the road in the same ratio. The stimulus given to the internal trade of the State, by the great demand that has existed for the past two years for her products, added to the additional traffic that may be expected from the new territory opened by the branch lines and extensions already made, and those that will be brought into use by the close of the year, will go far towards maintaining the tonnage of the main stem, which time must gradually continue to augment.

The surplus profits of the company, and the disposition made of them, have already been referred to. They are now represented by good securities, in the possession of the Treasurer. The Board, from prudential reasons, has heretofore declined to recommend a division of them, but it does not now see any sufficient reason for their longer retention. An extra dividend has therefore been declared of fifteen dollars ($15) on each share of the present capital, as registered upon the books of the company, February 15, 1864, which dividend shall be payable in the stock of the company, at its par value of fifty dollars ($50) per share. The additional stock thus created to be dated May 2, 1864, and be entitled to dividends payable in November next, and thereafter of same amount semi-annually, as the present stock of the company. The certificates of stock for the extra dividend to be delivered to stockholders on and after May 2, 1864.

The Directors feel much gratification in renewing their expression of unabated confidence in the intelligent, efficient, and faithful services of the heads of the several departments instituted for the management of the business of the company, their officers and employees generally.

For more detailed information in relation to the operations of the road, the shareholders are referred to the reports of Enoch Lewis, General Superintendent, W. H. Wilson, Chief Engineer, and J. P. Laird, Superintendent of Motive Power, &c., of the Pennsylvania Railroad, and to the report of Joseph D. Potts, General Manager of the Philadelphia and Erie Railroad, and to that of T. T. Wiertman, Chief Engineer of the canals of the company.

By order of the Board.

J. EDGAR THOMSON, President.

THOMAS A. SCOTT, } Vice Presidents.
HERMAN J. LOMBAERT, }

Railroad Earnings--Monthly.

The earnings of the Norwich and Worcester Railroad for the month of January, 1864, were $38,778 00
Corresponding month of previous year. 27,793 00

Increase $10,985 00

The earnings of the Rome, Watertown and Ogdensburgh Railroad for the month of Jan., 1864, were $51,570 15
Corresponding month of previous year. 35,046 85

Increase $16,523 30

Illinois Central Railroad Company.

The following is the report of the President to the Directors, for the year ending 31st December, 1863:

The traffic upon the Illinois Central Line the past year shows that the settlement of its Land has greatly increased its resources, for, although the Wheat harvest was a partial failure and the Corn crop very seriously injured by frosts, the extent of land planted and greater variety of products in the older settlements have given a larger Tonnage than in previous years. Fifteen millions of bushels of grain were forwarded. The opening of the Mississippi River to trade led to a profitable traffic upon the Main Line, and, with this favorable market for the crops, to an active demand for our lands. Illinois is still favored with a large immigration and is daily adding to its numbers and wealth from the substantial population now settling on the Prairies. This gain in the number of settlers is going on with great regularity; hence the land is annually becoming more valuable, and we have had no reluctance to reduce the large contracts. Our policy has been to subdivide the tracts and diminish the debt of each purchaser.

During the last two years upwards of six thousand buyers have taken an average of less than sixty acres, and therefore owe less than $10,000 each. With one or two good harvests many of them will prepay this small amount, which meantime is running at six per cent. interest. There are still 1,282,626.24 acres of land for sale. Of the Company's lands, 1,812,373 acres have been sold; $6,749,844.88 have been collected from these sales in cash, leaving $9,914,008.56 balances due on contracts in hand which relate to 928,429.17

acres; the payments in full have been made on 383,944.59 acres only. Thus the sales embrace—

Acres	383,944.59	Cash.....	$6,749,814.88
Acres	928,429.17	Contracts.	9,914,008.56
Acres	1,312,373.76	Total.	$16,663,823.44

The following Revenue Statement is condensed from the various Reports annexed, and will doubtless be satisfactory to the Shareholders, who may reasonably expect regular Dividends from this property in future.

INCOME ACCOUNT.

Balance of income account, January 1st, 1863		$465,895.39
Net collections from Lands in 1863, principal and interest		1,278,033.99
Net income from traffic in 1863		2,118,847.15
To credit of income account		$3,862,776.15
Applied—		
To cash paid for construction bonds	$466,706.19	
Interest on F. Debt	1,016,127.50	
Exchange on Sterling Coupons	77,670.99	
*Interest and dividends on shares.....	973,555.95	
		$2,534,060.63
Cash in hands of Treasurer, 31st December, 1863.....		$1,328,725.90

Besides the balance of $1,328,715.80 the Treasurer holds $364,928, the unexpended balance on Capital, with a further sum added to it by subscription to the Stock since 1st of January.

CAPITAL ACCOUNT FOR 1863.

Balance as per report of January 1, 1863		$469,434 24
Increase of capital stock.....		419,340 00
Miscellaneous assets realized		426,999 96
Working stock of supplies (reduced)		711 79
		$1,316,485 99
Applied to payment of 8 per cent. bonds	$17,000 00	
Applied to permanent expenditures	934,557 99	
		951,557 99
Cash in hands of Treasurer 31st December, 1863		$364,928 00

No new engagements have been made with other companies, and at this time there exists no litigation or controversy of moment. The supplies are purchased for cash. The stock in hand cost $615,424 77. The debt is:

$14,329,000 of construction bonds.
257,000 of bonds due in 1865.
33,000 of bonds due in 1868.

It is desirable to purchase more of the construction debt which is now at a premium in the market, although the Trustees of the construction mortgage have $871,000 more in bonds than the amount of deeds issued by them. Good faith to those who pay for land requires that bonds be lodged with the Trustees as fast as the partial payments are made. The maintenance of the company's standing in Illinois by making these deliveries promptly is of the highest importance; and in pursuance of your resolutions a proposition has been made to the holders of the construction bonds to exchange these bonds for six per cent. bonds of long date, allowing upon the exchange fifteen per cent. difference. This proposal is open to the extent of two millions of dollars, and seems to be the only practicable method of meeting the wants of the company and of protecting the bondholders known to the company from an unexpected demand for their bonds, which by their terms the company may call for by paying twenty per cent. premium. It is believed that by your plan the bonds will be readily exchanged upon terms alike advantageous to the bondholder and to the company. The premium will be a debt on the land, and will ultimately be redeemed by it.

Referring to the report of the General Superintendent herewith, I will only add that the road and working stock have been well maintained. The substitution of iron for wooden bridges is being made, as the latter require repair, and substantial masonry is taking the place of other wooden structures. The stock of cars has been increased one-fourth and is still inadequate, and the motive power is insufficient to meet the increasing traffic.

The land commissioner reports during the year extensive sales to German and Swedish settlers, and latterly a large demand from the adjoining States, South and East of Illinois. It is worthy of note that when the interest due upon many of the contracts is made up, the total result of the sales of half the land will exceed $17,000,000, the value placed on the entire grant of land ten years since.

The dividend upon the entire share capital declared the fifth of January has placed all the stock on the same basis and released the lien upon 314,504 acres of land.

W. H. OSBORN, *President.*

NEW YORK, February 9th, 1864.

*Interest Coupon of 2 per cent. on Full Paid Shares was paid on 1st January, 1863; 2 per cent. on all Shares 1st February; 2 per cent. on all Shares 1st August, 1863.

Railroad Earnings—Weekly.

The earnings of the Grand Trunk Railway for the week ending February 6, 1864, were:

Passengers	$21,747 40	
Express freight, mails and sundries ...	2,500 00	
Freight and live stock.....	64,258 26	
Total.....	$88,505 66	
Corresponding week, 1863	80,558 98	
Increase.....	$7,946 68	

The traffic of the Great Western Railroad for the week ending February 12, 1864, was as follows:

Passengers	$17,491 31
Freight and live stock.....	49,505 23
Mails and sundries.....	1,201 43
Total	$68,197 97
Corresponding week of 1863	68,061 19
Increase	$136 78

The earnings of the Marietta and Cincinnati Railroad for the 2d week in February, were:

	1864.	1863.
Passengers	$7,095 67	$2,879 39
Freight	9,052 97	10,468 43
Mail, express & telegraph	937 58	863 04
Total	$17,086 22	$14,210 86

The earnings of the Chicago and Alton Railroad Company for the week ending Feb., 15, were:

	1864.	1863.
Passengers	$13,468 43	$10,883 56
Freight	21,134 60	14,982 04
Sundries	2,253 62	1,011 01
Total	$37,856 65	$26,876 61
Increase 1864		$1,098 04

The following is a statement of earnings of the Toledo and Wabash Railway for the weeks ending

	Feb. 7.	Feb. 14.
1864	$20,931 71	$25,885 19
1863	20,081 24	24,240 84
Increase	$850 47	$1,594 35

The earnings of the Chicago and Northwestern Railroad for the 2d week in February, 1864, were..... $26,484 71
Corresponding week of previous year.. 16,273 67
Increase..... $10,211 04

The earnings of the Galena and Chicago Union Railroad for the week ending February 15, were:

	1863.	1864.
Freight	$23,287 41	$32,394 77
Passengers	6,741 83	11,493 75
Mails, &c.....	1,100 00	1,300 00
Total	$31,078 74	$45,188 52
Increase 1864		$14,109 78

The earnings of the Montreal and Champlain Railroad for the week ending Feb. 5, 1864, were:

Passengers.....	$1,187 96
Mails and sundries.....	188 00
Freight and Live Stock.....	1,362 54
Ferries	97 41
Total	$2,835 91
Corresponding week, 1863	3,417 81
Decrease	$581 90

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in February, 1864, were $29,973 00
Corresponding week of previous year.. 20,161 00
Increase..... $9,812 00

The earnings of the Michigan Central Railroad for the 2d week in Feb., 1864 were $63,690 00
Corresponding week of previous year.. 60,888 00
Increase $2,802 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of Feb., 1864, were..... $69,600 00
Corresponding week of previous year.. 55,141 00
Increase..... $14,459 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in February, 1864, were $44,920 00
Corresponding week of previous year.. 32,106 00
Increase..... $12,814 00

Marietta and Cincinnati Railroad.

We learn from the Cincinnati *Gazette*, that the work upon the extension of this road from Loveland to the city has nearly all been put under contract and will be begun immediately. The contract requires the grading to be completed ready for the rail by January next, and it is expected the road will be ready for the cars by April or May of next year. The line is as follows: Crossing the Little Miami at Loveland it keeps down the river bank five miles, nearly to Milford, where it takes up the Valley of the Sycamore, and crosses over the summit into Duck Creek bottom, and on to Madisonville. From there it strikes through to Sharpsburg, and down Ross' Run, passing under the Miami Canal two miles below the Trotting Park, through Ludlow's Woods, and thence down the east side of Mill Creek to the city. The Company have made arrangement with the Indianapolis and Cincinnati Railroad Company to use their Pearl street depot, and their track from Harriet street into the same. For a freight depot they have leased the square between John and Smith streets, and south of the road. The only portion of the distance not put under contract is the first nine miles out from the city. Most of this requires heavy filling, the earth to do which will be taken from the Ludlow Woods, thirty acres of which the Company have bought for this purpose. This section, if not put under contract within a month, will be worked by the Company themselves, who are procuring steam excavating machines for the purpose.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guaran teed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	564,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	23½
Catawissa (preferred)	1,150,000	7	—	44
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	48
Chicago & Alton (preferred)	2,464,336	7	—	95
Chicago & Northwestern (pref.)	2,400,000	7	—	65
Cocheco (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	54½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	53
Erie (preferred)	8,535,700	7	7	106½
Hannibal & St. Joseph (preferred)	5,309,723	7	—	45
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	83½
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	68
" " (2d preferred)	3,424,169	7	—	49
Michigan S. & N. Indiana (guar.)	2,863,600	8	—	142½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	104
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	118
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guaranteed)	630,000	—	8	----
Paterson & Ramapo (guaranteed)	248,000	—	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	55
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	90½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	83
Toledo & Wabash (preferred)	926,200	7	—	79
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1896	98
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	——	18..	----
Bonds guar. by Virginia	200,000	6	——	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	97
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	—	----	----	----
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	105
Unsecured bonds	2,773,728	6	J. & J.	1885–705	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	87
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	101
2d Mortgage	3,980,670	6	J. & J.	1882	93½
Improvement	568,500	6	M. & N.	1876	94
Susquch'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	69
Preferred Interest b'ds.	227,500	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	50
West Branch & Susqu a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley					
1st Mortgage	750,000	6	J. & J.	1878	99

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,359	—	41½
Delaware and Hudson	100	7,500,000	7	103
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,500,000	6	60
" " (scrip)	50	1,803,000	6	51½
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	69
" (preferred)	100	1,175,000	10	136
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	29½
" " (preferred)	50	2,722,607	—	42
Susquehanna and Tide Water	50	2,048,260	—	25½
Union (preferred)	50	2,750,000	—	6½
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	80
Steamship and Transit:				
Central American Transit	----	----	----	42
Nicaragua Transit	----	----	----	2½
Pacific Mail Steamship	100	4,000,000	----	230
Union Steamship (Boston)	----	----	----	156
Express:				
Adams'	100	2,000,000	----	----
American	500	1,000,000	----	----
National	100	250,000	----	----
Overland Mail	100	500,000	----	----
United States	100	800,000	----	----
Wells, Fargo & Co.	100	1,000,000	----	----
Telegraph:				
American	100	1,600,000	----	----
Atlantic	----	----	----	----
Insurance Stocks:				
Ætna Fire	50	200,000	----	----
Columbian (Marine)	100	1,000,000	----	127½
Mercantile Mutual	100	600,000	----	----
New England Mutual (Life)	----	----	----	----
Washington (Fire)	50	400,000	----	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	----	----
New York Life Insurance & Trust	100	1,000,000	----	----
United States Trust	100	1,000,000	----	----
Land and Improvement:				
Boston Water Power	----	----	----	46½
Boston and Roxbury Mill	----	----	----	41
Canton (Baltimore)	100	5,000,000	----	45½
Cary Improvement	5	300,000	----	10
East Boston	----	----	----	14½
Essex (Boston)	100	1,000,000	----	96
Waverly (Boston)	----	----	----	3
Gas-Light:				
Baltimore	100	----	8	----
Boston	500	1,000,000	----	860
Brooklyn	25	2,000,000	----	----
Cincinnati	----	----	----	----
City (Brooklyn)	----	----	----	----
Citizens' (Brooklyn)	20	----	----	120
Hartford	----	----	----	----
Jersey City and Hoboken	----	----	----	----
Manhattan, N. Y. (stock)	50	4,000,000	----	245
" " (scrip)	37½	----	----	239
Maryland (Baltimore)	25	----	----	----
Metropolitan, N. Y.	100	----	----	182
New Haven	----	----	----	----
New York	50	750,000	----	----
Philadelphia	----	----	----	----
Pittsburg	----	----	----	----
St. Louis	----	----	----	----
Southwark (Philadelphia)	----	----	----	----
Williamsburg	50	----	----	151
Unclassified:				
American Coal	25	1,500,000	----	89
American West India	100	1,000,000	----	----
Baltimore Coal	100	----	----	----
Baltimore and Cuba Smelting	100	----	----	175
Central Transportation	----	----	----	----
Cherry Run Petroleum	----	----	----	9
Cumberland Coal (preferred)	100	5,000,000	----	69
George's Creek Coal and Iron	100	1,000,000	----	70
Gold Mining of Colorado	----	----	----	4½
Hazleton Coal	50	----	----	68
Hudson River Bridge	100	----	----	----
Mariposa (gold)	100	10,000,000	----	33
Metropolitan Coal	100	----	----	----
New Almaden (quicksilver)	----	----	----	----
New Jersey Zinc	100	1,200,000	----	----
Pennsylvania Coal	50	3,200,000	----	183½
Quicksilver	----	----	----	61
Santa Clara (quicksilver)	----	----	----	15½
Santa Rita [silver, copper, and lead]	----	----	----	----
Sonora Expl. & Mining (silv. & cop.)	----	----	----	----
West India Cotton	100	100,000	—	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	5	200,000	----	4½
Adventure (copper)	----	----	----	----	----
Albany and Boston (copper)	----	11½	20,000	----	11
American and Mexican Silver	----	----	----	----	----
Algomah (copper)	----	2	20,000	----	3
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	⅛	20,000	----	4½
Balt. and N. Carolina (copper)	----	5	----	----	20
Bay State (copper)	----	1½	20,000	----	18½
Bedford (copper)	----	----	125,000	----	4s
Black River (copper)	----	2½	100,000	----	62½c
Bohemian (copper)	----	7½	20,000	----	13½
Bucks County (lead)	----	----	----	----	1
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	1c.	100,000	----	5½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----	----	----
Central (copper)	----	5	20,000	----	58½
Chaudiere (copper)	----	1	100,000	----	72c
Columbian (copper)	----	4½	20,000	----	9½
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	13½
Copper Falls (copper)	----	24½	20,000	----	34½
Dacotah (copper)	----	----	20,000	----	5
Dana (copper)	----	2½	20,000	----	5
Doylestown (copper)	----	----	----	----	----
Dudley (copper)	----	¼	20,000	----	4½
Eagle River (copper)	----	3½	20,000	----	8½
Everett (copper)	----	5	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	10	80,000	----	7½
Flint Steel River (copper)	----	----	20,000	----	9½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	6½	20,000	----	50
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	80c.
Grand Portage (copper)	----	1	20,000	----	----
Great Western (copper)	----	----	20,000	----	4½
Guilford (copper)	----	5	20,000	----	30c.
Hamilton (copper)	----	----	20,000	----	4½
Hancock (copper)	----	6½	20,000	----	15
Hanover (copper)	----	¼	20,000	----	5½
Highland (copper)	----	----	20,000	----	6½
Hilton (copper)	----	----	----	----	----
Humboldt (copper)	----	2	20,000	----	6
Huron (copper)	----	13	20,000	20	50
Indiana (copper)	----	----	----	----	6
Isle Royale (copper)	----	16½	20,000	----	25½
Jefferson (copper)	----	----	----	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	1	20,000	----	9
Madison (copper)	----	----	20,000	----	6½
Mandan (copper)	----	2½	20,000	----	6½
Manhattan (copper)	----	----	20,000	----	7
Mass (copper)	----	----	20,000	----	----
Menard (copper)	----	5½	20,000	----	14
Minnesota (copper)	----	3½	20,000	----	80
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	30½
Native (copper)	----	5	20,000	----	2½
Naumkeag (copper)	----	1	20,000	----	2½
New England (copper)	----	2	20,000	----	3½
North Cliff (copper)	----	3	20,000	----	6
North State (copper)	----	5	20,000	----	10c.
North Western (copper)	----	7½	20,000	----	13½
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	100,000	----	2½
Ogima (copper)	----	----	20,000	----	5½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	1	200,000	----	65c.
Pennsylvania (copper)	25	2½	20,000	----	10
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	60½
Phœnix (copper)	----	13	20,000	----	28½
Pittsburg and Boston (copper)	----	5½	20,000	----	86
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	3½	20,000	----	7½
Prince of Wales (copper)	----	----	----	----	----
Providence (copper)	----	----	----	----	2
Quartz Hill (gold)	----	----	----	----	14
Quincy (copper)	----	10	200,000	----	89
Rockland (copper)	----	5	20,000	----	17½
Saginaw (saline and mineral)	----	----	----	----	----
St. Mary's (copper)	----	8½	----	----	10½
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	----	----	----	----
Silver Hill	----	5	----	----	----
Silver Valley	----	5	----	----	10c.
South Side (copper)	----	3	20,000	----	5½
Springfield (copper)	----	5	20,000	----	3
Star (copper)	----	7½	20,000	----	11½
Superior (copper)	----	4	20,000	----	10½
Toltec (copper)	----	20	20,000	----	3½
Tremont (copper)	----	1	20,000	----	4½
Union (lead)	----	5	100,000	----	50c.
Vermont (copper)	5	----	----	----	----
Waterloo (copper)	----	3	100,000	----	1½
Wickham (copper)	----	5	200,000	----	97c
Wickopee (copper)	----	5	100,000	----	5½
Winthrop (copper)	----	2½	20,000	----	6½
Wyandotte (copper)	----	----	----	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equal-valt'n single trk.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	45
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,022	9	....	124¾
30 Nov. '62	6.99	—	—	—	—	Clifton-dale	95,500	70,000	25,000	3,748	625	—	—	....	—
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	—	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	601	—	....	87½
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	63½
30 Nov. '62	6.33	—	290	42	—	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	97½
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	33½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,267	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winuisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	62,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	100	60	48
30 Sep. '62	24.01	—	—	—	69	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,987	127,843	10,868	—	—	25
30 Sep. '62	56.18	1.90	—	—	140	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,090	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Centr'l P'k, N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,304	493,300	7,000	2,717	21,457	6,874	—	100	60
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	—	—	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	—	....	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '62	4.63	—	—	—	—	Harlem Br., Morris'a & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.00	16.00	—	42	—	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	....	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	248,086	51,499	—	100	75
30 Sep. '62	—	....	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,932	88,184	10	100	150
30 Sep. '62	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	....	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	61
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	35
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	61
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	55
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	50
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	43½
31 Oct. '62	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,941	4,606	2½	....	....
31 Oct. '62	7.04	—	—	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	24,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	19
31 Oct. '62	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20½
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	256,826	131,645	24½	....	83
31 Oct. '62	5.53	—	46	—	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	18½
31 Oct. '62	8.35	—	—	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	16
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	51
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	30½
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,540	239,659	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.45	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.90	—	—	—	—	St. Louis	298,604	295,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1875	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1900	105½
Germantown:					
1st Mortgage	250,000	7	J. & J.	1900	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	110
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1890	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	—	M. & S.	1908	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1907	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1900	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	35,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1908	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1875	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " .....coupon		6	" "	1867	----
Loan of Dec. 31, 1848.....registered	8,908,342	6	" "	1868	105
" " " .....coupon		6	" "	1868	106½
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	139
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	100
" " " .....coupon		5	" "	1874	102½
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	99½
" " " .....coupon		5	" "	1871	97
Oregon War Debt of June, 1861.....coupon	1,021,600	6	" "	1881	101½
" " " .....coupon		6	Yearly.	1881	104
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	111½
" " " .....coupon		6	" "	1881	111
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	----
" " " .....coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	107
" " " (5-20s).....coupon	350,000,000	6	" "	1882	107½
Treasury Notes of Feb. & Aug. 1861..coupon	52,931,000	7.3	Feb. & Aug.	1864	110½
" " Apr. & Oct. 1861..coupon	86,989,500	7.3	April & Oct.	1864	110
Treasury Notes of 1863 (legal tender)..coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	35,050,295	4	On red'mp'n	10 d's	----
" "		5	" "	notice	----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	103
" " .....(currency)		6	" "	1 year	99
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds.....coupon	$3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	500,000	6	No int'est	1868	----
" — " (B'k of State).. "	610,000	6	paid for	1868	----
" — " (").. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	125
" " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" " " " "		6	" "	'81-'82	104½
" " " " "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7			----
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	----
" — " (R. R. & B'k).. "	2,073,750	6	" "	'55-'60	70
" — " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	103
" " " bonds..... "	1,322,085	6	" "	1877	103½
" —Interest stock.....	737,222	6	" "	1860	105
" —Refunded stock.....coupon	2,187,000	6	" "	'22-'80	103
" —War bonds..... "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100½
" " (dollar)..... "	1,069,397	6	" "	1870	103
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1856	81
" —State Int. Imp bonds (not adjusted)	2,088,173	2½	" "	1856	65
" —State War Loan bonds.....coupon	391,000			d'm'd.	----
" —Canal Preferred stock..... "	1,371,780	6	May & Nov.	1881	94
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	87½
" — " special stock.. "	1,216,737	5	" "	------	----
" — " Deferred stock..... "	1,243,000	5	" "	------	----
" — " special stock.. "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" " (war loan)..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund..... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" " " (domestic)..... "	54,000	7	May & Nov.	1878	----
	65,000	6	July.	1883	----
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " ..... "		5	" "	'81-'91	----
" " " ..... "		5	" "	'93-'96	----
" " " (bank)..... "	600,000	5	" "	1891	----
" " " ..... "	67,500	6	" "	'91-'96	101
" " " (war loan)..... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	616,130	6	----------	d'm'd	60
" " " (R. R. etc).... "	3,902,000	6	----------	'67-'99	----
" " " (banks)..... "	5,339,333	6	----------	------	----
" " " (war loan)..... "	670,000	6	----------	------	----
Maine—State bonds.....coupon	-------	6	Mar. & Sept.	'63-'77	104
" " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	104½
Maryland—State bonds (st'g).....coupon	816,000	5		1865	----
" " " (st'g conv.).. "	250,376	5		1865	----
" " " (st'g).... "	5,585,555	5		'89-'90	105
" " " (st'g conv.).. "	2,490,569	5		'89-'90	103
" " " (dollar)..... inscribed	500,000	5		1890	----
" " " (").... "	103,000	4½	Chiefly	1888	----
" " " (").... "	767,500	5	quarterly.	'42-'68	----
" " " (").... "	379,408	5		1850	----
" " " (").... "	148,711	5		'89-'90	104
" " " (").... "	133,649	6		pleas.	----
" " " (").... "	3,060,000	6		1870	107
" " " (").... "	35,000	6		1885	----
" " " (").... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" " — " (T. & G. R. R.)..... "	503,380	6	" "	'88-'90	----
" " — " (" ").....dollar	416,500	6	" "	'90-'91	121
" " — " (" ")..... "	300,000	5	" "	1893	108½
" " — " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" " — " (N. & W. R. R.) "	400,000	6	" "	1870	----
" " — " (Cons. Stat'se.) "	180,000	6	" "	1870	----
" " — " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	118
" " — " (" ") "	345,000	5	April & Oct.	'65-'74	----
" " — " (" ") "	260,000	5	May & Nov.	'65-'72	----
" " — " (" ") "	91,000	5	Jan. & July.	1874	----
" " — " scrip.....	200,000	6	" "	'54-'66	----
" " — "	247,000	6	June & Dec.	'68-'72	----
" " — "	44,000	5	" "	'65-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120
" — " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	109½
" —Coast Defence Loan..... "	1,000,000	5	" "	1883	108
" —Back Bay Loan..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1886	104
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'85	----
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1881	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1865	98½
" — " " "	199,000	6	" "	1862	74½
" — " " "	100,000	6	April & Oct.	1895	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1902	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	75½
" — " " S. W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	86
" — " " N. Missouri... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton... "	650,000	6	" "	'87-'89	----
" — " " Platte Co..... "	700,000	6	" "	1889	----
" —Revenue bonds..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants.....	780,000				----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	104½
" " —Notes..... "	200,000	6			----
New Jersey—State stock.....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,520	6	" "	'65-'71	----
" " — " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " ...	900,000	5	" "	1875	----
" " — " " " ...	442,961	5	May & Nov.	1888	107
" " — " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " ...	1,300,000	6	" "	'68-'78	115
" " — " " " ...	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " "	11,050	5½	----------	d'm'd.	----
" " — " " "	14,230	6	----------	d'm'd.	----
" " — " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " "	25,000	5½	J., A., J., & O.	1865	----
" " — " " "	320,000	5½	Jan. & July	1865	----
" " — " " "	100,000	6	" "	1867	----
" " —Canal Loans.....	6,922,274	5	" "	'63-'74	105½
" " — " "	15,889,025	6	" "	'64-'76	115
" " — " "	1,200,000	7	" "	1864	----
North Carolina—State bonds.....coupon	9,129,505	6	Various.	Var.	55
Ohio—State bonds (foreign debt).....coupon	1,608,905	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	6	" "	1865	94
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,133,532	6	" "	1870	103½
" — " " (" ") ..... "	1,600,000	6	" "	1875	103½
" — " " (" ") ..... "	4,095,300	6	" "	1881	105
" — " " (" ") ..... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	275,385	6	" "	1883	108
" — " " (war loan).....coupon	299,704	6	" "	1866	----
" — " " (" ") ..... "	230,969	6	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,930,403	6	Yearly.		----
Oregon—State scrip.....	55,372				----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" " — " "	10,760,095	5	Jan. & July.	due.	95½
" " — " "	3,886,070	5	Feb. & Aug.	due.	----
" " — " "	3,690,614	5	Mar. & Sept.	due.	106½
" " — " "	3,241,898	5	June & Dec.	due.	105
" " —Interest Certificates.....	210,263	6	Feb. & Aug.	due.	----
" " —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" " —State Stock Loans.....	1,127,890	5	" "	1884	----
" " — " "	675,029	5	Feb. & Aug.	1864	----
" " — " "	1,045,629	5	June & Dec.	1864	----
" " — " "	1,588,673	5	Jan. & July.	1865	----
" " — " "	2,277,755	5	" "	1868	----
" " — " "	1,766,214	5	" "	1870	100
" " —State bonds.....coupon	4,880,000	5	Feb. & Aug.	1877	103
" " — " " ..... "	428,000	5	" "	1878	----
" " —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	101
" " —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" " —Bank Charter Loans.....	360,987	5	----------	----	----
" " —Relief Notes in circulation...	97,360		----------	----	----
" " —Military Loan bonds...coupon	3,000,000	6	Feb. & Aug.	1871	----
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1893	105
South Carolina—State bonds (stg)....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates.....	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads).coupon	1,210,000	6	----------	1877	50
Tennessee—State bonds (banks).....coupon	1,125,000	6	----------	1882	62½
" — " " (interm. impr.) "	2,063,606	5	----------	Var.	45
" — " " (railroads)..... "	12,799,000	6	----------	Var.	----
" — " " (capitol)..... "	608,000	5	----------	1890	45
" — " " (Hermitage)... "	48,000	6	----------	1890	----
Texas—Had no debt in 1861.....	-------		----------	----	----
Vermont—Inscribed certificates.....	176,000	6	----------	63-'64	----
" —State bonds (war loan).....coupon	58,000	6	----------	67-'68	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " " (railroads)...	19,284,642	6	Jan. & July.	'93-'95	49
" —State bonds (railroad).....coupon	12,614,600	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1902	----
West Virginia—No information.....	-------		----------	----	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (Y'ly)..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic)..... "	103,800	6	" "	1877	----
" — " " (") ..... "	1,150,000	6	" "	'76-'86	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,458	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,831	75,021	78,361	65,358	75,290	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,506	107,443	106,816	127,205	140,107	154,617	162,226	167,906	188,939	185,591	167,056	157,532	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,439	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,064	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	135,795	135,595	1,423,489
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	196,152	202,014	1,999,492
1864	155,034	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,381	53,554	675,754
1861	46,325	48,651	59,929	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,994	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	100,491	172,072	210,476	153,388	155,522	1,488,197
1864	98,123	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,204	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	69,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	86,663	90,324	66,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	998,060
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	104,130	132,130	140,913	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,661,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,706	419,010	515,948	719,554	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	618,962	756,421	885,136	902,406	963,859	8,400,334
1863	845,695	829,734	946,041	958,453	858,867	760,868	721,889	678,950	814,828	955,371	1,026,065	1,044,214	10,400,984
1864	984,837	------	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,706	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,663	62,606	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,552	1,777,541
1863	132,517	121,161	129,226	156,601	172,343	212,946	143,617	169,794	267,529	284,808	236,618	217,633	2,224,663
1864	138,757	------	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,306	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,564	219,561	288,100	302,174	295,750	484,550	3,726,140
1864	501,231	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,804	149,592	139,102	181,612	246,829	245,392	250,742	192,522	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	190,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	269,198	265,773	267,643	314,166	397,729	331,432	459,256	466,919	468,766	414,399	400,000	4,355,225
1864	318,200	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,362	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,823	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,668	127,273	196,821	233,861	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,522	371,561	326,650	341,608	2,367,250
1864	250,163	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2 124,314
1862	230,150	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,193	306,186	3,168,064
1864	252,435	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,803,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	662,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,225	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,523
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,630	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,366	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,405	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	285,011	278,270	314,806	337,496	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,558	191,266	252,154	263,917	270,051	289,987	265,358	224,456	276,209	291,763	278,219	2,905,539
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,767	448,994	463,873	466,557	454,826	4,088,537
1863	355,656	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	740,955	526,009	6,324,063
1864	------	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	129,951	152,574	192,779	182,566	188,831	165,705	154,032	203,853	245,938	286,844	231,253	191,138	2,325,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,606	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,210
1863	337,350	366,598	461,322	464,357	418,739	383,314	348,008	404,808	487,321	508,146	466,370	473,027	5,069,445
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	96,909	118,887	129,166	135,616	1.117,603
1863	109,508	110,603	120,310	123,115	113,798	125,779	118,077	130,378	158,470	144,736	143,748	162,921	1,564,743
1864	100,872	------	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	45,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	127,056	92,574	1,172,100
1862	82,225	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,971	108,056	132,111	134,272	152,585	105,754	116,379	120,595	151,062	134,563	96,294	1,424,863
1864	79,735	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	'857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	804,600	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	3,000,000	7	" "	" "	1875	94
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	109
" " " 1850.	700,000	6	Jan. & July.	"	1890	108
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	108
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1868	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅓ in '59, ⅔ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	103½
" " $675,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	100½
" " $2,500,000	867,000	6	"	"	1889	101
Consolid. Mort. Loan $5,000,000			"	"		106
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1565	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	105
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	105
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1870	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	119½
" " " inconvertible	3,034,000	8	" "	" "	1883	119½
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " " (")		8	" "	" "	18—	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1876	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	97
2d Mortgage	2,000,000	6	" "	" "	1890	81
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300 000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort. age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1569	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	100½
2d Mortgage	244.200	7	March & Sept.		1864	100
3d Mortgage	668,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1890	87
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1555	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	"	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1907	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1553	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'67	112
1st Mortgage (Extended)	871,000	7	" "	" "	1882	110
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	108
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1858	106
" Eastern "	1,250,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	86
Land Security	5,000,000	7	April & Oct.	" "	1881	85½
Convertible Bonds	1,280,000	7	Jan. & July.	" "	1883	76
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	140
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	122½
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	63
Ind., Pittsbburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1861	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	230,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	106
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,800,000	6	May & Nov.	New York.	1893	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	185,609	7	Feb. & Aug.	New York.	1891	100
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.) Loan	1,100,000	6			1890	----
1st Mortgage	1,000,000	7				
Memphis, Clarkesv. and Louisv. :						
tate [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,480	6	Jan. & July.	London.	1872	99½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	124
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1867	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	84½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1868	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1845	111
2d General Mortgage	2,656,500	7	" "	" "	1877	106
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	102
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1902	----
1st Mortgage	350,000	7	" "		1888	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		70
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1883	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1870	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1900	----
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1880	----
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '78	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1880	----
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	105
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	----
Funding (S. F.) Bonds	1,443,000	7	Feb. & Aug.	" "	1876	114
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	102½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	103½
Real Estate Bonds & Mortgages	210,278	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1854	101
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	122½
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	105
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	118½
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	120
5th Mortgage	1,791,500	7	June & Dec	" "	1888	121½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1904	105
3d Mortgage	980,300	7	Jan. & July.	"	1897	100
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,068,000	6	April & Oct.	" "	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	101½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	98½
2d Mortgage	3,077,000	7†	" "	" "	1861	----
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct	Philadelphia.	1875	99½
Chattel Mortgage	360,000	10	" "	"	1887	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	8	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	75½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	112½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	109
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	5	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106½
" 1861, "	275,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1836	132¾
" 1856, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	139½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	101½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	90½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	55
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	69
2d Mortgage	937,500	7	" "	"	1863	24½
3d Mortgage	440,000	7	" "	"	1863	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	529,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1900	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	122,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1868	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	89
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	89
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	88
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	26
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	51
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	508,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	500,000	7	March & Sept.	New York.	1890	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1876	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1885	105
Wilmington and Manchester:						
1st Mortgage	595,000	7	May & Nov.	New York.	1866	89½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,556	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's, endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	....
28 Feb. '59	50.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	.....	55,791	31,852	—	....
31 May '60	102.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	—	—	—	—	—
1 May, '61	402.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	—	—	1,402,858	695,370	—	....
29 Feb. '60	83.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	—	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	—
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,068	301,402	126,918	—	—
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	696,158	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	—
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,709	6	117½
31 Dec. '62	62.0	—	2.6	—	6	12	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,425	1,644,967	62.0	127,390	135,072	.....	—	—
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H	4	—
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.2	1.0	62.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,098	12	121
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,963	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	91
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	—	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,533	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,998	95,613	—	....
30 Apr. '60	43.5	—	—	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	897	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,677	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	55	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,85	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	882,343	454,541	—	—
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721 057	281.0	976,381	1,225,001	457,704	—	88½
30 Apr. '63	138.0	—	20.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	265.0	1,308,146	2,412,821	1,206,03	8	92½
31 Dec. '58	45.0	—	—	—	8	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,0 0,065	45.0	14 mo.	243,282	135,28	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,1 7,136	242.0	.....	1 083,054	448,50	—	54½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	121½
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	—
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,641	834,600	6	118
31 May, '63	174.5	5.5	14.3	—	21	22	551	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,34	180.0	.....	742,097	377,47	—	65½
31 Dec. '62	454.5	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,000,500	—	36,071,630	708.3	2,661,192	3,446,827	1,870,72	4	33½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	—
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	—
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
.. .. '62	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	—
31 Dec. '62	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	—
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	—
31 Dec. '62	189.0	14	12.2	—	81	80	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	—	10,400,000	263.0	.....	1,117,695	568,020	—	67½
								INDIANA.													
.. .. ..	105.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,128	.....	.....	108.0	.....	.....	.....	—	—
.. .. ..	29.0	—	....	78.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29.0	.....	.....	.....	—	—
31 Aug. '57	100.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	985,951	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	—
31 Dec. '62	72.4	—	....	—	19	17	256	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,89	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '62	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	—
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,228	108.0	312,859	527,863	268,156	—	—
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	—
31 Mar. '63	86.0	40.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132.0	.....	285,974	104,951	—	100
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	—
30 Nov. '62	73.0	—	....	—	18	17	296	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,622	73.0	319,251	563,314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	—
31 Dec. '59	50.0	—	—	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	46,771	—	—
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,992,427	300,000	222,601	3,179,833	111.0	.....	228,560	122,931	—	—
.. .. ..	—	—	—	138.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	—	—	—	—	—	—
1 Jun. '58	58.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,350	—	—
1 Jun. '59	11.2	—	....	57.2	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	71.2	.....	.....	.....	—	—
.. .. '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,760,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	51
								KENTUCKY.													
31 Oct. '59	80.0	—	....	113.0	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,160	2,030,000	337,582	4,375,93	111.8	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	—	...	...	.....	Lexington and Big Sandy	644,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	—
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	604,444	71,000	—	.....	13 0	oper. by	Cov. &	Lex.	—	—
30 Jun. '62	29.0	—	....	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,06	29 0	215,031	78,985	26,794	2	80
30 Jun. '62	85.1	—	....	—				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,685,85	65 1		179,251	62,42	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	578	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,716	9,797,911	368.0	595 258	1,777,98	1,062,16	—	—
.. .. '59	18.8	—	....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	—
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	—
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	—
31 Dec. '60	80.0	—	....	178.0	13	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	329,297	5,855,320	80.0	180,204	481,922	225,04	—	—
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,282,624	555 434	—	—
1 Aug '60	53.7	—	....	133.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,663,691	*	—	1,255,015	248,959	108,434	1,710,316	53.7	.....	.....	.....	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	444,658	205,584	787,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	62.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,960,998	109.5	139,958	172,118	91,487	.....	.....
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,926	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,023	.....	.....
31 Dec. '58	—	—	—	14.0	...	...	—	Penobscot	328,412	—	78,014	180,497	300,000	75,000	—	—	—	—	—	—	—
31 May, '63	51.2	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	108
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	29,404	—	.....
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	.....	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,823	666,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	110
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,636,009	774,568	406,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	45½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	.....
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,909	136,191	6½	104
31 Mar. '63	74.8	8.8	51.1	—	33	72	484	Boston and Maine	3,880,850	400,463	499,903	4,076,974	—	—	5,026,336	119.3	630,840	945,986	450,302	8	231½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	140
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	427,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	144
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	64
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	108
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,107	2,853,400	1,912 600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	100½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	28	36	646	Fitchburg	3,189,851	380,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,148	6	114½
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	284,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	.....	.....
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	300,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	20
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,563	—	3,016,100	350,500	134,068	4,187,740	102.1	388,585	580,150	312,031	6	119
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	852	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243.503	220,600	464	471.170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,655	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatun.	31,409	7	.....
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	119
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,843	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	40½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,096,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	934,564	8	150
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,256,645	45.7	164,248	200,744	92,979	5½	90½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,628	647,696	—	2,950,000	4,250,000	.....	9,008,869	188.0	.....	340,898	.....	—	.....
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	254.5	—	23.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,439	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	139
31 Mar. '63	240.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,618,624	1,644,259	1,658,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	97½
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,907	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,483	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,467	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	18.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,201	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	43
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,338,779	504,953	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,456,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,515	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	.....
31 Mar. '63	93.5	—	5.5	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	.....
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	903,700	—	3,049,738	63.6	263,324	298,056	104,643	—	48
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	887,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	424	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	63
30 Nov. '62	49.2	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	*	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,295	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Mass.	—	4	97½
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	423,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,845	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,988	7	116
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	998,268	*	—	596,565	569,000	—	.....	52.7	.....	34,916	12,296	—	.....
30 Nov. '62	89.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	812,171	126,652	4	75
31 Mar. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,566	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	3.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.5	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	175
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	68,126	—	17½
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 118	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,766,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	23.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,696,704	58.8	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.5	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	620,000	*	—	620,000	—	—	620,000	ope	r. by Erie	R. R.	58,400	8	.....
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	26,500	6½	.....
31 Dec. '62	.....	—	.....	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,208,553	1,250,000	145,608	2,597,161	—	(2 mos.	10,588	—	—	25
1 May, '62	.....	—	.....	—	—	—	—	South Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,880	124,742	6½	110
31 Dec. '62	36.5	—	.....	17.0	—	—	—	West Jersey	811,954	*	—	581,504	212,500	31,743	821,994	—	82,963	90,122	46,323	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending,	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotive with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075					—	
30 Sep. '62	11.5	—	5.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Reins. & Sarat.			—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	55,568	2,320,940	48.9	140,556	224,413	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper.	by Tioga.	44,100	—	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	—
30 Sep. '62	14.5	—	9.5	—	2	50	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	160	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.5	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	246,000	146,000	8,000	600,000	5.3	273,280	30,944	2,769	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	503,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	—	—	60
30 Sep. '62	5.5	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	809,000	—	25,000	938,365	6.3	2,458,010	369,985	121,585	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	—	30,000	6	—
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,292	*	—	19,973,200	19,831,500	480,665	40,286,265	633.0	4,582,369	7,863,973	2,993,542	—	119½
30 Sep. '62	144.0	4.0	115.1	—	66	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,182,545	2,637,529	1,269,954	—	162½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	45
30 Sep. '62	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,602,223	10,897,631	4,064,999	7	136½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,961	69,136	11,781,297	163.0	507,378	1,154,008	486,698	—	132
30 Sep. '62	95.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	6	—	—
30 Sep. '62	5.0	—	5.0	5.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,300	22,000	—	875,774	5.0	779,880	89,496	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,500	—	6,066,800	121.8	341,704	492,433	176,753	—	8
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,240	208,500	16,375	815,161	38.1	75,623	140,684	77,550	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	—	276,276	66,845	6½	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	280,219	4	132
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	55,000	—	480,684	incl.	in Rens. & Sar.	—	—	—	—
30 Sep. '62	40.9	5.6	3.9	—	8	11	54	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,387	882,387	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	—	243,066	61,499	—	68
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	558,033	88,285	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	68,102	193,687	70,919	327,708	13.0	50,277	37,010	—	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,640	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	260,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4 Comp'a.	.....	—	—
30 Sep. '62	84.9	—	2.6	51.4	4	6	80	Utica and Black River	862,089	*	—	811,560	—	—	862,089	31.9	61,344	71,840	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	—
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,234,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,056	102,391	3,114,954	171.0	823,068	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	102.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	.....	306,939	—	77,294	.....	.....	.....	.....	.....	—	—
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	25
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,256	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	12
31 Mar. '63	66.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,324,000	—	3,988,193	198.5	.....	877,404	464,415	10	124
31 Dec. '60	50.0	—	.....	69.1	.....	.....	.....	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,632,000	228,978	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,928	1,724,917	1,033,657	20	156
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,035	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,661	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,397	1,551,628	976,928	32½	160
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836.094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	117
31 May '63	109.3	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,026	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	6	147
31 Dec. '58	61.4	—	.....	55.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,130	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	oper.	r. w. Lit.	Miami.	229,883	15	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,464,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	—
31 Aug. '60	56.0	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	3,565	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	.....	45.0	.....	128,170	33,412	—	—
-- -- '59	56.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	—
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,26	1,4 .000	—	4,879,806	138.0	846,882	1,632,488	659,849	15	140
30 Jun. '63	173.8	30.6	18.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,48	53,055	11,164 820	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	849,482	119,032	—	14
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '63	158.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,000	2,488,825	7,900	5,401,089	206.9	418,328	599,880	115,290	—	—
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82,988	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	340,500	—	—	193,000	150,000	3,500	346,500	oper.	by C., C. & C.	.....	.....	—	—
30 Nov. '58	45.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	—
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,103	*	14,038	2,335,550	6,211,618	198,590	8,786,373	250.0	1,614,932	1,938,202	950,462	—	62
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,824	55,029	—	1
31 Oct. '62	88.0	—	.....	—	.....	.....	.....	Atlantic and Great Western	5,600,000	*	.....	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,208	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,317	8	79½
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	118,552	3,744,752	146.0	540,045	275,886	.....	—	25
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	255,560	166,427	3	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,035	*	—	5,596,200	4,622,000	637,114	10,862,314	202.0	1,107,636	1,605,362	768,468	6	200
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	143,348	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	247,068	347,823	135,499	—	38½
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	128,490	224,530	85,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	67½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,660	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,790	5,079	—	—
31 Oct. '62	31.3	19.2	5.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,661	1,166,030	289,153	2,026,144	50.5	150,984	196,054	164,134	—	22
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	—
31 Oct. '62	46.0	25.0	18.5	—	23	8	965	Lehigh Valley	3,378,022	554,563	—	2,297,250	1,465,000	51,547	3,927,385	76.0	367,230	822,927	469,516	8	90
31 Oct. '62	28.2	5.5	5.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,165	126,316	68,901	—	49
31 Oct. '62	24.5	105.6	62.5	—	.....	.....	.....	Mine Hill and Schuylk. Haven	3,252 285	*	—	3,250,000	—	—	3,252,285	130.0	.....	451,918	174,435	8½	63
30 Nov. '62	55.6	13.2	5.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	287,000	6,447 780	66.4	263 334	397,186	218,960	—	36
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,52 .40	—	25,324,218	411.4	.....	10,304,991	4,872,218	8	70
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	256,289	—	1,243,500	433,900	—	1,862,696	24.0	229,938	262,333	129,742	6	100
31 Oct. '62	190.0	—	10.5	98.0	15	1	985	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,0 2,500	157,789	12,124,857	15 1.0	218,574	413,472	80,909	—	38
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,702,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,184	355.0	2,068,166	3,911,830	2,098,775	—	60
31 Oct. '62	31.0	—	0.8	43.0	2	2	17	Phila. and Baltimore Central	902,461	37,519	—	2 9,03	57 .00	1,530	9 0 .30	1.0	5,218	7,416	29,561	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	——	1.9	——	——	——	——	Philadelphia and Trenton	552,422	51,460	——	999,200	250,000	——	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	——	34.8	——	87	110	630	Phila., Wilmington and Balt. .	6,919 924	744,425	351,129	5,620,500	2,579,000	——	9,508,406	200.5	582,615	2,250,862	1,080,995	9	71½
31 Oct. '62	93.5	——	6.4	89.5	10	14	63	Pittsburg and Connellsville ...	2,036,181	109,202	——	1,763,122	1,500,000	110,417	3,801,853	72.0	194,000	129,918	50,379	——	8½
31 Dec. '62	468.3	——	59.7	——	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,358	*	——	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,695	——	102
31 Oct. '62	54.0	1.1	5.5	——	7	4	66	Schuylkill and Susquehanna...	1,197,774	*	——	1,269,150	97,000	8,406	1,374,555	55.5	82,509	79,618	9,338	——	——
31 Oct. '62	9.3	15.2	15.0	——	——	——	——	Schuylkill Valley	576,050	——	——	576,050	——	——	576,050	——	oper. by	Ph. & Reading		5	——
31 Oct. '62	28.0	——	6.2	——	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	——	600,000	791,597	5,659	1,297,256	——	57,928	159,534	99,660	——	40
31 Oct. '62	29.6	——	2.5	——	4	4	101	Tioga	719,914	77,999	——	97,550	696,500	66,826	797,913	29.6	81,934	134,788	97,862	9	42
31 Dec. '62	26.4	——	3.0	——	5	11	23	Westchester and Philadelphia	1,387,074	*	——	633,431	963,208	8,000	1,644,639	26.4	105,900	141,101	79,544	——	12
								RHODE ISLAND.													
31 Aug. '62	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,900	——	.....	62.0	297,700	415,309	199,155	6	121
30 Nov. '62	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	424,943	13,290	——	437,917	8,500	——	.....	13.6	23,954	25,594	6,739	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	15.2	1.5	.....	182.4	2	——	26	Blue Ridge	2,126,539	——	——	1,916,515	217,577	——	2,134,092	15.2	.....	.....	.....	——	——
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	——	——
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina.	1,719,045	*	——	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	——
— — '58	40.3	——	.....	——	——	——	.....	Cheraw and Darlington	600,000	——	——	400,000	200,000	——	.....	40.3	.....	.....	.....	——	——
1 Jan. '59	143.2	21.3	.....	——	——	——	.....	Greenville and Columbia.....	2,439,769	324,161	——	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	——
31 Aug. '58	22.5	——	.....	——	——	——	.....	Kings Mountain	196,230	*	——	200,000	——	——	200,000	22.5	.....	.....	.....	5	——
31 July '58	32.0	——	.....	——	——	——	.....	Laurens	543,403	*	——	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	——	——
28 Feb. '59	102.0	——	.....	——	——	——	.....	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	.....	——	62	59	790	South Carolina.....	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	——
31 July '58	25.1	——	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	——	——
								TENNESSEE.													
30 Sep. '59	47.6	——	.....	——	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	——
1859.....	.....	——	.....	17.0	2	——	14	Edgefield and Kentucky	857,947	*	——	325,204	612,000	60,900	.....	30.0	29,545	9,359	7,486	——	——
1859.....	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia..	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	——
1859.....	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia .	2,310,033	150,254	——	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	——
1860.....	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston.....	5,866,578	578,009	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,655,096	873,597	——	——
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio.....	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	——	.....	.....	.....	——	——
1859.....	100.0	——	55.6	55.8	——	——	——	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	——	.....	.....	.....	——	——
1859.....	55.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	319,518	.....	59.4	60,870	177,256	60,029	——	——
1859.....	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	——	——
1859.....	34.2	——	7.0	——	12	2	81	McMinnville and Manchester..	533,807	56,816	——	144,894	406,000	5,000	.....	54.2	30,005	25,805	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	30	17	810	Nashville and Chattanooga....	3,632,882	*	——	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	——
1859.....	.....	——	.....	——	——	——	——	Nashville and Northwestern ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	——
1860.....	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	——	——
1859.....	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	——	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	——	——
								TEXAS, (*all aided by State*).													
— — '58	32.0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	——	——
— — '58	58.0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	58.0	.....	.....	.....	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria.....	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	——
1 May '60	70.0	——	6.0	250.0	7	5	124	Houston and Texas Central ..	4,232,345	*	——	455,000	975,000	360,000	.....	70.0	102,200	282,846	196,568	——	——
— — '59	25.0	——	.....	110 0	.....	.....	.....	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
— — '59	28.0	——	.....	756 0	.....	.....	.....	Southern Pacific	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	——	——
								VERMONT.													
31 Aug. '62	110.3	——	6.6	——	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	——	1,280,400	800,000	.....	.....	90.7	99,619	208,867	.....	——	80
31 Aug. '62	119.6	——	16.0	——	20	18	548	Rutland and Burlington.....	3,989,708	556,275	——	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	822,928	61,280	——	——
31 Aug. '62	92.5	——	4.0	——	12	9	193	Rutland and Washington	950,000	221,683	——	1,097,000	——	.....	.....	62.0	138,299	140,886	24,579	——	——
31 May '62	117.0	2.0	24.0	——	41	36	889	Vermont Central.....	8,402,055	*	——	5,000,000	3,500,000	1,500,000	.....	174.5	679,577	713,418	191,466	——	1½
30 Jun. '62	47.0	5.5	4.1	——	——	——	——	Vermont and Canada	1,678,500	——	——	1,378,500	——	——	1,378,500	oper.	r. by Vt.	Central	.....	4	175
30 Jun. '62	23.7	——	0.9	——	3	6	50	Vermont Valley	1,212,274	59,612	——	516,164	709,300	110,145	.....	23.7	53,041	45,273	7,187	——	——
30 Jun. '62	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	55,852	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	95,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	5.9	3.3	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,634	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg.....	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	10,332	——	——
30 Sep. '59	103.5	——	.....	——	8	——	——	Northwestern Virginia.....	5,322,150	*	——	468,805	5,719,229	.....	.....	103.5	345,427	248,004	loss	——	95
30 Sep. '60	88.1	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,656	.....	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	.....	——	19	13	279	Petersburg and Lynchburg....	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	——
30 Sep. '59	59.2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	148.2	224,014	550,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	190	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	.....	43.5	1,058,054	163,783	79,585	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River....	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	——
31 Jan. '60	80.0	——	.....	——	——	——	——	Seaboard and Roanoke.....	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,052	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	349,130	5	69½
30 Jun. '60	204.7	9.4	10.6	——	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,285,000	571,968	10,233,271	214.9	480,193	740,489	347,957	——	——
30 Sep. '59	32.0	——	2.5	——	5	4	49	Winchester and Potomac	516,830	59,000	——	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford.....	1,500,000	55,000	——	800,000	700,000	25,000	.....	55.0	.....	.....	.....	——	——
31 Dec. '61	199.0	——	24.9	——	.....	.....	.....	*Milwaukee and Minnesota*.....	7,400,000	*	——	4,940,000	2,460,000	.....	.....	199.0	.....	756,476	329,580	——	——
31 Dec. '58	40.0	——	.....	——	5	10	75	Milwaukee and Chicago.....	1,830,073	*	23,304	1,000,000	800,000	248,365	1,908,555	40.0	74,243	159,456	82,182	——	——
— — '57	42.0	——	.....	27.8	.....	.....	.....	Milwaukee and Horicon.....	919,757	*	——	1,101,200	.....	.....	.....	42.0	10 mos.	60,006	.....	——	——
31 Dec. '62	191.9	42.5	28.5	——	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,464,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	——	68
— — '57	50.0	——	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	.....	345,561	132,000	.....	.....	50.0	.....	121,401	.....	——	——
10 May, '62	104.0	——	.....	——	8	11	375	Racine and Mississippi	3,802,016	*	——	2,706,720	1,417,000	1,685,228	5,692,471	142.0	364,331	344,769	85,859	——	——
— — '58	10.0	——	.....	55.0	——	——	——	Wisconsin Central	600,000	——	——	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	——	——
								CANADA.													
31 Jan. '63	161.0	——	.....	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	11,750,000	188,080	——	11,938,000	16.10	.....	236,798	67,652	——	——
31 Dec. '62	49.0	——	.....	——	16	17	214	Montreal and Champlain.....	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,542	——	15
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	——	——
30 Jun. '63	1,096	137.0	.....	78.0	204	120	2,399	Grand Trunk	77,210,345	*	——	15,123,480	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,858	——	——
31 July, '63	229.0	115.5	63.0	——	92	126	1,689	Great Western	23,935,750	*	1,250,000	16,802,746	9,281,436	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	——
— — '62	24.0	——	.....	——	2	2	52	London and Port Stanley.....	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	——	——
31 Dec. '62	95.5	1.5	.....	——	17	20	237	Northern† (O. S. & H.).....	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	——	——
— — '62	54.0	——	.....	——	5	9	118	Ottawa and Prescott	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	——	——
31 Dec. '62	25.0	——	.....	——	4	——	57	Welland	.....	.....	.....	.....	750,000	.....	.....	25.0	.....	100,000	19,575	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	15	271	European & North American	4,569,418	*	——	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005	——	——
1 July,'61	80.0	——	.....	——	.....	.....	.....	New Brunswick and Canada..	1,402,748	102,358	——	1,280,000	13,100	156,000	1,709,252	80.0	.....	122,555	36,670	——	——
								NOVA SCOTIA.													
Dec. '62	41.5	30.5	——	——	20	18	150	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	155,416	159,107	87,151	——	——
								NEW GRANADA.													
Dec. '62	43.7	——	——	——	11	22	150	Panama.....	5,000,000	*	615,058	5,000,000	5,375,008	——	10,763,728	43.7	——	1,743,294	1,015,444	13	227

New York Stock Exchange.

Actual Sale Prices for the week ending February 24.

	Th 18.	F.19.	Sat 20.	M 22.	Tu.23.	W.24.
American Coal Co.	88	88½	83½	88	89	
Buffalo, N. Y. & E., 1M.						
California 7s	125	125				
Canton Co.	42½	42½	44	46	45½	
Central Am. Transit	38½	39	39½	40	42	
Chicago & Alton	86	90	90	90	88½	
" " pref.	93½	95	95	96	96	95
" " 1 M.	102	103		102		103
" " Inc. b'ds						
Chicago, Burl. & Q.	132	133	133	133	132½	
" " 8 p.c.	120			119½		119½
Chic. & Northwest'n	54½	56½	55	54	54½	
" " pref.			65		65	
" " 1st M.	90½	90	90			
" " 2d M.	80	80	80	80	80½	81
" " S. F.						
" " A. B.						
" " I. B.	96		97			
Chicago & Rock Isl.	121	123	121	122	120	121½
" " 1st M. '70						
Clev., Col. and Cin.	155		155		156	
Clev. and Pittsburg	117	117½	116½	119½	117½	117
" " 1 M.						
" " 2 M.	108					
" " 3 M.						
" " 4 M.	87	87				
Clev. and Toledo	148	146½	147	147	146	147
" " S.F. 7 p.c.						
Cumberland Coal, pref.	58½	64½	69	69	68	69
Del. & Hudson Canal	196	194	194	193	193½	193
Del., Lack. & West.	200					
" " 1M. 8 p.c. '71-5						
" " 2M. 8 p.c. '81						
Erie	120½	124½	121½	123	121½	119½
" pref.	107	109	107	108	106½	106½
" 1 M. 7 p.c. '67						
" 2 M. 7 p.c. '79			115		116	
" 3 M. 7 p.c. '85					119	118½
" 4 M. 7 p.c. '80	124	122				120
" 5 M. 7 p.c. '88	118		121½			
Galena and Chicago	117½	121½	121½	122½	120	118½
" 1M. 7 p.c. '63						
" 2M. 7 p.c. '75						
" 1M. Ex. '82						
Hann. & St. Jo. pref.						
" " bonds						
Hudson River	146½	148	152	158	158	162½
" scrip						
" 1M. 7 p.c. '69						
" 2M. S.F.			116½			
" 3M. 7 p.c. '75				140	140	
" conv. bonds						
Illinois Central scrip	133½	134½	135	136½	134½	135½
" full stock	123½	124	124½	125	123½	122½
" Can. bd. sc.		120½	120			
" bonds		122½	122½			
Marietta & Cin. 1st pref.				70	69	68
" " 2d "						
Mariposa Mining Co.	34	34½	34½	33½	33	33
Michigan Central	135½	138½	143	142	139½	139
" S F. 8 pc. '82						
" conv. 8 p.c. '69						
M. S. and N. I.	96½	97½	98½	98	97½	97½
" " guar'd.	139½	139½	141	142	143½	142½
" " 1M. S.F.			111	111		111
" " 2 M.						
Mil. and P. du Chien	65	63	64½	65½	65½	68
" " 1st pref.					104	
" " 2d pref.		81		81	83	82
" " 1st M.						
Minnesota Mining Co.	84	89		85	82	80
Miss. & Mo.	49	55	49½	51		
" L.G. bonds	71	71	72	71½	71	70
Missouri 6s	74½	76½	74	74½	75	74½
" iss. to H. & St. J. R.			86			
N. J. Central 1st M.						
" " 2d M.						
New York Central	134½	135	134½	138	137½	136½
" " 7s, 1864						
" " 7s, S.F. '76		114			114	
" " 7s, conv. '76						
" " 6s, S.F. '83			107	108	106	
N. York & Harlem	117	115	114	118	121	132.
" " pref.	110½	110½	110		117	118
" " 1M. 7 p.c. '73						
" " 2M. 7 p.c. '64						
" " 3M. 7 p.c. '67				100		
Norwich & Worcester						
Ohio & Miss. cer.	37	38	39	43	42½	42½
Pacific Mail S.S. Co.		216	216	215½	220	230
Panama					227	
Penn'a Coal Co.	188	185		183½		
Phila. and Reading	125	126	129½	132	134½	131½
Pitts. Ft. W. & Chicago	91½	92½	95	100	100	102
" " 1M.						
" " 2M.	102	101½				101½
" " 3M.	87½	87½	87	89	90	90½
Quicksilver Mining Co.	60½	64	64	64½	62½	61
St. L., Alton & T. H.	64½	65	65½	66½	67	67½
" " pref.		82				83
" " 1M.					104	
" " 2M. pref.			90			91
" " Inc. b'ds			86	86½		87½
Tennessee 6s, 1890	62½	64	63	62½		62½
Toledo & Wabash	59½	59½	58½	60	60½	62
" Pref.	74		75	79	79	
" 1M.						
" 1M. ex.	100					100
" 2M.	87	88		88	89	
" Int. b'ds						
Virginia 6s	49					

New York Stock Exchange.

Actual Sale Prices for the week ending February 24.

	Th 18.	F.19.	Sat 20.	M 22.	Tu 23.	W.24.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.			102½			
U. S. 5s, 1865, coup.	137			139		
U. S. 6s, 1881, reg.	112	112				111½
U. S. 6s, 1881, cou.	111	111½	111	111½	111	111
U. S. 6s, '81, O. W. L'y.						
U. S. 6s, 1881, " 1y.						
U. S. 6s, 1867, reg.						
U. S. 6s, 1867, coup.						
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup.						
U. S. 6s, 1 year certif.						
U. S. 6s, " " new	99½	99½	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon	107½	107	107	107	107½	107½
U. S. 6s, " reg.	101½				107½	
7.30 Notes, Feb. & Aug.	112			109	110	
" " Ap'l & Oct.	111	110½		111	110½	110½
American Gold	159½	158	159½	159	157½	157½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending February 23.

	W. 17.	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.
Beaver Meadow		70½				
Cattawissa		24	24		25	
" preferred	44	43½	44	44	44	44
Camden & Amboy				172		175
" " 6s, '67	105					
" " 6s, '70				105½		
" " 6s, '75					103½	
" " 6s, '83		100½		100½		
" " 6s, '89				101		
Ches. & Del. Canal 6s '86			98			98
Del. Div. Canal			41½			
Elmira & W'msport		38	38	38		38½
" " pref.						
" " 7s	107½					
" " 10s						
Harrisburg		67½				
Lehigh Navigation		60½	60			
" " 6s						
" " scrip		50½	51	51½		
Lehigh Valley R. R.						
" " scrip						
" " 6s						
Little Schuylkill R. R.	50	50	49½	49	49½	
" " 7s						
Long Island		45				
" " 6s				100		
Minehill		63				63½
Morris Canal			69			
" " pref.				136		
" " 6s '76						
North Pennsylvania	35	36½	35½	35½	35½	36½
" " 6s				99	99½	99½
" " 10s						
Pennsylvania R. R.	69	70½	71	71	71½	70½
" 1st m.				112		112½
" 2d m.					109	
Penn. State, 5s		94½	94½			95½
" " 5s, coupon						
" " 6s, "		105				
Philadelphia City, 6s		102½		102½		102½
" " new		106½		107		
Philad., Germ. & Nor.			59½		59½	
Phila. & Reading	62½	62½	64	64	65½	66½
" " 6s, '86	124					132½
" " 6s, '70	106			106½		
Philadelphia & Erie	39½	38½	38½	38½	38½	38½
" " 6s			105½			
Philad. & Sunbury, 7s						
Schuylkill Navigation	27½		27	27	29½	29½
" " pref.	39½	39½	39½	39		42
" " 6s '82	91			92½	92½	93½
" " 6s '76						
" " 6s '72	101					
Sunbury and Erie, 7s						
Susq. Canal		25	25	25	25½	25½
" " 6s '78	69½			69	69	
" " scrip						
Union Canal, pref.		7	6½	6½		
" " 6s '83	30	30	30	30		
West Br. Canal 6s '78						
Wyoming Valley Canal			79½	80		
Arch street, (Horse)	33½	34	34½	35		
Chestnut & Wal. "						
Green & Coates, "		44	43½			
Race and Vine, "	20½	19				
2d and 3d streets, "	81		81½	83		
Spruce & Pine, "			16	16	16	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending February 23.

	W. 17.	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.
Baltimore City 6s, 1875		108½		108½		
" " 1886						
" " 1870						
" " 1890		109½	109½			109½
Balt. and Ohio	106	107	107½	108		110
" " b'ds, '62						
" " " '67						
" " " '75						
" " " '80				108		
" " " '85.	108			109		
Northern Central	45	46		46		45½
" " b'ds, '85.	101½	101½		102		
" " " '90						

Boston Stock Exchange.

Actual Sale Prices for the week ending February 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24.
Boston and Lowell						
Boston and Maine	131	131½				131½
Boston and Providence	140					
Boston and Worcest.					144	
Cheshire, pref.	50	50				48
Concord						
Connecticut River		105				
Eastern, Mass.	100	100				100½
Eastern, N. H.						
Fitchburg						
Manchester & Lawr'ce.		116				
Michigan Central						
Northern, N. H.	73½	75	75			
Old Colony and Fall R.	118		120			119
Ph., Wil. & Baltimore	71	71½				
Portl'd, Saco & Ports.						
Vermont & Canada						
Vermont & Mass.	61				40½	
Western	150½		150½		150	
Broadway (Horse)		64				
Cambridge "	124½					
Metropolitan "	64½					66½
Middlesex "						
Central Mining Co.					58½	
Franklin "	49½	51	51		50	50
Isle Royale "	25	25½	25½			25½
National "	30		30			30½
Minnesota "			85			
Pewabic "	57½	59	60			60½
Pittsburg "		88	88			86
Quincy "		89	88½			89
Rockland "			17½			

London Stock Exchange.

The following were the closing prices for American Securities on the 9th of February:

Maryland 6s	69	to	71
United States 6s, 1881	63	"	64
Do. 5s, 1874	59	"	61
Virginia State 6s	45	"	48
Do. 6 per cent.	20	"	22
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	75	"	77
Do., Pennsylvania do. do.	77	"	79
Erie shares, $100 (all paid)	60	"	62
Do., 7s, preference	58	"	60
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	68	"	70
Do., 7s, 3d mort., 1883	63	"	68
Do., 7s, 4th mort.	60	"	65
Do., 7s, 5th mort.	60	"	68
Illinois Central 6s, 1875	83	"	85
Illinois Central 7s, 1875	70	"	72
Do. do. $100 shares, $90 paid, dis.	24	"	22
Do. do. $100 shares, all paid	67	"	69
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	68	"	72
Do. do. S. F. 1st mort., do., '82. x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	66	"	70
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	60	"	62
Do. do. 7s, 1864	53	"	58
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	75	"	78
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	106	"	108
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	33	"	36

American Railroad Journal.

Saturday, February 27, 1864.

Stock Exchange and Money Market.

Some idea of the enormous extent of the daily money operations of this city, may be formed from the fact, that on a single day, Saturday of last week, the aggregate amount of the business at the Clearing house was something more than one hundred and twenty millions of dollars. But another fact, still more curious is, that the real and final balance paid by the debtor to the creditor interest on that day through the Clearing house, was but a very small part of this sum. The debts of A to B, B to C, C to D, and so on through the whole alphabet, are in the aggregate, very large, but if each pays the other in course, or by a general clearance, and accounting at one time, the payments carried along and finally credited in the right place, the sum necessary to discharge the whole will be found to have been a moderate one. The real final balance is the sum and sub-

stance of the transactions. All the rest have been exchanges, credits and shiftings of accounts. This shows us very plainly the nature of commercial operations, their delicate intricacies, their mutual dependence and relations, and the advantage of their being conducted with promptness and certainty. If each debtor on clearing day had to pay his indebtedness in gold, if it had been so required on Saturday for example, that day would have witnessed the bankruptcy of nearly the whole city. One hundred and twenty millions could not have been had to represent and pay the mutual liabilities of those who had then to meet their engagements. But they were met notwithstanding without difficulty.

Now let us apply this fact to the National currency. If the Government was called on at once to redeem its legal tenders in gold, it would not be possible. Nor could the richest European Government do it, but let the amount of our taxation equal two hundred and fifty millions a year, and in three years' time all the legal tenders may be redeemed at the Treasury with the greatest ease. In fact they would require no redemption; they would be absorbed. If not all withdrawn then, the Government on the Clearing house principle would be found to be called upon for but a very small sum in coin, and a sum entirely within its reach. Those persons who in matters of finance or commerce, look simply at aggregates and totals, may naturally enough take alarm, but those who go deeper into the subject, find compensations, equivalents and offsets which equate these large differences, strike many of them out of the account and leave no very alarming sum at the bottom.

It is with this view of the subject we look upon our existing debt, including currency, without much anxiety. The whole is as yet but between sixteen and seventeen hundred millions, a little more than one-fourth in currency, which must inevitably be absorbed in the way we have mentioned, if no more are issued. And if the policy is persisted in of putting out bonds at low interest and long dates, the absorption will be still faster, and the currency will hereafter assume the form of National bank bills. This is the inevitable course of things, and appears to be the present policy of Mr. Chase. It will be then for the banks so to shape their business, as to meet the return to specie payments with as little loss and inconvenience as possible. They know, what all anks find out by experience, that when they are ready to pay specie for their notes there is but little call for it. The public are like the man who presented with some anxiety a bill for redemption at the counter of a local bank, who as soon as he saw he was to receive coin for it, put it in his pocket saying, "If you *can* pay it, I do not want it."

Gold is apparently on the decline again. It fell 2 per cent. on the mere publication of Mr. Chase's letter approving of the plan of a sale of the surplus in the Treasury, a most sound and patriotic view of the question. It rose again on the fact that the measure was not probably to be immediately successful. Since then as the leading presses in this city and Philadelphia have warmly advocated it, and many intelligent members of Congress like Mr. Stebbins of this city are in its favor, with a probability of its adoption, the dullness has continued. The objections made by the operators in the article, we mean those of a certain class, for the large banking houses and capitalists are understood to be unfriendly to speculations in gold, is, that it is checking free trade, and that the example of England and the Bank of England are no guide for us. They are entirely without force. The Treasury is at present our bank of issues and deposits. The requirements of gold for interest and duties enhance the price. The enhanced price of this article puts up prices of all the necessaries of life, and is an excuse for dealers in them to add to the price. The Government would act oppressively if it hoarded its surplus gold, and do great injustice to the community. What would the people say if the Treasury went on adding to its hoards, under the pretence of reserving them for the future payment of the principal of ts debt to the extent of say three or four hundred millions of dollars? The price might rise for aught we could tell, 2 or 300 per cent. Such a policy would be intolerable and would not be permitted. On the same principle, hoarding twice or thrice as much gold as is necessary to pay interest regularly, is equally unjust and impolitic. We see no difference whatever.

This dullness in gold has been assisted by the movements of Gen. Sherman towards Mobile, so far without a check; the march across Florida, and the approach of Admiral Farragut, who does not permit his fleets to lie for months in the presence of the enemy's forts without attempting their reduction. The calculation that gold should fall with the slightest success on our part, or rise with the occurrence of the smallest disaster, shows most conclusively that it is in the hands of speculators merely, who do not know or care what are the resources of the nation, the spirit of the peopeople, nor what must be the finality of the struggle. Indeed they do not want to know. Rumors are their aliment, and their pockets their barometer.

With this condition of gold there has been a disposition to realize by the holders of the high priced railway shares. It is difficult to foresee the consequences of an early peace upon many of the roads. The impression appears to be that in such an event there may be a fall in prices; but there is nevertheless a steady advance in most of the shares, and confidence in railway productiveness continues strong.

We believe there will be little diminution in their future business, and it seems to us that the companies which are conducted prudently, keep down their expenses and make no unnecessary contracts, will weather every storm; will be able to pay as large dividends hereafter as now, and their shares will be always reasonably above par. All this time Government securities have been steady, and a favorite both with banks and the people. This will appear distinctly from our weekly tables. So too, States are quite firm. Tennessees and Missouris are approaching their old figures, as they fall back to their former political condition, and keep time to the National airs.

Exchange sympathizing with gold is dull and slow at 172½.

The Money Market is easier, as the rates have fallen to 6 per cent., and on good securities to 5, when in large amounts. Ordinary borrowers, without the gilt edge to their paper have to pay 7, and others again who have to go to the street brokers for aid, find they have to pay whatever is demanded. As large quantities of the 7-30's shortly coming due are seeking conversion, the following correspondence will throw much light on the method to be adopted for that purpose. We accordingly give the substance of what has passed on the subject:

Hon. M. B. Field, Assistant Secretary of the Treasury, Washington, D. C.

DEAR SIR:—Will you oblige us by answering the following questions to enable us to satisfy inquiries:

1st. If the seven-thirty notes shall be converted before maturity, will the accrued interest to that date be paid by the Government in gold or in currency?

2d. How soon after maturity of the 7 3-10 notes will the privilege of their conversion cease?

3d. When seven-thirties are converted into a 20 year bond, will said bond bear date from time of conversion?

If not, when will it be dated, and must the back interest to date of conversion be paid in gold?

Respectfully,

LIVERMORE, CLEWS & Co.

TREASURY DEPARTMENT, Feb. 22, 1864.

GENTLEMEN:—Your letter of the 19th instant is received.

When, at date of conversion, the accrued interest on the seven-thirty notes exceeds the accrued interest on the bonds, the bonds are issued with full coupons, and the balance of interest is paid in coin.

When at date of conversion the accrued interest on the six per cent. bonds exceeds that on the seven-thirty notes, the interest due on the notes is paid in coin, and the bonds are issued with the first coupon stamped with the date of conversion. If, however, parties desire the bonds to be issued with full coupons, they can deposit the necessary amount in coin with the Assistant-Treasurer, and forward his original certificate of deposit, with the notes sent for conversion.

The seven-thirty notes are exchangeable before or at maturity for six per cent. bonds, which are payable after June 30th, 1881.

M. B. FIELD,
Assistant Secretary of the Treasury.

The Assistant Treasurer reported an increased balance on hand, on Tuesday last of $40,177,450.

The total value of the exports during the last week exclusive of specie was $2,963,866.

The bids for the two millions soldiers' bounty loan in this city amounted to $3,130,700, ranging between par and 105½. There was one bid of $7,000 at 107. This shows the strength of the credit of the City of New York.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Peninsular R. R., 47; Chicago and Milwaukee, 70; Rome, Watertown and Ogdensburg, 133; Indianapolis and Cincinnati R. R., 100; Cincinnati, Hamilton and Dayton, 124; Ohio 6s, 1881, 105; Kentucky 6s, 101; Illinois War Loan, 101½; do., coupon 6s, 1879, 103; North Carolina 6s, 55½; Louisiana 6s, 60; Missouri 6s, issued to the Pacific R. R., 75½; Long Dock bonds, 110; At. & Gt. Western (Ohio div.) 1st mort., 94; Sixth Avenue R. R., 150; Mariposa 1st mort., 75; Copake Iron Mines, 13¾; Quarts Hill Mining Co., 14; Central Coal Co., 60½; Wyoming Valley Coal Co., 80½; Sandy River Coal and Oil Co. 1st mort., 91; Saginaw Valley Land, Salt and Mineral Co., 24; Brunswick City Land Co., 5½; Citizens Gas, Brooklyn, 115; Bucks Co. Lead, 1; N. Y. and Nova Scotia Gold, 2¼; Ham-

filton Copper, 4⅜; Eureka Copper, 1¾; Canada Copper Co., 4½@5½; Indiana Copper, 6; Bedford Copper, 3⅜@4¾; Providence Copper, 2; Ogima Copper, 5½; Lancaster Lead, 90c.; Bank of Commerce, 107½; Am. Ex. Bank, 110; Metropolitan Bank, 114; Butchers' and Drovers' Bank, 125; Hanover Bank, 100½; Merchants' Bank, 106; Bank of Republic, 102½; Mechanics Bank, 112; Ocean Bank, 97½; Merchants' Ex. Bank, 98; Manuf. and Mech. Bank, 100.

Philadelphia.—Allegheny Valley R. R. 7s, 102; Phila. and Reading 6s, 1843–'80, 108; Phila., Wil. and Balt. 6s, 139⅛; Camden and Amboy mort. 6s, 106; Huntington and Broad Top, 22; Chester Valley, 5¼; Allegheny Co. scrip, 74½; Phila. City 5s, 91; Chesapeake and Delaware Canal, 75; Wyoming Canal 6s, 99; Union Canal 4; do., Int. bonds, 26; Camden and Atlantic, 17¾; do., pref., 28½; 13th and 15th streets, R. R., 39½; 17th and 19th streets, 18½; 10th and 11th streets, 51; Ridge Avenue, 20½; Girard College, 30; Hazleton Coal, 68; Penn. Central Coal, 5; Penn. Mining Co., 10; N. Y. and Middle Coal Field, 12½; Fulton Coal, 7⅜; New Creek, 5⅛; Big Mountain, 8; Green Mountain, 7⅜; Lehigh Zinc, 65; Oil Creek, 14; Etna Mining, 18⅞; Marquette Mining, 3⅞; Manuf. and Mech. Bank, 28½; First National Bank, 115; Girard Bank, 45½; Western Bank, 71½. The latest quotations are: City 6s, 102⅛@102¾; do., new, 106@107; State 5s, 95@96½; do., coupon, 99½@100; do., 6s, 1879, 101@103; Phila., Wil. and Balt., 68@68½; Reading, 65¼@65½; do., 6s, 1870, 106@106¼; do., 1886, 130½@131; Camden and Amboy, 173@173½; Pennsylvania R. R., 70⅞@71; do., 1st mort., 112@113; do., 2d mort., 108@109; Little Schuylkill R. R., 49¼@49½; Morris Canal, 69@69½; do., pref., 134@136; bonds, 105@108; do., 2d mort., 101@103; Wyoming Valley Canal, 80@81; do., 6s, 99@100; Susquehanna Canal, 24½@25½; do., 6s, 68¼@69; Sch. Nav., 27½@28; do., pref., 39½@39¾; do., 6s, 1882, 92½@92¾; do., Imp., 94@95; Union Canal pref., 6½@7; do., bonds, 30@30⅞; Delaware Div. Canal, 39½@40¼; do., bonds, 97@100; Elmira and Williamsport, 37½@39; do., pref., 53½@54½; do., 7s, 1873, 110@111; do., 10s, 77@78; Beaver Meadow, 77⅛@78; Harrisburg, 70@71; Long Island R. R., 45@47; Lehigh Coal and Navigation, 60½@61; do., scrip, 52¼; North Pennsylvania, 35¼@35½; do., 6s, 99@100; do., 10s, 125@128; Philadelphia and Erie, 38½@38⅝; do., 6s, 105@106; Minehill, 63@64; Catawissa, 23@24½; do., pref., 43⅞@44; Lehigh Valley, 88@95; do., bonds, 106@108; Fifth and Sixth streets, (horse,) 61@65; do., 7s, 105⅛@107½; Second and Third, 81½@82½; do., 7s, 110@115; Race and Vine, 20½@21½; West Philadelphia, 70@72; Spruce and Pine, 16@16¼; Green and Coates, 42@43; do., 7s, 110@111; Chestnut and Walnut, 61@63; Arch, 35@36; Thirteenth and Fifteenth, 40¼@40½; Seventeenth and Nineteenth, 18½; Girard College, 30@30½; Tenth and Eleventh, 51½@55; Norristown, 59@60.

Boston.—Vermont Central, 1⅞; do., 1st mort., 88; do., 2d mort., 25; N. Y. and Boston Air Line 6s, 54; Northern (Ogdensburg,) 8; do., mort., 33; Rutland and Burlington 1st mort., 72½; do., 2d mort., 25¼; Hannibal and St. Joseph 7s, 1883, 76; Cheshire R. R. 6s, 101; Cambridge, horse, R. R. 6s, 100¼; N. Y. Central 6s, 1883, 106¼; do., 1887, 105½; Conn. and Pass. Rivers R. R. pref., 54½; do., 6s, 1876, 101; Conn. River R. R. 6s, 1878, 106; Grand Junction 1st mort., 75¼; South Shore R. R. 6s, 1880, 99; Worcester and Nashua, 90½; Chelsea, horse, 48; Lynn and Boston, horse, 87¼; Somerville, horse, 33½; U. S. 5s, 1871, 99⅛; Maine State 6s, 1871, 104; do., 1880, 104½; do., 1883, 105; New Hampshire 6s, 1875, 104½; Vermont 6s, 1871, 103; do., 1876, 104¾; Rhode Island 6s, 1882, 105; Cincinnati City 6s, 1884, 98¾; St. Louis 6s, 1883, 95½; Brooklyn 6s, 100½; do., 7s, 101¼ Boston 5s, 1866, 125½; Bangor 6s, 1870, 102½; Bath 6s, 1870, 102½; Old Colony R. R. Rights, 47; Metropolitan R. R. Rights, 5; Boston Water Power Co., 46¾; Cary Imp. Co., 10; Waverly Land Co., 3; Union S. S. Co., 156; Essex Co., 96; Boston Gas, 860; Lawrence Gas, 122; Newtown and Watertown Gas, 65; Chelsea Gas, 98¾; Cambridge Gas, 109⅛; Dorchester Gas, 70½; Cambridge Water Works pref., 100; Franklin Coal, 129½; Lorberry Coal, 70; Union Lead, 80c.; Stafford Gold, 2½; Chaudiere Gold, 3⅛; Colorado Gold, 4⅜; Hampshire Mining and Smelting Co., 2¼; Bank of North America, 103½; Tremont Bank, 117½; Suffolk Bank, 153; Hamilton Bank, 143¼; Eliot Bank, 103; Market Bank, 75; City Bank, 105½; North Bank, 100¾; Railroad Bank, (Lowell,) 86¾; Monument Bank, (Charlestown,) 102½; Hide and Leather Bank, 105; Maverick Bank, 94; Tradesmans Bank, (Chelsea,) 95½; North Bank, 100¼; National Bank, 96; Blackstone Bank, 108; Boston Bank, 64½; Acton Mining Co., 4¼; Atlas, 7; Albany and Boston, 11; Boston, 6½; Bedford, 4⅛; Black River, 62½c.; Brome, 55c.; Bay State, 18¾; Canada, 5¼; Copper Falls, 34¼; Copake Iron, 14; Chester, 40c.; Chaudiere, 72c.; Columbian, 9½; Dana, 5; Durham, 52½c.; Dacotah, 5; Dudley, 4½; Eagle River, 8¾; Great Western, 4½; Green Mountain, 5⅜; Huron, 89; Hungarian, 8¾; Hamilton, 4¼; Highland, 6¼; Hancock, 15; Hanover, 6¼; Humboldt, 6; Logan, 1⅜; Madison, 6¼; Mandan, 6½; Manhattan, 7; Mesnard, 14; North Cliff, 8½; Northwestern, 13½; Nequaket, 2⅞; Native, 2¾; Ottawa, 65c.; Pontiac, 7¼; Rockingham, Plumbago, 1¼; Sutton, 2⅛; Star, 11½; St. Mary's, 10¾; South Side, 5⅜; Superior, 10½; Tremont, 4¾; Wickham, 97c.; Winthrop, 6½.

Baltimore.—Central Ohio R. R. stock, 12; N. W. Va. R. R. stock, 9¾; Georges Creek, 70; Santa Clara Mining Co., 15⅞; Springfield Mining Co., 1.20; City Passenger Railway, 18¾; Bank of Baltimore, 105; Merchants' Bank, 108½; Union Bank, 70¼; Farmers and Merchants' Bank, 88⅛; Citizens Bank, 11. The latest quotations are: Balt. and Ohio, 109@110; do., 6s, 1867, 103; do., 1875, 108@109; do., 1880, 108; do., 1885, 108; Northern Central, 45¾@46¼; do., bonds, 1885, 101¾@102¼; N. W. Va., 9⅜@10; do., 1st mort., 105@107; do., 2d mort., 102¼; do., 3d mort., 20@27; do., guar., 101; Central Ohio 2d mort., 105; do., 3d mort., 85; do., 4th mort., 50@58; do., income 1857–'60, 35@38; Western Md. bonds, 81⅛@83; do., guar., 106; Maryland 6s, coupon, 1870, 107@108¼; do., Ins., 105@108; do., 1890, 108; Baltimore 6s, 1870, 105; do., 1873, 106; do., 1875, 108¼@108½; do., 1886, 108; do., 1890, 109½@109¾; do., coupon, 109¼@109⅝; do., 5s, 1838–'70, 90@95; City Passenger R. R., 19@19¼; North Carolina 6s, 57@60; Canton Co., 41; Deep River, .10; Gardner, .80@1.00; Guilford, .80@.50; Maryland, 1.10@1.20; North State, .10; Rudisell, .70; Silver Valley, .10; Springfield, 3.40@3.50; George's Creek, 65@70; Santa Clara, 13@13¼.

Montreal.—Champlain and St. Lawrence R. W., 15@16½; do., preferential, 90@93; do., 6 per cents, 85@87½; Government 5 per cents, sterling, 94@95; do., currency, 92½@93¼; do., 6 per cents, 1872, currency, 105@106; Montreal City bonds, 6 per cents, 98@98½; do., Water Works, 6 per cents stg., 98@98½; Quebec City 6s, 95@96; Ottawa city 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $3@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 121@125; City Passenger Railway, 115@118.

Impolicy of Constructing Another Railroad between Washington and New York.

Whatever might be the propriety of constructing another railway between the city of New York and the National Capital, the project is one which smacks strongly of speculation. We know that some of its advocates at the beginning of the war, for it has been pushed into public notice ever since, were men who were at the service of those who would pay best for their services, and who by their connection with the press were always able to get into print, in favor of any project they chose to advocate. Under the pretence of military necessity those men would advocate anything. The establishment however of a National Railroad in the direction proposed, would even if constitutional, be the inauguration of a very doubtful policy. The necessity for it is daily growing less, the war beyond all question is drawing to a close, and it is no time to enter upon works of vast expense when all our resources will be required to sustain the National credit, and pay off the National indebtedness.

The complaint is that the present railway accommodation is not equal to the public requirements. Quite possible. Nothing has been equal to these during the war. Every branch of business, of supply, of transportation, has been deficient. Shall the Government step forward and establish rival manufactories, transportation lines, bridges, and passenger steamers all over the United States, because the private resources of the country have not been at once equal to its unexpected requirements? If the principle is correct in one case, it is in all. It is well known for example, that the New York Central and other roads have not had equipment nor double track enough for the business crowded upon them. Does Congress propose a National route between New York and Buffalo?

Whatever may have been the policy of New Jersey in restricting its railway grants, it cannot be denied that until now there has been little complaint as to the present route, or its usual management. And even the deficiencies complained of, apparent only from the enormous increase of traffic, have been provided for as fast as *possibilities* allowed. But it is not necessary for us to enter into a defence of any of the companies which perform the service between New York and Washington. We have before us the letter of S. M. Felton Esq., President of the Philadelphia Wilmington and Baltimore Railroad Company addressed to Mr. Sumner of the United States Senate, which meets all the objections, and refutes all the arguments of the advocates of the proposed new route. We give the following extracts:

The establishment of a double track between

Philadelphia and Baltimore is already far advanced; twenty-seven miles of the second track have been completed; the permanent way has been graded for the additional distance of thirty miles, on which the rails will be laid as soon as they arrive from England, where they were purchased on account of inability to procure them in this country, and the work will be consummated with the utmost diligence.

The Susquehanna Ferry will be superseded by the erection of a bridge at that point, for which undertaking the soundings and surveys have already been completed, the land for the approaches and the right of way have been secured, a large quantity of stone has been quarried and dressed, two piers have been constructed, one of which was built in water forty-two feet deep, and the foundations of five other piers and one abutment have been prepared. There will be required thirteen piers, two hundred and fifty feet apart, and two abutments. The substructure will be finished during the present year in case the requisite materials and workmen can be procured, and it is anticipated that the bridge will be ready for travel in 1865.

An improved mode of transit through Philadelphia, for some of the through trains, has lately been introduced to obviate the transfer of passengers and baggage from one railroad to the other by street cars or ferry.

This railway connection is temporary in its nature, and although a decided improvement over the previous arrangement, it is designed to be used for a few months only, when the Junction Railroad will be completed.

The Junction Railroad would have been finished during the last year but for the invasion of Pennsylvania, in which emergency the engineers and workmen were sent to the interior of the State to lay out and build fortifications, and, moreover, an extensive earthwork, designed for city defence, was erected upon the line of the railroad, which caused a delay of four months in the work of construction at that point.

A railroad, known as the Connecting Railway, has been located and commenced to unite the Junction with the Philadelphia and Trenton Railroad, and when finished, the line through Philadelphia will be faultless; in the meantime the Richmond Branch of the Reading Railroad will be used as the connecting link between the two railroads.

The improvements of the railroad between Philadelphia and Baltimore, effected within the last year, involved the expenditure of five hundred thousand dollars, while those in progress, to be completed within the next two years, will require an outlay of fifteen hundred thousand dollars more, and then this railroad will be excelled by none in the country for safety, expedition and comfort.

The anomalous state of affairs resulting from the war has produced a marked effect upon railroads. The demand for men for the army and navy has caused a scarcity of workmen, and the enhanced wages of laborers have rendered them indifferent to constant employment. The construction of an immense fleet for naval service, and the rebuilding, repairs and operation of railroads by the Government have withdrawn vast supplies of raw materials, manufactured articles and skilled labor, from private parties.

In a recent debate in the House of Representatives, one of the members alleged, on the authority of some anonymous individual, that the railroad companies between Washington and New York had practiced extortion on the Government.

The accusation is utterly unfounded, and the company, courts the most rigid investigation of its conduct in its relation to the public service.

An impartial investigation of the subject will show that the existing route between Washington and New York is the nearest practicable approximation to an air line, and that more favorable grades are unattainable; that the railroad companies are unremitting in their efforts to serve the Government and accommodate the public; that no expense has been spared to remedy defects and overcome impediments; that improvements are now in progress, which will require the expenditure of several millions of dollars, and that on their completion, the route will be unsurpassed in continuity, comfort and appointments by any in the country; that in consequence of the enhanced value of real estate, labor and materials, a railroad between Washington and New York could not now be built and equipped by private enterprise, for *less than fifty millions of dollars*; and if constructed by the Government, its cost would be greatly enhanced; that the projected railroad could not be finished within four years, before which time, national tranquility, it is hoped, will be restored, when the army will be reduced, and business will subside to its natural proportions, affording inadequate support for two railroads. In that case the United States would not only sink the entire capital invested in the project, but be required to make annual appropriations to defray the operating expenses of the railroad and maintain a horde of greedy partisans.

The present route between Washington and New York through Philadelphia and Baltimore is the most direct line practicable. It varies but little from an air line, and that only where such variation is necessary to retain the railroad on fast land and avoid running many miles in the waters of the Chesapeake Bay, through which a straight line between these two cities would pass, from a point considerably east of the Susquehanna river to a point west of Baltimore, a distance of more than forty miles, and would, therefore utterly impracticable. The nearest approach, consequently, to a straight line that can be attained is the existing route, passing through Philadelphia and Baltimore.

If a national route between Washington and New York be deemed a public necessity, and it be the legitimate province of the Government to own such a route, it should be the policy of the Government to purchase the existing railroads and establish them as a military and post road. They could doubtless be obtained at less cost than a new line, and would yield an immediate revenue to the Government, whereas the establishment of an independent route would involve the loss of four years' interest upon the capital invested without any income, and would be of no utility to the Government in the present exigencies.

☞ The omission to give credit to the *U. S. R. R. and Mining Register* for the "Coal Tables" copied from it into our issues of the 6th and 13th inst., was purely accidental. There is no journal comes to us which we appreciate more highly than the *Register*. Its knowledge of the great coal and mining interests of Pennsylvania is minute and accurate, and it is altogether conducted with care and ability.

The Railroad to Waterville.

The Directors of the Utica City Railroad held their adjourned meeting to decide upon the route of the proposed railroad to Waterville, yesterday. Large and intelligent delegations were present from the Sauquoit Valley and Clinton, representing the rival interests of their respective localities. Several long conferences were held, and a good deal of feeling was manifested on both sides.

The subscriptions required from each were complete, and on each side they had been secured with the condition that the road extend through to Waterville over the respective routes. There was no provision made for a branch road, either to Clinton or Clayville. After the claims of the respective routes had been fully presented, and the matter thoroughly talked up, the Sauquoit Valley people were offered the road if they would agree to certain conditions. They concluded to do so, and the decision that the road should go to Waterville *via* Clayville and Cassville thus became conclusive. A railroad by that route may now be regarded as a fixed fact. The specifications that were agreed upon are not yet disclosed. Another meeting will be held on the 25th inst.—*Utica Herald.*

☞ The bill for the completion of the Missouri railroads has finally passed both Houses of the Legislature of that State. It provides for raising the State lien on the Pacific road, to admit a first mortgage on the road west of Dresden, to secure $1,500,000. It is proposed to borrow for its completion to Kansas City. The act provides for the transfer of the Chariton and Randolph and the Missouri Valley Railroads, by a vote of six majority of their stockholders, to the North Missouri Railroad Company, to be called the West Branch of said road; and for the completion of the North Missouri Railroad to the Iowa State line, as also the said west branch; and to build a bridge across the Missouri River at or near the town of St. Charles. The company is authorized to borrow $2,000,000, giving a first mortgage for security on said road north of Macon City.

Ascot Mining Company.

The directors of this company have recently issued a report on the "Condition and Prospects of the Undertaking." The mine is situated in Canada East, and further developments since the organization of the company have brought to light new deposits of ore exceeding in richness the veins hitherto worked, confirming previous opinions of the extent and persistency of the deposits. The company have erected smelting furnaces whose operations have demonstrated the practicability of their plan of reducing to copper regulus their own and the ores of other Canadian mines, the peculiar fluxing properties of the Ascot ore being admirably adapted to this purpose.

The board of management is composed of the following gentlemen, many of whom are well known in this city:—Walter Shanley, of Montreal, President; J. G. Weld, Secretary and Treasurer; Directors—Walter Shanley of Montreal, Wm. A. Crocker of New York, Rush C. Hawkins of New York, and E. T. Loring, Geo. W. Messenger, J. W. Rogers and J. G. Weld of Boston. Herbert Williams of Canada, Consulting Engineer.

British and American Copper Mines.

From the Copper Mines of Lake Superior, there were sent to market in 1862, according to the *U. S. R. R. & Mining Register*, more than three-fifths the number of tons of copper that were yielded by the ores raised from the British mines. In these days of the infancy of the copper trade of Michigan, the native copper product of her Lake Superior mines is but little less in tons than the culminated and declining product of the copper mines of Great Britain. And after this present year, the copper product of Michigan will surpass the joint yield of the British copper mines, for the Michigan product increases, whereas the British product declines.

In 1862 the copper mines of Great Britain produced jointly, of copper.	14,843 tons.
In 1862 from the copper mines of Lake Superior there were shipped, of copper	9,020 "

In 1862 twelve of the copper mines of Lake Superior produced each over 100 tons of copper, the product of one mine, the Cliff, being 1,634 tons.

In Great Britain the copper mines have been worked for centuries, whereas less than a score of years have elapsed since the first ton of native copper was shipped from Lake Superior.

In Great Britain the copper mines are giving

out—are yielding a diminished product; at Lake Superior virgin veins and lodes are every year uncovered and developed, the yield being rich and unfailing, and the prospect being full of profit and promise.

However, the copper market may expand and the consumption of the metal increase, the Lake Superior copper region will be found an adequate source of export and supply.

Chautauqua Central Railroad.

The Engineer Corps, accompanied by D. Williams, Esq., completed a preliminary survey of their end of the proposed route, from the landing at the head of Chautauqua Lake, at Mayville, *via* this village and Dunkirk, last week. They found the route unexpectedly favorable. They reached the summit this side of Mayville at an elevation of only 32 feet, and a distance of over 4 miles in which to overcome it. From the summit this way was very easy, the maximum grade being not over 43 feet to the mile, and the cutting and filling, we learn, does not exceed the average of the Lake Shore road through this county. The line is more direct than the present traveled road, this village being reached in less than 17½ miles from the boat landing at the head of the lake. From Mayville to the connection with the Atlantic and Great Western Road, a level route is found on the western shore of the lake. A connection can be made between the B. and Erie road and the A. and G. W., over the line which has been examined, in less than 35 miles, and with such an easy grade that it would seem needless to look for a more favorable route. The large amount of oil and coal which would find transportation over the road, if constructed, in addition to the local business and travel, cannot but make such a link in the railroad connection an important one to the county as well as to Buffalo and places beyond.—*Fredonia Censor.*

Liability for Loss of Baggage by Co-operating Roads.

In the novel and interesting case of Najac *vs.* The Boston and Lowell Railroad corporation some time since, decided in Massachusetts, and now pending there on an appeal to the Supreme Judicial Court, a somewhat peculiar state of facts existed, which in some respects would seem to distinguish the case from that of an ordinary claim from loss of baggage by railroad corporations. The facts were as follows:

In September, 1859, one Josiah Perham, called on the managing agent of the Boston and Lowell and Nashua Railroads, (the two then doing business by agreement between them as one road,) and suggested an arrangement through him for an excursion train from Boston to Montreal, and back to Boston. Perham proposed to put the tickets at five dollars to defray the costs of printing and selling, and of advertising the excursion, and to receive fifty cents on each ticket as his compensation. He requested the agent to correspond with the other roads on the line, to wit: the Concord, the Northern, the Vermont Central, the Ogdensburg, and the Champlain and St. Lawrence, and ascertain if they would join with the defendant on the terms proposed by him. The agent wrote to these roads, and they replied that they would join and divide with the defendants the $4.50 per ticket, in proportion to the number of miles by them severally run.

Thereupon it was arranged by the agent and Perham, that the excursion train should start from the defendants' depot in Boston, on the 20th of September, and that the agent should procure the tickets to be printed. Perham paid for the printing, took a portion of the tickets and disposed of them as he pleased, and some of them were sold at the ticket office of the defendants. He gave a receipt for the tickets when he received them, and returned all that he did not sell. The tickets were in the usual form, had the printed heading, "From Boston to Montreal," bore the name of the agent with the designation of his office, and had attached to them coupons for the other roads with the printed heading "From Boston to Montreal."

They were good for ten days and covered the return trip.

It was optional with the purchasers of tickets to go to Montreal over the roads before named, or to take the steamboat part of the way. The defendants' agent had no correspondence with the owners of the boat. Perham arranged with them.

The plaintiff, a citizen of Providence, purchased of Perham in Boston two tickets, one for himself and one for his wife, intending to go to Montreal, and on his return to visit his friends in Vermont, Maine and New Hampshire, and to be absent from home several weeks.

On the 20th of September, the plaintiff delivered two trunks to the defendants' baggage master at their depot in Boston, and requested checks for them to Montreal. The baggage master declined to check them, saying, they did not provide checks on excursion trains. Plaintiff then asked to have them checked by the regular train. To this the baggage master replied, that the trunks and the plaintiff must go by the same train, and they would be perfectly safe as he, the baggage master, was to go through with them. The trunks were placed in the baggage car of the defendants, and the plaintiff and his wife took their seats in one of the defendants' passenger cars Both cars went through to Montreal. Defendants locomotive went no farther than Nashua where their roads terminated.

Each of the roads furnished its own locomotive, and conductor. Several of the roads contributed passenger cars. The defendants' baggage master went through to Montreal. He then (September 21,) delivered to the plaintiff one of the trunks, and the plaintiff demanded of him the other trunk. This trunk with its content was lost, but not until after the train had passed beyond Nashua. The evidence left it uncertain where the loss occurred. Some time after the plaintiff's return he had an interview with the defendants' managing agent in reference to the lost trunk. The baggage master was called in, and being asked by the agent why he did not check the trunk, replied that the baggage came in so fast he could not check it. To this the agent replied that he must never let baggage go again without checking it. The plaintiff on November 1st, demanded of the defendants the missing trunk and contents. Some time after the excursion the defendant paid to the other roads their proportionate parts of the ticket money. The owners of the steamboats they paid on the order of Perham. The contents of the trunk were specified, and were admitted to be reasonable and ordinary baggage, and were admitted to be of the value of $355.70. Mr. Justice Ames of the Superior Court of Massachusetts, held that the action was maintainable, and that the plaintiff was entitled to judgment for the amount claimed.

The Waupaca Railroad.

The Island City *Times* says the Chicago and Northwestern Railroad Company have accepted the offer made by Waupaca of $20,000 in bonds and $4,706 in cash, and agrees to finish the road by next fall. The road will cross Wolf River at Fremont and run through both Waupaca and Weyauwega. Should the town back out of the arrangement above, the road will run only through Waupaca, and leave Weyauwega four miles north of the line. But there is no danger of Weyauwega failing to vote bonds, and in any case, we are assured, it will be built and running within the year 1864.—*Oshkosh Courier.*

New York Savings Banks.

The following is an abstract of the annual reports of the Savings Banks of this State, transmitted to the Legislature by the Superintendent of the Bank Department, showing the condition of those institutions on Jan. 1, 1864.

The whole sum represented in savings banks at the time stated was $98,881,171. Of this amount $93,786,384 is directly due to depositors, and the balance consists of real estate, furniture, and accumulated profits amounting to $5,094,787.

The following comparative statements of the operations of the banks for the years ending Dec. 31, 1862 and 1863, will serve to mark the rapidity with which this trust is increasing in bulk, volume and value:

	1862.	1863.
Number of institutions in operation	71	71
Number of open accounts	347,184	400,194
Amounts due depositors	$76,538,183	$96,736,384
Amounts deposited	39,096,308	54,257,096
Amounts withdrawn	28,897,495	40,257,953
Amt. of int. received	4,167,005	5,074,759
Amt. of int. cred. depos.	3,079,302	3,760,524

The following summary shows the aggregate of the resources and liabilities of the Savings Banks of the State, as exhibited by their reports, Jan. 1, 1864:

RESOURCES.

Bond and mortgages		$23,922,202
Estimated value of mortgaged premises	$56,402,975	
Stock investments		59,287,019
Par value of stocks	59,348,844	
Estimated value of same	59,993,360	
Stocks upon which money has been loaned, par value	3,988,747	
Amount loaned thereon		3,409,219
Amount loaned on personal securities		372,926
Amount invested in real estate		1,237,532
Cash on deposit in banks		8,080,862
Cash on hand		1,644,955
Amounts not loaned or deposited		692,522
Miscellaneous		232,934
Total		$98,881,171

LIABILITIES.

Amount due depositors	$98,786,384
Miscellaneous	9,204
Excess of assets over liabilities	5,085,583
Total	$98,881,171

Total amount deposited during the calendar year of 1863	$54,257,096
Total amount withdrawn	40,257,953
Total amount received for interest	5,074,759
Total amount of interest placed to the credit of depositors	3,760,524
Number of open accounts	400,194

Average to each depositor, $234 35.

Of the stock investments reported, $31,635,752 is in United States securities. Bonds and mortgages are diminished $1,589,110. Loans on personal securities have increased from $174,717 in 1862 to $372,926 in 1863.

Finances of West Virginia.

From the message of the Governor we learn that the receipts into the Treasury have been $306,998 90; and the payments for all purposes $97,315 09—leaving a balance, January 1, 1864, of $209,683 81. The State owes no debt, unless for a portion of the Virginia debt existing before the Rebellion. When all the State pays taxes, the revenue will be sufficient for all purposes, and then taxes will be less than in any other State. There is a demand against the United States Government for expenses incurred for protection against invasion, &c., but the amount is not yet ascertained. To develop the mineral resources of the State, the appointment of a State Geologist and a proper survey is recommended.

Lumber Trade of Chicago.

From the Annual Review of the Lumber Trade of Chicago, published in the *Tribune* of that city, we extract the following statement of the receipts of lumber, shingles, laths, etc., from 1847 to 1863, inclusive:

	Lumber, Ft.	Shingles, No.	Laths, No.
1863	393,074,882	152,485,683	41,665,000
1862	299,365,000	131,225,000	23,880,000
1861	249,309,000	79,356,000	32,637,000
1860	255,147,000	133,578,000	30,509,000
1859	265,710,832	165,087,000	49,548,210
1858	268,616,000	125,788,000	44,517,000
1857	444,396,300	130,462,000	79,650,000
1856	441,961,900	135,870,000	70,285,120
1855	297,507,669	158,770,000	46,487,550
1854	228,336,783	82,061,250	32,431,550
1853	202,191,098	93,483,784	39,433,116
1852	147,816,232	77,080,500	19,759,670
1851	125,056,437	60,338,250	27,583,475
1850	100,364,779	55,423,750	19,809,700
1849	73,259,553	39,057,750	19,281,733
1848	60,009,250	20,000,000	10,052,100
1847	32,218,225	12,148,500	5,655,700

The stock of lumber on hand in Chicago on the 1st of January, 1864, was 92,285,784 feet; on the 1st of January, 1863, 73,000,709—an increase of 19,255,075 feet.

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TO RAILROAD CONTRACTORS.

Sealed proposals will be received at the office of the Pacific Railroad, (of Missouri,) in St. Louis, till March 25, 1864, for doing the graduation and masonry of about thirty-five miles of the road, being from Holden, in Johnson County, to a section in Jackson County between the Little Blue and Independence. Profiles, list of sections to be let, giving time as to when they must be completed, forms of bids, specifications, &c., can be seen at the office of the Chief Engineer in St. Louis.

Bids should be made for each section of about one mile, and no distance greater than ten miles will be let to any party or firm.

Payments will be made monthly in cash, fifteen per cent. being retained till the completion of the work.

Bids should be addressed to GEORGE R. TAYLOR, President, and where the bidder is not personally known to the President or Engineer, he must accompany his bid by substantial references, and should give also his post-office address, and he will be informed of the acceptance or rejection of his offer.

The company reserve the right to reject any or all bids.
T. McKISSOCK, Chief Eng'r and Sup't.

Notice to Contractors.

ENGINEER'S OFFICE MORRIS & ESSEX R. R. Co.
NEWARK, N. J., Feb. 15th, 1864.

SEALED PROPOSALS will be received at this office for the grading, masonry and bridging of the extension of the Road of this Company, from Hackettstown to the Delaware River, at Phillipsburg, (a distance of twenty-three miles,) until Saturday, the 26th day of March next.

Maps, profiles, plans and specifications, with blank forms for proposals and approximate estimates of quantities, will be in readiness at this office on and after Saturday, March 12th.

6t8. J. B. BASSINGER, Chief Engineer.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 5, 1864.

Maps of the Coal and Iron Regions of Pennsylvania.

We have received from the author, P. W. Sheafer, Esq., copies of his two new maps, being in fact official documents, containing on large sheets, all the localities of the coal and iron mines of Pennsylvania, its railroads and canals, and the sites of its various manufactories of iron. It shows also the various avenues to market by natural and artificial routes, indicating the enterprise of the people of that State in a striking manner. Annexed to the larger map are numerous descriptive and statistical tables, containing the names and locations of the various iron furnaces, rolling mills, forges and bloomeries, not only in Pennsylvania but the neighboring States. The smaller map is a comprehensive one of the coal fields, the best we have seen. In short, these maps show at a glance, and yet in detail, the immense mineral area of the State, and the position of its various coal fields, in a convenient and practical form, suitable for the counting-room or the private study. It is a timely and valuable contribution to topography, and physical as well as terminal geography.

We should be pleased, if we were not restrained by the copyright, to make some extracts from the tables to verify the favorable opinions we entertain of these maps.

Opening of the Pacific Railroad.

Under this heading, in our issue of 5th December last, we gave an account of the opening of a portion (31 miles,) of the railroad from San Francisco to San Jose. We now learn that the whole section of 50 miles has been completed, at a cost of $2,000,000. The road was formally opened for business on the 16th of January last. This road forms the first section on the Pacific slope of the great contemplated railway across the continent. The prospects are regarded as extremely flattering. The *Alta California* says:

The Central Pacific Railroad Company are pushing their work on from Sacramento to the State line, and already several miles of rails are laid. The surveys on the Western Pacific Railroad, from this point to Sacramento, are now about completed, and the work of actual construction will commence with the opening of spring.

Allegheny County Bonds.

An important decision was recently rendered in the U. S. Circuit Court for the Western District of Pennsylvania, by Justice Grier, in the case of Evans *vs.* the Cleveland and Pittsburg Railroad Company. This was an action of debt, brought to recover the sum of $15,000 for over-due coupons on the bonds of the County of Allegheny, guaranteed by the Cleveland and Pittsburg Railroad Company. The coupons were in the usual form. The contract of the defendants was endorsed on the bonds, and read as follows:

OFFICE OF THE CLEVELAND AND PITTSBURG R. R. Co., CLEVELAND, Ohio, Oct. 20, 1853.

For value received, the Cleveland and Pittsburg Railroad Company assign the within bond to ——, or bearer, and guarantee the punctual payment of the interest thereon, as it may fall due, at the place and time specified.

By order of the Board of Directors of the said Company.

CYRUS PRENTISS, President.

The County of Allegheny refused to pay the interest, and the plaintiff instituted action against the railroad company for the payment of it. The following points were decided:

The Cleveland and Pittsburg Railroad Company had full power to execute a contract guaranteeing the punctual payment of the coupons attached to the bonds of Allegheny County, which were given the county in payment of her subscription to the capital stock of the Railroad Company.

The bonds and coupons being made payable to bearer, they pass by mere delivery, and no assignment is necessary to enable the holder to sue.

The contract being made in Ohio, to be executed in New York, and by the laws of both those States, such a contract being an original undertaking, in order to maintain an action on the guarantee it is not necessary for the holder to sue the County of Allegheny in the first instance, or pursue it to insolvency; nor is any demand or notice required.

The Courts of the United States receive the statutes and judicial precedents of the different States as evidence of the law of each State without special plea or proof witnesses.

Chicago and Northwestern Railway.

The Chicago and Northwestern Railway Company is successor to the Chicago, St. Paul and Fond du Lac Railroad Company. The latter was a consolidation, under acts of the Legislature of Illinois and Wisconsin, of the Illinois and Wisconsin Railroad Company in Illinois, and the Rock River Valley Union Railroad Company in Wisconsin. The consolidation was consummated in March 1855.

The "Illinois and Wisconsin" Company's line extended from Chicago, Illinois, to Janesville, Wisconsin, a distance of 92 miles, and at the time of consolidation had been completed and was in operation from Chicago to Woodstock, Illinois, 52 miles. The gauge of this road was originally six feet, but was subsequently altered to one of 4 feet 8½ inches.

The "Rock River Valley Union" Company whose line extended from Janesville north to Fond du Lac, had failed, and its property been sold under foreclosure to the bondholders. At the time of consolidation, however, the northern portion of its line viz., from Fond du Lac southward to Chester, 18 miles had been completed and was in operation.

By means of the consolidation, the Chicago, St. Paul and Fond du Lac Company became possessed of an entire and direct line from Chicago into the very heart of Wisconsin, reaching the large and increasing business of its most important inland towns and cities, including Janesville, Madison,

Watertown and Fond du Lac; and power by charter to extend the road *via* Madison northwestwardly to the northwest State Line of Wisconsin near St. Paul, the capital of Minnesota, and from Fond du Lac, on Lake Winnebago, northwardly through the great lumber and mineral regions to Lake Superior.

The first object of the new company was the completion of the road between Chicago and Fond du Lac, a length of 178 miles. The main northwestern and northern divisions of the line it was considered necessary to hold in abeyance until this object was attained.

The first annual report of the new company brings matters up to the 1st September, 1855. The total expenditure on the line to that date, including $100,000 expended between Janesville and Madison had been about $3,625,000, which was represented as follows:

By stock (and interest) Ill. and Wisc. R. R. Co. ..... *about*	$1,100,000
By stock issued and to be issued on account of purchase of Rock River Valley Union Railroad, at sale under mortgage March 24, 1855, in accordance with bondholders' agreement ..... *about*	1,200,000
By mortgage bonds of Illinois and Wisconsin R. R. Co., sold	950,000
By special 10 years' bonds of Chicago, St. Paul and Fond du Lac R. R. Co., issued and to be issued for interest on on the above bonds	125,000
By Bills payable ..... *about*	250,000
Total ..... *about*	$3,625,000

And the cost to complete the line as contemplated was estimated at $2,375,000—making a total cost of 178 miles $6,000,000 or about $33,700 per mile. This sum included the cost of large and valuable depot grounds at Chicago, Janesville, etc.

The condition of the road at the same date was as follows:

Road completed and in use	70 miles.
" fully graded	50 "
Line to be graded	58 "
Total length of line	178 "

The bridging and masonry on the graded portions were also nearly complete; and the 58 miles not graded lying chiefly in the valley of Rock River had been found very favorable and compared with the rest of the line could be completed at a moderate expense. The company also held valuable machine shops at Chicago and others at Fond du Lac, and had economical depot buildings and water stations at Chicago and the principal stations on the line.

On the 1st July, 1855, the equipment, stock, etc., of the roads severally were as follows:

	Ill. & Wis. R. R.	V. U.	Total.
Locomotives.	5	2	7
Passenger cars	4	1	5
Baggage cars	4	–	4
Freight cars—box	46	6	52
" " —platform	27	23	50
Gravel cars	30	25	55
Hand cars and trucks	7	4	11

—and machinery, lumber and materials, etc., valued at $19,000. The whole cost of these including the cost of machinery etc., had been $182,200.

The earnings of the two ends of the road for the month of August, the first month of uninterrupted use since the opening to Woodstock and subsequent to the change of gauge were about $17,000. The earnings prior to August on the Chicago end of the road while in progress and operating various distances from 20 to 40 miles had been about $57,000.

To provide means for the further prosecution of the work, and free it from encumbrances, the company now determined to issue $3,000,000, 7 per cent, 30 year, convertible bonds, secured on the entire line from Chicago to Fond du Lac, and by a sinking fund of one and a quarter per cent per annum.

Of these bonds $1,500,000 were used to retire the bonds of the Illinois and Wisconsin Company, made previous to the consolidation and secured on 70 miles of road in Illinois ($950,000 of which bonds had heretofore been sold and $550,000 pledged for liabilities); and the remaining $1,500,000 were to be expended on the unfinished portion of the line. Including the unexpended portion of these bonds the total resources of the company for the further prosecution of the work amounted on the 1st Sept., 1855 to $2,878,000 as follows:

Unappropriated first mortgage bonds ..	$2,050,000
Stock pledged along the line.	250,000
Stock to be paid contractors	108.000
Bond subscriptions voted by towns and cities, viz:	
City of Fond du Lac 7 pr. ct. 20 yr. bonds	200,000
City of Watertown 8 pr. ct. 20 yr. bonds	120,000
City of Janesville (balance of $150,000) 8 per cent. 20 year bonds.	70,000
Town of Jefferson 8 pr. ct. 20 yr. bonds.	40,000
Town of Ft. Atkinson 8 p. c. 20 yr. bonds	40,000
Total resources	$2,878,000

—and the wants of the company to complete the road from Chicago to Fond du Lac were—

For existing liabilities.	$250,000
To finish road from Chicago to Janesville 92 miles	534.000
To finish road from Janesville to La Crosse Junction 56 miles	1,000,000
To finish road from Junction to Fond du Lac 30 miles.	120,000
To provide additional rolling stock	100,000
Stock and bonds to be issued to contractors	216,000
Total	$2,220,000
Leaving for discounts, etc	$658,000

The second annual report was presented to the stockholders in May 1857. By this we are informed that the company had completed and opened the portion of its road extending from Woodstock in Illinois to Janesville in Wisconsin, and extended the northern section of the line from Chester to its junction with the La Crosse and Milwaukee Railroad—thus having added to its line about 58 miles of new track and making in all 122 miles of road in operation.

"The portion of the road now finished" says the report "is unsurpassed in real merit by any other of the same length in the west. Between Chicago and Janesville it deviates but very little from an air line for the whole 92 miles; and on the remaining 30 miles in the northern division the curves are very slight, and the grades nowhere upon the route exceed 40 feet to the mile." "At Janesville a connection is made with the Milwaukee and Mississippi Railroad which has within the present month been opened for business to Prairie du Chien; thus making our road part of a *through* route of 227 miles from Chicago to the Mississippi River at that point."

The equipment of the line at this date consisted of 18 locomotives, and cars, viz., 14 passenger, 120 box freight, 138 platform, 50 gravel and 6 baggage; and 8 passenger, 1 baggage, and 40 box freght cars had been ordered.

The unfinished portion of the road between Janesville and La Crosse Junction was in progress and the iron had been purchased. The portion between Janesville and Milton, 8 miles was under contract to be completed by August 1st; that between La Crosse Junction and Watertown 18¼ miles by September 1st; and the remainder between Watertown and Milton by January 1st, 1858. Thus the entire link connecting the southern and northern divisions were now under contract and the work being prosecuted vigorously.

In the spring of 1856, by efforts mainly of this company, a grant of land was obtained by an act of Congress to aid in constructing railroads in Wisconsin and Michigan. The lines provided for in the grant, and specially sought for by this company, were—the one line from Fond du Lac northerly to the State line, and thence diverging through the northern peninsula of Michigan with two termini on Lake Superior, to wit: one at Ontonagon, the general depot and harbor of the copper interests, and the other at Marquette the harbor and depot of the iron interests of those regions, and—the other line from Madison to St. Croix River near St. Paul. These lines specified in the act of Congress, were the precise routes over which this company contemplated building its roads, and were mainly covered by its charter. But the grant for Wisconsin Railroads having been given to the state, as is usual in all such cases, and not directly to this company, the Legislature of the State in October 1856, for reasons not apparent but evidently not from any hostility to this company, thought proper to give the western grant to the La Crosse and Milwaukee Company, then extending their work from Milwaukee; and the eastern grant they gave to a new company of citizens of Wisconsin alone under a new charter, by the name of the Wisconsin and Superior Railroad Company.

The line of this company being the natural continuation of the Chicago, St. Paul and Fond du Lac Railroad, and as the latter company was actually engaged in constructing its line north of Fond du Lac, arrangements were mutually agreed upon for uniting the interests of the two companies.

The result was that under an act of the legislature of Wisconsin passed during the session of 1856–'57, the two companies were consolidated into one corporation on the 5th March, 1857, under the corporate name of the first named company, and thereby the company so consolidated became endowed with all the rights of the original land grant company, as well with its right of the grant of land from Congress over the road from Fond du Lac northerly to the State Line a distance of about 165 miles.

The legislature of Michigan which had the disposal of the lands granted to that state, in aid of railroads, distributed them among several companies. That portion of the grant pertaining to the route from Marquette on Lake Superior to the Wisconsin line was donated to the Lake Superior and State Line Railroad Company, and that portion of the grant extending from Ontonagon to

the Wisconsin line to the Ontonagon and State Line Railroad Company, both companies organized under the general railroad laws of the State.

In accordance with the provisions contained in the said several charters, and also by virtue of special acts of the Wisconsin and Michigan Legislatures authorizing the same, the Chicago, St. Paul and Fond du Lac Company, and the two Michigan Companies were consolidated, the first by articles signed March 15th, and the last named by articles signed March 27th 1857.

The distance from Fond du Lac (where the land grant commences) to the State Line of Michigan is about 165 miles, and from State Line to Marquette about 75, and to Ontonagon about 90 miles, making in all 330 miles of land grant road, upon the most direct and natural route to the copper and iron harbors of Lake Superior. The act of Congress gives every alternate section of land for six miles in width on either side of the road, or in other words for the 330 miles of route no less than 3,840 acres per miles, or in all 1,267,000 acres. Besides this the company has the right of running a road northwesterly to the west end of Lake Superior within the State of Wisconsin to which the grant of land also attaches. This can be done at any time within 10 years from the passage of the act, and if done, will add about 900,000 acres to the lands of the company.

In the meantime while these arrangements were progressing the Chicago, St. Paul and Fond du Lac Company decided to push on northward, and in the winter of 1856–'57 made ready for the superstructure the section between Fond du Lac and Oshkosh a length of 17 miles. The line from Oshkosh to Appleton was surveyed the same season, and the further extension of the line to Green Bay decided upon.

The total cost of construction and equipment to May, 1857, was $5,692,207 64 which sum was raised as follows:

Capital stock, scrip etc	$3,750,100 00
First mortgage bonds	1,503,000 00
Ten year bonds	131,000 00
Two year bonds	175,751 76
Fond du Lac city bonds	5,000 00
Cash advances and outstanding liabilities, etc., etc.	1,619,102 88
	$7,183,954 64
Less available assets on hand, consisting of city bonds, farm mortgage bonds, lands etc., received mainly in payment for stock	1,491,747 00
Total cost of construction and equipment	$5,692,207 64

The whole additional cost of completing the road to Appleton, 40 miles north of Fond du Lac. was at this time estimated at $2,075,025 29. To provide for this outlay as well as to cover the advances above stated and to secure an ample margin for discounts, etc., the resources of the company were:

1st Available assets on hand, as above	$1,491,747
2d First mort. land grant 8 p. c. bonds	3,600,000
Total resources	$5,091,747

The land grant bonds here spoken of were based upon the Congressional grant commencing at Fond du Lac and ending at Appleton or 40 miles north of the first named place. On the completion of this portion of the road the company would be entitled to 230,400 acres of land. The $3,600,000 bonds issued under the mortgage bearing date April 6, 1857, were a first lien on these lands as well as on the road itself and also a second lien on the 178 miles south of Fond du Lac—one half of the existing 1st mortgage bonds, however, to be retired, so that the increased lien on the property would be only $2,100,000. This accomplished, the company's position would be as follows:

Its property 218 miles of road, or including side tracks 240 miles	$7,660,000
230,400 acres of land at $13.50 per acre	3,110,400
Total valuation	$10,770,400
1st mortgage bonds	5,100,000
Excess of value over lien	$5,670,400

"These bonds," says the report, "bear interest at the rate of 8 per cent. per annum, and have twenty-five years to run, being dated 1st of May, 1857, and payable 1st of May, 1882. The coupons are payable in New York 1st of May and 1st of November in each year." The mortgage itself provided for an issue of $12,000,000, but $3,600,000 only to be issued at this time.

The earnings of the road while in course of construction to Janesville, were for the first eight months of 1856, $166,199 98. The road was opened to Janesville in September, and the earnings on that portion of the line for the next eight months, or to the end of April, 1857, were $288,048 33. The operating expenses were estimated at less than 50 per cent. of the gross earnings.

The financial crisis of the fall and winter of 1857 brought grief to this among many other western companies. During its existence the company became indebted to employees and others, and the earnings of the road (sadly fallen off from the promise of the last report,) had been applied to the liquidation of their claims only. This was an unforeseen difficulty, and as a matter of course money for construction had to be procured from other sources. By the terms of the land grant the 17 miles of road between Fond du Lac and Oshkosh were to be completed by the 1st of August, or the lands be forfeited. Only $50,000 were required to finish this section, and even this could not be raised. In this emergency the bondholders met in New York on the 11th of February, 1858, to devise measures to accomplish the end desired. The result was a recommendation that the first bondholders ought to supply the needful means, and a committee of three was appointed to solicit their consent to allow the earnings of the road to be applied to construction until completed. This we believe was complied with, and the road was opened for travel in due time and the land grant saved from forfeiture.

The condition of the company, however, continued to get worse and worse. Every interest of the country, indeed, was involved in trouble during the next year; and early in 1859 a re-organization of the company was determined upon. Meetings of the creditors and stockholders were held in New York on the 17th and 22d of February, 1859. At the first meeting a resolution was adopted, appointing a committee of twelve, (three from each class of bondholders, three from the unsecured creditors, and three from the stockholders,) to devise and with the least practical delay, report a plan for extricating the enterprise from its embarrassments and for the prosecution of it to final completion to a point 40 miles north of Fond du Lac in season for the fall business. This committee reported at the adjourned meeting which assembled on the 22d, that the liabilities of the company were substantially as follows:

1st mortgage 7 per cent. bonds		$3,000,000
Unpaid coupons due Feb. 1, '59	$432,180	
Add coupons to Aug. 1, 1860	315,000	
		747,180
Total 1st mortgage, 1st Aug., 1860		$3,747,180
2d mortgage (land grant) 8 per ct. b'ds		3,000,000
Add coupons due up to, and including Nov. 1, 1860		406,000
		$3,840,000
Real estate 8 per cent. bonds $350,000, and interest		406,000
Builders' and tax lien on engines		80,000
Debt to Winslow, Lanier & Co		150,000
		$8,223,180
To this add the balance of the general debt, which may be found due after deducting and applying the securities, or the avails of them pledged for the payment of portions of this debt. The aggregate amount of debt so outstanding, including bills payable, ten year bonds, Fond du Lac City bonds and sums due on the line of the road etc.	*about*	$2,500,000
Less securities applicable to the payment of this sum	1,250,000	
		1,250,000
Total		$9,473,180
Or exclusive of the capital stock	*about*	4,250,000

To finish the road from Janesville to La Crosse Junction, there was also required an additional sum of $600,000, and to discharge the Winslow debt and other liens $230,000—in all, say $830,000, to pay which the company had no resources, either from earnings or otherwise. Nothing, indeed, remained to save the property from ruin, but the adoption of prompt measures, and a reasonable reliance on the forbearance of the company's creditors. The precise method of solving the difficulty was left to the friends of the road, but the committee had agreed to recommend the following:

1st. The foreclosure of the two existing mortgages, the property to be purchased by the agents of subscribing bondholders, and the reorganization of the company to be effected on the following basis:

a. An issue of coupon 30 year sinking fund bonds to the amount of $4,500,000 at 7 per cent., secured on the entire road from Chicago to a point 20 miles north of Fond du Lac to pay the 7 per cent. coupon bonds and past due coupons thereon up to, and inclusive of August 1, 1860, the balance to the extent of $1,000,000 to be applied to the payment of the Winslow and other liens, except to the amount of $600,000 to be set apart to the cost of the division between Janesville and the La Crosse Junction, and of the road to a point 20 miles north of Fond du Lac.

b. The land grant 8 per cent. bonds $3,000,000, with coupons at 8 per cent. from 1st of January, 1857, to be provided for as follows: The land which secures these covers 153,600 acres, and this shall be vested in the land grant bondholders in the extinguishment of $1,000,000 of the principal, and all the coupons on the whole issue of $3,000,000, up to November 1st, 1860. For the balance

the company to pay $2,000,000 in coupon 6 per cent. bonds, interest semi-annually after November 1st, 1860, and secured by a second mortgage on the entire road from Chicago to a point 20 miles north of Fond du Lac.

c. The general and unsecured debts outstanding to be liquidated in the common stock at 75 per cent. on the amount including interest due.

d. The stockholders to receive 60 per cent. in a new issue of stock.

Bondholders of both classes were also required to advance ten per cent. in cash on the face of their holdings, for which they were to take at par —the 1st bondholders, 1st sinking fund bonds, part of the issue of $4,500,000, and the land grant bondholders 1st mortgage bonds. Those not coming in within 60 days after the 1st of March, to be excluded from the benefits of the arrangement, and to receive only their *pro rata* of the sum for which the property might be sold; and in case of inability or unwillingness to pay the 10 per cent., then the first five coupons due or to become due to be surrendered.

This arrangement was virtually carried out. On the 2d of June, 1859, the Ch. S. P. and Fond du Lac Railroad and property, lands and effects of the company were all sold under foreclosure of the 1st and 2d mortgages, and the entire title passed by these sales to Samuel J. Tilden and O. D. Ashley of New York, duly authorized purchasing agents of the bondholders under an agreement bearing date, March 16, 1859.

On the 7th of June same year a new corporation was duly and legally organized in pursuance of special and general laws of Illinois, Wisconsin and Michigan, under the name and style of the

CHICAGO AND NORTHWESTERN RAILWAY CO.;

and the said purchasing agents thereupon duly conveyed over to the said company, the said railroad so sold and purchased by them together with all its lands, property and effects whatever.

On the 10th of June following the company let the contracts for the grading, bridging, superstructure and track laying of the unfinished road between Janesville and La Crosse (now Minnesota,) Junction, and proceeded at once to purchase iron for the same, and to obtain the necessary right of way.

About the 1st of July the contractors commenced work on the road, and on the 6th of October following, the company ran a train over the entire road from Chicago to the city of Oshkosh about 194 miles.

According to the 1st report of the company, the moneys subscribed by the bondholders for the completion of the road, viz., 10 per cent. upon all their bonds had all been collected except about $9,000.

Within the year last past several new connections and running arrangements had been made. The Kenosha, Rockford and Rock Island Railroad had been completed to Rockford, and the Racine and Mississippi Railroad extended to Freeport, and *via* the Illinois Central Railroad to Dubuque; the Milwaukee, Watertown and Baraboo Valley, and the Milwaukee and Horicon Railroads had been tapped, etc. The extension of the road to Neenah, Menasha, Appleton and Green Bay was now called for, and the right of way obtained from the people living on the proposed line, chiefly by free grant.

The 2d report of the company brings its history up to 1st of April, 1861. By this time the extension of the road north was in operation to Neenah, 12 miles from Oshkosh, and the track laid nearly to Appleton. For the construction of this extension (the Appleton,) bonds to the amount of $8,000 per mile were issued, and $30,000 of the earnings of the line used. Large sums from earnings had also been expended on equipment, etc. These circumstances taken in connection with the alarming changes in the political condition and prospects of the country, caused by the approaching rebellion and the consequent serious derangements of monetary and business affairs, made it impossible for the company to obtain money wherewith to pay the coupons on its general first mortgage bonds due February 1.

This inability to pay interest on the general first mortgage bonds was notified by circular dated January 21st, and a meeting of the bondholders called for the 11th of April. At the meeting then held the affairs of the company were fully stated by the directors, and a committee of nine appointed "to take into consideration the report of the directors presented to the meeting, and to report thereon on the 16th." At the adjourned meeting the committee reported that the best plan to meet the existing difficulty would be to fund the coupons falling due until the road should be completed and other obligations discharge. But it was not until the meeting held on the 12th of July, that any decision was come to when the committee recommended the funding of five coupons in 7 per cent. bonds to run 15 years, secured by a sinking fund of 2 per cent. per annum to commence November, 1862. This recommendation was carried into effect by a resolution approved at a subsequent meeting held July 18, but was so altered as to embrace six coupons and extend the time for the commencement of the sinking fund to November, 1863. The bonds issued for the coupons surrendered are known in the market as "Interest Bonds," or "Coupon Bonds," and the general first mortgage bonds with the coupons cut off to August 1, 1864, are known as "Assented Bonds."

At the same meeting (July 18,) the bondholders authorized the extension of the road to Green Bay, and provided an issue of bonds not exceeding $12,000 per mile. This was completed in November 1862, and thus the whole line between Chicago and Green Bay, was finally brought into use.

For more detailed statements regarding the affairs of this company, we must refer the reader to former numbers of the JOURNAL, and especially to the volumes for 1860, p. 771; for 1861, pp. 642 and 746; for 1862, pp. 666 and 828; and for 1863, p. 758.

"Within the past year," says the fourth annual report, "the Peninsula Railroad Company has been organized for the construction of a railroad from Little Bay de Noquet on Green Bay across the upper peninsula of Michigan about 50 miles to the great iron mines of that region and to Lake Superior at Marquette, and looking in the future to an extension to the copper regions not far distant.

"Many of the parties interested in the Peninsula Railroad are also interested in the Chicago and Northwestern Railway, and the two are likely to co-operate in harmony and with a unity of interests.

"Steamboats will carry freight and passengers between Green Bay and Little Bay de Noquet; and the trip from Chicago to Lake Superior when these arrangements are carried into effect will be made in 24 hours. The distance to be traversed by steamboat is about 120 miles, making the distance from Chicago to Marquette 410 miles.

"The completion of the Peninsula Railroad, will it is believed add largely to the earnings of the Chicago and Northwestern Railway in both passengers and freight."

Another contemplated improvement by this company, or by a separate organization is the construction of a new line from Janesville *via* Madison to the Mississippi at a point some 26 miles above La Crosse, and in a substantially direct line of extension of the present road from Chicago to Janesville. The route (surveyed in the fall of 1862,) was found to be an entirely feasible one, much of the way through a fine productive settled country, and terminating at one of the most important towns for business, and especially for the receipt of produce on the upper Mississippi. The distance from Janesville by this route is 190 miles.

With regard to the extension of the land grant lines northward nothing definite has been decided upon; but it is not to be doubted, but that the company will at the proper time direct its energies to the successful accomplishment of the scheme.

The views of the company, however, do not appear from recent disclosures to be very contracted. The aim of the management seems to be expansive, and as development proceeds the guiding minds of the company, follow in the wake. In the *Herald* of the 14th ult., we find the following which fully corroborates the above statement, but for the truthfulness of which we are unable to vouch: "The St. Paul and Pacific Railroad has made a very advantageous change of base. Under the legislation amending its charter it has consolidated with the Chicago and Northwestern Railway, and the St. Paul and Winona Railroad; and the Northwestern is to be continued *via* Winona to St. Paul making almost an air-line to Chicago. Twenty miles are to be completed from St. Paul to Hastings the present year. The amended charter authorizing it to issue special stock for the building of different portions of the road, and authorizing the stockholders to form separate organizations, they have issued special stock for the division from St. Paul to Watah, 100 miles north, and organized what is called the first division of the St. Paul and Pacific Railroad.

The only other matter of interest of recent occurrence, is the exchanging of the 2d mortgage 6 per cent. bonds into a 7 per cent. preferred stock—thus reducing the mortgage liens by $2,000,000.

The earnings of the road are increasing rapidly, and if affairs are properly managed the future prosperity of the company is secured. Those desiring the figures will find them for each month of 1859, '60, 61, '62, '63 and '64, on page 233 of our present issue.

The Nassau Bank, N. Y., will purchase at a premium the bonds of Muskingam County, and the City of Zanesville, O.

Railroad Earnings--Monthly.

The business of the Philadelphia and Reading Railroad Company for the month of January, 1864, compared with the corresponding month of 1863:

	1864.	1863.
Received from coal	$311,576 24	$239,689 78
" merchandise.	62,816 57	55,991 70
" travel, etc...	62,348 64	40,053 59
Total	$436,741 45	$335,685 07
Transportat'n, roadway, dumpage, renewal fund, and all charges.	246,357 81	202,345 16
Net profit for the month.	$190,383 64	$133,339 91
" for previous month.	251,327 08	258,363 67
Total net profit 2 mos..	$441,710 72	$391,703 58

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending February 13, 1864, were:

Passengers	$21,071 59
Express freight, mails and sundries	2,500 00
Freight and live stock	69,770 49
Total	$93,342 08
Corresponding week, 1863	90,197 79
Increase	$3,144 29

The traffic of the Great Western Railroad for the week ending February 19, 1864, was as follows:

Passengers	$16,649 66
Freight and live stock	44,985 98
Mails and sundries	1,207 16
Total	$62,842 80
Corresponding week of 1863	72,562 58
Decrease	$9,719 78

The earnings of the Montreal and Champlain Railroad for the week ending Feb. 13, 1864, were:

Passengers	$1,169 97
Mails and sundries	188 00
Freight and Live Stock	1,889 98
Ferries	89 46
Total	$3,337 41
Corresponding week, 1863	2,795 41
Increase	$542 00

The earnings of the Marietta and Cincinnati Railroad for the 3d week in February, were:

	1864.	1863.
Passengers	$7,044 43	$2,968 14
Freight	9,261 74	7,248 29
Mail, express & telegraph	937 58	863 04
Total	$17,243 75	$11,079 47
This month to date	51,781 82	37,233 49

The earnings of the Chicago and Alton Railroad Company for the week ending Feb., 23, were:

	1864.	1863.
Passengers	$16,367 15	$12,849 97
Freight	19,188 71	18,396 54
Sundries	2,791 23	1,072 01
Total	$38,347 09	$32,318 43
Increase 1864		$6,028 66

The earnings of the Milwaukee and Prairie du Chien Railroad for the week ending Feb., 21, 1864, were $24,122 00
Corresponding week of previous year.. 19,949 00
Increase $4,173 00

—The receipts from the 1st of January to the 21st of February were $181,897, against $125,836 during the same time last year.

The earnings of the Galena and Chicago Union Railroad for the week ending February 22, were:

	1863.	1864.
Freight	$21,144 52	$23,927 14
Passengers	7,281 82	10,314 81
Mails, &c	1,100 00	1,300 00
Total	$29,526 34	$35,541 95
Increase 1864		$6,015 61

The earnings of the Chicago and Rock Island Railroad for the 3d week in February, 1864, were $37,798 00
Corresponding week of previous year.. 36,663 00
Increase $1,135 00

The earnings of the Chicago and Northwestern Railroad for the 3d week in February, 1864, were $24,845 00
Corresponding week of previous year.. 21,832 86
Increase $3,012 14

The earnings of the Michigan Central Railroad for the 3d week in Feb., 1864 were $64,584 00
Corresponding week of previous year.. 63,156 00
Increase $1,428 00

Foreign Commerce of the United States.

The *Journal of Commerce* gives a revised statement of the foreign commerce of the United States for the year ending June 30, 1863, as follows:

IMPORTS.

Dutiable merchandise		$208,093,944
Free merchandise		35,166,359
Specie and bullion		9,675,569
Total imports for the year		$252,935,872

EXPORTS.

Domestic produce other than specie		$249,891,436
Foreign dut. mdse	$12,581,031.	
Foreign free mdse	5,215,169	
		17,796,200
Domestic specie & bullion.	$55,993,562	
Foreign specie & bullion.	8,163,049	
		64,156,611
		$331,844,247

The following is a comparative statement for five years, the value of imports being given according to the foreign cost in specie, and the value of exports (except specie) in currency:

	EXPORTS. Domestic produce.	Foreign produce.	Specie and bullion.	Total expt's.	IMPORTS. Dutiable.	Free goods.	Specie and Bullion.	Total Impt's.
1859	278,892,080	14,509,971	63,887,411	357,289,462	259,047,014	72,286,327	7,484,789	338,768,130
1860	316,842,422	17,333,634	66,546,239	400,122,296	279,874,640	73,741,479	8,550,135	362,166,254
1861	359,920,311	15,504,217	29,791,080	404,765,668	234,606,573	75,204,969	46,339,611	356,150,153
1862	181,875,988	11,027,236	36,986,956	229,790,280	185,683,123	52,721,648	16,415,052	205,819,828
1863	249,891,436	17,796,200	64,156,611	331,844,247	208,093,944	35,166,359	9,675,569	252,935,872

☞ The Boston, Hartford and Erie Railroad Company have petitioned the General Assembly of Rhode Island for permission to extend their road from its present terminus in Providence to Woonsocket.

The Reciprocity Treaty.

The Detroit *Free Press* gives the following statement of trade between Canada and the United States, carefully prepared from the Canadian volumes on trade and navigation. The tables are both for free trade and goods paying a duty, for the years 1855 to 1862, both inclusive, and they show many interesting facts deserving the careful attention of all our citizens. The total balance of trade in our favor in all goods coming and going is $35,554,836 on manufactured goods, &c.; the balance of trade in our favor is the large sum of $72,266,224. But on free goods the balance of trade is in favor of Canada to the amount of $36,711,388.

IMPORTS INTO CANADA FROM THE UNITED STATES.

	Goods paying duty.	Free Goods.	Total.
1855	$11,449,472	$9,379,204	$20,828,676
1856	12,770,924	9,933,584	22,704,508
1857	9,966,428	10,268,220	20,224,648
1858	8,473,607	7,161,958	15,635,565
1859	9,032,861	8,556,545	17,589,406
1860	8,526,230	8,740,485	17,266,715
1861	8,338,620	11,859,447	20,198,067
1862	6,122,171	16,514,077	22,636,248
Total	$74,680,313	$82,403,520	$157,083,833

EXPORTS FROM CANADA INTO THE UNITED STATES.

	Manufactures, &c.	Free Goods.	Total.
1855	$229,164	$16,508,112	$16,737,276
1856	198,212	17,781,540	17,979,752
1857	295,456	12,910,980	13,206,436
1858	273,825	11,656,769	11,930,094
1859	297,847	13,624,467	13,922,314
1860	332,569	19,095,399	18,427,968
1861	289,632	13,971,795	14,261,427
1862	497,884	14,565,846	15,063,730
Total	$2,414,089	$119,114,908	$121,528,997

Funded Debt of Chicago.

The following information is derived from the Annual Report of the City Comptroller for the fiscal year ending April 1, 1863:

Old Issues:

10 per cent bonds, due Jan., 1868		$1,000
7 " " due July, 1866		10,000
7 " " due Jan., 1874		60,000
6 " " due Jan., 1867		10,000
6 " " due July, 1873		50,000
6 " " due July, 1874		40,000
6 " " due July, 1875		100,000
6 " " due July, 1876		100,000
		$371,000

New Issues:

7 p. c. bonds due April, 1881	$903,500	
7 " " due Dec., 1882	25,000	
7 " school fund bonds	28,000	
		956,500
Total municipal funded debt		$1,327,500

Sewerage debt:

1st loan 6 per cent bonds	$87,000	
1st loan 7 " "	413,000	
*2d loan 7 " "	500,000	
Total of issues	$1,000,000	
Cancelled by sinking fund	38,000	
		962,000

Water debt:

6 per cent bonds	$1,030,000	
7 " "	113,000	
Total of issues	$1,143,000	
Cancelled (7 per cts.) by S. F.	10,000	
		1,133,000
Total funded debt		$3,422,500

* $40,000 charged to the treasurer.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	25
Catawissa (preferred)	1,150,000	7	—	43½
Cheinung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarantied)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	80
Chicago & Alton (preferred)	2,464,336	7	—	93½
Chicago & Northwestern (pref.)	2,400,000	7	—	68
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	---	----
" " " (preferred)	833,000	8	—	54½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,952,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	53½
Erie (preferred)	8,535,700	7	7	105½
Hannibal & St. Joseph (preferred)	5,309,728	7	—	44
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	83½
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	---	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st preferred)	5,106,384	7	—	69
" " (2d preferred)	3,424,169	7	—	47
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	143½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	104
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	131
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	---	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	---	96
Pittsfield & North Adams (guar.)	450,000	6	6	100
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	90
Toledo & Wabash (preferred)	926,200	7	—	80
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guaranteed)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware					
1st Mortgage	$2,657,343	6	J. & J.	1886	98
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	100
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	---	---	---	---	----
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	105
Unsecured bonds	2,773,726	6	J. & J.	'63-'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,744,550	6	M. & S.	1872	101
2d Mortgage	3,980,670	6	J. & J.	1882	95
Improvement	568,500	5	M. & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	903,000	6	" "	1878	99
Preferred Interest b'ds.	227,569	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1885	50½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley					
1st Mortgage	750,000	6	J. & J.	1878	106

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,234,595	—	----
Delaware Division	100	1,633,350	—	40½
Delaware and Hudson	100	7,500,000	7	217
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	2,500,000	6	61½
" " (scrip)	50	1,803,000	6	55
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	75
" (preferred)	100	1,175,000	10	140
North Branch	100	---	—	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	29½
" " (preferred)	50	2,722,607	—	41½
Susquehanna and Tide Water	50	2,048,260	—	25½
Union (preferred)	50	2,750,000	—	6½
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	85
Steamship and Transit:				
Central American Transit	----	---	---	47
Nicaragua Transit	----	---	---	24
Pacific Mail Steamship	100	4,000,000	---	227
Union Steamship (Boston)	----	---	---	105
Express:				
Adams'	100	2,000,000	---	----
American	500	1,000,000	---	----
National	100	250,000	---	----
Overland Mail	100	500,000	---	----
United States	100	800,000	---	----
Wells, Fargo & Co.	100	1,000,000	---	----
Telegraph:				
American	100	1,600,000	---	----
Atlantic	---	---	---	----
Insurance Stocks:				
Ætna Fire	50	200,000	---	----
Columbian (Marine)	100	1,000,000	---	127½
Mercantile Mutual	100	600,000	---	----
New England Mutual (Life)	---	---	---	----
Washington (Fire)	50	400,000	---	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	---	----
New York Life Insurance & Trust	100	1,000,000	---	----
United States Trust	100	1,000,000	---	----
Land and Improvement:				
Boston Water Power	---	---	---	46½
Boston and Roxbury Mill	---	---	---	41½
Canton (Baltimore)	100	5,000,000	---	52½
Cary Improvement	5	300,000	---	10½
East Boston	---	---	---	18½
Essex (Boston)	100	1,000,000	---	96
Waverly (Boston)	---	---	---	3
Gas-Light:				
Baltimore	100	---	8	----
Boston	500	1,000,000	---	877½
Brooklyn	25	2,000,000	---	----
Cincinnati	---	---	---	----
City (Brooklyn)	---	---	---	----
Citizens' (Brooklyn)	20	---	---	120
Hartford	---	---	---	----
Jersey City and Hoboken	---	---	---	----
Manhattan, N. Y. (stock)	50	4,000,000	---	245
" " (scrip)	37½	---	---	239
Maryland (Baltimore)	25	---	---	----
Metropolitan, N. Y.	100	---	---	182
New Haven	---	---	---	----
New York	50	750,000	---	----
Philadelphia	---	---	---	----
Pittsburg	---	---	---	----
St. Louis	---	---	---	----
Southwark (Philadelphia)	---	---	---	----
Williamsburg	50	---	---	151
Unclassified:				
American Coal	25	1,500,000	---	102
American West India	100	1,000,000	---	----
Baltimore Coal	100	---	---	----
Baltimore and Cuba Smelting	100	---	---	175
Central Transportation	---	---	---	----
Cherry Run Petroleum	---	---	---	9
Cumberland Coal (preferred)	100	5,000,000	---	68
George's Creek Coal and Iron	100	1,000,000	---	70
Gold Mining of Colorado	---	---	---	4½
Hazleton Coal	50	---	---	68
Hudson River Bridge	100	---	---	----
Mariposa (gold)	100	10,000,000	---	35
Metropolitan Coal	100	---	---	----
New Almaden (quicksilver)	---	---	---	----
New Jersey Zinc	100	1,200,000	---	----
Pennsylvania Coal	50	3,200,000	---	183
Quicksilver	---	---	---	59
Santa Clara (quicksilver)	---	---	---	27
Santa Rita (silver, copper, and lead)	---	---	---	----
Sonora Expl. & Mining (silv. & cop.)	---	---	---	----
West India Cotton	100	100,000	---	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid in Shares.	Number of Shares.	Dividends last year.	Market price paid.
Acton (copper)	----	5	200,000	----	4½
Adventure (copper)	----	---	---	----	----
Albany and Boston (copper)	----	11½	20,000	----	10½
American and Mexican Silver	----	---	---	----	----
Algomah (copper)	----	2	20,000	----	8
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	1	20,000	----	4½
Balt. and N. Carolina (copper)	----	5	---	----	20
Bay State (copper)	----	1½	20,000	----	20½
Bedford (copper)	----	---	120,000	----	5½
Black River (copper)	----	2½	200,000	----	66c
Bohemian (copper)	----	7½	20,000	----	13½
Bucks County (lead)	----	---	---	----	1
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	---	20,000	----	----
Canada (copper)	4	1c.	100,000	----	7½
Carp Lake (copper)	----	---	20,000	----	4½
Cascade (copper)	----	---	---	----	----
Central (copper)	----	5	20,000	----	50
Chaudiere (copper)	----	1	100,000	----	95c
Columbian (copper)	----	4½	20,000	----	9½
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	---	50,000	----	11½
Copper Falls (copper)	----	24½	20,000	----	40½
Dacotah (copper)	----	---	20,000	----	5
Dana (copper)	----	2½	20,000	----	5
Doylestown (copper)	----	---	---	----	----
Dudley (copper)	----	1	20,000	----	4½
Eagle River (copper)	----	3½	20,000	----	8½
Everett (copper)	----	5	20,000	----	5
Evergreen Bluff (copper)	----	---	20,000	----	9
Excelsior (gold)	----	10	30,000	----	9
Flint Steel River (copper)	----	---	20,000	----	9½
Forest City (copper)	----	---	20,000	----	----
Fort Fillmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	6½	20,000	----	49½
French Creek (copper)	----	---	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	80c.
Grand Portage (copper)	----	1	20,000	----	----
Great Western (copper)	----	---	20,000	----	4½
Guilford (copper)	----	5	20,000	----	80c.
Hamilton (copper)	----	---	20,000	----	6½
Hancock (copper)	----	6½	20,000	----	14
Hanover (copper)	----	1	20,000	----	4½
Highland (copper)	----	---	20,000	----	6½
Hilton (copper)	----	---	---	----	----
Humboldt (copper)	----	2	20,000	----	5½
Huron (copper)	----	13	20,000	20	39
Indiana (copper)	----	---	---	----	6
Isle Royale (copper)	----	16½	20,000	----	25
Jefferson (copper)	----	---	---	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	1	20,000	----	9
Madison (copper)	----	---	20,000	----	6½
Mandan (copper)	----	2½	20,000	----	6½
Manhattan (copper)	----	---	20,000	----	7
Mass (copper)	----	---	20,000	----	----
Mesnard (copper)	----	5½	20,000	----	13½
Minnesota (copper)	----	3½	20,000	----	85
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	31
Native (copper)	----	3	20,000	----	2½
Naumkeag (copper)	----	1	20,000	----	2½
New England (copper)	----	2	20,000	----	3½
North Cliff (copper)	----	3	20,000	----	6½
North State (copper)	----	5	20,000	----	10c.
North Western (copper)	----	7½	20,000	----	13
Norwich (copper)	----	---	20,000	----	6½
Nova Scotia (gold)	----	---	100,000	----	2½
Ogima (copper)	----	---	20,000	----	5½
Ontonagon (copper)	----	---	20,000	----	----
Ottawa (copper)	----	1	200,000	----	62c
Pennsylvania (copper)	25	2½	20,000	----	10½
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3½	20,000	----	58
Phœnix (copper)	----	13	20,000	----	29½
Pittsburg and Boston (copper)	----	5½	20,000	----	86
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	3½	20,000	----	7½
Prince of Wales (copper)	----	---	---	----	----
Providence (copper)	----	---	---	----	2
Quartz Hill (gold)	----	---	---	----	14½
Quincy (copper)	----	10	200,000	----	89
Rockland (copper)	----	5	20,000	----	17½
Saginaw (saline and mineral)	----	---	---	----	----
St. Mary's (copper)	----	8½	---	----	10½
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	---	---	----	----
Silver Hill	----	5	---	----	----
Silver Valley	----	5	---	----	10c.
South Side (copper)	----	3	20,000	----	5
Springfield (copper)	----	5	20,000	----	3½
Star (copper)	----	7½	20,000	----	11½
Superior (copper)	----	4	20,000	----	90
Toltec (copper)	----	20	20,000	----	3½
Tremont (copper)	----	1	20,000	----	4½
Union (lead)	----	5	100,000	----	45c.
Vermont (copper)	5	---	---	----	----
Waterloo (copper)	----	3	100,000	----	1½
Wickham (copper)	----	5	200,000	----	97c
Wickopee (copper)	----	5	100,000	----	5½
Winthrop (copper)	----	2½	20,000	----	6½
Wyandotte (copper)	----	---	---	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—				Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	.....	48
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	.....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	58,622	58,622	9	.....	125
30 Nov. '62	0.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	.....	.....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,308	7,467	7½	.....	.....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	.....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	.....	46½
30 Nov. '62	12.43	—	123	22	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	.....	85
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	.....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	.....
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	.....	66
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	.....	97½
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	.....	.....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	.....	.....
30 Nov. '62	2.70	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	.....	32
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	.....	.....
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,267	24,800	23,625	29,083	—	—	.....	.....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	.....	.....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	.....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	.....	.....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	.....	.....	.....	.....	.....	.....	.....	.....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	8	—	Hartford City	30,000	30,000	—	—	.....	.....	.....	.....	.....
						NEW YORK.									
30 Sep. '62	.....	.....	.....	.....	.....	Avenue D (New York City)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	10.76	—	.....	.....	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	.....	.....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	.....	.....	69	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	—	48
30 Sep. '62	56.18	1.80	.....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,290	8	100	150
30 Sep. '62	10.50	8.50	.....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	.....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	.....	.....
30 Sep. '62	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	—	—	—	—	Centr'l P'k, N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,689	—	—	—	.....	.....
30 Sep. '62	17.25	—	.....	.....	--	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	.....	.....	--	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '62	12.67	3.67	.....	.....	--	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	.....
30 Sep. '62	.....	.....	.....	.....	--	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	4.52	—	.....	.....	--	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	4.63	—	.....	.....	--	Harlem Br., Morris's & Ford'm	.....	.....	.....	.....	.....	.....	8	.....	.....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	10.00	16.00	.....	42	--	Ninth Avenue (N. Y.)	413,948	795,380	22,000	—	89,498	19,430	—	100	.....
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	.....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	.....	.....
30 Sep. '62	16.00	—	.....	.....	--	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	.....	.....	.....	.....	--	Seventh Avenue (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	185
30 Sep. '62	8.37	—	533	50	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	145
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	16.50	—	.....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	—	—	—	—	Utica City	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	.....	.....
						NEW JERSEY.									
31 Dec. '62	5.32	—	.....	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	.....	.....
31 Dec. '62	5.05	2.50	.....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	.....	.....	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.80	—	.....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	.....	.....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	.....	63
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	.....	.....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	.....	.....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	.....	37
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	.....	65
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	.....	59
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	.....	30½
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	.....	42½
31 Oct. '62	11.00	—	.....	.....	.....	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	.....	.....
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	.....	.....	16
31 Oct. '62	11.17	—	.....	.....	.....	North Philadelphia	300,000	200,000	100,000	—	.....	.....	.....	.....	.....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	.....	.....
31 Oct. '62	7.04	—	.....	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	.....	.....
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	87,475	22,600	3,329	34,377	2,498	—	.....	.....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,053	2,422	—	.....	.....
31 Oct. '62	0.16	—	.....	.....	.....	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	.....	20
31 Oct. '62	5.20	—	.....	.....	.....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	.....	.....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	.....	20½
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	.....	83
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	14	.....	18½
31 Oct. '62	8.35	—	.....	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	159,312	15,500	—	70,223	25,740	12½	.....	16½
31 Oct. '62	7.65	1.51	170	39	6	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	.....	60
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	.....	42
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	.....	72½
						MARYLAND.									
31 Dec. '62	21.00	.....	340	60	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	18½
						OHIO.									
31 Dec. '62	5.00	—	.....	.....	.....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	.....	.....	.....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	.....	.....	.....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	.....	.....	.....	Pendleton & S. st. Mart (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	.....	.....	.....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	.....	.....	.....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	.....	.....	.....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	.....	.....	—	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	146,600	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,600	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	47,600	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	6,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	100
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	62,000	7	J. & J.	1870	111
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	80,000	6	M. & S.	'71-'72	.....
1st Mortgage [equipment]	40,000	6	.....	.....	.....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	86,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	--	.....	.....	.....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	.....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Second Avenue:					
1st Mortgage	460,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1863	110
2d Mortgage	50,800	7	J. & J.	1869	.....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	.....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	--	.....	.....	.....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest Rate.	Interest Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " .....coupon		6	" "	1867	....
Loan of Dec 31, 1848.....registered	8,908,342	6	" "	1868	105
" " " .....coupon		6	" "	1868	103
Texas Indemnity, of Sep. 9, 1850.....coupon..	3,461,000	5	" "	1865	110
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	100
" " " .....coupon		5	" "	1874	102½
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	99½
" " " .....coupon		5	" "	1871	97
Oregon War Debt of June, 1861.... coupon	1,026,800	6	" "	1881	101½
" " " " .....coupon		6	Yearly.	1881	104
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	111½
" " " .....coupon		6	" "	1881	111
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	....
" " " .....coupon		6	" "	1881	....
Loan of Feb. 25, 1862 (5-20s).....registered...	40,280,000	6	May & Nov.	1882	107½
" " " (5-20s).....coupon..	350,000,000	6	" "	1882	107½
Treasury Notes of Feb. & Aug. 1861..coupon...	52,931,000	7.3	Feb. & Aug.	1864	110½
" " Apr. & Oct. 1861..coupon...	16,989,500	7.3	April & Oct.	1864	111½
Treasury Notes of 1863 (legal tender).coupon...	50,000,000	5	" "	1865	....
Treasury Notes of 1861 & 1862 (customs).....	717,141	....	.....	d'm'd.	....
Certificates of Deposit.....	28,059,295	4	On red'mp'n	10 d's'	....
" "	70,814,639	5	" "	notice.	....
Certificates of Indebtedness.....(coin)	157,003,241	6	" "	1 year	102
" " .....(currency)		6	" "	1 year	100
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. R. B'k)....coupon	399,000	6	No int'est paid for many y'rs	1868	....
" — " " (B'k of State). "	610,000	6		1868	....
" — " " (" "). "	38,000	5		1868	....
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	125
" — " " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,004	7	" "	1872	....
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	....
" — " " " ..... "		6	" "	'81-'82	104½
" — " " " ..... "	1,000,000	6	" "	1883	....
Florida—State bonds.....coupon	143,000	7	.....	.....	....
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	....
" — " " (R. R. B'k) .. "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.)..... "	525,000	7	" "	'72-'92	....
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds ..... "	1,822,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock ....coupon	2,187,000	6	" "	'63-'80	103
" —War bonds..... "	2,000,000	6	" "	1879	101
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	103
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1850	85
" — " " ..... "	2,058,173	2½	" "	1856	67½
" —State Int. Imp bonds (not adjusted)	391,000	....	.....	d'm'd.	....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	96
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	87½
" — " " special stock "	1,216,737	5	" "	.....	....
" — " Deferred stock..... "	1,213,000	5	" "	.....	....
" — " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	2,000,000	7	Jan. & July	1868	....
" — " " (war loan)..... "	800,000	7	" "	'81-'82	....
" — " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	....
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	....
" — " " " " "	54,000	7	May & Nov.	1878	....
" — " " (domestic)..... "	65,000	6	July.	1883	....
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	....
" — " " ..... "		5	" "	'81-'91	....
" — " " ..... "		5	" "	'93-'96	....
" — " " (bank)..... "	600,000	5	" "	1891	....
" — " " ..... "	67,500	6	" "	'91-'96	101
" — " " (war loan) .. "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	.....	d'm'd.	60
" — " " (R. R. etc)... "	3,902,000	6	.....	'87-'99	....
" — " " (banks)..... "	6,398,533	6	.....	.....	....
" — " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	104
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'85	105
Maryland—State bonds (st'k'g)..... ....coupon	816,000	5		1865	....
" — " " (st'k'g conv.)... "	200,376	5		1865	....
" — " " (st'k) ..... "	5,585,555	5		'89-'90	105
" — " " (st'k conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	....
" — " " (") ..... "	10,000	4½		1888	....
" — " " (") ..... "	767,500	5	Chiefly quarterly.	'42-'58	....
" — " " (") ..... "	399,408	5		1880	....
" — " " (") ..... "	148,711	5		'80-'90	103
" — " " (") ..... "	133,089	6		pleas.	....
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	36,000	6		1885	....
" — " " (") ..... "	665,333	5		'80-'90	114
Massachusetts—State b'ds (Western R R.).stg.	3,995,555	6	April & Oct.	'68-'71	....
" — " " (T. & G. R. R.)... "	509,380	6	" "	'85-'90	....
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	800,000	5	" "	1893	108½
" — " " (Eastern R. R.) "	500,000	6	Jan. & July.	'65-'71	....
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	....
" — " " (Cons. Stat'se.) "	150,000	6	" "	1870	....
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	122½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" — " " (" ") "	94,000	5	Jan. & July.	1874	....
" — " scrip.....	200,000	6	" "	'65-'75	....
" — " "	247,000	6	June & Dec.	'68-'72	....
" — "	55,000	5	" "	'88-'79	....

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest Rate.	Interest Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120
" — " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	108½
" —Coast Defence Loan... "	1,000,000	5	" "	1883	108
" —Back Bay Loan ..... "	168,000	5	" "	1890	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g fd) "	100,000	8	" "	1879	....
" —War Loan.....(" ") "	567,000	7	" "	18-6	104
" —Redemption l'n (" ") "	2,000,000	6	" "	'08-'83	....
Minnesota—State bonds .....coupon	250,000	5	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	....
" — " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks).....coupon	2,000,000	5	.....	'41-'71	....
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	68½
" — " " " "	199,000	6	" "	1863	72½
" — " " " "	100,000	6	April & Oct	1883	....
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	....
" —Renewal Loan of 1853.....	200,000	6	" "	1883	....
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	73½
" — " " S. W. Branch... "	4,500,000	6	" "	'87-'89	....
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	87
" — " " N. Missouri... "	4,350,000	6	" "	'72-'87	....
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	....
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	....
" — " " Platte Co. ..... "	700,000	6	" "	1889	....
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'00	....
" —State Defense warrants	780,000	.....	.....	.....	....
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	104½
" " —Notes	200,000	6	.....	.....	....
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	581,820	6	" "	'65-'71	....
" " " (" "). "	200,000	6	" "	1871	....
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	....
" " — " " Deficiency Loans..	848,107	5	" "	pleas	....
" " — " " " " "	900,000	5	" "	1875	....
" " — " " " " "	442,961	5	May & Nov.	1868	107
" " — " " " " "	1,189,781	6	Jan. & July.	pleas.	....
" " — " " " " "	1,300,000	6	" "	'68-'78	115
" " — " " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	25,698	5	.....	d'm'd	....
" " — " " " " "	11,050	5½	.....	d'm'd.	....
" " — " " " " "	14,230	6	.....	d'm'd.	....
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	....
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O.	1884	....
" " — " " " " "	68,000	5	Feb. & Aug.	1876	....
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	....
" " — " " " " "	320,000	5½	Jan. & July.	1865	....
" " — " " " " "	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	6,922,274	6	" "	'63-'74	105½
" " — " " "	15,889,025	6	" "	'64-'76	115
" " — " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,605	6	Various.	Var.	55
Ohio—State bonds (foreign debt) ....coupon	1,108,905	6	Jan. & July.	1860	....
" — " " (" ") .... "	1,015,000	6	" "	1865	94
" — " " (" ") .... "	379,866	6	" "	1868	....
" — " " (" ") .... "	2,183,532	6	" "	1870	103½
" — " " (" ") .... "	1,600,000	6	" "	1875	106½
" — " " (" ") .... "	4,095,309	6	" "	1881	105
" — " " (" ") .... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	275,385	6	" "	186	108
" — " " (war loan).....coupon	299,704	6	" "	1866	....
" — " " (" ")..... "	280,969	6	" "	1868	....
" —Irredeemible debt (school funds, etc)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip	55,372	.....	.....	.....	....
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	....
" — " " "	10,780,095	5	Jan. & July.	due.	97
" — " " "	3,886,000	5	Feb. & Aug.	due.	....
" — " " "	3,690,614	5	Mar. & Sept.	due.	106½
" — " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,890	5	" "	1864	....
" — " " "	675,029	5	Feb. & Aug.	1864	....
" — " " "	1,045,629	5	June & Dec.	1864	....
" — " " "	1,558,673	5	Jan. & July.	1865	....
" — " " "	2,277,765	5	" "	1868	....
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	103
" — " " "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	101
" —State bonds.....coupon	650,000	6	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,937	5	.....	.....	....
" —Relief Notes in circulation...	97,360	.....	.....	.....	....
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	105½
South Carolina—State bonds (stg).....coupon	484,444	5	.....	1868	....
" " —Inscribed certificates	1,708,017	6	.....	'65-'00	....
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1852	61
" — " " (intern. impr.) "	2,063,606	6	.....	Var.	45
" — " " (railroads) ... "	12,799,000	6	.....	Var.	....
" — " " (capitol) ..... "	608,000	5	.....	1890	45
" — " " (Hermitage) .. "	48,000	6	.....	1890	....
Texas—Had no debt in 1861	.....	.....	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	....
" —State bonds (war loan) ....coupon	58,000	6	.....	'62-'63	....
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	....
" " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	49
" —State bonds (railroad) .....coupon	12,6 4,500	6	" "	'85-'93	....
" — " (sterling)..... "	1,865,000	6	" "	1892	....
West Virginia—No information	.....	.....	.....	.....	....
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67-'68	....
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	....
" — " " (domestic) ... "	100,000	6	" "	1877	....
" — " " (" " ... "	1,100,000	6	" "	'79-'89	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,754	55,123	74,090	63,995	86,211	76,428	81,153	106,635	94,928	107,758	73,761	64,937	935,641
1861	81,481	75,621	78,361	68,368	79,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,696	124,191	132,659	119,469	115,201	111,955	1,225,001
1863	96,896	107,443	106,816	127,206	140,197	154,617	162,226	167,966	188,959	185,591	167,056	157,232	1,761,604
Chicago and Rock Island													
1859	60,653	55,497	66,116	71,792	73,578	72,592	67,676	87,283	120,053	126,090	100,440	82,282	984,577
1860	72,824	66,703	77,408	89,170	104,272	100,403	82,895	139,040	154,500	145,389	92,573	75,457	1,181,003
1861	85,630	62,975	77,007	76,609	101,162	90,621	88,410	139,542	154,084	152,537	125,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,358	138,874	119,947	117,086	146,268	161,603	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	127,508	141,905	191,766	159,363	191,014	224,584	217,336	198,152	204,014	1,999,492
1864	165,934	------	------	------	------	------	------	------	------	------	------	------	----------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,861	28,291	28,066	24,326	23,536	51,340	58,531	55,008	42,101	400,459
1860	32,192	38,403	46,546	48,919	62,492	45,085	39,500	49,571	80,819	108,787	74,331	83,654	675,754
1861	48,325	48,651	59,920	60,410	84,891	82,229	76,807	64,527	87,167	106,146	81,296	55,199	855,764
1862	46,605	49,103	59,249	54,725	81,766	104,815	95,340	71,306	101,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,966	124,283	115,861	106,491	172,072	210,476	183,388	168,522	1,488,197
1864	98,123	------	------	------	------	------	------	------	------	------	------	------	----------
Cleveland and Toledo:													
1859	59,856	58,779	75,709	62,294	55,652	52,788	44,751	61,791	72,989	79,673	76,304	82,250	780,236
1860	78,170	67,210	86,280	76,032	69,907	55,085	50,856	66,555	84,003	94,406	82,467	82,400	889,499
1861	85,239	73,918	89,663	90,324	65,502	63,137	52,289	69,255	84,046	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,558	102,176	112,507	117,284	104,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,808	104,130	132,130	140,013	144,800	184,389	1,574,806
Erie:													
1858	376,357	328,017	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,206	380,343	349,953	330,057	361,819	359,114	455,255	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,400	319,955	477,642	600 124	587 242	561,448	412,723	5,455,424
1861	404,607	381,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	535,064	615,902	756,421	885,136	902,106	983,550	8,400,334
1863	845,695	829,784	946,041	938,153	838,867	700,668	721,859	678,969	814,923	955,371	1,026,065	1,044,214	10,460,984
1864	984,837	------	------	------	------	------	------	------	------	------	------	------	----------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	133,907	89,244	1,269,441
1860	60,653	62,698	80,793	93,254	115,505	98,449	80,705	166,541	219,528	252,108	142,858	94,880	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,569	150,359	200,276	221,326	172,700	122,809	1,720,296
1862	109,867	105,424	74,346	90,180	158,194	226,048	190,456	129,019	188,370	203,575	159,530	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,543	212,946	145,617	169,704	267,529	284,805	236,618	217,653	2,224,698
1864	138,757	------	------	------	------	------	------	------	------	------	------	------	----------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,205	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,360	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,580	139,751	150,508	122,083	114,804	18 .299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	305,968	202,346	192,442	151,427	150,769	193,442	212,113	289,911	270,083	463,571	2,922,970
1863	458,253	425,047	366,502	270,676	241,771	202,502	190,364	219,561	265,109	302,174	299,760	464,550	3 726,.49
1864	501,231	------	------	------	------	------	------	------	------	------	------	------	----------
Illinois Central:													
1859	132,936	134,511	154,690	153,644	144,524	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,124,066
1860	185,257	185,926	209,994	185,758	219,890	188,090	193,861	248,971	259,643	321,059	242,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,230	268,983	289,862	284,020	248,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,643	206,246	269,282	261,079	352,786	414,543	410,356	372,593	359,163	3,445,827
1863	299,944	271,085	275,643	289,924	324,687	407,902	343,929	511,305	478,576	496,436	457,679	424,531	4,571,028
1864	316,200	------	------	------	------	------	------	------	------	------	------	------	----------
Marietta and Cincinnati.													
1862	38,904	26,252	25,891	38,579	32,668	29,384	37,071	53,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,506	35,526	40,700	58,704	52,864	77,112	82,059	76,764	68,865	710,225
1864	56,540	------	------	------	------	------	------	------	------	------	------	------	----------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	99,900	44,895	709,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	94,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,908	62,907	47,010	61,759	130,318	144,915	108,721	76,103	109,961	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,362	136,417	205,054	138,242	90,000	1,224,243
1864	102,748	------	------	------	------	------	------	------	------	------	------	------	----------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	146,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,764,819
1860	131,467	119,853	169,454	170,842	175,481	134,688	127,273	195,821	238,851	273,722	208,492	134,972	2,068,896
1861	140,925	116,933	158,170	186,951	170,362	161,891	130,558	173,773	235,890	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	167,500	193,120	200,826	181,933	180,915	226,819	276,109	326,818	308,284	279,589	2,647,833
1863	248,784	230,608	254,208	267,693	265,981	237,982	188,141	235,512	300,822	371,361	326,650	341,608	2,367,250
1864	260,168	------	------	------	------	------	------	------	------	------	------	------	----------
Michigan Central:													
1859	101,386	102,959	151,804	143,143	127,145	119,770	108,303	150,366	210,537	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	166,741	158,010	123,085	128,393	193,640	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,560	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,906	322,369	307,475	258,633	2,650,701
1863	242,078	245,857	226,432	238,495	236,453	206,221	215,449	215,449	305,169	275,487	289,798	306,186	3,168,064
1864	252,435	------	------	------	------	------	------	------	------	------	------	------	----------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,123	402,530	561,078	585,141	551,709	495,943	544,494	692,382	868,965	811,458	730,736	523,047	7,154,022
1861	489,065	420,793	627,051	639,088	677,073	558,743	523,138	562,076	696,175	927,036	952,960	672,985	7,996,763
1862	749,168	681,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,893,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	----------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,199	100,118	97,218	97,857	86,785	94,554	1,102,823
1860	97,018	95,666	88,593	90,465	89,577	93,373	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,937	92,802	91,958	89,336	97,858	91,171	90,671	1,110,065
1862	100,604	96,689	102,806	94,957	94,167	97,837	101,857	104,223	99,425	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,851	131,304	1,472,366
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,852	241,695	284,622	283,646	288,619	246,977	2,735,398
1860	163,551	171,841	237,410	248,110	265,011	278 270	314,806	357,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,533	191,266	252,154	263,917	270,051	289,987	263,358	234,456	276,209	291,763	278,219	2,906,889
1862	192,216	217,161	244,423	268,074	283,996	254,285	268,725	414,707	448,994	463,873	466,587	454,526	4,088,837
1863	336,685	361,834	396,771	429,920	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	----------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,863	245,938	236,844	231,258	191,138	2,335,844
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,066	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	297,525	401,299	364,331	370,988	3,745,"10
1863	337,350	366,598	461,922	464,357	418,739	383,514	343,983	401,898	467,221	508,146	466,370	473,027	5,069,445
St. Louis, Alton and Terre Haute:													
1862	74,262	63,881	68,748	71,864	112,384	93,766	67,721	85,369	96,909	118,887	129,166	135,616	1,117,603
1863	109,808	110,006	120,310	123,115	113,795	123,779	118,077	130,378	153,470	144,736	143,748	102,921	1,544,743
1864	100,872	------	------	------	------	------	------	------	------	------	------	------	----------
Toledo and Wabash:													
1859	38,903	39,471	61,770	68,667	60,771	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,674
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	126,027	77,599	81,296	926,754
1861	59,630	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,587	162,858	137,086	92,574	1,172,100
1862	82,238	47,142	56,008	83,582	106,845	113,578	115,214	168,210	170,180	173,870	147,548	139,529	1,403,147
1863	88,321	91,971	103,056	132,111	134,272	162,585	105,754	116,370	120,595	151,052	134,563	96,204	1,424,863
1864	79,735	------	------	------	------	------	------	------	------	------	------	------	----------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	22[illegible]05	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	70
Stock, convert. (Coupon)	710,000	6			'63 '66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,00	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	55
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'65-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	110
" " " 1850	700,000	6	Jan. & July.	"	1880	110
" " " 1855	1,128,500	6	Jan. & July.	"	1875	110
" " " 1834	1,000,000	6	Ja, Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1885	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200 000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,158	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $300,000	790,600	6	"	"	1870	105½
" " $675,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	100½
" " $2,500,000	867,000	6	"	"	1889	101
Consolid. Mort. Loan $5,000,000			"	"		108
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	114½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	106
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	58
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	119
" " " inconvertible	3,034,000	8	" "	" "	1883	119
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	925,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18..	
2d " " (")		8	" "	" "	18..	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage	3,600,000	7	" "	" "	1885	92
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	97½
2d Mortgage	2,000,000	6	" "	" "	1890	84
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300 000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
Cincinn., Wilm. and Zanesville						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1872	104
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	103
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,099,028	6	" "	" "	1896	87
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,160	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		50
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	8	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	96
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,388					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,955					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655 000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var ," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	62-'86	112
1st Mortgage (Extended)	871,000	7	" "	" "	1892	113½
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	108
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	85½
Convertible Bonds	1,360,000	7	Jan & July	" "	1883	76
2d Mortgage	1,200,000	7	April & Oct	" "	1870	49
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---			----	----
Mortgage	125,000	7			1865	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	145½
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	123
Eight per cent. bonds	304 000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	361,000	10	" "	----------	------	110
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1358	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov	New York.	1881	88
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1881	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1851	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Musca.						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	908.000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44½
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6	----------	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
*Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,899	7	" "	" "	------	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & Jul.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati :						
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1861	101
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----------	----------	1890	----
1st Mortgage	1,800,000	7	----------	----------	------	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio :						
State [Tenn.] Loan	1,340,000	6	----------	----------	------	----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434 000	8	April & Oct.	" "	1882	125
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42 000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	10 000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16 000	7	" "	" "	1863	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1886	111
2d General Mortgage	2,656,500	7	" "	" "	1877	107
*Milwaukee and Beloit :						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	------	10
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	102
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1894	----
1st Mortgage	350,000	7	" "	----------	1894	----
Mississippi Central :						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	500,000	7	----------	" "	------	----
1st Land Grant	2,000,000	7	----------	" "	------	68
2d Land Grant	700,000	---	----------	----------	------	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	292,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'81-'87	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point :						
Alabama State Loan	122,822	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee :						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Stonington :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1865	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1909	----
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----------	----------	'65 '4'5	----
1st Mortgage Coupon	2,865,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	6	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	107
Buffalo & Niagara F. R. R. B'ds	21,000	7	Jan. & July	" "	1864	----
Funding (S. F.) Bonds	1,445,000	7	Feb. & Aug	" "	1876	114
Exchanged Stocks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	102½
" " (") B. & N. F	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1865	104
Real Estate Bonds & Mortgages	210,278	7	var	" "	var	----
" " "	20,502	6	"	" "	1883	101
Bonds of June, 1864	2,949,200	7	June & Dec	" "	1864	101
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	132½
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	105
New York and Erie :						
1st Mortgage	3,000 000	7	May & Nov.	New York.	1857	108
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	16
3d Mortgage	6,000,000	7	" "	" "	1883	16
4th Mortgage	5,100,000	7	April & Oct	" "	1880	116
5th Mortgage	1,791,500	7	June & Dec	" "	1888	121½
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov	New York.	1870	106
2d Mortgage	1,000,000	7	Feb. & Aug	"	1864	98
3d Mortgage	980,300	7	Jan. & July	"	1867	100
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1894	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$282,000	6	Feb. & Aug.	New York.	'78-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1900	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	108
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	101½
2d Mortgage	3,977,000	7†	" "	" "	1861	33
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	59½
Chattel Mortgage	380,000	10	" "	"	1887	128
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1861	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	73½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,236,000	7	" "	" "	------	70
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	----
Pennsylvania:						
1st Mortgage	4,930,000	6	Jan. & July	Philadelphia.	1880	112½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	109
2d Mortgage Sterling	2,125,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec	" "	1863	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	865,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	183,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	110,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1887	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,044,000	6	April & Oct.	"	1870	106½
" 1861, "	275,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	132½
" 1866, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	129½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1859	---
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	96
Bridge Bonds	188,300	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,750	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$380,000	8	----------	New York.	------	----
1st Mortgage (West'n Division)	757,000	8	----------	" "	1875	55
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	660,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1900	----
Richmond and Petersburg:						
Coupon	139,000	---	----------	----------	1876	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	73
2d Mortgage	937,500	7	" "	"	1863	31½
3d Mortgage	440,000	7	" "	"	1883	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati						
2d Mortgage	997,000	7	----------	----------	1856	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1873	----
Sandusky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1860	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	125,083	7	----------	----------	1873	----
South Carolina:						
State Loan	197,000	5	----------	----------	1868	----
Sterling	188,333	6	----------	----------	1868	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.)**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1885	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'76	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	104½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	88
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	90
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	85
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	202,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	586,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1890	105
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1883	----
Company's endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.0	---	---	-----	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	87,806	—	---
28 Feb '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,635	30,991	—	335,010	109,500	21,631	518,965	30.3	-------	55,791	31,852	—	---
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	181,906	—	1,067,006	777,777	240,485	2,176,923	109.6	-------	207,626	111,232	—	---
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	---
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	-------	-------	600,431	-------	-------	-------	-------	—	---
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	---
29 Feb. '60	88.5	28.4	----		23	14	283	Montgomery and West Point	1,838,718	127,205	100,000	1,419,769	922,622	25,579	2,582,505	116.9	-------	505,156	260,269	6	---
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	---
								ARKANSAS.													
— — —	—	—	—	301.4	---	---	-----	Cairo and Fulton	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	---
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	582,877	*	—	851,524	446,000	10,725	811,949	-------	-------	-------	-------	—	---
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	-------	1,493,850	22.5	-------	230,251	104,894	—	---
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	314,475	66,483	—	307,010	100,000	-------	418,825	23.8	47,301	61,546	36,019	5	---
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,087,500	211,574	4,443,554	122.4	229,088	301,402	126,916	—	---
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,085	254,000	141,706	2,350,000	927,000	-------	4,181,255	73.0	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,429,776	*	—	2,000,000	240,000	61,872	2,625,236	124.0	-------	284,485	70,187	4	---
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,809	358,050	26,924	1,594,661	62.0	-------	206,420	97,700	6	---
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	-------	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	-------	1,812,475	operated by N. Y. & N. H.		-------	-------	4	---
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	-------	696,827	66.0	156,905	161,731	88,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,842	712,493	—	3,000,000	2,000,000	-------	5,754,362	117.4	516 810	1,036,437	454,096	12	121
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,296	3,064,867	66.4	294,173	353,664	158,927	—	91
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	---	---	-----	Delaware	1,552,257	-------	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	---
31 Oct. '62	16.2	—	----	—	---	---	-----	Newcastle and Frenchtown	704,860	-------	18,525	744,520	-------	5,024	749,544	6.0	-------	27,285	10,290	9	---
								FLORIDA.													
— — '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	---
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	---
— — '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	---
— — '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-------	-------	—	-------	-------	-------	-------	20.4	-------	-------	-------	—	---
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	-------	1,597,385	86.7	-------	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	—	-------	-------	-------	-------	80.0	-------	-------	-------	—	---
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,230	*	—	733,700	129,500	-------	-------	53.0	-------	168,988	95,612	—	---
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	31.0	-------	-------	-------	—	---
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	872,468	1,716,025	764,574	10	---
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	14	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102.5	226,241	404,618	212,676	19	71
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	182,534	—	669,950	249,000	-------	1,026,868	50.0	-------	202,714	110,516	8	---
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	---
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,990	596,500	19,91	3,822,913	228.8	-------	-------	368,863	13	---
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			-------	138.0	-------	832,343	454,541	—	---
								ILLINOIS.													
31 Dec. '62	220.0	—	----	—	35	38	712	Chicago and Alton	8,117,559	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	87
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	2[illegible].0	1,308,146	2,412,821	1,209,089	8	136
31 Dec. '58	45.0	—	----	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,885	188,045	2,0[illegible],065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,525,859	510,965	—	3,731,316	8,385,000	226,641	13,147,136	242.0	-------	1,053,054	448,503	—	53½
31 Mar. '63	181.8	—	----	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	-------	7,745,0[illegible]	228.4	1,030,884	1,529,141	513,100	6	121
10 Nov. '62	33.2	—	----	—	—	—	—	Fox River Valley	580,000	*	—	580,000	-------	-------	-------	84.0	-------	-------	-------	—	---
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,168,745	1,311,917	248,560	6,028,400	3,335,000	-------	10,551,145	341.7	1,429,341	1,777,541	834,605	6	116½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	-------	4,214,342	150.0	-------	742,097	377,476	—	63½
31 Dec. '62	464.8	252.5	----	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	706.3	2,561,192	3,445,827	1,870,723	4	33½
— — —	—	—	—	81.5	—	—	—	Illinois River	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	---
— — —	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	—	---
— — —	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	-------	-------	—	-------	600,000	-------	-------	oper[illegible]	by Chic.	& R. Is.	125,000	—	---
— — —	—	—	—	129.0	---	---	-----	Peoria and Hannibal	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	---
— — '62	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	—	---
31 Dec. '62	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,556	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	---
— — —	1.0	—	----	—	---	---	-----	Rock Island Bridge	-------	-------	—	-------	-------	-------	-------	oper[illegible]	y Chic.	& R. Is	-------	—	---
31 Dec. '62	189.0	14	12.2	—	51	50	424	St. Louis, Alton & Terre Haute	10,400,000	-------	—	3,700,000	6,700,000	—	10,400,000	203.6	-------	1,117,60[illegible]	568,020	—	72
								INDIANA.													
— — —	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,426	*	-------	1,106,679	1,006,12[illegible]	-------	-------	108.0	-------	-------	-------	—	---
— — —	29.0	—	----	78.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	-------	-------	-------	-------	-------	29.0	-------	-------	-------	—	---
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,283,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,967	119,342	—	---
31 Dec. '62	72.4	—	----	—	19	17	286	Indiana Central	1,667,084	274,081	26,641	611,000	1,254,500	15,980	2,102,761	109.0	-------	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	26,689	1,689,900	1,342,284	140,686	3,456,108	109.0	-------	448,858	230,834	9	100
31 Dec. '62	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,870,850	*	10,000	835,971	991,400	11,056	2,193,839	84.0	-------	450,079	247,338	—	---
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	-------	2,175,223	108.0	312,859	527,863	268,156	—	---
— — '55	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	-------	1,090,000	600,000	-------	2,000,000	64.0	-------	-------	-------	—	---
21 Mar. '63	85.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	-------	772,812	561,812	-------	1,538,7[illegible]	132.0	-------	286 974	104,961	—	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40[illegible]	—	104
— — '56	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	—	---
30 Nov. '62	73.0	—	----	—	18	17	298	Terre Haute and Richmond	1,611,460	*	215,232	1,440,460	171,000	-------	2,238,522	73.0	319,251	563 314	361,273	12	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,247	*	—	752,783	665,000	92,662	1,542,76[illegible]	50.0	-------	-------	-------	—	---
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	360,0[illegible]	-------	86.0	7 mo's.	85,239	46,771	—	---
31 Dec. '62	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	3,088,599	62,196	—	2,992,427	300,000	222,601	3,179,833	111.0	-------	228,560	122,931	—	---
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	-------	-------	—	245,000	755,000	-------	-------	-------	-------	-------	-------	—	---
1 Jun. '58	38.5	—	----	101.3	4	4	84	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	458,821	21,256	—	---
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	71.2	-------	-------	-------	—	---
— — '62	178.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,500,000	4,000,000	15,000	-------	230.0	-------	-------	-------	—	50
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,000,000	337,532	4,375,99[illegible]	111.8	-------	426,406	227,834	—	85
30 Jun. '57	25.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	634,014	*	—	sold, 1859,	for $26,0[illegible]0.	-------	-------	20.0	-------	-------	-------	—	---
— — '58	18.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	-------	—	694,444	71,000	-------	-------	13[illegible]	per. by	Cov. &	Lex.	—	---
30 Jun. '62	25.0	—	----	—	}			Lexington and Frankfort	596,728	52,300	—	514 573	159,000	-------	746,08[illegible]	29[illegible]	215,031	78,985	26,794	2	80
30 Jun. '62	55.1	—	----	—	13	10	230	Louisville and Frankfort	1,396,229	125,735	6,540	1,104,587	462 519	-------	1,[illegible]5,859	65.1		179,251	62,421	2	66
30 Jun. '62	185.0	85.0	18.2	—	43	27	378	Louisville and Nashville	9,126,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.[illegible]	595 256	1,777,985	1,062,165	—	---
— — — '59	18.8	—	----	70.2	---	---	-----	Maysville and Lexington	-------	-------	—	-------	-------	-------	-------	18[illegible]	per. by	Cov. &	Lex.	—	---
								LOUISIANA.													
— — —	22.0	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	-------	-------	-------	-------	22.0	-------	-------	-------	—	---
— — —	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	-------	-------	-------	-------	27.0	-------	-------	-------	—	---
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. Western*	3,964,420	505,260	—	3,242,318	866,000	339,297	5,855,320	80.0	180,204	481,922	228,649	—	---
31 Mar. '61	306.0	—	----	306.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	2,665,000	1,150,717	-------	206.0	-------	1,282,624	555 434	—	---
1 Aug '60	58.7	—	----	188.5	---	---	-----	*Vicksburg, Shreveport & Texas*	1,052,691	*	—	1,233,018	248,960	108,434	1,710,819	58.7	-------	-------	-------	—	---

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Imported in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	56.0	—	.....	—	6	4	74	Androscoggin	1,060,000	*	—	151,823	444,638	205,584	757,381	36.5	76,844	79,781	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,982,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	*	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,728	12.5	.....	30,380	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,958	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	15	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,352	4,259,308	109.2	156,240	323,032	174,028	—	—
31 Dec. '59	—	—	—	14.0	..	—	—	Penobscot	328,412	—	178,014	180,497	300,000	75,000	.....	—	—	—	—	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	— ..	283,197	170,276	6	108½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	189,200	556,600	—	.....	37.0	.....	55,403	23,404	—	—
31 May, '61	18.5	—	—	33.5	.....	.....	.....	York and Cumberland	1,000,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	108½
30 Sep. '60	30.0	—	—	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,647	Northern Central	7,635,009	774,568	456,133	2,200,000	5,150,000	402,051	9,838,621	155.0	940,568	1,920,641	927,341	—	44
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	20.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,145	183,345	—	1,530,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	104
31 Mar. '63	74.8	8.8	51.1	—	33	72	494	Boston and Maine	8,880,350	400,463	496,902	4,076,974	—	—	5,026,338	119.3	630,840	945,980	450,302	8	132
30 Nov. '62	47.0	7.0	32.5	—	25	40	200	Boston and Providence	2,952,000	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	356,362	8	144
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,544	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	144
30 Nov. '62	46.0	1.1	2.7	—	7	18	102	Cape Cod Branch	907,760	125,865	—	687,657	141,000	—	1,085,074	47.1	75,219	102,627	50,053	2½	64
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,380	187,558	—	1,691,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	104
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	284,102	2,853,400	1,912 600	80,000	4,766,000	89.0	452,168	635,029	315,734	—	101
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299 108	280,261	184,760	764,119	21.2	56,482	55,601	16,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,180,861	250,149	—	3,540.000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	118
30 Nov. '62	14.0	—	2.8	—	4	4	86	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,933	28,748	—	292,901	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	668,919	25,684	—	600,000	—	—	802 401	71.0	148.515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,400	54,214	14,000	500,000	200,000	—	800,000	30.7	42,262	124.178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220 340	234,900	140 902	597,386	.....	oper. by	B & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	226,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,745	354,503	—	3,016,100	360,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	119
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,986	262,815	—	1,600.000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	128
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	881,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150 000	1,486	531,715	11.5	22,218	64.425	20,484	—	15
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,000	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatun.	31,409	7	—
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	200,000	—	—	239,740	11.7	51,210	134,018	28,376	9	119
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	925,810	979,308	42,552	1,945,440	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	190	Vermont and Massachusetts	3,399,557	207,313	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	40
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W. S. etc.)	10,122,764	1,095,712	—	5,150,600	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	150
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,253	—	1,141,000	141,600	1,130	1,350,645	45.7	164,248	200,744	92,979	5½	90½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	—	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,625	647,596	—	2,950,000	4,250,000	.....	9,008,309	188.0	.....	340,598	.....	—	—
-- -- --	—	—	—	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- --	—	—	—	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,306,576	*	—	6,057,450	7,999,480	—	14,884,955	329.3	1,448,558	2,946,560	1,674,200	8	140½
31 Mar. '63	246.0	281.0	.....	—	85	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,07?	—	18,545,278	527.0	2,000,637	2,813,831	1,461,276	—	98½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	240.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,231,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	—	27.8	7	4	41	*Mississippi and Tennessee*	1,284,894	159,018	—	798,295	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	—	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,801	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	20
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	—
31 Dec. '62	52.0	—	3.6	—	—	—	—	*Platte County*	1,200 000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	190.0	—	14.4	87.3	34	36	420	*Pacific*	11,102,870	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	—
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,515	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	—
30 Sep. '62	50.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	—
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	—	—	—	—	—	Ashnelot	506,000	—	—	246.018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	—
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800.000	1,050,000	—	2,992,686	93.5	.....	247,279	124.406	—	—
30 Nov. '62	53.6	—	.....	—	11	11	50	Cheshire (preferred)	2,829,713	*	—	2,065,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	48
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	887.462	28.1	.....	34.045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500.000	*	—	1,500,000	—	—	1,564,506	61.3	.....	246.651	112,327	7	63
30 Nov. '62	49.9	8.0	.....	—	—	—	—	Concord & Portsmouth, guar.	550,000	—	—	550,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200 000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Ma	—	4	101
31 Jan. '62	20.5	—	1.8	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	136,748	200,000	56,210	.....	20.5	.....	26 120	12,857	—	—
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065 345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,428	74,886	7	116
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698.258	*	—	595,588	568,000	—	.....	52.7	.....	84,916	12,895	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,088,400	*	—	3,088.400	220,700	—	.....	82.0	.....	312,171	128,652	4	75
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,450,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	16,866	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,882	2,089,500	173,982	3,261,344	76 0	.....	259,921	113,533	—	—
31 Dec. '62	68.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6 070.235	*	3,971.080	5,009,200	8,620,181	.....	.....	124 2	.....	3,040,148	1,728,548	10	175
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,886	*	—	1,000,553	1,037.376	117.093	2,155.024	60.2	.....	144,886	65,128	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,916,252	606,642	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687.204	1,397,687	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,529	7	—
31 Dec. '62	33.5	—	.....	—	.....	.....	.....	New Jersey	3,583 961	397,378	1,397,074	4,397,300	678.000	400,017	5,695.704	33.8	512,849	1,111,087	652,124	10	—
31 Dec. '62	21.3	—	—	2	6	—	17	Northern New Jersey	422,297	*	.....	186,850	2 4 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.6	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	53,400	8	—
31 Dec '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	246,600	100,000	476	350,000	ope	r. by Erie	R. R.	26,600	5½	—
31 Dec '62	—	—	—	—	—	—	—	Raritan and Delaware Bay	2 450,417	*	—	1,206,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
1 May, '63	—	—	—	—	—	—	—	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	24.6	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600.000	—	1,907.750	24.0	.....	236,580	124,742	6½	110
												681,823	212,500	81,743	821,984	—	82,961	90,122	46,823	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Leased and Private Lines	Railroad. Branch and Sidings	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passengers.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Bonds & Stocks.	Property and Assets. Invested in foreign Works.	Liabilities. Stock Capital Paid in.	Liabilities. Bonded and other Debts.	Liabilities. Floating Debts.	Liabilities. Due to Treasurer and Bankers and Individuals.	Income per cent.	Mileage worked by locomotives with Trains	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,574	200,000	8,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	—	3.5	21.6	—	—	Albany and Vermont	600,000	—	—	600,000	—	—	600,000	incl.	in Rens. & Sarat			—	—
30 Sep. '62	48.9	—	—	2.8	—	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,553	224,415	123,929	—	—
30 Sep. '62	14.8	—	—	1.6	—	—	—	Blossburg and Corning	498,317	—	—	250,000	220,000	—	498,317	oper.	by Tioga.		44,100	—	—
30 Sep. '62	5.4	—	—	0.4	—	2	—	Broadway (Brooklyn)	161,521	71,515	—	[illegible]	27,500	[illegible]	256,039	5.4	454,073	62,627	16,231	3	—
30 Sep. '62	14.5	—	—	9.5	—	2	59	Brooklyn Central and Jamaica	975,857	[illegible]	—	492,050	[illegible]	62,985	807,117	14.5	603,720	127,843	10,867	—	48
30 Sep. '62	28.3	—	—	26.9	1.9	—	100	Brooklyn City	1,020,770	312,136	—	1,000,000	[illegible]	16,000	1,382,906	28.3	2,661,216	491,629	118,899	8	150
30 Sep. '62	5.3	—	—	5.3	15.2	—	—	Brooklyn City and Newtown	267,025	*	—	346,000	146,000	8,000	500,000	5.3	273,289	30,944	2,759	—	58
30 Sep. '62	142.0	—	—	13.0	—	28	32	402 Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,420,714	155,04[illegible]	3,68[illegible],852	170.0	669,056	823,426	275,486	—	100
30 Sep. '62	68.3	—	—	14.5	—	29	24	399 Buffalo and State Line	2,277,858	505,575	149,000	1,977,950	949,000	—	2,926,950	68.0	437,022	1,397,921	636,570	11	201
30 Sep. '62	10.5	0.3	—	4.5	—	—	20	Coney Island and Brooklyn	501,364	*	—	493,500	7,000	2,71[illegible]	500,[illegible]15	10.8	142,058	21,457	.....	—	69
30 Sep. '62	0.3	—	—	6.3	2.7	—	32	Eighth Avenue (New York)	874,125	64,237	—	800,000	—	25,000	9[illegible],[illegible]65	0.5	2,456,019	369,965	121,565	12	.....
30 Sep. '62	46.8	—	—	2.9	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	4 ct.	in Erie	—	30,000	6	.....
30 Sep. '62	446.0	19.0	200.0	—	226	101	3,279	Erie	39,985,292	*	—	[illegible]	[illegible]	480,665	40,283,265	6.3	4,582,369	7,863,973	2,983,542	—	113½
30 Sep. '62	144.0	4.0	115.1	—	65	117	685	Hudson River	10,749,865	1,363,931	—	[illegible]	[illegible]	298,424	12,420,040	48.0	1,162,545	2,837,529	1,269,964	—	157
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,342	—	1,852,710	782,400	16,213	2,928,474	10.5	226,611	293,457	109,137	24	46½
30 Sep. '62	297.8	268.1	400.0	—	259	255	4,424	New York Central	27,093,991	5,046,077	791,905	24,209,000	13,779,6[illegible]	284,111	42,[illegible],880	65.4	3,692,223	10,207,631	4,054,999	7	135½
30 Sep. '62	130.7	2.1	22.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,295,061	69,136	11,781,297	16.0	507,373	1,154,035	456,686	—	136
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central	60,000	6	—	—
30 Sep. '62	5.0	—	5.0	8.0	—	—	42	Ninth Avenue (New York)	851,[illegible]	24,600	—	79[illegible]350	22,000	—	876,[illegible]74	5.0	779,880	89,498	19,429	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,[illegible]4,900	—	6,066,[illegible]00	121.8	341,704	492,433	176,753	—	3
30 Sep. '62	35.9	—	—	2.2	—	6	10	54 Oswego and Syracuse	688,835	116,626	—	[illegible]96,340	208,500	16,275	815,161	38.1	75,023	140,634	77,[illegible]59	7	.....
30 Sep. '62	25.2	—	—	2.0	—	7	11	66 Rensselaer and Saratoga	742,986	157,048	—	610,000	244,750	—	900,026	27.2	.....	276,276	66,946	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,475	588,359	—	1,[illegible]99,100	1,[illegible]53,000	64,292	3,[illegible]488,392	189.6	309,922	458,512	230,219	4	132
30 Sep. '62	21.0	—	—	1.6	—	—	—	Saratoga and Schenectady	480,[illegible]84	—	—	[illegible]0,000	[illegible]5,000	—	480,684	incl.	in Ren. & Sar.	—	—	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,922	77,585	—	700,000	376,000	8,237	[illegible]82,237	51.8	111,[illegible]86	146,227	82,256	—	.....
30 Sep. '62	8.0	—	—	8.0	—	—	61	Second Avenue (New York)	[illegible]96,[illegible]40	155,857	—	650,000	450,000	42,[illegible]00	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	—	4.4	—	—	89	Sixth Avenue (New York)	877,634	209,623	—	750,000	25,000	—	1,089,317	4.0	1,[illegible]91,960	308,033	88,285	10	185
30 Sep. '62	13.0	—	—	0.4	—	2	6	Staten Island	267,106	56,445	—	65,102	193,687	70,919	357,708	13.0	50,277	97,010	.....	—	—
30 Sep. '62	81.0	—	—	7.6	—	12	12	117 Syracuse, Binghamton & N.Y.	2,[illegible]00,[illegible]40	2,654	—	1,200,139	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	—	8.5	—	—	112	Third Avenue (New York)	1,[illegible]52,708	104,521	—	1,170,000	400,000	—	1,757,[illegible]22	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	—	3.7	—	10	9	125 Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,[illegible]686,598	50.0	247,898	271,158	134,958	—	—
30 Sep. '62	18.5	—	—	2.7	—	—	—	Troy and Rutland	462,[illegible]00	—	—	325,000	180,000	—	462,000	....	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	—	2.1	—	—	—	Troy Union	752,601	—	—	30,000	650,000	—	752,601	....	oper. by	the 4	Compa.	—	—
30 Sep. '62	34.9	—	—	2.6	51.4	4	6	39 Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,367	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,167,565	*	—	[illegible]0,[illegible]20	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	—	—	—	—	—	North Carolina	4,[illegible]89,000	*	—	4,[illegible]80,000	—	—	[illegible]23.6	—	—	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	[illegible]01.	108,541	—	.....
30 Sep. '60	161.5	15.0	—	—	21	18	182	Wilmington and Manchester	2,682,757	*	232,900	1,130,470	1,645,000	51,990	2,[illegible]84,[illegible]9	171.5	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,[illegible]40,215	791,666	102,391	3,[illegible]14,[illegible]94	171.0	323,069	477,584	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	564,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	—	—	868,939	—	77,294	—	—	—	—	—	—	.....
31 Dec. '62	118.2	—	—	—	17	1[illegible]	208	Bellefontaine and Indiana	3,[illegible]30,[illegible]84	*	11,000	1,559,[illegible]13	1,169,[illegible]04	[illegible],[illegible]12[illegible]	3,376,255	118.2	.....	541,159	234,[illegible]20	—	25
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,500	922,670	166,138	1,[illegible]28,250	3,673,000	1,126,458	6,[illegible]10,432	141.0	.....	0[illegible],716	230,[illegible]61	—	12
31 Mar. '63	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,935,788	481,083	91,947	2,155,800	1,354,000	—	3,988,[illegible]93	198.3	.....	877,404	464,415	10	124
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis June.	[illegible]0,[illegible]00	—	—	[illegible]0,000	—	—	[illegible]2,0	—	.....	—	—	—	—
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	8,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,748	19,189	—	.....
31 Dec. '62	135.4	55.8	—	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,[illegible]34,130	191.2	926,628	1,724,917	1,033,637	20	157
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,045	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	54	543	Clev., Painesville & Ashtabula	3,452,143	592,244	—	3,500,000	1,500,000	—	[illegible]0[illegible]	90.7	484,[illegible]97	1,661,628	975,928	33½	180
30 Nov. '62	101	102.5	—	—	45	30	896	Cleveland and Pittsburg	[illegible],[illegible]00	*	—	[illegible],632,712	4,824,60[illegible]	94,629	8,251,640	203.5	.....	1,436,617	552,800	—	117
31 May '63	109.2	79.4	—	—	32	40	498	Cleveland and Toledo	6,709,495	350,727	55,025	5,[illegible]26,800	3,667,59[illegible]	—	7,810,858	168.6	663,371	1,361,437	747,662	4	145½
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,993	*	—	569,073	575,250	632,486	.....	61.8	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,655,000	*	—	[illegible],600,00	1,600,00	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	—	10.4	—	13	11	218 Columbus and Xenia	1,413,886	246,568	511,243	1,190,800	282,500	—	2,076,592	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '63	144.0	—	—	7.9	—	16	8	373 Dayton and Michigan	5,454,748	559,553	5,300	2,452,217	2,604,190	810,424	6,869,826	144.0	414,779	663,706	451,540	—	.....
31 Aug. '60	86.6	—	—	—	5	3	87	Dayton and Western	999,175	104,912	—	507,215	716,000	80,845	.....	36.6	.....	62,026	3,565	—	.....
31 Aug. '58	16.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,858	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	.....
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,922	62,630	469,762	725,853	152,694	.....	45.0	.....	128,170	33,412	—	.....
-- -- '59	36.0	—	—	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,[illegible]58,[illegible]87	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	475,000	75,000	.....	47.0	.....	69,352	.....	—	.....
30 Nov. '58	13.0	—	—	34.0	1	2	50	Iron	172,880	*	—	118,[illegible]63	60,000	3,965	.....	13.0	24,000	31,120	10,160	—	.....
30 Nov. '62	83.5	—	—	37.8	—	25	22	437 Little Miami	3,544,[illegible]18	492,979	442,283	2,981,26[illegible]	1,400,000	—	4,579,806	138.0	846,882	1,692,458	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,3[illegible]2	*	—	10,378,534	378,48	53,095	11,104,830	226.6	445,157	620,025	299,650	—	.....
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,363,614	745,475	■	6,246,950	2,870,000	4,843,042	20,549,420	192.3	.....	829,982	119,032	—	1½
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	—	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,500	5,491,065	205.9	416,328	599,880	115,290	—	.....
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & New'k	2,809,419	*	—	848,770	1,315,800	165,610	2,608,257	125.0	214,404	229,395	82 988	—	.....
30 Nov. '58	55.6	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	560,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	by C.	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (6 months)	5,547,168	*	14,035	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,982	1,938,202	950,462	—	64
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,45[illegible]	58,811	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	8,500,000	*	—	2,000,000	3,500,000	—	[illegible],000,000	88.0	.....	.....	.....	—	.....
31 Oct. '62	24.5	—	23.8	—	18	3	1,205	Beaver Meadow	1,042,842	317,329	—	1,[illegible]16,150	1,500	—	1,817,650	24.5	191,845	365,365	210,817	8	79
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	25½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,657	*	—	[illegible]66,000	270,500	56,545	[illegible],[illegible]34,045	74.5	.....	255,560	166,427	3	.....
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,235	*	—	5,536,2[illegible]0	4,620,000	637,114	10,[illegible]82,314	202.0	1,107,633	1,506,362	753,463	6	200
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	.....
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,983,607	*	—	1,000,000	1,[illegible]00,000	42,155	2,083,607	78.0	2[illegible],088	347,823	137,499	—	38½
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	83,826	10	.....
31 Oct. '62	36.9	13.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	71
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,[illegible]16,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	24,476	29,799	5,079	—	.....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,[illegible]25,181	*	—	570,965	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	687	Lackawanna and Bloomsburg	2,029,513	*	—	710,000	1,747,88[illegible]	276,000	2,[illegible]82,8[illegible]3	80.0	242,400	307,889	169,056	—	.....
31 Oct. '62	46.0	26.0	18.5	—	22	8	965	Lehigh Valley	3,373,022	554,363	—	2,297,256	1,405,000	31,547	3,[illegible]33,[illegible]86	76.0	367,230	822,927	460,516	8	90
1 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,901	—	49
31 Oct. '62	24.5	108.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,262,265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8½	64
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	287,000	6,447,789	64	263,334	397,146	218,960	—	36½
31 Dec. '62	355.6	55.8	318.0	—	258	157	3,871	Pennsylvania	19,306,347	2,582,304	—	13,274,100	3,52[illegible]40	—	28,324,213	61.4	.....	10,304,891	4,872,215	8	70½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,529	236,280	—	1,243,[illegible]00	43[illegible],90[illegible]	—	1,[illegible]80,[illegible]96	34.0	229,938	282,583	129,742	6	59
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,622,469	6,[illegible]93,[illegible]31	157,739	12,124,[illegible]87	15.0	213,574	413,472	80,[illegible]60	—	37½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,166	355.0	2,988,106	3,917,830	2,095,778	—	66
31 Oct. '62	31.0	—	0.8	48.0	3	2	17	Phila. and Baltimore Central	902,481	27,619	—	21[illegible],033	671,[illegible]91	5,930	[illegible]80,[illegible]53	4.0	8,218	7,416	20,561	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railronds are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,423	51,460	—	999,200	250,000	—	1,249,200	28.2	102,864	432,851	228,644	8	173
31 Oct. '62	96.9	—	34.8	—	37	110	650	Phila., Wilmington and Balt.	6,9 9 924	711,425	3 1,129	5,820,500	2,579,000	—	9,508,408	200.5	582,615	2,250,862	1,080,995	9	71
31 Oct. '62	59.5	—	6.4	89.5	16	14	63	Pittsburg and Connellsville	2,036 181	109,202	—	1,733,122	1,500,000	110,417	3,501,863	74.0	194,000	129,918	50,379	—	81
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,357	*	—	5,709,592	12,935,17	312 399	19,451,376	468.8	2,664,467	3,745,311	1,802,795	—	99
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna...	1,157,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,358	—	....
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	....	oper. by	Ph. & Reading		5	....
31 Oct. '62	23.0	—	6.2	—	5	1	439	Sha'okin Valley & Pottsville	1,178,773	112,624	—	800,000	791,597	5,659	1,297,256	....	57,925	159,534	49,030	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Sio. a	719,914	[illegible]	—	97,350	356,500	65,520	797,913	29.6	81,934	134,789	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	25	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	415,309	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,229	—	407,517	8,500	—	.....	13.6	23,954	25,694	6,739	—	....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	....	182.4	2	—	26	Blue Ridge	2,126,529	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	....
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina.	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,262	151,536	6	....
— — '58	40.3	—	....	—	—	—	....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	....
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	....	....
31 Aug. '58	22.5	—	....	—	—	—	....	Kings Mountain	196 220	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	....
31 July '58	32.0	—	....	—	—	—	....	Laurens	543 10[illegible]	*	—	400,000	103,218	.....	575,728	32.0	.....	27,568	8,527	—	....
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,052	*	—	986,743	960,419	168,1[illegible]	2,067,325	102.0	.....	220,614	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	*	—	.....	2,643,823	.....	.....	.....	.....	1,499,636	701,943	7	....
31 July '58	25.1	—	....	41.9	—	—	....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	....
1859	.....	—	....	17.0	2	—	14	Edgefield and Kentucky	957,947	*	—	283,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,037,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,810,033	158,264	—	530,054	1,902,000	390,107	.....	150.3	150,142	297,806	140,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,806,578	578,089	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	.....	.....	.....	.....	—	....
1859	100.0	—	30 6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	796,255	554,949	312,518	.....	59.4	69,870	177,256	60,029	—	....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,905	—	317,447	632,500	22,269	.....	47.4	54,178	83,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	523,807	56,[illegible]	—	144,894	400,000	5,000	.....	34.2	30,065	25,808	13,892	—	....
30 Nov. '60	149.7	44.6	7.9	—	30	17	819	Nashville and Chattanooga	3,632,892	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	724,118	337,384	6	....
1859	.....	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	78 010	16,610	—	546,932	800,000	204,544	.....	45.8	57,950	127,953	57,243	—	....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,892	418,000	408,477	.....	30.0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	.....	.....	....	Buffalo Bayon, Braz.& Colorado	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56.0	—	....	184.0	.....	.....	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,200,000	.....	—	275,000	240,000	171,520	.....	50.0	31,300	52,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	1,752,34[illegible]	*	—	455,000	975,000	362,000	.....	70.0	102,200	282,846	106,568	—	....
— — '59	25.0	—	....	110 0	.....	.....	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
— — '59	28.0	—	....	750 0	—	—	....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	....
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	103,647	—	1,280,400	800,000	.....	.....	90.7	93,639	208,867	.....	—	52½
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	555,275	—	2,233,376	3,185,038	663,019	6,379,434	119.6	894,295	852,928	61,290	—	....
31 Aug. '62	62.6	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.6	138,280	140,886	24,579	—	....
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	3,402,05[illegible]	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713 418	191,466	—	2
30 Jun. '62	47.0	3.5	4.1	—	—	—	—	Vermont and Canada	1,6[illegible]3,500	—	—	1,378,500	—	—	1,378,500	oper. by Vt. Central				4	175
30 Jun. '62	23.7	—	0.9	—	3	6	89	Vermont Valley	1,212,274	99,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	....
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,088,500	*	—	332,000	700,000	.....	.....	oper. by Troy & Bost.			53,852	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,019	36,188	88,131	1,534,194	—	—	—	—	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,380	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,032	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	0 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	—	—	—	—	—	Northwestern Virginia	5,922,150	*	—	488,505	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,058	.....	167.7	270,846	450,427	292,214	—	....
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,640,636	374,996	—	1,265,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59.2	21.2	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	226,554	218,552	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224 014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,679	*	52,300	1,041,880	643,960	93,825	.....	78.6	159,981	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	189	Richmond and Petersburg	1,252,523	*	—	856,760	204,308	26,853	.....	43.5	1,058,054	183,753	79,585	6	90
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	867,812	85,000	.....	.....	23.7	12,642	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,269,248	*	1,200	844,200	472,811	52,926	1,630,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.8	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	90½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,900	571,958	10,233,271	214.9	480,193	740,489	347,957	—	....
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	....
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	....
31 Dec. '58	40.0	—	....	—	5	10	75	Milwaukee and Chicago	1,830,023	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	....
— — '57	42.0	—	....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,526,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	66
— — '57	50.0	—	....	85.0	—	—	—	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	....
10 May, '62	104.0	—	....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,828	5,692,471	142.0	334,331	344,769	82,839	—	....
— — '55	10.0	—	....	55.0	—	—	—	Wisconsin Central	600,000	—	—	.....	.....	.....	operated	by	Fox River	Vall.	.....	—	....
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,638,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	....
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,465 889	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
— — '62	37.0	11.0	....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	....
0 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,610	7,336,405	77,210,345	1,096	.....	4,363,510	1,154,855	—	....
31 July, '63	229.0	116.5	68.0	—	92	126	1,689	Great Western	23,963,750	*	1,250,000	19,802,716	9,281,435	.....	28,084,190	357.0	.....	3,011,860	1,649,510	1½	....
— — '62	24.0	—	....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	.....	.....	.....	—	....
31 Dec. '62	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	98.6	.....	.....	.....	—	....
— — '62	54.0	—	....	—	5	5	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	.....	.....	.....	—	....
31 Dec. '62	25.0	—	....	—	4	—	57	Welland	.....	.....	—	.....	750,000	.....	.....	25.0	.....	100,000	19,575	—	....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	....
1 July, '61	60.0	—	....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60.0	.....	132,555	36,670	—	....
								NOVA SCOTIA.													
Dec. '62	91.5	30.5	....	—	20	15	150	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	180,107	87,181	—	—
								NEW GRANADA.													
Dec. '[illegible]	48.7	—	—	—	11	22	120	Panama	8,000,000	*	815,558	5,000,000	3,875,000	—	10,768,728	48.7	—	1,740,291	1,018,444	18	234

New York Stock Exchange.

Actual Sale Prices for the week ending March 2.

	Th 25.	F.26	Sat.27.	M.29.	Tu.1.	W.2.
American Coal Co.	90	89	90	91	95	102
Buffalo, N. Y. & E., 1M.	....	....	....	....	....	....
California 7s	125	....	....	....	....	....
Canton Co.	48½	47½	49½	50	53	52½
Central Am. Transit	41½	41	43	49½	47½	47
Chicago & Alton	....	....	87	87	....	87
" " pref.	....	94	....	93½	....	....
" " 1 M.	....	....	....	....	....	....
" " Inc.b'ds	95	....	....	....	....	....
Chicago, Burl. & Q.	....	....	131	130	132	136
" " " S.p.c.	....	....	....	....	119	....
Chic. & Northwest'n	53½	52.	54½	54½	53½	53½
" " pref.	....	....	....	68	....	....
" " 1st M.	90½	....	91	....	92	92
" " 2d M.	81½	81	82	82½	81	84
" " S. F.	....	....	....	....	....	102
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	97½	....	....
Chicago & Rock Isl.	120½	118	120½	120	119½	121
" " 1st M. '70	....	....	108	....	....	....
Clev., Col. and Cin.	....	....	157	157	....	....
Clev. and Pittsburg	116½	115½	116	116½	116½	115½
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	87	....	....
Clev. and Toledo	146½	146	149	147½	146½	147
" " S.F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	69½	67½	69½	69	67	68
Del. & Hudson Canal	196	200	201½	202	206	217
Del., Lack. & West.	....	....	....	....	....	....
" " 1M.8p.c.'71-5	....	....	....	....	....	....
" " 2M.8p.c.'81	....	....	....	....	....	....
Erie	118	116½	117½	116	115½	113½
" pref.	108	104½	106	106½	105½	105½
" 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	115	....	....	....	115	....
" 4 M. 7 p.c. '80	....	....	....	....	....	116
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	118	116	117½	117½	117½	116½
" 1M.7p.c.'63	....	....	....	....	....	....
" 2M.7p.c.'75	....	....	....	....	....	....
" 1M. Ex.'82.	113½	....	....	....	....	....
Hann. & St. Jo. pref.	....	....	....	....	44	....
" " bonds	....	....	....	....	....	....
Hudson River	162	158	160	158	158½	157
" scrip	....	....	....	....	....	....
" 1M.7p.c.'69	....	....	....	....	....	....
" 2M. S.F.	....	....	....	116	....	....
" 3M. 7p.c.'75	146	148	....	145	145½	....
" conv. bonds	....	....	....	....	....	....
Illinois Central scrip	133½	131½	134	134	134	133½
" full stock	....	122	123½	....	....	....
" Can.bd.sc.	....	....	....	....	....	....
" bonds	....	....	....	123	....	....
Marietta & Cin 1st pref.	....	70	68	68	68	69
" " 2d "	....	....	....	....	....	47
Mariposa Mining Co.	35	35	35½	38	36	35½
Michigan Central	138	140	142	141½	141½	140½
" S F.8p.c.'82	126	....	....	....	....	128
" conv.8p.c.'69	....	....	....	....	....	....
M. S. and N. I.	97	97½	99	98½	98½	98½
" " guar'd.	143	....	142½	141½	143½	....
" " 1M.S.F.	....	....	....	....	....	....
" " 2 M.	106	....	....	....	....	107
Mil. and P. du Chien	67½	66	67½	67	66½	66
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	75	76	79	80	85	85
Miss. & Mo.	48½	....	....	....	50	50
" L.G.bonds	....	70	68	67	....	68
Missouri 6s	....	74	73½	73½	73½	73½
" iss. to H. & St. J. R.	....	....	87	87½	....	87
" " Pacific	75½	75	74½	78½	73½	73½
N. J. Central 1st M.	....	....	....	....	106	....
New York Central	136½	134½	136½	136½	135½	135½
" 7s, 1864	....	....	....	....	....	....
" 7s, S.F. '76	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. '83	....	....	106½	....	107	....
N. York & Harlem	134½	130½	137½	135½	135½	136
" "pref."	125	....	125	125	126	131
" 1M.7p.c.'73	109	....	....	....	....	....
" 2M.7p.c.'64	....	....	....	....	....	....
" 3M.7p.c.'67	....	....	....	....	....	....
Norwich & Worcester	....	....	....	....	....	....
Ohio & Miss. cer.	42	41	42	42½	....	43
Pacific Mail S.S. Co.	....	226	227	229	....	227
Panama	234	....	....	....	....	....
Penn'a Coal Co.	....	....	....	....	....	183
Phila. and Reading	131	129½	130½	131	132	132
Pitts. Ft. W. & Chicago	100	99	99	100½	101	99
" " 1M.	....	....	....	....	....	....
" " 2M.10	1½	....	....	103	....	102
" " 3M.	....	98	96	96	....	....
Quicksilver Mining Co.	59½	52½	54	55	58	59
St. L., Alton & T. H.	69½	70	73½	73½	71½	72
" " pref.	84	84	86	92	88	90
" " 1M.	....	....	....	....	....	104½
" " 2M. pref.	92	....	91	....	....	96
" " Inc.b'ds	86½	....	....	88	....	....
Tennessee 6s, 1890	62½	61	60½	60	61	....
Toledo & Wabash	62	61	65	67	65½	64
" " Pref.	79½	80	80½	83	81	80
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	101	101	101	....
" " 2M.	....	89½	....	90	89½	90
" " Int.b'ds	....	....	....	....	....	....
Virginia 6s	....	....	49	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending March 2.

	Th 25.	F.26	Sat.27.	M.29.	Tu.1.	W.2.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	139	....	140
U. S. 6s, 1881, reg.	112	111	112	....	....	111½
U. S. 6s, 1881, coup.	111½	111	111½	111½	111½	111
U. S. 6s, '81, O.W.Ly.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	103	....	....
U. S. 6s, 1 year certif.	....	....	....	....	....	....
U. S. 6s, " new	99½	99½	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon	107½	107	107½	107	107½	107½
U. S. 6s, " reg.	107½	107½	....	107½	107½	107½
7.30 Notes, Feb. & Aug.	....	....	....	....	....	....
" " Ap'l & Oct.	111	111	111	109	111	111½
American Gold	158½	157½	157½	158½	159½	159½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 1.

	W. 24.	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 1.
Beaver Meadow	79	79	....	....	79	....
Cattawissa	24	....	24	....	22½	23½
" preferred	43½	44	43½	43½	42½	43½
Camden & Amboy	175	175	....	....	....	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	100½	....	....	....	....	100½
" " 6s, '89	....	....	....	....	....	....
Ches. & Del. Canal 6s '36	98	....	....	....	....	....
Del. Div. Canal	....	....	....	40½	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	....	....	61	....	....	....
" " 6s	....	....	....	....	....	....
" " scrip	....	....	54	55	....	....
Lehigh Valley R. R.	....	....	90	....	....	....
" " scrip	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	49	49½	....	49	....	....
" " 7s	....	....	....	....	....	....
Long Island	47	....	....	46½	....	....
" " 6s	....	....	....	....	....	....
Minehill	63½	63½	....	63½	63½	64
Morris Canal	....	....	72½	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	105½
North Pennsylvania	37	36½	35	35½	36	36½
" " 6s.	99½	....	99½	99½	....	....
" " 10s	....	....	....	....	....	....
Pennsylvania R. R.	70	68½	70	70	70½	70½
" " 1st m.	....	....	....	....	112½	....
" " 2d m.	....	....	....	....	....	....
Penn. State, 6s	95	96½	....	....	97	97
" " 5s, coupon	100	100	100	....	....	100½
" " 6s, "	105	105	....	....	107	....
Philadelphia City, 6s	102	102½	....	102½	....	103
" " new	107½	107½	....	107½	....	107½
Philad., Germ. & Nor.	....	59½	59	....	....	59
Phila. & Reading	65½	65½	64½	65½	65½	66
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	38½	38½	38½	38½	....	37½
" " 6s	107	....	....	....	....	107
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	30	29½	29½	....	....	29½
" " pref.	41½	41½	41½	41½	42	41½
" " 6s '82	94	94	95	....	94½	95
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	25½	24½	25½	24½	25½	25½
" " 6s '78	....	....	....	....	....	....
" " scrip	....	....	....	....	....	....
Union Canal, pref.	6½	....	....	....	....	....
" " 6s '83	30½	....	....	30½	30	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	83½	82	84	84½	85	85
Arch street, (Horse)	37½	....	37	37½	....	37
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	42	....	....	42
Race and Vine, "	20	20½	....	20	....	....
2d and 3d streets, "	....	....	83	....	....	....
Spruce & Pine, "	16	....	15½	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 1.

	W. 24.	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 1.
Baltimore City 6s, 1875-1081	108½	108½	....	108	....	....
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	....	109½	....	109½	109½	....
Balt. and Ohio	....	109½	....	108½	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	....	109	....	....	109½	....
Northern Central	44	44	43	43½	44	....
" " b'ds, '85	....	....	....	....	108	108
" " " '90	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending March 2.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.1.	W. 2.
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	131½	132	....	....	131	132
Boston and Providence	....	....	....	....	....	....
Boston and Worcest	144	....	....	....	....	....
Cheshire, pref.	50	....	50	....	....	50
Concord	....	63	....	....	....	....
Connecticut River	104	....	....	....	....	....
Eastern, Mass.	101	101	101	101	101	101
Eastern, N. H.	....	101	....	....	....	101
Fitchburg	114½	....	114½	....	....	115½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	....	....	....	....	....
Old Colony and Fall R.	119	....	119	119	....	....
Ph., Wil. & Baltimore	71	71	70½	70½	70½	71
Portl'd, Saco & Ports.	....	....	....	....	....	106½
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	....	....	40½	....	40
Western	150	....	150½	....	....	150
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	125	....	....	....	....	125
Metropolitan "	....	....	65	....	66½	66
Middlesex "	....	....	....	....	....	....
Central Mining Co.	60	....	....	....	....	....
Franklin "	50	50	....	49½	....	....
Isle Royale "	....	....	25	....	....	....
National "	30½	....	30½	31	....	31
Minnesota "	76	....	80	....	....	....
Pewabic "	59	58½	....	58	....	....
Pittsburg "	87	....	86	....	....	....
Quincy "	89½	89½	89	....	89	....
Rockland "	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 16th of February:

Maryland 6s	69	to	71
United States 6s, 1881	63	"	64
Do. 5s, 1874	58	"	60
Virginia State 5s	45	"	48
Do. 6 per cent.	30	"	32
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	75	"	77
Do., Pennsylvania do. do.	77	"	79
Erie shares, $100 (all paid)	62	"	64
Do., 7s, preference	58	"	60
Do., 7s, 1st mort., 1867	62	"	63
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s 3d mort., 1883	63	"	68
Do., 7s, 4th mort.	60	"	65
Do., 7s, 5th mort.	60	"	65
Illinois Central 6s, 1875	83	"	85
Illinois Central 7s, 1875	70	"	72
Do. do. $100 shares, $90 paid, dis.	21	"	19
Do. do. $100 shares, all paid	69	"	71
Marietta and Cincinnati Railroad Bonds	70	"	73
Michigan Central 8s, Convertible, 1869	65	"	68
Do. do. S. F. 1st mort., do., '82, x. c.	73	"	76
Michigan S. and N. Indiana 7s, S. F., 1885	66	"	70
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	60	"	63
Do. do. 7s, 1864	53	"	55
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	76
Do. do. $100 shares	73	"	75
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	106	"	108
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	33	"	36

American Railroad Journal.

Saturday, March 5, 1864.

Stock Exchange and Money Market.

One of the anomalies of the hour, considering the large amount of United States currency afloat, is, that there are not small bills in quantities enough to meet the daily expenses of the Government. At the Brooklyn Navy Yard, the paymaster has his safe full of $500 and $1,000 notes, but is unable, or was at the last accounts, unable to pay off the men for want of small bills. He found it impossible to get them either from the Treasury or by exchange with the local banks. What has become of the millions of small notes hitherto issued by the Treasury? Are they hoarded like gold, or are they passing from hand to hand to perform the functions of business, and cannot be spared?

Even the banks continue to pay a premium for them. Indeed were it not for the rise in gold we would scarcely know that our currency is inflated

We go by rule and dogma in this as we do in most things, not always regarding this axiom, that circumstances frequently alter cases.

This question of gold is not yet settled in Congress, nor in the street. We are of opinion now, as we were a year ago, that it may be carried up to 200, if the combination persist in inflating the price. The demand is principally owing to the necessity of its use at the Custom House. In other words, the Government causes the greater part of the demand. Importers may and do remit products of various kinds. Every bushel of wheat sent abroad produces a gold dollar in return at least, but wheat will not pass at the Custom House for duties. Now it appears to us as plain as day, that the rise in the article being largely owing to the Government, it is the duty of the Government to check that rise by some modification of its power. It is a common office of the State to interfere with what is called free trade, when the public safety or interest requires it. No one thinks it strange that the British Government recently prohibited the exportation of saltpetre. No one believed that our embargo and non-intercourse laws were not within the rightful authority of Congress. So in this case of gold, we cannot doubt but the power which in great part creates the scarcity, may alleviate the evil consequences. There is a necessity for some sort of action in this matter, for the people of the North and West are beginning to pay the most extravagant prices for articles of necessity, because gold is rising in price. The taxes we are paying are light and bearable in comparison with the profits we are charged on the necessaries of life; each rise in gold being made an excuse for further demands. This is the evil against which we wish to provide, and to control which the Government should, if it can, interfere.

We repeat it, it is not taxation which is likely to oppress us, but it is the cost of living, and this is attributable but to a single cause. In 1863 we saw gold at 171, and it afterwards fell to 122. This was a sensible relief to the community. We imagine, if the Secretary of the Treasury now placed upon the market his surplus coin from time to time, there would be a fall as great as there was in 1863. We have seen within the last two weeks a decline of several per cent, on the mere publication of Mr. Chase's letter, and great hesitation and doubt in the street among the operators since, on the mere prospect of his views being carried out.

If the mere rumor of the measure has had a good result, what would not the measure itself effect. We are for making the trial, and if it fails, the Government will have replenished the Treasury by the premium gained. If it sold twelve millions it will have made six millions profit, and we shall be where we were before. It is understood, that Mr. Stebbins of this city, is to speak on the question when it comes fairly before the House, and we shall look for his opinions with much interest. If any Member of Congress understands the question, he certainly does. It is admitted on all hands that cash gold is scarce, and this may be a present reason for its advance; make it plentiful and it must certainly fall.

The National Banks continue to increase. They have great advantages over the local institutions, which latter, if they consult their interest will finally adopt the principle. The deposits in the associated banks of this city increased in one week, ending February 22d, $6,860,953, the total balance that day being $154,875,059. Their total capital is but $60,000,000, their specie $22,301,-687, and their circulation $5,907,851. The aggregate of the clearances between these institutions amounted for the week ending February 20, $514,-887,411 20, and for the week ending the 27th, $575,442,304 22, making a total of $1,090,329,715 42. This enormous sum is the result of but half a month's business of these associated banks; it reveals the extent of the financial operations of the regular bank dealers in this city alone, and certainly accustoms us to the use of large sums, and shows us how easily they may be disposed of without convulsion.

We are particular to notice this circumstance, because we think it is suggestive of a method by which taxation may be enlarged with great justice and good effect. Most of the heavy taxes we now encounter are laid upon manufacture and production. This is a charge on industry as well as capital. Now we imagine if the transfers of property were more relied upon for revenues we should realise larger sums and with less difficulty. In every business transaction the seller and buyer are both supposed to be benefited. Both ordinarily claim a profit. It is this profit in transitu which we would tax, as neither party would feel it. The purchaser who has by the transfer of real estate to himself made one, two, three or four thousand dollars, certainly could not be much injured by a per cent charge on the amount, which would be only a tax on his gains in the transaction. So in ordinary business sales of even the commonest articles, there is a supposed profit on both sides, and this would better bear a tax, than the manufacture on hand and unsold. We are aware this principle obtains already in our system of internal revenue, but we would carry it out still further, applying it to the various forms of these transactions, and the very papers which represent them.

So too devises, legacies, estates intestate, all passing to parties benefitted by them, which benefit is obtained under the protection of the law, should be called upon to contribute to the public wants, precisely as they are in England. A legatee who has not earned his estate, might very well be called on to pay a duty. We also believe that the stamp duties might be largely increased with good results. Men who borrow money and get it, are of all men the readiest to pay for the accommodation, and rarely feel it.

The balance on hand at the assistant Treasurer's office on the 1st Feb., was $34,960,499 19. The total receipts from all sources for the month of January last were almost incredible.

RECEIPTS.

Feb. 1, 1864, by balance, Cr.		$14,971,316 72
Receipts on account—		
Customs	$7,483,511 15	
Loans	15,686,350 59	
Internal Revenue	1,435,578 66	
Transfers	21,370,000 00	
Patent Fees	6,099 50	
Miscellaneous	6,739,749 37	
Post-Office Dep't	398,989 43	
		$53,130,278 90

In other words the receipts from all sources as named were at the rate of $636,000,000 per annum, and though fifteen millions were from loans, and twenty one from transfers, probably from other offices, yet the fact is conclusive as to the financial power of the Government, and its ability to master and control large sums. Let our custom receipts be increased one-half, and our internal revenue be doubled as it may be, by placing government lines of steamers on the Ocean, as recommended by the Secretary of the Navy, and the New York Chamber of Commerce, and by increasing taxation on the current transactions of business, and there will not be the least difficulty in paying not only the interest of our debt in gold, but in creating a sinking fund which in twenty years will wipe out the principal. As we have again and again said, the present national debt as compared with the magnitude of the war and its objects, is a small one. It is as yet (legal tender currency bearing no interest, included) but about sixteen hundred millions of dollars, and with proper energy and skill in pursuing up our military advantages irrespective of political manœuvres and personal views, the war may be closed and the debt kept very near its present condition. But if politics are to be the sole business of our Statesmen, the best natured and the most patriotic, and self-denying people in the world will have been abused and betrayed.

It would be a most unhappy circumstance, if personal ambition or actual imbecility should cause any further unnecessary expenditures. The generous support of the North is not given to men but to the cause.

The money market continues easy on good short paper, the quotation being 5 per cent. There is a fair demand for the 5 20's at 107¼ for account of foreign orders. Treasury certificates bring 99⅞. Exchange for the Boston steamer closed at 174¼, City Bank shares are held at a fair advance. The aggregate of the week's exports exclusive of specie was $3,596,520. Government securities continue firm at full prices, and are not offered in large amounts. There is the same scarcity in Border states and railway mortgages. Mining stocks are growing in favor. It is perceived that our copper, iron and lead mines are likely to pay large profits, since these metals are in as much demand as gold itself. The news from Europe is of a mixed character. It comes to us chiefly from English channels, and takes its color from the anxieties for peace, which there are evidently very great. But the last accounts from Denmark, and from Duppel, where the Danes were more successful, confirm us in the opinion that the war question is still in great doubt.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Hannibal and St. Joseph R. R. 20; do., pref., 45; Ohio and Mississippi pref. certificates, 85; Stonington R. R., 122; Buf., N. Y. and Erie 2d mort., 100; N. Y. Central Real Estate bonds, 104; At. & Gt. Western (Ohio div.) 1st mort., 97; North Carolina 6s, 60; Indiana, 5s, 85; do., 2⅛s, 62½; Illinois War Loan, 101½; Kentucky 6s, 101; Sixth Avenue R. R., 145; Quartz Hill Mining Co., 14¼; Central Coal, 73½; Wyoming Valley Coal 82½; Copake Iron 11¾; Lancaster Lead, 2; Bucks Co. Lead, 1; Canada Copper, 7½; Sandy River Coal and Oil Co. 1st mort., 91¼; Shoe and Leather Bank, 110; Merchants' Ex. Bank, 98; Continental Bank, 102;

St. Nicholas Bank, 101; Am. Ex. Bank, 110; Merchants' Bank, 106; Bank of Commerce, 107¾; Mechanics Banking Ass., 100; Irving Bank, 101½; Metropolitan Bank, 114; Continental Bank, 102½; Park Bank, 132; Butchers' and Drovers' Bank, 125.

Philadelphia.—Allegheny Valley R. R. 7s, 105; Camden and Atlantic, 17; do., pref., 25; do., 1st mort., 97¼; Elmira Chattle 5s, 78; Cleveland and Mahoning 1st mort., 104; Chester Valley, 6; Camden and Amboy mort. 6s, 108; Pittsburg 6s, 81½; Union Canal 3⅞; do., Int. bonds, 27; Huntington and Broad Top, 22½; do., 1st mort., 103; Penn. 6s, War Loan, 107⅛; Penn. R. R. div. stock, 65; West Branch Canal, 105; Ridge Avenue R. R., 20½ West Phila., 72½; Girard College, 30½; 13th and 15th streets, 42; 17th and 19th streets, 183¾; Hazleton Coal, 68; Buck Mountain, 32½; Big Mountain, 9⅝; Green Mountain, 7⅛; Fulton 7⅛; N. Y. and Middle Coal Field, 12½; Penn. Mining Co., 10⅛; Girard Mining, 6¼; Oil Creek, 14; Broad Top, semi-anthracite 12; Lehigh Zinc, 70; Mandan, 6⅝; Marquette, 5; Mech. Bank, 28½; Southwark Bank, 101½; City Bank, 55; Girard Bank, 46½; Western Bank, 72; Corn Exchange Bank, 37; Farmers' and Mechanics' Bank, 59. The latest quotations are: City 6s, 102¾@103, do., new, 107@107½; State 5s, 97@97½; do., coupon, 100@100; ½ do., 6s, 1879, 102¾@103; Phila., Wil. and Balt., 66@68½; Reading, 66@66⅓; do., 6s, 1870, 106@106½; do., 1886, 132@132⅛; Camden and Amboy, 173@175; Pennsylvania R. R., 70@70½; do., 1st mort., 112@112½; do., 2d mort., 108@109½; Little Schuylkill R. R., 48@49¼; Morris Canal, 73@75; do., pref., 136@140; bonds, 105@106; do., 2d mort., 101@103; Wyoming Valley Canal, 84½@85; do., 6s, 99@100; Susquehanna Canal, 24⅞@25⅛; do., 6s, 68@69; Sch. Nav., 29¾@30; do., pref., 41⅝@41¾; do., 6s, 1882, 94¾@95; do., Imp., 94@96; Union Canal pref., 6½@7; do., bonds, 30@30½; Delaware Div. Canal, 39½@40; do., bonds, 97@100; Elmira and Williamsport, 37½@38½; do., pref., 53¾@54; do., 7s, 1873, 110@111; do., 10s, 77½@78; Beaver Meadow, 78¾@79¼; Harrisburg, 69½@71; Long Island R. R., 46@46¾; Lehigh Coal and Navigation, 61½@63; do., scrip, 54@55; North Pennsylvania, 36⅞@37; do., 6s, 99@99¼; do., 10s, 123@128; Philadelphia and Erie, 37⅝@38¼; do., 6s, 107@107¼; Minehill, 63¾@64; Catawissa, 23¼@25; do., pref., 43⅜@43⅝; Lehigh Valley, 85@90; do., bonds, 107½@108; Fifth and Sixth streets, (horse,) 60@65; do., 7s, 105@106; Second and Third, 82⅛@83; do., 7s, 108@112; Race and Vine, 19½; West Philadelphia, 72@72½; Spruce and Pine, 15½@15⅞; Green and Coates, 42@42½; do., 7s, 110@111; Chestnut and Walnut, 61@63; Arch, 37@37½; Thirteenth and Fifteenth, 41@42; Seventeenth and Nineteenth, 18¾; Girard College, 30@30½; Tenth and Eleventh, 52@60; Norristown, 58¼@59.

Boston.—Vermont Central, 2; do., 1st mort., 85; do., app., 87½; Grand Junction R. R. bonds, 1858, 24½; N. Y. and Boston Air Line 20; do., 6s, 45; Northern (Ogdensburg,) 3; do., 1st mort., 101¼; Rutland and Burlington 1st mort., 73; do., 2d mort., 31⅞; Conn. and Pass. Rivers R. R., 52½; do., 6s, 1876, 100½; South Shore R. R. 6s, 99¼; Eastern R. R. 6s, 1874, 103½; Mad River and Lake Erie R. R. 7s, 1866, 70; do., 6s, 1900, 70; Boston, Newport and N. Y. Steamboat Co., 100⅞; Chelsea, horse, 48; Lynn and Boston, horse, 85; Somerville, horse, 32; Maine State 6s, 1880, 105; Vermont 6s, 1871, 103¼; do., 1874, 104½; do., 1876, 103⅞; New Hampshire 6s, 1871, 101½; do., 1875, 104; Rhode Island 6s, 1882, 105¼; Massachusetts 6s, 1876, 122½; Boston 5s, 1870, 116; do., 1886, 118@121⅝; Brooklyn 6s, Water Loan, 106; do., 7s, 1865, 100½; St. Joseph 10s, River Imp., 58; Portland 6s, 1870, 105; Chicago 7s, sewerage, 1888, 111; Bangor 6s, 1876, 102½; Augusta 6s, 1870, 102½; Bath 6s, 102¼; Charlestown 5s, 97¼; Boston Water Power Co., 46¾; Cary Imp. Co., 10⅛; Waverly Land Co., 3; Union S. S. Co., 165; East Boston Co., 13¾; Lorberry Coal, 70; Franklin Coal, 125; Boston Gas, 87½; Newtown and Watertown Gas, 65; East Boston Gas, 81; Dorchester Gas, 69½; Mt. Vernon Bank, 100½; Continental Bank, 100½; Maverick Bank, 94½; Revere Bank, 106; Blackstone Bank, 109; National Bank, 95; Suffolk Bank, 151½; Massachusetts Bank, 107½; Acton Mining Co., 4⅜; Albany and Boston, 10¼; Atlas, 7; Bay State, 20¾; Boston, 6¼; Black River, 66c.; Bedford, 5¼; Brome, 2⅝; Canada, 7⅞; Columbian, 9½; Chaudiere, 95c.; Chester, 42c.; Copper Falls, 40¼; Copake Iron, 12; Chaudiere, gold, 3; Dana, 5; Devon, 4; Durham, 72½; Excelsior gold, 9; Eagle River, 8½; Gt. Western, 4⅝; Green Mountain, 5⅜; Hanover, 4½; Humboldt, 5⅝; Hancock, 14; Hamilton, 6⅛; Hungarian, 3⅞; Hampton, 3; Huron, 39; Lake, 31c.; Logan, 1¾; Mesnard, 13¾; Madison, 6¼; Manhattan, 6¼; Mandan, 6½; North Cliff, 6¾; New England, 3⅞; Nequaket, 3⅛; Northwestern, 13; Ottawa, 62c.; Phœnix, 29¼; Pontiac, 7⅛; Ramsay, lead, 5⅞; Star, 11¼; St. Flavian, 2¾; Superior, 9⅜; Sutton, 2½; South Side, 5; St. Mary's, 10½; Stafford, gold, 2½; Tremont, 4¾; Union lead, 45; Washington, 3⅞; Winthrop, 6¾; Wickham, 97c.; West Minnesota, 1.

Baltimore.—Maretta and Cincinnati R. R. bonds, 101; N. W. Va. R. R., 10; do., 3d mort., 27½; Western Maryland bonds, 81¾; City Passenger R. R., 19¾; Springfield Mining Co., 3.40; Maryland Mining Co., 1.65; Santa Clara Mining Co., 27; Chesapeake Bank, 25½; Citizens Bank, 11⅛; Farmers' and Mechanics' Bank, 39; Merchants' Bank, 109. The latest quotations are: Balt. and Ohio, 107½@108¼; do., 6s, 1867, 103; do., 1875, 108@110; do., 1880, 110; do., 1885, 109@110; Northern Central, 43½@45; do., bonds, 1885, 101¾@102; N. W. Va., 9½@10; do., 1st mort., 105@108; do., 2d mort., 102¼; do., 3d mort., 25@29; do., guar., 101; Central Ohio 2d mort., 106; do., 3d mort., 85; do., 4th mort., 52@58; do., income 1857–'60, 36@38; Western Md. bonds, 82@82½; do., guar., 106; Maryland 6s, coupon 1870, 107@108¼; do., Ins., 105@108; do., 1890, 108@111; Baltimore 6s, 1870, 105; do., 1873, 106; do., 1875, 108¾@109; do., 1886, 108¾; do., 1890, 109@109½; do., coupon, 109¼@109½; do., 5s, 1888–'70, 90@95; City Passenger R. R., 19@19½; North Carolina 6s, 55@60; Canton Co., 47@50; Deep River, .15; Gardner, .75@1.00; Guilford, .30@.50; Maryland, 1.50@1.60; North State, .10; Rudisell, .50@.70; Silver Valley, .10; Springfield, 3.35@3.45; George's Creek, 70@76; Santa Clara, 25@26¼.

Montreal.—Champlain and St. Lawrence R. W., 15@16½; do., preferential, 90@93; do., 6 per cents, 85@87½; Government 5 per cents, sterling, 94@95; do., currency, 92½@93½; do., 6 per cents, 1872, currency, 105@106; Montreal City bonds, 6 per cents, 98@98½; do., Water Works, 6 per cents stg., 98@98½; Quebec City 6s, 95@96; Ottawa city 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $3@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 121@125; City Passenger Railway, 116@117.

The Public Lands.

In our character of journalists devoted to facts, we are often obliged to correct the misapprehensions of the public on statistical subjects; for false premises are the cause of most of the disorders of finance and philosophy.

A letter has been extensively republished in relation to our public lands, or as we may proudly term them, our National domain, in which the quantities remaining unsold, and the propriety of a repeal of the present Homestead law are stated, with the augument appended, that by their future sales we might nearly discharge the National debt. The writer of that letter estimates the amount of these public lands remaining as public property to be as follows:

States.	Acres.
In Ohio	745,000
Indiana	2,751,000
Illinois	14,060,000
Missouri	29,216,000
Alabama	17,238,000
Mississippi	24,308,000
Louisiana	22,854,000
Michigan	24,864,000
Arkansas	27,402,000
Florida	31,801,000
Iowa	27,153,000
Wisconsin	26,321,000
Minnesota	56,000,000
Northwest Territory	376,000,000
Oregon Territory	218,536,000
Nebraska Territory	87,488,000
Indian Territory	119,789,000
California and Utah	287,162,000
New Mexico	49,727,000
	1,423,415,000

These figures are pronounced by a Western co temporary, well informed on this and kindred subjects, to be erroneous. In Ohio there are not 10,000 Government lands unsold, and not an acre of these saleable at any price. In Illinois there are not 25,000 acres of these public lands unsold. In Indiana the amount named is entirely beyond the actual fact. The people there would like to know where these millions of acres are situated. In Iowa the quantity is not three fourths of that stated. In Missouri not a fifth. Not a tenth in Mississippi, Louisiana or Alabama. Not a fourth in Arkansas, Michigan, Wisconsin or Minnesota, and not one half in Florida. A great part of this land will never bring ten cents an acre. So the statement in regard to Oregon is equally incorrect. Instead of two hundred and eighteen millions of lands in Oregon fit for settlement, there are not twenty millions. In fact the whole amount of surveyed lands in September, 1860, was 440,960,040, from which large grants, bounties and railway concessions were yet to be deducted. To give up our present tariff, and internal revenue system, and to rely on the sale of public land

would be the height of folly, and lead to bankruptcy and repudiation.

The policy of such a measure may be questioned on other grounds. The best of the public lands would be purchased by speculators. So that persons of small means would be obliged to purchase poor lands, or become practically the bondsmen and serfs of rich non-resident proprietors.

It is a fact well known in this state, that wherever large tracts of lands had been thus held by such proprietors, their settlement has gone on slowly. The plan, from the very nature of things, converts freehold settlers into poor dependent tenants. Now as long as the emigrant, whether a native or foreigner, can get good land without paying a large profit to the forestalling speculator, we may be certain of increasing emigration, population and production. These are the elements of our western growth. It appears that up to September 30, 1861, the whole quantity of public lands heretofore sold for cash, was 152,141,052 acres, and 247,245,102 had been disposed of on private claims, bounty land warrants, railroad and swamp land grants, &c.

This is the result thus far, of all the sales. It is not probable that the sales in the future would be in a much greater ratio, until the Pacific Railroad and its branches were completed. The annual amount of sales could not be very large, not as much per annum, as can be raised out of an ordinary whiskey tax. Besides we want men, we want workers and diggers in our soil. If we give them a homestead, they give us back the products of the soil for consumption and commerce, for transportation foreign and domestic; they build villages, towns and cities; they pay taxes; increasing in ability with agricultural improvement, we extend our political and financial power, and maintain our stability and unity. These are the views which thinking men take of the public lands, and their real value in the end. In the last report of Mr. Edmunds, Commissioner of the land office, he states that it is "the design of Congress not to look to the public lands as a source of direct revenue, but rather by encouraging actual settlement, and important works of internal improvement, to quicken the settlement of the Country, and by increasing individual wealth, *secure national riches and prosperity.*"

Interference with Railroad Franchise.

A question of great practical importance to the interests of railroad corporations was recently decided in the Supreme Court, in an action brought by the New York and Harlem Railroad Company against the Forty-second street and Grand street Ferry Railroad Company. The defendants had made preparations to connect their railroad tracks on Twenty-third and Fourteenth streets by running a double track on Fourth Avenue. The plaintiffs had for years been in the enjoyment of a railroad franchise in the Fourth Avenue for a double track; the defendants proposed to lay one track on each side of the plaintiffs' road, leaving a space of twelve feet between the defendants' track and the curb. The plaintiffs claimed an exclusive right to the use of Fourth Avenue for railroad purposes under an agreement with the City of New York, which was the owner in fee of the soil of Fourth Avenue subject to the use of the public for a highway.

The plaintiffs obtained an injunction against the defendants' proceedings, which the defendants moved to dissolve. The case was heard before Mr. Justice Peckham of Albany, and he, after a consideration of the points raised by counsel, granted the motion. The following extract from the opinion, omitting technical questions, shows his view of the law applicable to the case:

The case must turn on the one question, whether the running by the defendant of a track on either side of the plaintiff's track is such an actual taking of the actual property of plaintiff, as cannot be done without compensation; for though there may be some question whether the crossing of plaintiff's track would not be such a taking as would require compensation, yet no such question is raised by the bill and answer, or the papers on this motion.

There is very little force I think in the objection, that it is proposed to lay defendant's tracks so near to plaintiff's as to injure or practically interfere with its running. The track proposed is the same distance from plaintiff's track, that plaintiff's tracks are from each other, viz: five feet. The interest which the plaintiff has in Fourth Avenue is a right of way; its franchise consists in its right to lay and use exclusively a railroad, subject to the duty of running public cars thereon. It has no control or interest whatever in that part of Fourth Avenue not occupied by its own road, except that common to the rest of the community, *i. e.*, that it shall be kept free and clear for public use.

All and any persons have a right to pass along said street.

They cannot stop and obstruct it. The crowd of passers may be so great as in itself to be an obstruction, yet so long as it is a moving crowd, whether of individuals or vehicles of any description, it is a legal use of the street.

Were the defendants then about to run any number of omnibuses or other ordinary wheeled vehicles the plaintiff could not complain. The injury to its road might be as great or even greater than that which may accrue from the proposed action of the defendants, and yet so long as their action was not malicious it cannot be pretended that the plaintiff would require a right to complain.

This shows that the consequence of which the plaintiff complains, *i. e.*, difficulty of access to its cars may exist and the plaintiff have no cause of action; in other words, the fact may exist and be no wrong, can it then be claimed that that which if caused by one means is not wrong, becomes a wrong on being effected by another means. The use of a city street by a railroad for running public cars has been decided to be a public use, the exclusive right to the track being controlled by the public right to the cars, that being as the running of the defendant's cars would be but an exercise by the public of the public right of way.

The cars were not run unless in obedience to the public wants, for otherwise they would not pay. Should they do so for the mere sake of malicious annoyance to the plaintiff other questions would arise.

If then after the running of the plaintiff's road, the public retained a right to the use of the rest of the street as a public street, and for public use, and if this proposed use by the defendants be as has been decided a public use, the plaintiff has suffered no infringement of its rights or property, and the injunction must be dissolved.

Tolls, Trade and Tonnage of the Canals.

From the Annual Report of the Auditor of the Canal Department on the tolls, trade and tonnage of the canals this State during the season of navigation in 1863, presented to the Assembly on the 15th ult., it appears that the whole amount of tolls received is $4,645,207, which is composed as follows:

Tolls on boats and passengers	$242,848
" on products of the forest	715,059
" on products of animals	89,426
" on products of vegetable food	3,012,823
" on other agricultural products	4,194
" on manufactures	137,017
" on merchandise	137,253
" on other articles	307,087
Total	$4,645,207

The whole amount of tonnage arrived at tide water by way of the Erie Canal from Western States and Canada, was 2,279,252 tons.

The whole amount of tonnage, the product of the State, was 368,437 tons.

Barrels of flour arriving	1,603,065
Bushels of wheat, 22,386,433, which, turned in flour, calculating five bushels to the barrel, would make	4,467,287
Total	6,070,352

Total number of bushels of corn arriving, 19,918,464.

Whole number of boats registered during the last year, 771, of the tonnage of 119,170.

Comparing the season of 1862 with that of 1863, shows a decrease in revenue of $543,736, and a decrease in tonnage of 41,093.

The whole amount of tonnage transported on the canals during the past season, ascending and descending, was 5,557,692. The value of such tonnage was as follows:

Product of the forest	$13,421,909
Product of animals	15,257,555
Vegetable food	84,866,206
Other agricultural products	966,750
Manufacture	13,041,051
Merchandise	91,417,513
Other articles	21,072,477
Total	$240,046,461

The total number of tons carried one mile during the last season was $1,034,130,023.

In flour and wheat there has been a decrease in tonnage the past year of 348,643, and a decrease in tolls of $620,488. In corn and oats there has been an increase of 13,571 tons, and a decrease in tolls of $82,551.

Whole number of bushels of barley transported over the canals in 1862, was	2,764,916
In 1863	3,816,458
Increase	1,051,542
The number of bushels which arrived at tide water in 1862, was	2,562,659
In 1863	3,263,792
Increase	701,133
Amount of tolls received on barley and barley malt in 1862, was	66,760
In 1863	100,440
Increase	33,680

Comparing the traffic in tolls of 1863 with 1862, there has been a decrease in the shipments of corn of 138,287 tons, and a decrease in tolls of $221,476

Making a like comparison in the shipment of oats, and there was an increase of 151,852 tons and an increase of $188,925 in tolls.

Cleveland, Columbus and Cincinnati R. R.

The following is the statement of this company for the year ending December 31, 1863:

Earnings for the year 1863		$2,145,030 22
Expenses for eleven months ending November 30	$861,735 45	
December expenses (not fully paid,) estimated.	100,000 00	
		$961,785 45
Net earnings for the year		$1,183,294 77
There has also been expended during the year, for new depots, machine shops and engine houses, and additional depot grounds and tracks		163,575 00
New and additional cars and engines		102,170 00
Woodlands		23,000 00
Indorsed Columbus, Piqua and Indiana Railroad bonds taken up		61,000 00
Bellefontaine and Indiana Railroad stock purchased		201,994 00
		$551,739 00
Add cash dividend paid August 1, 1863, 6 per cent.	$300,000 00	
Add cash dividend payable February 1, 1864, five per cent.	250,000 00	
		550,000 00
Total		$1,104,789 00

A stock dividend of twenty per cent. has also been declared, payable February 1, 1864.

Interest and Dividends.

The coupons due March 1, 1864, from the bonds of the Peninsular Railroad Company of Michigan will be paid at the office of the company, No. 8 Wall street.

The Pittsburg, Ft. Wayne and Chicago Railway Company have declared a dividend of 7 per cent. on their third mortgage bonds, for the year ending December 31, 1863, payable on and after April 1, at the office of Winslow, Lanier & Co., 52 Wall street.

The Board of Directors of the Bellefontaine and Indiana Railroad have declared a dividend of twenty-five per cent.

The Wyoming Valley Canal announces its regular quarterly cash dividend of four per cent., payable on the 21st of March. The company also authorizes the issue and distribution to shareholders as they may stand on the books of the company March 6th, 1864, of two thousand shares of stock at par, being an increase of $100,000 of the capital stock, in lieu of that amount of cancelled bonds, the new stock to be divided at the rate of one share to every six held, without regard to fractions. This, it will be remembered, is not a stock *dividend* but a stock *distribution*, for which the par of fifty dollars per share must be paid. The shares are now selling at 83.

The Chemung Railroad Company will pay on demand, at the Park Fire Insurance Co., a quarterly dividend of 2 per cent. free of tax.

The Hudson River Railroad Company has declared a semi-annual dividend of five per cent., payable March 12.

The Delaware and Hudson Canal Company have declared a semi-annual dividend of 10 per cent.

☞ The amount of stock divided to the shareholders of the Pennsylvania Railroad Company last week was some 85,000 shares, representing at their par value $4,200,000, or at their market price $6,035,000. With this addition of new stock, the capital of the company is now represented in 365,000 shares, covering at par $17,250,000 in money.

Debt of Sacramento, Cal.

We are indebted to Hon. Chas. H. Swift, Mayor of Sacramento, for the following statement of the indebtedness of that city:

Sacramento has three series of debts and liabilities, as follows:

1st—6 per cent. registered bonds with coupons, $1,474,800—authorized by act of Legislature May 28, 1858, and payable in 1888, 1893, 1898, and 1903. Issued for the redemption of all outstanding debts, including bonds previously issued. For the payment of interest 55 per cent. of all city revenue is pledged, and interest has been paid to date.

2d—Miscellaneous bonds, $240,440. These bear different rates of interest, and are fundable, under the act of May 28, 1858, in 6 per cent. registered bonds (as above,) but are not yet funded. They include bonds issued for the Fire Department, Water Works, Levee, City Hall, Prison, etc. On funding, the accrued interest will be added.

3d—Certificates for floating debt, $66,362. These were issued to retire floating debt accumulated from 1858 to 1863, and are secured by a special tax annually until paid. No interest is attached, and their redemption may take place at any time when $1,000 is on hand—the lowest bidder for the sum offered having preference.

The total debt of the city is $1,781,602.

The Mayor regrets that he cannot send a more favorable account. But "stubborn facts will not allow it."

Susquehanna and Wyoming Valley Railroad and Coal Company.

The committee on securities to be dealt in at Stock Exchange, have made to that body the following statement of facts obtained from official documents:

The company is chartered by special incorporation in Pennsylvania, (Act of 1854, patent granted 1859, charter expires 1875,) owns mines and town lots at Scranton; transports its coal to New York by Delaware, Lackawanna and Western Railroad. No floating debt. Mortgage 7 per cent., is $500,000, less $12,000 retired, $488,000. The bonds appear to have been issued in payment for the property in Scranton, and are convertible into stock. Capital stock at present, 6,400 shares of $50—$320,000, with power to increase for mining purposes, and since this application was made to the Stock Exchange, the company has decided to increase to 20,000 shares of $50 each, $1,000,000. No individual liability is apparent, except for labor and materials used in mining operations. The increase of capital is represented to be for additional cars and mining lands, and the new shares will be issued in payment for the contracts made or to be made.

Penn Haven and White Haven Railroad.

The annual meeting of the stockholders of this company was held at Mauch Chunk on the 25th of January, when the following gentlemen were elected to serve for the ensuing year: President, Asa Packer; Managers, Asa Packer, John A. Hutchinson, William H. Gatzmer, Robert Lockhart, Robert H. Sayre and Garret B. Luckerman; Treasurer and Secretary, John A. Hutchinson. The Penn Haven and White Haven Railroad begins at Penn Haven, on the Lehigh, nine miles above Mauch Chunk, and skirting that stream for a distance of sixteen miles to White Haven, where it connects with the plane of the Lehigh Navigation Company to Wilkesbarre. The Philadelphia *Ledger* says: "The rails are already being laid down on one portion of it, and spring will see it finished and in operation. It will be an important feeder to this city in connection with the roads from the Wyoming and Lackawanna regions."

California Treasure Shipments.

The total amount of treasure shipped from San Francisco during the year 1863 by the Pacific Mail Steamship Company, was $41,569,783 67. Of this only $10,390,229 66 was sent directly to New York, the remainder, $31,179,454 01, having been shipped to Panama and England. The rebel privateers were the probable cause of depriving our steamers of the carrying trade. The *Alta California* gives the shipments of treasure since 1849, and including that year, as follows:

1849	$4,921,250	1857	$49,340,187
1850	27,476,346	1858	43,897,159
1851	45,582,095	1859	47,664,299
1852	46,586,134	1860	42,303,345
1853	57,331,024	1861	40,639,090
1854	51,328,855	1862	42,380,809
1855	44,640,090	1863	41,569,783
1856	51,042,268		
Total			$637,002,534

The shipments to China and other points by other vessels than the Pacific Mail Steamship Company, are included in the total shipments of the year previous to 1863. If these were included in the estimates of last season they would swell the gross amount to a total not greatly below that of any previous year.

☞ At a meeting of the directors of the Northern Central Railroad Company, held in Baltimore on the 25th inst., a motion was made to refer the annual report of the directors to a committee of five, with instructions to report thereon at a meeting to be held at Calvert Station on the 15th of April next. The subjects of stock and cash dividends, or both, the expenditure of $1,500,000 as recommended by the Superintendent, as well as all matters affecting the interests of the shareholders to be embraced in said report. We are informed that the sentiment of those most interested in the successful working of the line was adverse to a dividend either of cash or stock.

☞ The Erie Railway Company has passed resolution authorizing the conversion of the bonds of the Long Dock Company into stock of the Erie Company, requiring 20,000 shares of new stock. A resolution was also passed allowing the conversion of the Buffalo Branch Bonds, $200,000. The conversions have increased the common stock thus far 10,000 shares.

Albany Horse Railroads.

We learn that contracts have been executed for the completion of the track of the Horse Railroad from the present terminus in Washington Avenue, at Townsend's Park, to the Two Mile House, on the Schenectady Turnpike, West Albany, and from the present railroad in State street at its intersection with Pearl street, to the south bounds of the city. The latter route will be extended to Kenwood as soon as the company can obtain the right of way. These roads are to be commenced as soon as the weather will permit, and are to be completed with despatch.

☞ Sixteen millions of mortgage debt in Ohio have been paid off within the two last years. In 1863 the total outstanding mortgage debt unpaid was $19,973,171. The amount of judgment debts paid off during the same time was about $9,000,000.

Area, Population, Valuation and Debt of each of the Loyal States of the Union.

Compiled and reduced from official reports—By R. S. Fisher, M.D.

States.	Area in square miles.	Population according to Census, 1860.	*Valuation of Real Estate and Personal Property assessed in 1862.	Debt and Liabilities at the close of the fiscal year 1862. Absolute Debt.	Contingent Liabilities.	Total Debt & Liabilit's.	Population to square miles.	—Proportion per capita.— Valuation.	Debt and Liabilities. Absolute.	Contingent.	Tot. Debt.	Debt & Liabilities to valuat'n—rates per centum.
California	188,892	379,994	$160,369,072	$5,569,285	.....	$5,569,285	2.01	$422.03	$14.66	.....	$14.66	$3.47
Connecticut	4,674	460,147	247,065,811	3,000,000	.....	3,000,000	98.45	536.92	6.52	.....	6.52	1.22
Delaware	2,120	112,216	39,767,233	.....	.....	.....	52.93	354.88	.....	.....	.....	.....
Illinois	55,405	1,711,951	389,207,372	12,337,381	.....	12,337,381	30 90	227.35	7.21	.....	7.21	3.17
Indiana	33,809	1,350,428	365,925,768	8,609,173	.....	8,609,173	39.94	270.97	6.38	.....	6.38	2.35
Iowa	55,045	674,913	173,835,073	1,122,296	.....	1,122,296	12.26	257.42	1.66	.....	1.66	0.65
Kansas	78,418	107,206	20,290,037	194,000	.....	194,000	1.37	189.26	1.81	.....	1.81	0.95
Kentucky	37,680	1,155,684	528,212,693	7,479,244	.....	7,479,244	30.67	457.06	6.47	.....	6.47	1.41
Maine	31,766	628,279	164,714,168	2,162,727	.....	2,162,727	19.78	262.18	3.44	.....	3.44	1.31
Maryland	11,124	687,049	286,776,734	11,629,730	3,269,321	14,899,051	61.76	417.40	16.91	$4.68	21.69	5.19
Massachusetts	7,800	1,231,066	861,485,418	5,305,144	5,824,435	11,129,579	157.83	699.79	4.31	4.73	9.04	1.29
Michigan	56,243	749,113	172,055,840	2,881,038	100,000	2,981,038	13.32	229.68	3.85	0.13	3.98	1.73
Minnesota	83,531	172,123	38,712,427	350,000	2,275,000	2,625,000	2.06	224.91	2.03	13.23	15.26	6.79
Missouri	67,380	1,182,012	366,935,851	1,033,000	23,701,000	24,734,000	17.54	310.43	0.87	20.05	20.92	6.74
New Hampshire	9,280	326,073	123,810,089	735,100	.....	735,100	35.14	379.70	2.26	.....	2.26	0.59
New Jersey	8,320	672,035	296,682,492	876,820	.....	876,820	80.77	441.46	1.30	.....	1.36	0.29
New York	47,000	3,880,735	1,433,766,016	30,179,425	338,000	30,517,425	82.56	369.45	0.09	7.77	7.86	2.13
Ohio	39,964	2,329,511	889,285,292	17,021,042	.....	17,021,042	58.54	380.12	4.39	.....	4.39	1.91
Oregon	95,274	52,465	21,288,931	.....	.....	.....	0.55	405.77	.....	.....	.....	.....
Pennsylvania	46,000	2,906,115	569,049,867	40,443,033	.....	40,443,033	63.17	196.15	13.92	.....	13.92	7.11
Rhode Island	1,306	174,620	125,104,305	2,000,000	.....	2,000,000	113.71	716.41	11.45	.....	11.45	1.56
Vermont	10,212	315,098	84,758,619	984,977	.....	984,977	30.85	269.00	3.12	.....	3.12	1.16
West Virginia	20,541	349,698	151,404,267†	.....	.....	.....	17.02	432.98	.....	.....	.....	.....
Wisconsin	53,924	775,881	182,507,222	1,500,000	.....	1,500,000	14.39	235.23	1.93	.....	1.93	0.82
Total 24 States	1,045,708	22,394,412	$7,693,010,597	$155,413,415	$35,507,756	$190,921,171	21.41	$343.52	$6.94	$1.59	$8.53	$2.49
Census or true valuation	.....	.....	11,033,872,524	.....	.....	.....	.....	.....	.....	.....	.....	.....

* The amounts here given are such only as are liable to State Taxation—the real valuation is much greater.

† Valuation estimated at one-fifth of the total of Virginia as in 1860.

Baltimore City Passenger Railway.

A bill has been favorably reported to the Baltimore City Council, amending the charter of the Passenger Railway Company of that city so as to allow it to charge six cents fare for each passenger instead of five, as at present. The operations of the act are limited to two years from its passage. The Company say that unless the act is passed they will be compelled to stop running.

☞ It now seems highly probable that, notwithstanding the many disappointments we have experienced in regard to the building of the Buffalo and Pittsburgh Railroad, we are, at last, to have a real genuine railroad through this village! We learn that Engineers are already surveying two lines for the proposed route—one through Springville, East Otto, Mansfield, and Ellicottville, and the other through Aurora and Machias, along the old and unfinished route.—*Cattaraugus Freeman.*

Montreal and Champlain Railroad.

We learn that this road passed into the hands of the Grand Trunk Railroad Company on the 1st of January last. Passengers are now carried across the Victoria bridge free of charge, and with but little loss of time. The well known ferry boat the Iron Duke will consequently be no longer necessary to carry Railway passengers across the river.

☞ J. N. McCullough, Esq., has been appointed General Superintendent of the Pittsburg, Fort Wayne and Chicago Railroad, in the place of John B. Jervis, Esq., resigned. Mr. Jervis has been appointed Chief Engineer.

☞ The library of Congress contains 82,000 volumes, and during the last sixty years $343,000 have been expended on the purchase of books. By law a copy of every book published in this country must be deposited in this library.

Brome Mining Company.

This is a Canada Copper mine, with 100,000 shares. The location of the mine is in the town of Sutton, Brome County, Canada East, and this region is now attracting unusual attention from the success of the Canada, Bedford, and Sutton mines. The Brome has the same vein as the Sutton, and is even more favorably situated on the side of the hill, than the latter, equally as good ore being taken out within a few feet of the surface as is obtained by sinking shafts, 60 to 70 feet at the Sutton. Work has been progressing at the mine for nearly a year, and is being pushed with vigor.—*Boston Courier.*

Rockland and Bath Railroad.

This project it is said commands a fair prospect of being built. A Wiscasset correspondent of the Rockland *Free Press*, in urging the importance of a railroad along the shore route, to the Kennebec and Portland road, says a route has been reconnoitered, striking the Kennebec at Twing's Point, below Swan Island, and seven miles from Wiscasset.

Chicago and Alton Railroad.

The operations of the Chicago and Alton Railroad for the year ending Dec. 31, 1863, have been thus: The gross earnings of the line have been $2,021,770 22, being an increase of $515,165 90 over 1862. After deducting the amount paid the Joliet, Chicago, and Terre Haute and St. Louis Railroads, Alton Packet Company, &c., of $348,663 62, the earnings of the Chicago and Alton Railroad amounted to $1,673,706 60, being an increase of $448,705 77 over 1862. The expenses of the Chicago and Alton Road in 1863 were $971,840 78, being an increase of $204,633 77 over 1862. The balance carried to the credit of income account in 1863 amounted to $701,865 82, or an increase of $244,072 over 1862.

Camden and Amboy Railroad.

The Camden and Amboy Railroad Company have applied to the New Jersey Legislature for an extension of their privileges for a period of twenty years from the 1st of January, 1869, at which time their present grant will expire. The present application is not for an extension of charter, which, we think, extends some twenty-five years yet, but for an extension of their original privilege of exclusively carrying passengers and freight between Philadelphia and New York. In view of the advantages which result to the taxpayers of New Jersey from the connection of the State with the joint companies, there is little reason to doubt the extension of the privilege solicited. Not only does the State's interest in the companies largely exempt the people from taxation, but the connection has had the effect of giving a railroad to every country in the State, and some of the counties so isolated that railroad advantages could by no other means have been obtained. Of course such a system will not be lightly yielded, however much outside schemers may complain.—*Phila. Ledger*, Feb. 27.

Another Outlet from the Lehigh Valley.

We notice in a Montgomery county newspaper of last week the report of a meeting in favor of a new railroad connecting that valley with the Schuylkill Valley, which, if carried out, must greatly advantage the Reading Railroad. That company having within the last two years absorbed all the roads in the valley of the Schuylkill, is now looking to the Lehigh Valley for a portion of the coal and iron productions of that wonderfully prolific region. The proposition now is to construct a new railroad, of some eighteen miles in length, from near Pottstown, on the line of the Reading Railroad, to some point most feasible, on the East Pennsylvania Railroad, as near to Allentown as may be. Such a line of road, connecting with this city, would use about forty-five miles of the Reading Railroad, and, independent of the trade that such a connection would invite from the Lehigh Valley, the region of country through which it is proposed to construct the connecting

link abounds in large quantities of the very best and richest iron ore in the State. At the meeting of citizens held last week a committee was appointed to raise $300,000 on the line of the projected road, and a statement was made from J. Dutton Steele, of the Reading Railroad, that that company could be induced to endorse the bonds of the proposed road to two-thirds the estimated cost to build the first section. The Reading Railroad management adopted the true policy when it set up as principal carrier from the Schuylkill region, and in commanding the lateral roads instead of being subservient to them, took the first step in the development of its capacity to command and control the tonnage of the Schuylkill region. Its subsequent amicable arrangements with competing lines were all in the same salutary direction, and gave the company last year a coal tonnage of over *three millions of tons*, at a per centage of net profits, over interest and all expenses, of about 22 per cent.—a per centage of profits unequalled by any road of equal length in the country.—*Phila. Ledger.*

Wisconsin and Lake Superior Railroad.

We see by a correspondence from New York, in the Lake Superior *News and Journal*, that the initiatory steps are being taken in New York for organizing a company to build a railroad from the copper mines of Lake Superior to Green Bay. It is to be known as the Wisconsin and Lake Superior Railroad, and will run from the mouth of the Menominee river to the copper range, via. Lake Michigaumi and Kewenaw Bay. The road will probably take the grant of the Ontonagon and State Line Road, and will pass through a rich iron region.

That such a road must eventually be built, has long been evident to us, and we are happy to learn that a movement is being made in the matter.—*Green Bay Advocate.*

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Notice to Contractors.

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NEWARK, N. J., Feb. 15th, 1864.

SEALED PROPOSALS will be received at this office for the grading, masonry and bridging of the extension of the Road of this Company, from Hacketts-town to the Delaware River, at Phillipsburg, (a distance of twenty-three miles,) until Saturday, the 26th day of March next.

Maps, profiles, plans and specifications, with blank forms for proposals and approximate estimates of quantities, will be in readiness at this office on and after Saturday, March 12th.

6t8. J. B. BASSINGER, Chief Engineer.

TO RAILROAD CONTRACTORS.

Sealed proposals will be received at the office of the Pacific Railroad, (of Missouri,) in St. Louis, till March 25, 1864, for doing the graduation and masonry of about thirty-five miles of the road, being from Holden, in Johnson County, to a section in Jackson County between the Little Blue and Independence. Profiles, list of sections to be let, giving time as to when they must be completed, forms of bids, specifications, &c., can be seen at the office of the Chief Engineer in St. Louis.

Bids should be made for each section of about one mile, and no distance greater than ten miles will be let to any party or firm.

Payments will be made monthly in cash, fifteen per cent. being retained till the completion of the work.

Bids should be addressed to GEORGE R. TAYLOR, President, and where the bidder is not personally known to the President or Engineer, he must accompany his bid by substantial references, and should give also his post-office address, and he will be informed of the acceptance or rejection of his offer.

The company reserve the right to reject any or all bids.

T. McKISSOCK, Chief Engr and Sup't.

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OFFICE OF THE

ÆTNA

FIRE INSURANCE CO. OF NEW YORK,

NEW YORK, *January* 12, 1864.

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SECOND QUARTO SERIES, VOL. XX., No. 11.] SATURDAY, MARCH 12, 1864. [WHOLE No. 1,456, VOL. XXXVII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 13, 1864.

Permanent Way.

This expression in common use has a peculiar meaning, not generally understood except by scientific men. It is, according to Mr. R. M. Stephenson, that part of a railroad which includes ballasting, sleepers, rails, chairs, keys and bolts. And these have tasked the untiring ingenuity of our American mechanics to its utmost extent. We may have a good line, good grades, good viaducts and bridges, but if the permanent way itself is defective, the road will be a source of continual trouble and expense. The term first came into use when large blocks were made the support of the rails, and this plan of English origin was at first adopted in this country. The Albany and Schenectady Railroad was constructed in this idea; but it was found here as well as in England, that the objections to it were very serious. The bearing area was insufficient. The blocks could not be tied to keep the gauge, nor could their forward and backward movement be prevented. Because the attachment to the rail was slight and insecure at best, because the chairs were loosened by the movement of the trains, and because the blocks were like anvils reacting on what was placed on or passed over them, it was seen that they did not answer the purpose intended. They actually were deficient in stability. The action of the wheels of the train upon them was like that of a sledge hammer. It was supposed the difficulty might be obviated by continuous lines of low stone walls, but the result was the same. In short, it was discovered that there was too much rigidity, too much reaction, and that these destroyed the rolling stock.

Robert Stephenson illustrated this at a meeting of the Civil Engineer's institution in so satisfactory a manner, that the British Engineers at once changed their ideas as to permanent way. He showed that in the tunnel at Camden's town on the London and Northwestern road, upon "a solid cutting where the ballast lay superincumbent on the clay," and water had no access to it, the rails were most invariably destroyed after but a moderate use. The fact could not be accounted for until the sleepers were taken up, and "the ballast below was found as hard as the solid rock." This was dug up and loosened, and the difficulty ceased.

An English authority now before us says, that the pleasantest travelling by rail, is over a newly laid line with plenty of ballast, in which the sleepers lay soft and fairly bedded, while the rails, chairs and joints are all firm. This is not elasticity, but *plasticity*. We noticed this peculiarity in travelling over the Buffalo and Lake Huron Railway soon after its completion, and though running over it for a good distance at the rate of a mile a minute, the motion was very equable and pleasant.

Numerous attempts have been made in iron and wood to obtain sleepers which should be equal to the wear and tear of the largest traffic. Many inventions sprang up for examination and adoption. Those of iron are still in use on many English railways, but we believe our American system has rejected them.

Our ordinary plan is to lay down wooden transverse sleepers, either on the soil or in ballast, on the surfaces of which rests and is secured the rail itself. Some roads, however, are still further strengthened by longitudinal sills resting on the transverse sleepers, and supporting the rails. This principle of construction is pronounced by Mr. Stephenson "the most perfect yet devised, wherever the free use of timber is admissable."

Otherwise as experience teaches, the sleepers, or cross ties as we term them are apt to get loose, by the action of the trains; "they rock fore and aft with that of the wheel." They throw up clouds of dust by their vibratory motion, and thus damage the machinery in its joints, bearings, and gearing by the increased rubbing and friction the dust creates. Several ingenious plans have been devised to remedy this difficulty, of one of which we have formerly spoken favorably. This was to cut the ties or sleepers into half lengths, and to place the rails over their centres.

Of the rails, an essential part of the permanent way, there appear to be two principal kinds, the double head, which when worn may be reversed or turned upside down, and the foot rail fastened directly to the chairs. We are not personally acquainted with any of the former kind as being in use among us, though some years ago, the Harlem Company laid some hundreds of yards of this kind, in cast iron and in lengths of ten feet in this city near the present depot. But the destruction of the heavy double head rail is so certain under the weight of heavy engines that it was early abandoned. The foot rail which embraces all the various forms is the most usual style now in use. The varieties are innumerable, and the weight quite arbitrary.

There is still room for further exercise of the ingenuity which has so long tasked itself to obtain the strongest and most durable rails, with the least expenditure of metal. The recent introduction of the steel rail, either solid, or with a steel head only by the Pennsylvania Railroad Company, is a step evidently in the right direction. In the report of the company which we published in the JOURNAL of 27th ult., it is stated that the experiments thus far made with this new rail realize all the good results expected. An indestructible rail, so to speak will be one of the greatest improvements of the time, and make a material difference in the expense of maintaining the permanent way. Mr. Justice, of Philadelphia, agent for the manufacturers of solid cast steel rail, says: "It is believed that they will outwear TEN iron rails, while their cost is but double that of iron. An estimate of the interest account and wear and

tear on cast steel rails, as compared with iron, shows a balance in favor of cast steel varying from $10,000 to $30,000 per mile in a term of fifty years. In stations and crossings they are invaluable." The old fish belly rail, the underside of which was a curve or reversed arch, and which extended from sleeper to sleeper, has we believe been entirely abandoned by modern engineers. Rails are now made of the weight of 92 lbs., where extra care is given to permanent way, and there is a heavy traffic. So too, the chairs' on which they rest have increased in weight. They are made of from 7 up to 22 lbs., at various American manufactories. In England on some roads, the weight of 42 lbs. is adopted.

Chairs, a most important part of the way, have been also much changed in form from time to time. In some cases they have been dispensed with altogether, the rails being fastened by spikes driven through holes punched through the bearings, or by spikes with heads that clasp the rails, and are exterior to it and driven into the ties or sleepers.

Under the title of permanent way we also include ballasting, or the placing of broken stone between and around the rails, turn tables, switches, turn outs and fencing. It is a curious fact that one-sixth part of the expenses of maintaining and repairing a railway is that due to the fracture of rails, chairs and pins. This was ascertained by a series of careful observations made on the Belgian railways.

It will thus be seen that permanent way is a very important feature in railway management, and it is evident that its supervision can only safely be entrusted to the best order of engineering talent. We have always contended that our principal roads would gain by selecting managers of scientific, combined with practical knowledge. Large sums are annually lost to the stockholders, by the want of skill of this sort.

A railway is the product of the most perfect system of natural, philosophical and mechanical principles nicely adjusted to each other; and can be calculated, combined and used almost to perfection by competently trained engineers.

When a road is worked at hap hazard, as one would drive a cart, it will be found in the end a very uncertain and a very troublesome property.

Marietta and Cincinnati Railroad.

OFFICE OF MARIETTA AND CINCINNATI R. R. Co., Chillicothe, O., Feb. 1st, 1864.

To the Stockholders:

The Board of Directors respectfully submit the following Semi-Annual Report for the six months ending the 31st December, 1863:

1.—BALANCE SHEET, DECEMBER 31ST, 1863.

Railway and equipments		$9,433,432 19
Union Railway purchase (on acct. of)		
in cash	$102,636 67	
Do. do. in bonds	50,971 91	
		153,608 58
Hillsboro' & Cincinnati Railway p'rchase (on account of,) in cash.	$2,202 50	
Do. do. in shares	$1,550,115 07	
		1,553,317 57
Materials on hand		10,307 08
Cash due from banks and bankers		1,118,499 67
Real Estate		102,544 70
Construction	$590,364 08	
" extension	1,831 10	
		592,195 18
		$12,963,904 97

Capital Stock—		
First preference shares and scrip		$5,445,442 21
Second do.		3,483,571 97
Common stock		1,850,000 00
		$10,779,014 18
Liabilities—		
Sterling bonds issued	$1,000,000 00	
Dollar "	609,977 84	
		1,609,977 84
City of Baltimore loan to Union R. R.		20,000 00
Bills payable	$26,508 95	
Pay roll	23,461 16	
Cash dividend No. 1, preference stock	162,478 50	
		212,448 61
Profit and Loss—		
Balance, resulting from earnings		342,464 34
		$12,963,904 97

2.—REVENUE ACCOUNT.

From July 1, 1863, to December 31, 1863.

Receipts—		
From passengers		$162,178 66
" freight		234,488 24
" mails		10,468 74
" express		5,064 75
" telegraph		7,490 91
		$419,691 30
Expenditures—		
Locomotive running		$37,641 49
Locomotive repairs		21,206 07
Repairs of cars		17,416 33
Road repairs		34,601 79
Stations, rent and repairs		2,156 71
Traffic expenses		66,577 81
Telegraph expenses		4,368 29
General charges		15,073 24
Balance carried to profit and loss		220,650 07
		$419,691 30

3.—PROFIT AND LOSS, DECEMBER 31, 1863.

Coupons due August 1st, 1863	$25,802 00
Interest on City of Baltimore loan	600 00
Federal taxes	9,792 86
State Taxes	5,410 59
Bond scrip interest	41 83
Rent of Little Miami R. R. Track	80,000 00
New York Office expenses	315 78
Cash dividend No. 1, on 1st preference Shares, say 3 per ct., on $5,415,950	162,478 50
Balance	342,464 34
	$576,905 85
Balance June 30, 1863	$338,684 56
Net earnings for 6 months	220,650 07
Interest account	17,571 22
	$576,905 85

General Balance Sheet.—By this account it will appear that the company is free from floating debt, and that its cash means amounts to the sum of $1,118,499 67, from which should be deducted the dividend payable the 10th instant, the balance being available for the prosecution of works now under contract.

The board apprehend no difficulty in effecting such additional sales of mortgage bonds as may be necessary at full prices. Within the past year they have sold to the extent of $1,325,000, at prices averaging more than par value.

Revenue Account.—The revenue from traffic for the half year ending 31st December, amounted to $419,691 30

Deduct working expenses	199,041 23
Leaving as net earnings the sum of	$220,650 07

which is transferred to the credit of "profit and loss," as will be seen by reference to that account.

Profit and Loss.—After paying a cash dividend of 8 per cent. on the first preference shares, which amount to the sum of $5,415,950, say $162,478 50, as well as the coupons which matured within the half year, and all other time items chargeable to this account, there remains a balance of $342,464 34 to its credit.

Transfer Office in New York.—The company have opened transfer books with the "Farmers' Loan and Trust Company in New York." Holders of preference shares who desire to have them registered at that agency, and to receive their dividends in New York, can do so by forwarding their certificates to the Registrar, at Chillicothe, to be discharged to the New York office.

Annual Meeting.—At a late meeting of the stockholders, the time for holding the annual meetings of the corporation was changed from August to February. The next annual meeting and election for directors will occur on the third Wednesday of February, 1865.

Dividend.—The board declared a cash dividend out of the net earnings of the half year upon the first preference shares of three per cent., payable in cash on the 10th February. Stockholders registered on the transfer books in New York, will be paid at the Farmers' Loan and Trust Company in that city; and those registered on the books of the company will be paid at their office in Chillicothe, Ohio.

The traffic of the line for the past six months has greatly exceeded the capacity of its motive power, cars, and other requisite facilities, and as measures have been adopted to secure large additions to the equipment, and as the condition of the railway is rapidly improving, there is no apparent cause for not relying with confidence upon a large and steady increase in earnings, and a continuance of cash dividends upon this class of shares, with a confident expectation that the time is not very distant when the net revenue of the company will be equal to cash dividends upon its entire capital stock.

Progress of the Work in Completing the Main Line.—At the date of the last Annual Report, the work required to complete the main line had been placed in the hands of contractors.

Since that time the long tunnel, previously passed by a zig-zag line, has been finished. About 2,500 lineal feet of tressling filled up with earth. The Pilcher Tunnel, of 1,600 feet in length in all, is now reduced to 500 feet. Over 4,000 lineal feet of new bridges have been built, and the heavy grades occasioned by temporary lines reduced at the most difficult points.

In prosecuting the work, care has been taken to apply the expenditure to the most defective portions of the road, and to the removal of the greatest obstacles to an economical and safe transfer of the traffic. Three steam excavators, with adequate equipment for moving the material, are constantly at work filling up the trestles. The contractors have arranged to place another on the work early this season. A full force is engaged on the remaining tunnel, and it is expected that by the end of the coming season there will be no obstacle left in the way of satisfactory working of the main line.

Completion of the Workshops at Zaleski.—Arrangements have been made for eight new locomotives to be delivered this season—but the high prices prevailing for all kinds of railroad equipment, together with the long delay in securing such as may be contracted for, compels a resort to our own shops both for car and locomotive work. The buildings now erected at Zaleski are sufficient for the repair and construction of locomotives whenever proper machinery shall be supplied.

But it will be necessary to erect new buildings for car works. This it is proposed to do immediately in a substantial form.

Equipment is rapidly becoming the great want of our enterprise. The forces already organized and at work upon the road bed, will soon remove all obstacles to economy, safety, and success.

The rolling stock of all kinds must be speedily replenished. This can only be done with proper economy by enlarging our own facilities for that kind of work.

The company propose to add ten locomotives and two hundred new cars to their equipment within the present year.

* *Purchase of the Scioto and Hocking Valley Railroad.*—A contract has been closed with the trustees of the Scioto and Hocking Valley Railroad for the purchase of that road. A line extending from Hamden, in Vinton County, to Portsmouth, on the Ohio river.

This purchase has been effected by the payment of $500,000 in first preference shares at par. The road being under a mortgage of $300,000, which has twenty-five years to run. This road is fifty-six miles in length—traverses one of the richest mineral districts of Ohio—is built with grades and curves similar to those prevailing on the completed portion of our road—is laid with sixty pound rail upon cross ties recently renewed, and is in good condition for operating.

Its net earnings for December, 1863, (being the only month that it has been in our possession,) were over $6,000.

By this purchase the traffic of eighteen iron furnaces, in addition to those located on our main line, is brought within our control. The extension of the "Iron Railroad" from Ironton, on the Ohio river, to the Scioto and Hocking Valley line, would give us access to nearly every furnace in Southern Ohio. By the purchase of the Scioto and Hocking Valley road we have in all twenty-four furnaces dependent upon our line for transportation of their products and return of their various supplies. Assuming the business of each furnace to be worth $12,000 of gross revenue, we have an increased income of $288,000 from this source.

Extension to Cincinnati.—The White Water Canal, built by a corporation under a charter from the State, was constructed many years since, and had acquired a very central position in the city of Cincinnati—indeed, was located and built before improvements had occupied to any extent that portion of the city grounds.

This canal having become unprofitable, the stock was purchased by the Indiana and Cincinnati Railroad Company, and legislative and judicial sanction obtained for the use of its bed for railroad purposes.

In connection with and immediately adjacent to the terminus of this canal, the city is the owner of a large market space embracing two whole squares, the use of which for its original purpose had become unnecessary. The city granted the use of this space for railroad purposes to the Indiana and Cincinnati and other roads that might make their terminus at that point. The opportunity has thus been afforded for securing a most central and commanding position in the city of Cincinnati in direct connection with friendly roads.

To secure and render permanent these advantages, a *perpetual* contract has been entered into with the city and the Indiana and Cincinnati Company for the use in common with them of the four tracks now laid in the bed of the old canal, and of the passenger depot which is to occupy the ground of the old market squares. We have also acquired, immediately adjacent to their tracks, and accessible from them, a commodious lot for freight purposes. We will thus be brought at once to the business centre of the city upon tracks, avoiding all interruptions from street-crossings, the streets crossing the old canal, but being passed over on bridges at an elevation sufficient to permit the passage of trains; and with one exception, the turnpikes and other roads crossed by our track for the distance of about seven miles from the terminus in the city, are passed either over or under the railway, so as to avoid any contact with them—thus admitting the passage of trains at full speed to and from the terminus in the heart of the city.

In the case of many other roads approaching large cities, experience has demonstrated the necessity of immense outlays of capital in securing access to central positions. In our case the right has been secured at moderate cost.

The rights of way have been generally obtained upon reasonable terms from Loveland to the intersection with the tracks laid down in the old canal bed within the city limits.

Contracts have also been entered into with responsible parties for the completion of the road bed from Loveland to the city by the first of January next.

The contractors have already a considerable force of men and teams at work. Iron rails for this extension, including adequate side tracks, have been procured, and are in course of delivery.

The location thus secured in the city will relieve us from the embarrassment and loss of business resulting from the inferior and inadequate accommodations afforded by our connection with the Little Miami road. A heavy loss of business has resulted during the past season solely for the want of room to handle freight in the narrow space we are compelled to occupy.

Upon the completion of this extension we shall be brought into direct connection with the railroads running westwardly from that city, whose relations with us must be of the most friendly character. Exchanges of freight and passengers resulting in mutual benefits cannot fail to largely increase our revenues, and that too from a source that has hitherto afforded but little aid. It will enable us to build up and sustain a large through passenger traffic. From the Atlantic cities to the southwest our road, in connection with those leading westward from Cincinnati, will afford the shortest and most convenient route for travel. This will also secure to us beyond question the great through mail and express.

Coal Market—To the above general benefits resulting to the ordinary business of the route from this new and independent position in Cincinnati, may be added the opening of a new and most valuable market for the mineral products existing in such abundance along the line of our road.

It is true that we have hitherto carried coal to the city of Cincinnati, but never in such quantities, or under such circumstances, as to render that market of any value. A principal obstacle to success in the coal business has been the utter lack of convenient and commodious places for its delivery in the city. It is impossible for a railroad to do a large and profitable coal business while its cars are used as warehouses for storage of the article until it is sold out. The quantity moved should be enough to constitute a separate coal train. The railroad performing solely the office of hauling it to market, the cars being loaded and unloaded with regularity and promptness. This makes it absolutely necessary to have coal-yards of sufficient capacity to contain all the surplus beyond current sales. These yards should be opened at different points in the city, and located so far from the river as to give the railroad coal-dealer advantage of cartage in supplying the immediate vicinity of his yard.

A large proportion of the city consumers prefer to purchase in small quantities. This they could safely do if they were certain always to have a supply at hand.

By the extension of our line from Loveland to the city we have access to all the interior points where the delivery of coal can be accomplished with greatest freedom from river competition, and with entire convenience to by far the larger portion of her consumers. To obtain access to suitable points for coal delivery resort must be had—1st. To the use of the streets to convey the coal directly without handling to suitable yards where it may be unloaded without delay. It is not doubted that the use of suitable streets will be granted by the city council for this purpose. 2d. Another means of access to central and convenient points for the delivery of coal, is offered by using the Miami Canal from the point of its intersection by our road to the head of Broadway in the city. The level of this canal is 100 feet above low water in the Ohio River, thus offering a most important advantage in the delivery of heavy articles. The coal will be transported in cars constructed so as to discharge by dumping.

A cheap trestle-work extended over the canal will place the car over the boat so that the unloading of a train of coal cars will be the work of but few minutes. The coal thus deposited in boats can be transferred at very slight cost for delivery at any point within the city along the canal. It may also be found practicable to transfer the car loaded with coal on the deck of boats suitably arranged with a track, and thus deliver the coal to a large number of consumers immediately from the car.

In this way, by the use of either the streets or the canal, or both, at least two-thirds of the city of Cincinnati is open for the distribution of coal from our line, with an advantage to the railroad coal-dealer over the river of at least two cents per bushel in cartage.

A supply of coal by railroad is the only certain protection of the city against "fuel famine."

With these facilities for delivery giving assurance of a large and constant business, the railroad company can afford to haul coal at a low rate. And although the river may, under favorable circumstances, be able to offer a cheaper supply at particular seasons, yet a certain, uniform, daily receipt by rail of this indispensable article will be found a safer and, in the end, a cheaper reliance. In addition to this really new market opened for coal from our mines in the city, we shall have access, by the Hamilton and Dayton Railroad and the Miami Canal, to a large coal-consuming population north and northwest of the city. The counties of Butler, Montgomery, and Preble, in Ohio, and adjacent counties in Indiana, furnish consumers nearly equal in number to Cincinnati, who would gladly avail themselves of this fuel at paying prices to the road and the miners, if they could be assured of a constant and unfailing supply. This interior country is highly cultivated, with a dense population. Timber has become scarce, and is highly valued. Manufactures are beginning to start up; in a word, fuel is becoming to them a necessity. Its supply through the canal and the railroads with which we connect must be a certain result of proper efforts in that direction.

The commercial statistics of Cincinnati place the highest consumption of coal in one year by the city at 17,000,000 bushels. A uniform supply at moderate rates would doubtless find market to the extent of at least 12,000,000 bushels. If to this be added the supply of the coalless district west and northwest made accessible by the extension of our road and its connections with other roads and the canal, we have a basis for coal traffic sufficiently inviting.

The facts justify the claim, that at least 10,000,000 of bushels can be supplied to interior consumers in the city and country, by our railway, it having an advantage over the river of 2 cents in the delivery.

One coal train of 20 cars per day would yield, at 6 cents per bushel for transportation, $108,000 per annum gross revenue, and would deliver about 2,000,000 of bushels per annum; so that it would require 5 regular trains to supply these markets thus made accessible, and in which the road will always have ample protection against a supply from the river.

These five trains would yield a gross revenue, at the above rate, of $540,000 per annum. Add this to the estimated value of the Iron Furnace traffic, and we have the total of $828,000 gross revenue from these two local sources. The value of this business must increase with the increasing population and industrial development of the district thus brought under our immediate control. In the future, this source of revenue, in connection with others of like value, all local and certain in their character, will guarantee the productiveness of the entire Railroad property.

Coal Fields.—Our railway passes through the rich and inexhaustible fields of bituminous coal, in the counties of Jackson, Vinton, Athens and Washington, of superior quality. Workable veins varying from three to ten feet in thickness are immediately accessible to the line, and favorably located for working by drifting into the hills or by shafting.

Ohio River Bridge.—The engineer in charge of this work has completed his surveys for the location, and is now engaged upon the plans a

* This will hereafter be designated the "Portsmouth Branch."

drawing for the bridge. It is expected that the work upon this important structure will be commenced early in the coming spring.

Conclusion.—The improved and rapidly improving condition of the railway, the increase of traffic certain to result from the extension of the line into *the heart* of Cincinnati *from that city;* the large and certain development of coal and iron trade of the line; the close connection which will be formed with the Western railways entering the city; thus securing the heavy traffic to which this line is legitimately entitled from sources not heretofore available, the transportation of the through mails and express matter from Balt. and Washington city, to Cin., St. Louis, Louisville, and the Southwestern and Western States; the through passenger traffic to which the line is entitled, and which has not been attempted under existing circumstances; form a certain guarantee of a very large increase of traffic, and of the consequent substantial and permanent value of the property, and give assurance that the continuance of dividends may be expected with confidence.

Respectfully submitted.

NOAH L. WILSON, *President.*

Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1863, have been as follows:

From freight	$2,500,959 91
" passengers	1,797,972 12
" extra baggage	2,749 11
" mails	76,300 00
" express	40,809 70
" rents	15,149 17
" rent of road	54,196 04
" " engines and cars	17,011 42
" storage and dockage	81 49
	$4,505,228 96
" earnings over P. & O. R. R.	65,799 42
Total	$4,571,028 38

Less operating expenses:

Salaries	$77,083 26	
General expenses	83,402 14	
Legal expenses	9,493 95	
Claims and damages	17,086 52	
Station expenses	338,303 00	
Train service	204,695 66	
Wood and preparing	80,692 68	
Coal and preparing	165,282 14	
Oil and waste	37,325 28	
Other supplies	21,498 00	
Repairs of engines	214,083 43	
Repairs of cars	210,533 28	
Repairs of tools, etc	28,579 11	
Cleaning engines and cars	25,718 55	
Equipment expenses	19,130 99	
Repairs of road	458,386 84	
Repairs of bridges	105,948 19	
Repairs of fencing	31,634 71	
Operating St. Chas. Air Line	1,709 78	
Exchange	544 93	
Insurance	19,397 28	
Loss and damage by fire	1,257 00	
		2,151,786 67
Leaving net earnings		$2,419,241 71
Deduct charter tax		300,394 58
		$2,118,847 13
Add amount applicable to interest fund as per Land Office Report		660,244 13
Add amount applicable to Free Land Fund		151,083 67
Net amount as shown in General Balance Sheet		$2,930,174 93

Compared with the previous year the gross receipts from operation show an increase of $1,125,201 50, with an increase in operation expenses of $536,530 63—making the increase in net earnings $588,670 87. Deducting the Charter tax, the gain is $518,276 29. The balance to credit of Interest Fund Account, being amount applicable to interest and dividends, is $1,059,451 51 in excess of the previous year.

General Balance Sheet.

Permanent expenditures		$28,610,229 23
Interest account	$6,579,825 27	
Less avails of int. fund	2,930,174 93	
	$3,649,650 34	
Less amount of free land sales not before applied	138,000 00	
		3,511,650 34
Net cash assets, N. Y.	$1,640,910 97	
" " Chicago	52,732 91	
		1,693,643 88
Miscel. assets, N. Y.	$36,529 04	
" " Chicago	96,222 74	
		132,751 78
Working stock of supplies		615,424 77
Canceled bonds scrip		1,772,270 00
		$36,335,970 00
Capital stock		$17,243,700 00
Canceled bonds scrip		1,772,270 00
Funded debt:		
Construction bonds due April 1, 1875, 7 p. c.	$11,432,500	
Do., do., 6 per cent	2,896,500	
Optional Right bonds, due Feb. 20, 1868	38,000	
Eight per cent bonds due March 1, 1865	287,000	
		14,649,000 00
Construction bonds canceled by land department		2,671,000 00
		$36,335,970 00

Capital Stock.

Of the 255,000 shares, 184,061 have been issued, represented by—

97,821 shares of $100 paid	$9,782,100 00
86,240 " $90 "	7,761,600 00
184,061 "	$17,543,700 00
From which deduct amount carried to Interest Fund in 1851	300,000 00
	$17,243,700 00

Net Cash Assets.

Cash assets New York office		$2,007,997 33
Less coupons and dividends uncalled for		367,086 36
		$1,640,910 97
Cash assets and accounts receivable Chicago		$381,822 65
Less bills and accounts payable		329,089 74
		$52,732 91

Interest Account.

Construction bond coupons of April and October		$990,337 50
Interest on optional right bonds		2,310 00
" eight per cent. bonds		23,480 00
Premium on sterling exchange to pay coupons in London		77,670 99
Dividend on shares—		
Interest dividend of Jan., 1863	$194,500 00	
Dividend of Feb., 1863	377,935 40	
" Aug., 1863	378,018 80	
U. S. Tax on Feb. and Aug. dividends	23,101 75	
		973,555 95
		$2,067,354 44
Add amount at debit of this acc'unt in last report		4,512,470 83
Total amount at debit as shown in General Balance Sheet		$6,579,825 27

Permanent Expenditures.

Construction		$384,993 50
New equipment		533,992 29
Engineering expenses in Illinois		1,200 00
Land and right of way		7,320 00
Coal mine at Duquoin		4,552 20
Centralia property		2,500 00
		$934,557 99
Add balance at debit of this account in last report		27,675,671 24
Total amount as shown in the General Balance Sheet		$28,610,229 23

From the Report of the General Superintendent we learn that the earnings of the road from all sources for the year 1863, were $4,636,827 80, being an increase over the earnings of 1862 of $1,127,634 05, or 32½ per cent. The following comparative statements show the sources and amount of revenue for the years 1862 and 1863, and includes $65,799 42 more than is credited in the Treasurer's statement of earnings—being one-half the earnings over the P. & O. R. R.:

Earnings:	1862.	1863.
Freight	$1,995,767 54	$2,632,558 75
Passengers	1,329,766 51	1,797,972 12
Extra baggage	1,324 26	2,749 11
Mails	76,300 00	76,300 00
Express	26,476 73	40,809 70
Rents	8,413 30	15,149 17
Rent of property	62,726 43	54,196 04
Rent of engines and cars	8,171 02	17,011 42
Storage and dockage	247 96	81 49
	$3,509,193 75	$4,636,827 80

The operation expenses of the road, in which are included all expenses except charter tax, have been unavoidably increased, both by the largely increased business, and by the great advance in rates of wages and prices of material, as compared with the previous year. The total amount of these expenses, as shown in the following comparative statement, is $2,151,786 67—being an increase over the expenses of 1862 of $536,530 63, or 33.2 per cent.:

Operation Exp'ditures:	1862.	1863.
Salaries	$72,313 96	$77,083 26
General expenses	94,004 92	83,402 14
Legal expenses	8,751 66	9,493 95
Claims and damages	27,996 06	17,086 52
Station expenses	254,520 75	338,303 00
Train expenses	346,447 95	509,493 76
Maintenance of machinery	367,229 36	498,045 36
Maintenance of road	402,829 43	564,335 03
Repairs of fencing	8,266 12	31,634 71
Operating St. C. Air Line	957 48	1,709 78
Insurance	20,315 21	19,397 28
Loss & damage by fire	7,059 00	1,257 00
Exchange	4,564 14	544 93
	$1,615,256 04	$2,151,786 67

The net earnings for the year are $2,485,041 13—being an increase of $591,103 42 over those of 1862, or 31.2 per cent., and equal to 7.8 per cent. on the capital stock and bonded debt of the company.

The proportion of operation expenditures to earnings is 46.4 per cent., against 46 per cent. in 1862.

During the past year, the motive power and rolling stock were taxed to their full capacity. The satisfactory increase in earnings is due to this fact. With greater facilities, a still larger increase would have been shown.

The number of miles run by engines with passenger trains during the year was 952,875; with freight trains, 1,611,197; with construction trains, 110,886; with wood trains, 1,769; with switching trains, 333,970—total, 3,010,697, an increase over the previous year of 449,505 miles. Average number of cars hauled, 12.51; lbs. waste used, 40,957; gallons of oil, 24,914; cords of wood, 24,887; tons of coal and coke, 61,850. Cost of repairs, $231,417 42. Cost of repairs per mile, 7.69 cents. Cost of wages, 3.93 cents. Cost of cleaning, .73 cents. Cost of fuel, 9.05 cents. Cost of oil, waste and tallow, .88 cents. The entire cost per mile run by each locomotive, including oil and waste, fuel, wages of engineers and firemen, and repairing and cleaning engines, is 22.28 cents, against 17.42 in 1862—an increase of 4.86 cents per mile. This increase in cost is principally in fuel; coal having cost 72.6 per cent per ton, and wood 6.3 per cent. per cord more than in 1862. All materials used in the repairs of machinery advanced during the past year from 15 to 20 per cent. over the average rates paid in 1862.

The total number of engines owned by the company at the close of the year was 116; 82 of which are now using coal as fuel—nine having been altered from wood-burners during the year. Four new engines were purchased, and two constructed at the company's shops.

The company have 62 passenger cars; 29 baggage, mail and express cars; 2 officer's cars; 1 pay car; and 7 sleeping cars; 2,955 freight cars; 9 derrick, wreck and tank cars; and 14 snow plows. The cost of repairs of was .52 cents per mile run. The cost of repairing passenger cars has been very much increased by damages sustained when used for transporting troops. It was equivalent in the past year to 1.67 cents per mile run.

The expenses in the Road Department have been largely increased during the past year, and the roadway and structures are now in excellent order. The cost of repairs of road and bridges for each mile of road, was $798 21; and for each mile run by locomotives, 18.74 cents. There have been placed in the track during the year, 197,387 ties, 191,437 lbs. spike, 33,337 chairs, and 668,484 lineal feet of iron rails, consisting of 11,467 bars re-rolled iron, 505 bars new iron, 13,325 bars repaired iron, and 7,386 bars of old iron.

Number of passengers carried, 852,659; number carried one mile, 73,078,752; average number of miles traveled by each passenger, 85.71.

Tons of freight transported, 952,814; tons carried one mile, 134,777,404; average distance each ton was carried, 141 miles. Tons of freight carried one mile north, 52,365,381; do., south, 82,412,023. Tons of local freight carried, 764,187; do.. carried one mile, 112,352,384; do., carried one mile north, 43,024,575; do., one mile south, 69,327,806. Tons of through freight, 206,627; do., carried one mile, 22,425,020; do., carried one mile north, 9,340,803; do., south, 13,084,217.

Land Department.

From the report of the Land Department we learn that the total land sales in 1863 were 221,578.05 acres, for $2,411,737 03. The aggregate sales from commencement to January 1, 1864, were 1,313,103.75 acres, for $16,020,151 58. The unsold lands amount to 1,282,626.24 acres.

The following is a statement of transactions of the Land Department for the year 1863, and general statement of accounts to December 31, 1863:

Land notes and contracts on hand as per report of 1862		$10,267,210 81
Received in 1863	$1,946,216 94	
Cancelled in 1863	1,524,610 15	
		421,606 79
		$10,688,817 60
Payments in 1863		784,809 04
		$9,914,008 56
Treasurer I. C. R. R. Co., remitted him as per report December 31, 1862	$1,889,272 72	
Remitted him in 1863.	659,774 91	
		2,549,047 63
Construction bonds cancelled as per report of 1862	$2,276,500 00	
Cancelled in 1863	394,500 00	
Premium paid on do	75,018 75	
		2,746,018 75
Free lands bonds cancelled as per report of 1862	$138,000 00	
Free Land Fund as per report of 1862	226,824 35	
Remitted treasurer account Free Land Fund in 1863	151,083 67	
		515,908 02
Expense, exchange and loss on currency and grain as per report of 1862	$777,441 03	
Expenses in 1863	109,072 36	
	$886,513 39	
Less payments forfeited on cancelled sales	322,955 50	
		563,557 89
Allowed from notes for prepayment and other causes, as per report of 1862	$46,881 27	
Allowed in 1863	68,686 68	
		115,567 95
Notes receivable on hand		7,254 01
Sundry assets		3,414 72
Defaulting agents previous years		12,858 37
Expenses on purchased lots & lands		18,799 99
		$16,446,435 89

Acres.	Land sales, 1863.	Cash.	Notes, etc.
142,954	Construction lands	$52,564	$1,411,133
47,233	Free lands	45,078	466,983
31,391	Interest lands	239,045	54,491
209	Purchased lands	3,473	2,000
	Donated towns	13,868	9,173
	Purchased towns.	3,325	2,437
221,787	Total	357,353	1,946,217
1,198,847	Tot. to Dec. 31, '62	891,649	13,667,164
1,420,634		1,249,002	15,613,381
107,530	Sales canc'd in '63	2,253	1,524,610
1,313,104	Total sales to date.	1,246,749	14,088,771

Cash	1,246,749
Interest account	1,076,009
Suspense accounts	34,907
	$16,446,436

Construction Bonds Cancelled.

Amount surrendered to the Trustees by the company as per report of 1862		$2,276,500 00
Surrendered in 1863		394,500 00
Making in all		$2,671,000 00
Applied on the issue of deeds, as per report of 1862	$1,080,072 78	
Applied in the same manner during 1863	718,615 99	
		1,798,688 77
Leaving cancelled construction b'ds in Trustees' hands, Jan. 1, 1864		$872,811 23

Public Debt of the United States.

The Public Debt of the United States, on the 1st of March, is reported as follows:

4 per cent. temporary loan	$1,037,392 22
5 per cent. temporary loan	40,188,919 46
Temporary loan, coin	4,450 00
Past due Treasury Notes	164,150 00
Suspended requisitions	7,330,817 00
Temporary liabilities	48,725,728 68
Old public debt	67,447,412 55
Three year 7-30 bonds	138,772,300 00
United States Notes	449,119,548 10
Fractional currency	18,745,720 15
Twenty years' loan of 1861	50,000,000 00
Twenty years' bonds exchanged	1,227,000 00
One year Treasury Notes	5,860,000 00
Two years' Treasury Notes	95,502,031 22
Oregon war debt	1,016,000 00
Certificates of indebtedness	136,121,650 00
Six per cent. 5-20 bonds	510,165,446 92
Total	$1,513,702,837 62
Less amount in Treasury	9,411,795 27
Total March 1, 1864	$1,513,291,042 35

Government Receipts and Expenditures.

We have the official figures showing the actual receipts of the government from the different sources of revenue for the first two quarters of the present fiscal year. They were as follows:—

	July 1 to Sept. 30.	Oct. 1 to Dec. 31.
Internal Revenue	$17,599,713	$27,000,000
Customs	22,562,018	23,666,000
Public lands.	136,182	170,000
Miscellaneous.	641,542	2,514,000
Total	$40,939,455	$53,350,000

Taking these figures as a basis upon which to estimate the receipts for the remaining half of the fiscal year, we find the aggregate would be $188,579,000. Secretary Chase in his last annual report to Congress estimated the total receipts of the government during the present year at $156,240,000, which is over thirty-two millions short of the above figures. The expenditures during the same time were as follows:

Quarter ending September 30, 1863	$176,110,932
Quarter ending December 31, 1863	357,260,000
Total for half year,	$533,370,932

By the same reasoning the expenses for the year will be $1,066,742,000, which is thirty-three millions less than Mr. Chase's estimate. During the quarter between the 1st of October and the last of December the War Department disbursed $163,300,000; the Navy Department paid out $24,000,000; for the redemption of certificates of indebtedness $57,000,000 were required, and $82,500,000 went towards the cancelling of temporary loans.

The Finances of Canada.

The Montreal papers contain a telegraphic statement from Quebec, of the financial condition of the Canadas for the year 1863. How accurate it is, can only be seen by the regular official report hereafter.

The total expenditures for the year are stated at $14,909,182; and the total receipts at $14,382,508. We notice that the receipts from customs were $5,170,000; the interest on the public debt is $3,718,000; the subvention to the ocean steamships is $511,000; aid to schools and colleges $528,000; support of the civil Government $430,000; the administration of justice $695,000; prisons $152,000; legislation $627,000

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	25
Catawissa (preferred)	1,150,000	7	—	44½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarantied)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	50
Chicago & Alton (preferred)	2,464,336	7	—	96½
Chicago & Northwestern (pref.)	2,400,000	7	—	75
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	58½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	55
Erie (preferred)	8,635,700	7	7	109½
Hannibal & St. Joseph (preferred)	5,309,528	7	—	56
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	103½
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	14
" " (2d preferred)	3,424,169	7	—	67
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	145
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	104
" " " (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	138
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	5	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	---	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	----
Philadelphia & Trenton (guarant'd)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	96½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	93
Toledo & Wabash (preferred)	926,200	7	—	81
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,950	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	100
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1900	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	100
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. R.R.	----	--	----	----	----
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	101,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	107
Unsecured bonds	2,773,726	6	J. & J.	'63-'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	106½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	101
2d Mortgage	3,980,670	6	J. & J.	1882	97
Improvement	568,500	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	68
Preferred Interest b'ds.	227,569	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	30½
West Branch & Susq'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	75
Wyoming Valley					
1st Mortgage	750,000	6	J. & J.	1878	103

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	42½
Delaware and Hudson	100	7,500,000	7	220
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	2,500,000	6	62
" " (scrip)	50	1,803,000	6	55
Monongahela Navigation	50	726,800	8	----
Morris (consolidated)	100	1,025,000	—	73½
" (preferred)	100	1,175,000	10	140
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	36
" " (preferred)	50	2,722,607	—	46½
Susquehanna and Tide Water	50	2,048,260	—	26½
Union (preferred)	50	2,750,000	—	6½
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	84½
Steamship and Transit:				
Central American Transit	----	---	---	47
Nicaragua Transit	----	---	---	2½
Pacific Mail Steamship	100	4,000,000	---	240
Union Steamship (Boston)	----	---	---	162½
Express:				
Adams'	100	2,000,000	---	----
American	500	1,000,000	---	----
National	100	250,000	---	----
Overland Mail	100	500,000	---	----
United States	100	800,000	---	----
Wells, Fargo & Co.	100	1,000,000	---	----
Telegraph:				
American	100	1,600,000	---	----
Atlantic	----	---	---	----
Insurance Stocks:				
Ætna Fire	50	200,000	---	----
Columbian (Marine)	100	1,000,000	---	127½
Mercantile Mutual	100	600,000	---	----
New England Mutual (Life)	---	---	---	----
Washington (Fire)	50	400,000	---	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	---	----
New York Life Insurance & Trust	100	1,000,000	---	----
United States Trust	100	1,000,000	---	----
Land and Improvement:				
Boston Water Power	---	---	---	48½
Boston and Roxbury Mill	---	---	---	41½
Canton (Baltimore)	100	5,000,000	---	65
Cary Improvement	5	300,000	---	11½
East Boston	---	---	---	14
Essex (Boston)	100	1,000,000	---	98
Waverly (Boston)	---	---	---	3½
Gas-Light:				
Baltimore	100	---	8	----
Boston	500	1,000,000	---	877½
Brooklyn	25	2,000,000	---	----
Cincinnati	---	---	---	----
City (Brooklyn)	---	---	---	----
Citizens' (Brooklyn)	20	---	---	120
Hartford	---	---	---	----
Jersey City and Hoboken	---	---	---	----
Manhattan, N. Y. (stock)	50	4,000,000	---	245
" " (scrip)	37½	---	---	239
Maryland (Baltimore)	25	---	---	----
Metropolitan, N. Y.	100	---	---	132
New Haven	---	---	---	----
New York	50	750,000	---	----
Philadelphia	---	---	---	----
Pittsburg	---	---	---	----
St. Louis	---	---	---	----
Southwark (Philadelphia)	---	---	---	----
Williamsburg	50	---	---	151
Unclassified:				
American Coal	25	1,500,000	---	120
American West India	100	1,000,000	---	----
Baltimore Coal	100	---	---	----
Baltimore and Cuba Smelting	100	---	---	180
Central Transportation	---	---	---	----
Cherry Run Petroleum	---	---	---	9
Cumberland Coal (preferred)	100	5,000,000	---	95
George's Creek Coal and Iron	100	1,000,000	---	83
Gold Mining of Colorado	---	---	---	4½
Hazleton Coal	50	---	---	68
Hudson River Bridge	100	---	---	----
Mariposa (gold)	100	10,000,000	---	38
Metropolitan Coal	100	---	---	----
New Almaden (quicksilver)	---	---	---	----
New Jersey Zinc	100	1,200,000	---	----
Pennsylvania Coal	50	3,200,000	---	260
Quicksilver	---	---	---	66
Santa Clara (quicksilver)	---	---	---	28
Santa Rita (silver, copper, and lead)	---	---	---	----
Sonora Expl. & Mining (silv. & cop.)	---	---	---	----
West India Cotton	100	100,000	---	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	5	200,000	---	4½
Adventure (copper)	----	---	---	---	----
Albany and Boston (copper)	----	11½	20,000	---	14
American and Mexican Silver	----	---	---	---	----
Algomah (copper)	----	2	20,000	---	3
Arizona (copper)	----	100	10,000	---	----
Aztec (copper)	----	½	20,000	---	4½
Balt. and N. Carolina (copper)	----	5	---	---	40
Bay State (copper)	----	1½	20,000	---	24½
Bedford (copper)	----	---	125,000	---	4½
Black River (copper)	----	2½	200,000	---	66c
Bohemian (copper)	----	7½	20,000	---	10½
Bucks County (lead)	----	---	---	---	2
Cambridge (copper)	----	5	20,000	---	15
Caledonia (copper)	----	---	20,000	---	----
Canada (copper)	4	1	100,000	---	5
Carp Lake (copper)	----	---	20,000	---	4½
Cascade (copper)	----	---	---	---	----
Central (copper)	----	5	20,000	---	60½
Chaudiere (copper)	----	1	100,000	---	85c
Columbian (copper)	----	4½	20,000	---	9½
Consolidated (copper)	----	5	20,000	---	5c.
Copake (iron)	----	---	50,000	---	12½
Copper Falls (copper)	----	24½	20,000	---	45
Dacotah (copper)	----	---	20,000	---	5
Dana (copper)	----	2½	20,000	---	5½
Doylestown (copper)	----	---	---	---	----
Dudley (copper)	----	½	20,000	---	4
Eagle River (copper)	----	3½	20,000	---	9½
Everett (copper)	----	5	20,000	---	5
Evergreen Bluff (copper)	----	---	20,000	---	9
Excelsior (gold)	----	10	30,000	---	9½
Flint Steel River (copper)	----	---	20,000	---	9½
Forest City (copper)	----	---	20,000	---	----
Fort Filmore (silver)	----	20	50,000	---	----
Franconia (copper)	----	5	60,000	---	----
Franklin (copper)	----	6½	20,000	---	51
French Creek (copper)	----	---	100,000	---	----
Gardner Hill (copper)	5	5	20,000	---	95c.
Grand Portage (copper)	----	1	20,000	---	----
Great Western (copper)	----	---	20,000	---	4½
Guilford (copper)	----	5	20,000	---	30c.
Hamilton (copper)	----	---	20,000	---	6½
Hancock (copper)	----	6½	20,000	---	13½
Hanover (copper)	----	½	20,000	---	4½
Highland (copper)	----	---	20,000	---	6½
Hilton (copper)	----	---	---	---	----
Humboldt (copper)	----	2	20,000	---	5½
Huron (copper)	----	13	20,000	20	41½
Indiana (copper)	----	---	---	---	6
Isle Royale (copper)	----	10½	20,000	---	26½
Jefferson (copper)	----	---	---	---	----
Kickapoo (copper)	----	1	200,000	---	----
Knowlton (copper)	----	1	20,000	---	9
Madison (copper)	----	---	20,000	---	6
Mandan (copper)	----	2½	20,000	---	6½
Manhattan (copper)	----	---	20,000	---	6½
Mass (copper)	----	---	20,000	---	----
Mesnard (copper)	----	5½	20,000	---	13½
Minnesota (copper)	----	3½	20,000	---	89
Montana (gold)	5	50c.	100,000	---	1
Mount Hope (lead)	----	2½	80,000	---	----
National (copper)	----	5½	20,000	---	31
Native (copper)	----	3	20,000	---	2½
Naumkeag (copper)	----	1	20,000	---	2½
New England (copper)	----	2	20,000	---	3½
North Cliff (copper)	----	3	20,000	---	6½
North State (copper)	----	5	20,000	---	25c.
North Western (copper)	----	7½	20,000	---	13
Norwich (copper)	----	---	20,000	---	6½
Nova Scotia (gold)	----	---	100,000	---	2½
Ogima (copper)	----	---	20,000	---	5½
Ontonagon (copper)	----	---	20,000	---	----
Ottawa (copper)	----	1	200,000	---	87c
Pennsylvania (copper)	25	2½	20,000	---	9½
Petherick (copper)	----	1½	20,000	---	11
Pewabic (copper)	----	3½	20,000	---	59
Phœnix (copper)	----	13	20,000	---	33
Pittsburg and Boston (copper)	----	5½	20,000	---	58
Placentia Bay (lead)	----	5	200,000	---	----
Pontiac (copper)	----	3½	20,000	---	7½
Prince of Wales (copper)	----	---	---	---	----
Providence (copper)	----	---	---	---	2
Quartz Hill (gold)	----	---	---	---	19
Quincy (copper)	----	10	200,000	---	91
Rockland (copper)	----	5	20,000	---	17½
Saginaw (saline and mineral)	----	---	---	---	----
St. Mary's (copper)	----	8½	---	---	10½
Shawangunk (lead)	----	5	110,000	---	----
Sheldon (copper)	----	---	---	---	----
Silver Hill	----	5	---	---	----
Silver Valley	----	5	---	---	25c.
South Side (copper)	----	3	20,000	---	5½
Springfield (copper)	----	5	20,000	---	3½
Star (copper)	----	7½	20,000	---	11½
Superior (copper)	----	4	20,000	---	9½
Toltec (copper)	----	20	20,000	---	3½
Tremont (copper)	----	1	20,000	---	4½
Union (lead)	----	5	100,000	---	55c.
Vermont (copper)	5	---	---	---	----
Waterloo (copper)	----	3	100,000	---	1½
Wickham (copper)	----	5	200,000	---	1
Wickopee (copper)	----	5	100,000	---	5½
Winthrop (copper)	----	2½	20,000	---	8
Wyandotte (copper)	----	---	---	---	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	.....	48
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	.....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	.....	124½
30 Nov. '62	4.00	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	.....	.....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	.....	.....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	.....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	.....	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	.....	86
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	.....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	.....
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,957	600,000	—	103,790	300,896	64,892	8	.....	66
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,772	350,000	—	59,457	124,718	41,398	4	.....	80
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	.....	.....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	.....	.....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	.....	32½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	.....	.....
30 Nov. '62	4.43	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	.....	.....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	.....	.....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	.....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	.....	.....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	.....	.....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	.....	.....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30.000	30,000	—	—	—	—	—	.....	.....
						NEW YORK.									
30 Sep. '62	.....	.....	.....	.....	.....	Avenue D (New York City)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	.....	.....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,506	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	—	69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	.....	48
30 Sep. '62	56.18	1.90	—	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	.....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	.....	.....
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	.....	.....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	.....	.....
30 Sep. '62	—	—	—	—	—	Centr'l P'k, N. & E. Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	.....	.....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	.....	.....
30 Sep. '62	12.67	3.67	—	—	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	.....
30 Sep. '62	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	.....	.....
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	.....	.....
30 Sep. '62	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	.....	.....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	.....	.....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	.....	.....
30 Sep. '62	10.00	16.00	—	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	.....
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	.....	.....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	.....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	.....	.....
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	.....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	145
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	.....	.....
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	.....	.....
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	.....	.....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	.....	.....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	.....	.....
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	—	—	—	—	—	—	—	.....	.....
31 Dec. '62	4 20	—	—	—	--	Orange and Newark	—	—	—	—	—	—	—	.....	.....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	.....	.....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	225,000	100,000	135,000	—	124,521	78,853	35	.....	62
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	.....	.....
31 Oct. '62	4.12	—	16	6	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	.....	.....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	.....	37
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	.....	63
31 Oct. '62	24.23	—	194	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	.....	55
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	.....	30½
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	.....	43
31 Oct. '62	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	.....	.....
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	.....	16
31 Oct. '62	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	.....	.....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,963	99,439	17,000	500	22,241	4,606	2½	.....	.....
31 Oct. '62	7.04	—	—	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	.....	.....
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	.....	.....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	.....	.....
31 Oct. '62	6.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	.....	.....
31 Oct. '62	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	20	.....
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	5	.....
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	20½	.....
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	.....	82
31 Oct. '62	8.35	—	—	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	19½	.....
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	15½	110
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	.....	56
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	43½	74
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	20½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	—	—	—	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1887	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	106
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	111
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1899	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	.....
1st Mortgage [equipment]	40,000	6	.....	.....	.....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	99
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	--	.....	.....	.....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	.....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J	1868	110
2d Mortgage	50,800	7	J. & J.	1869	.....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	.....
Third Avenue:					
1st Mortgage	340,000	7	J. & J	1870	.....
Real Estate bonds	60,000	--	.....	.....	.....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " .....coupon		6	" "	1867	----
Loan of Dec. 31, 1848 .....registered	8,008,342	6	" "	1868	105
" " " .....coupon		6	" "	1868	103
Texas Indemnity, of Sep. 9, 1850.....coupon..	3,461,000	5	" "	1865	140
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	100
" " " .....coupon		5	" "	1874	102½
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	99½
" " " .....coupon		5	" "	1871	97
Oregon War Debt of June, 1861.....coupon	1,026,600	6	" "	1881	101⅛
" " " .....coupon		6	Yearly.	1881	104
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	112
" " " .....coupon		6	" "	1881	113
Loan of July 17, 1861 .....registered	50,000,000	6	" "	1881	----
" " " .....coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s).....registered..	40,230,000	6	May & Nov.	1882	110½
" " " (5-20s).....coupon..	350,000,000	6	" "	1882	111
Treasury Notes of Feb. & Aug. 1861..coupon..	52,931,000	7.3	Feb. & Aug.	1864	110½
" " Apr & Oct. 1861..coupon..	86,989,500	7.3	April & Oct.	1864	113
Treasury Notes of 1863 (legal tender),coupon..	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's	----
" "	70,814,639	5	" "	notice	----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	103
" " .....(currency)		6	" "	1 year	99⅜
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds .....ccupon	8,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State).. "	610,000	6	paid for	1868	----
" — " " (").. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	128
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " ..... "		6	" "	'81-'82	105½
" — " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7			----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds ..... "	1,322,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1860	105
" —Refunded stock .....coupon	2,187,000	6	" "	'63-'80	103
" —War bonds..... "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	103
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	85
" — " " ..... "	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	96
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	----	87½
" — " " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock ..... "	1,243,000	5	" "	----	----
" — " " special stock "	479,545	5	" "	----	----
Iowa—State stocks.....coupon	240,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	87	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	----
" — " " (") .. "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	0	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	6	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		6	" "	'93-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	101
" — " (war loan) .. "	2,000,000	6	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	----------	d'm'd.	60
" — " " (R. R. etc.)..... "	3,902,000	6	----------	'67-'99	----
" — " " (banks)..... "	5,398,533	6	----------	----------	----
" — " " (war loan)..... "	670,000	6	----------	----------	----
Maine—State bonds .....coupon	--------	6	Mar. & Sept.	'63-'77	104
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	105
Maryland—State bonds (st'k'g).....coupon	816,000	5		1865	----
" — " (st'k'g conv.).. "	200,376	5		1865	----
" — " " (st'k'g ..... "	5,585,555	5		'89-'90	105
" — " " (st'k'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	5		1890	----
" — " " (") ..... "	100,000	4½	Chiefly	1888	----
" — " " (") ..... "	767,560	5	quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,699	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)..... "	503,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	5	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	108½
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	122½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120
" — " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	108½
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	112½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1886	104
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)..... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1865	66½
" — " " "	199,000	6	" "	1863	74
" — " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	73½
" — " " S.W. Branch.. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	88
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	437,000	9	June & Dec.	'64-'68	----
" —State Defense warrants	780,000				----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	104½
" " —Notes	200,000	6	----------	----------	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" " — " " (" ").. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	343,107	5	" "	pleas.	----
" " — " " " " ...	900,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1868	107
" " — " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ...	1,800,000	6	" "	'68-'78	115
" " — " " " " ...	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " ...	11,050	5½	----------	d'm'd.	----
" " — " " " " ...	14,230	6	----------	d'm'd.	----
" " — " " " " ...	421,003	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105½
" " — " " "	15,881,025	6	" "	'64-'76	115
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) .....coupon	1,008,905	6	Jan. & July.	1860	----
" — " " (") ..... "	1,015,000	6	" "	1865	94
" — " " (") ..... "	379,866	6	" "	1868	----
" — " " (") ..... "	2,183,532	6	" "	1870	103½
" — " " (") ..... "	1,600,000	6	" "	1875	106½
" — " " (") ..... "	4,095,399	6	" "	1881	105
" — " " (") ..... "	2,400,000	6	" "	1886	106
" — " (domestic debt).....	275,385	6	" "	1863	108
" — " " (war loan).....coupon	299,704	6	" "	1866	----
" — " " (" ")..... "	1280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc)...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372				----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	97½
" — " "	3,886,010	5	Feb. & Aug.	due.	----
" — " "	3,090,314	5	Mar. & Sept.	due.	106⅞
" — " "	3,241,998	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " "	675,929	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,558,673	5	Jan. & July.	1865	----
" — " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	101
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	103
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	104
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	380,237	5	----------	----------	----
" —Relief Notes in circulation...	97,360				----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	105½
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'25-'30	----
" " —State b'ds (railroads).coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	63½
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	45
" — " " (railroads) .... "	12,799,000	5	----------	Var.	----
" — " " (capitol) ..... "	608,000	5	----------	1890	45
" — " " (Hermitage) . "	48,000	6	----------	1890	----
Texas—Had no debt in 1861	--------				----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	401,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'92	40
" —State bonds (railroad) .....coupon	12.6 4,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	--------				----
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,260	63,761	73,474	156,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,659	119,409	115,901	111,555	1,226,001
1863	96,506	107,443	106,816	127,295	140,107	154,617	162,226	167,966	168,939	185,591	167,056	157,332	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,058	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	59,170	104,272	100,463	82,895	139,049	134,500	145,389	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	150,542	154,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,574	119,947	117,086	146,268	161,503	158,795	135,595	1,473,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	136,363	161,014	224,584	217,335	198,152	202,014	1,999,492
1864	155,034	168,151	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,403	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,251	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,259	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,606	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,289	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,997	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,199
1861	85,239	76,913	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,089	1,574,893
1864	184,837	173,029	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,965	473,366	384,379	363,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	556,008	474,764	4,951,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	557,242	561,448	412,723	5,055,424
1861	404,507	391,932	458,566	547,174	506,610	430,063	372,705	419,010	515,948	719,364	734,198	714,211	6,214,182
1862	699,097	601,595	658,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,106	963,859	8,409,334
1863	845,695	829,734	946,041	938,453	858,867	760,868	721,889	678,959	814,828	955,571	1,029,065	1,044,214	10,400,984
1864	984,837	173,029	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,607	89,344	1,369,441
1860	60,853	62,698	80,793	93,254	115,505	98,449	80,705	166,541	219,528	252,168	142,958	94,880	1,462,782
1861	97,253	76,859	101,600	103,795	105,707	102,823	145,389	150,359	200,276	221,326	172,700	122,999	1,723,306
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	263,575	169,530	143,562	1,777,541
1863	132,617	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,434	287,122	228,407	204,716	2,193,295
1864	138,757	173,029	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	222,073	1,932,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,660	167,220	180,000	192,861	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	138,299	146,424	173,261	197,762	246,283	2,025,537
1862	307,330	281,568	308,963	202,346	192,442	161,427	159,769	193,442	212,118	239,911	270,983	403,571	2,922,970
1863	458,953	425,047	306,802	270,076	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,590	3,726,540
1864	601,231	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,622	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,831	248,971	259,643	321,059	243,162	225,196	2,664,848
1861	321,344	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,012
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,356	372,593	309,413	3,345,927
1863	299,944	271,085	275,643	289,224	324,037	407,092	343,929	511,305	478,576	496,435	457,079	424,551	4,571,028
1864	318,200	406,595	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,514	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,263	710,225
1864	56,540	77,874	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,420	60,229	139,761	163,615	99,900	41,895	799,841
1861	54,246	44,027	48,837	49,102	112,206	141,771	107,117	90,465	134,726	177,859	150,184	67,900	1,168,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,961	154,389	122,272	61,935	1,163,754
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	158,242	90,000	1,224,...
1864	102,748	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	160,454	170,842	175,481	134,688	127,273	196,821	233,851	275,722	205,492	134,972	2,066,866
1861	140,925	116,933	153,170	180,951	170,362	161,391	126,553	178,773	235,690	276,181	237,265	188,077	2,169,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,847,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,608	2,367,250
1864	250,163	290,890	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	152,949	1,756,418
1860	119,712	107,749	160,311	165,741	158,510	123,085	128,563	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,071	172,614	149,550	103,620	123,377	144,982	236,843	307,333	242,089	209,134	2,124,514
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,603	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	206,221	215,449	215,449	308,169	375,457	309,793	306,186	3,168,064
1864	252,435	278,818	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	502,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	555,141	551,700	495,943	544,494	691,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	962,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,575	968,228	1,002,768	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,070,551	1,054,496	1,049,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,786	94,554	1,162,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,155	125,715	1,225,010
1863	129,775	128,766	125,445	113,075.	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,638	191,266	252,154	263,917	270,051	289,987	265,458	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,874	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,617	464,809	451,884	574,486	714,302	815,902	740,955	526,009	6,324,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,081	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,710
1863	337,360	366,596	401,322	464,357	418,739	383,314	348,003	404,898	467,321	508,146	466,370	473,027	5,069,445
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,660	118,887	129,164	135,616	1,117,003
1863	109,806	110,803	120,310	123,115	113,798	123,779	118,077	150,378	158,470	144,736	143,748	162,921	1,584,743
1864	100,872	------	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1859	33,908	39,471	61,770	68,667	60,071	58,358	57,734	72,584	74,689	74,660	81,872	46,095	734,874
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	157,086	92,574	1,172,100
1862	82,295	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,754	116,379	120,595	151,052	134,563	96,204	1,424,863
1864	79,735	95,842	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July	Boston.	'66 '76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec	Portland	'61-'64	70
$1,100,000 Loan	804,000	6	" "	or	1890	70
Stock, convert. (Coupon)	710,000	6		Waterv.	'63 '66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	38
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	56
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	36
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.& Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1853.	2,600,000	6	April & Oct.	Baltimore.	1885	109½
" " " 1850.	700,000	6	Jan. & July.	"	1890	110
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	110
" " " 1321.	1,000,000	6	Ja. Ap. Ju. Oc	"	1867	103
Balt. City Loan of 1856	5,000,000	6	Jan. & July	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1880	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅓ in '68, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1890	
Converted Sterling Loan	795,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	109½
" " $675,000	675,000	6	"	"	1875	113
" " $1,700,000	1,700,000	6	"	"	1883	101½
" " $2,500,000	867,000	6	"	"	1889	102
Consolid. Mort. Loan $5,000,000				"		108
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	500,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	106
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	60
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	660,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	122
" " " inconvertible	3,094,000	8	" "	" "	1883	119
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	100,000	7	" "	" "	1864	
" " " 2d Mort	85,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " " (")		8	" "	" "	18—	

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage	3,000,000	7	" "	" "	1885	92
Bonds issued for coupons of do.	750,000	7	May & Nov.	" "	1883	97½
2d Mortgage	2,000,000	6	" "	" "	1890	90
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
***Cincinn., Wilm. and Zanesville**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	674,000	7	Feb. & Aug.			
3d Mortgage	168,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	104
2d Mortgage	244,200	7	March & Sept.		1861	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,349,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	105
4th Mort. (M. L.) or 3d Extension	1,059,928	6	" "	" "	1886	89
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	60,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1895	114
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	102½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289 000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		10
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1878	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buf. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	8,000	7	Feb. & Aug.	New York.	'62-'63	112
1st Mortgage (Extended)	1,981,000	7	" "	" "	1882	113½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov	" "	1875	108
Elgin and State Line	139,000		Jan. & July	" "	1879	----
Great Western, Ill:		10				
1st Mortgage Western Division	1,000,000	7	April & Oct	New York.	1848	106
" Eastern "	1,350,000		Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:		6				
Missouri State Loan (1st Lien)	3,000,000	7	Jan. & July.	New York.	'73-'87	87
Land Security	3,344,000	7	April & Oct.	" "	1881	85½
Convertible Bonds	822,000		Jan. & July.	" "	1886	76
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	199,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	145½
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33.000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	123
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600.000	7	Jan. & July.	New York.	1866	----
2d Mortgage	361.000	10	" "			110
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400.000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	63
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230.000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	8				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	993,500	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort;						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7				
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:					var.	----
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609.978	7	Feb. & Aug.	New York.	1891	101
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,000,000	7			1880	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	98½
1st Mortgage Sug (convertible)	500,000	8	March & Sept.	"	1869	94
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	128
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42.000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	84½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	83
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	81.000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov	" "	1886	111
2d General Mortgage	2,000,000	7	" "	" "	1877	107
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	102
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1885	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		63
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	678,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450.000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1865	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1862	
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5				'63 '4 '6
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	107
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	114
Exchanged Stks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	102½
" " " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var	----
" " " "	25,502	6	" "	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1884	101
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	132½
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	105
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	108
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	115
4th Mortgage	5,100,000	7	April & Oct	" "	1880	116
5th Mortgage	1,791,500	7	June & Dec	" "	1888	121½
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	103
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	103
3d Mortgage	980,300	7	Jan. & July.	"	1887	100
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1866	107½
Mortgage Bonds Coupon	1,068,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$282,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	103
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	101
2d Mortgage	3,077,000	7†	" "	" "	1861	33
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	,,,
Chattel Mortgage	360,000	10	" "	"	1887	130
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	78
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	10
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	112½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	110
3d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	6	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Peterab'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	385,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	106
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106½
" 1861, "	275,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	142
" 1856, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1890	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	106½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	96½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1885	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	55
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1900	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	77
2d Mortgage	937,500	7	" "	"	1863	30
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1873	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1556	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1886	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	167,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	50
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	105
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	89½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	91
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----	----	----	60
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	89
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	24
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	105
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,453	503,500	105,255	1,515,704	54.0	.....	101,102	37,896	—	.....
28 Feb '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,566	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,701	31,562	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,106	—	1,067,006	777,777	240,485	2,376,013	109.6	.....	207,626	111,282	—	.....
30 Jun. '59	57.0	—	—	171.3	...	...	.....	*Mobile and Girard*	1,599,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	.....	.....	600,431	.....	.....	.....	.....	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb, '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,715	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
1 May, '61	—	—	—	209.5	—	—	—	*North, East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								ARKANSAS.													
... ...	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '58	38.5	—	—	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,804	—	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	801,402	126,918	—	.....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,280,095	254,000	141,706	2,350,000	927 000	—	4,181,255	73.0	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,061	62.0	.....	206,420	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y.	& N. H.	4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	497	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,096	12	121
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,982	149,711	214,100	2,122,600	799,400	9,298	3,064,867	66.4	294,173	353,664	158,927	—	91
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
... ... '62	154.2	—	—	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	532,791	30,550	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
... ... '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
... ... '62	100.0	8.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
... ... '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,760	129,500	—	863,260	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	765,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	—	53	82	697		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	379,468	1,715,025	764,574	10	.....
31 Mar, '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,122,348	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	—	19	16	171		Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	78
31 July '59	50.0	—	—	7	2	107		Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	3	4	83		Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,260	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.5	.....	.....	388,858	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	.....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	231.0	976,381	1,225,001	457,794	—	91½
30 Apr. '63	183.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,281	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,304,146	2,412,821	1,206,039	8	145½
31 Dec. '58	45.0	—	.....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	168,095	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '62	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1 093 054	448,503	—	54
31 Mar. '63	181.8	—	.....	—	61	57	969	Chicago and Rock Island	7,089,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	518,100	6	127
10 Nov. '62	33.2	—	.....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	84.0	.....	.....	.....	—	.....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,705	1,311,977	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,606	6	121
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,089,561	*	—	1,648,561	2,350,000	—	4,214,344	140.0	.....	742,097	377,476	—	85½
31 Dec. '62	454.8	252.5	.....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	709.3	2,561,192	3,446,827	1,870,723	4	138½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — —	143.0	—	.....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
— — —	46.6	—	.....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	.....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
... ... '62	186.0	—	.....	—	—	—	—	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	.....
31 Dec. '62	100.0	—	.....	—	—	—	—	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	.....
... ...	1.0	—	.....	—	—	—	—	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	.....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	—	3,700,000	6,700,000	.....	10,400,000	203.0	.....	1,117,692	568,020	—	70½
								INDIANA.													
— — —	108.0	—	.....	—	—	—	—	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
— — —	29.0	—	.....	73.0	—	—	—	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,210,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611.050	1,254,500	15,900	2,102,761	109.0	.....	442.895	158,541	—	72
31 Dec. '58	89.8	20.2	.....	—	23	19	315	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,699	3,458,108	110.0	.....	448,858	230,854	9	100
31 Dec. '62	84.0	—	.....	—	—	—	—	Ind., Pittsburg and Cleveland	1,879.880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	.....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	.....
... ... '59	64.0	—	.....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	.....
31 Mar. '63	86.0	46.0	3.0	—	17	10	233	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,762	132 0	.....	285,974	104,951	—	100
— — '58	288.0	—	.....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40..	—	96½
... ... '58	74.0	—	.....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1.100,000	820.000	80,000	2,000,000	74.0	.....	.....	.....	—	.....
30 Nov. '62	73.0	—	.....	—	18	17	298	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,278	12	125
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369.044	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '62	111.0	—	.....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,992,427	300,000	222,601	3,179,833	111.0	.....	228,660	122,981	—	.....
... ...	—	—	—	138.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,256	—	.....
1 Jun. '59	11.2	—	.....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414.000	60,452	1,022,006	71.2	.....	.....	.....	—	.....
... ... '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,000,000	15,000	.....	230.0	.....	.....	.....	—	57½
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,742,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,406	227,534	—	88
30 Jun. '57	20.0	—	.....	113.0	...	...	.....	Lexington and Big Sandy	634,024	*	—	sold 1859,	for $26,000.	—	.....	20.0	.....	.....	.....	—	.....
... ... '58	13.0	—	.....	22.0	...	...	.....	Lexington and Danville	765.500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	.....
30 Jun. '62	29.0	—	.....	—	}	13	10	280	} Lexington and Frankfort	596,728	52,300	—	514,573	130.000	—	746.068	29.0	215,081	78,988	26,794	2	80
30 Jun. '62	65.1	—	.....	—	}				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402.519	—	1,655 806	65.1		179,251	62,421	2	86
30 Jun. '58	186.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,718	9,797,911	263.0	595 258	1,777,983	1,062,165	—	.....
— — '59	18.8	—	.....	70.2	—	—	—	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	.....
								LOUISIANA.													
... ...	22.0	—	.....	—	—	—	—	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22 0	.....	.....	.....	—	.....
... ...	27.0	—	.....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,984,420	505,260	—	3,242,318	566,000	339,297	5,855,326	80.0	150,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	295.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	656 434	—	.....
1 Aug '60	55.7	—	.....	126.5	...	...	.....	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,232,015	248,929	106,434	1,710,819	55.7	.....	.....	.....	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	38.5	76,344	79,761	43,461	—	----
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gt. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	—	----
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,352	4,259,303	109.2	186,240	323,032	174,028	—	—
31 Dec. '59	—	—	—	14.0	...	...	—	Penobscot	328,412	—	(78,014	180,197	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	208½
31 May, '59	37.0	—	.....	—	...	...	—	Somerset and Kennebec	763,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	23,404	—	----
31 May, '61	18.5	—	.....	33.5	...	...	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	110
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,306	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,035,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,021	155.0	940,558	1,920,641	927,341	—	45
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	----
30 Nov. '62	26.7	1.8	45.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6¼	104
31 Mar. '63	74.3	8.8	51.1	—	33	72	494	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,028,336	119.5	650,840	945,980	450,302	8	253
30 Nov. '62	47.0	7.0	32.5	—	25	40	298	Boston and Providence	2,962,600	207,400	—	3,160,000	122,720	—	3,482,989	61.8	435,121	702,222	355,362	8	144
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	95,654	5,335,584	83.8	564,117	1,000,130	490,304	8	144
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,780	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	64
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	263,152	133,854	6	105½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	105½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,760	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	116¾
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,963	28,748	—	292,951	305,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	322,885	80,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	----
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	602,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	....	oper. by	B. & M.	Co.	—	----
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	283,701	550,000	175,672	1,019,373	25.0	53,924	44,589	9,653	—	25
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,566	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,631	6	120¾
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	137½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,563	226,900	464	471,179	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,085	150 000	1,466	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,000	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatan.	31,409	7	100
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	119
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,510,990	77.3	112,242	216,065	115,241	—	40
30 Nov. '62	156.1	17.3	126.3	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47.000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	150½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5¼	90
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	----
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	9,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	----
-- -- --	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
-- -- --	—	—	183.0	—	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 May, '63	284.8	—	25.4	—	98	85	1,568	Michigan Central	13,806,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	145
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	18,613,624	1,644,259	1,653,252	9,015,200	9,627,078	—	18,645,278	527.0	2,060,637	2,813,831	1,461,276	—	103½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	236	*Mississippi Central*	4,936,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	466,949	275,060	1,974,444	59.7	.....	176,462	176,423	—	----
31 Dec. '58	83.2	—	—	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	...	*Cairo and Fulton*	1,218,497	*	—	500,000	660,000	.....	.....	37.0	.....	.....	.....	—	----
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	.....	.....	206.8	.....	438,544	258,544	—	25
31 Dec. '62	168.8	—	17.7	63.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	----
31 Dec. '62	52.0	—	3.6	.....	...	...	...	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '63	196.0	—	14.4	57.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,598	—	----
28 Feb. '63	77.0	—	3.9	200.0	—	—	—	*South-Western Branch*	4,775,788	116,883	—	71.513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	----
30 Sep. '62	86.5	3.6	8.2	—	16	18	219	*St. Louis and Iron Mountain*	5,551,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	----
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	----
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,400	—	----
30 Nov. '62	53.9	—	.....	—	11	11	504	Cheshire (preferred)	2,839,718	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	50
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	.....	.....	57,461	867,462	28.1	.....	34,045	10,492	—	----
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	63½
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	----
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	101
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433 404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26 120	12,867	—	----
31 Mar. '63	20.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,386	7	118
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	586,588	568,000	—	.....	52.7	.....	34,916	12,395	—	----
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	78
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,396	—	----
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	...	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	178,982	3,261,344	76 0	.....	259,921	113,536	—	----
31 Dec. '62	83.9	32.2	.....	8.0	...	...	...	Camden and Amboy	6,070,233	*	3,971,050	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	174
31 Dec. '62	60.2	—	.....	—	...	...	...	Camden and Atlantic	1,837,386	*	—	1,000,563	1,037,376	117 095	2,155,024	60.2	.....	144,386	66,128	—	17
31 Dec. '62	64.0	—	48.0	—	38	29	540	Central of New Jersey	4,916,252	606,542	672 113	3,630,000	2,000,000	320,133	6,322,193	64.0	687,204	1,397,687	774,341	10	155½
31 Dec. '62	53.0	—	—	45.5	11	16	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	----
31 Dec. '62	33.8	—	.....	—	—	—	—	New Jersey	8,583,951	397,378	1,397,974	4,397,500	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	----
31 Dec. '61	21.5	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	----
31 Dec. '62	16.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	----
31 Dec. '62	.....	—	.....	.....	...	...	...	Raritan and Delaware Bay	2 450,417	*	—	1,203,563	1,250,000	143,609	2,597,161	—	[2 mos.	10,588	.....	—	25
1 May, '62	.....	—	.....	.....	...	...	...	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	24.0	—	—	17.0	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6	110
31 Dec. '62	38.5	—	.....	—	—	—	—	West Jersey	821,984	*	—	681,983	212,500	31,743	821,984	—	81,983	90,123	46,223	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending,	Railroad. Main Line	Lateral and Branch Line	2nd Track and Siding.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, [illegible] all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,907	—	881,575	200,000	8,500	1,100,075	—	—	—	—	—	----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Rens. & Sarat.	—	—	—	----
30 Sep. '62	43.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,267	—	687,872	1,607,500	25,568	2,320,940	43.9	140,555	224,413	123,939	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper.	by Tioga.	—	44,100	—	----
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	115,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	48
30 Sep. '62	28.3	—	28.9	1.9	—	169	—	Brooklyn City	1,020,370	512,136	—	1,000,000	170,000	10,000	1,332,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	278,289	30,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	34	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,711	155,547	3,682,852	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,998	30,576	149,000	1,977,956	949,000	—	2,926,950	88.0	457,522	1,307,921	698,576	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,264	*	—	493,800	7,000	2,717	503,517	10.8	152,056	21,457	.....	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,125	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,935	121,505	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	—	—	6	----
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,292	*	—	19,973,200	19,831,500	480,665	40,286,365	433.0	4,582,389	7,863,973	2,993,542	—	122½
30 Sep. '62	144.9	4.0	115.1	—	65	117	688	Hudson River	10,749,862	1,363,931	—	3,758,460	9,383,750	288,424	12,420,640	148.0	1,152,545	2,637,529	1,269,954	—	152½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,667,762	361,312	—	1,562,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	47
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,036,991	6,646,077	791,965	24,299,000	13,779,648	284,411	42,582,880	654.9	5,692,225	10,897,631	4,864,946	7	138½
30 Sep. '62	130.7	2.1	29.0	—	82	77	441	New York and Harlem	9,386,740	650,904	—	5,717,100	5,995,061	69,136	11,781,297	165.0	507,573	1,154,003	458,698	—	152
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central.	60,000	6	—	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,380	22,000	—	875,774	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	459	Northern (Ogdensburg)	4,091,455	728,524	—	4,071,900	1,400,000	—	6,066,000	121.8	341,704	492,433	176,735	—	24
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,229	—	396,340	208,500	16,575	815,161	38.1	75,623	140,634	77,560	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,945	6½	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,742	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	60,000	—	480,684	incl.	in Rens. & Sar.	—	—	—	----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,922	77,585	—	500,000	370,000	6,337	882,337	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,567	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,498	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,994	209,623	—	750,000	25,000	—	1,089,317	4.0	1,491,960	358,033	88,285	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	30,443	—	63,102	198,687	70,919	327,708	13.0	50,277	37,010	.....	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,954	—	1,200,130	1,640,757	103,570	2,944,457	88.0	229,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.5	—	—	—	112	Third Avenue (New York)	1,652,708	101,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,376	198,937	—	696,911	808,500	271,097	1,686,508	50.0	247,995	271,158	134,958	—	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4 Comp's.	.....	—	----
30 Sep. '62	34.9	—	2.6	61.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,244	71,899	6,387	—	----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	-----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	25,572	—	----
— — '58	223.0	—	—	—	.....	.....	-----	North Carolina	4,000,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	----
— — '59	97.0	—	—	—	.....	.....	-----	Raleigh and Gaston	1,240,241	*	—	978,800	126,200	—	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	—	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	61,300	2,984,509	171.9	.....	469,468	219,688	—	----
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,369,225	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,760	290,212	—	70,860	264,072	—	.....	.....	.....	—	----
								OHIO.													
— — '58	.....	.....	.....	.....	.....	.....	-----	Atlantic and Great Western	613,281	.....	.....	866,932	.....	77,294	.....	820.0	.....	.....	.....	—	----
31 Dec. '62	118.2	.....	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,869,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	----
1 Aug. '61	137.0	.....	.....	—	41	39	508	Central Ohio	5,579,508	922,670	109,133	1,628,236	3,673,000	1,126,458	6,810,432	141.0	.....	689,716	230,051	—	12
31 Mar. '63	60.3	.....	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,085	91,947	2,155,800	1,324,000	—	3,988,193	198.3	.....	877,404	464,415	10	125
31 Dec. '60	30.0	.....	.....	69.1	.....	.....	-----	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	----
1 May, '59	131.8	.....	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	.....	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	.....	----
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	.....	6,454,130	191.2	926,928	1,724,917	1,033,937	20	162
31 Dec. '62	67.0	.....	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,085	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	545	Clev., Painesville & Ashtabula	3,452,143	599,344	.....	3,300,000	1,500,000	.....	.....	96.7	484,497	1,551,628	975,029	3½	180
30 Nov. '62	101	102.5	.....	—	45	50	896	Cleveland and Pittsburg	7,838,094	*	.....	3,832,712	4,324,600	94,329	8,251,648	203.5	.....	1,436,317	552,300	—	124½
31 May '63	109.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,496	530,727	55,025	3,922,500	3,067,500	.....	7,810,858	188.6	663,371	1,361,537	747,362	4	140½
31 Dec. '58	61.4	.....	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	.....	869,673	575,250	632,486	.....	61.5	76,120	68,125	19,765	—	----
31 Dec. '58	72.0	.....	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	.....	760,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,60[illegible]	—	80
30 Nov. '62	54.5	.....	10.4	—	13	11	218	Columbus and Xenia	1,413,356	246,565	541,249	1,490,800	282,900	.....	2,076,902	oper.	r. w. Lit	Miami.	226,[illegible]83	15	----
31 Mar. '63	144.0	.....	7.9	—	16	8	373	Dayton and Michigan	5,454,748	330,558	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,5[illegible]	—	----
31 Aug. '60	36.6	.....	.....	—	5	3	87	Dayton and Western	999,173	104,912	.....	207,240	716,000	80,845	.....	36.6	.....	6,926	5,[illegible]05	—	----
31 Aug. '58	16.0	.....	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	.....	437,838	422,658	.....	1,104,086	16.0	40,064	64,000	35,000	—	----
31 Dec. '61	45.0	.....	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,922	62,630	469,762	728,852	152,694	.....	45.0	.....	128,170	39,412	—	----
— — '59	36.0	.....	.....	84.0	.....	.....	-----	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,361	.....	.....	.....	.....	—	----
31 Oct. '61	32.0	.....	.....	—	6	5	68	Greenville and Miami	888,000	*	.....	300,000	475,000	75,000	.....	47.0	.....	69,752	.....	—	----
30 Nov. '58	13.0	.....	.....	34.0	1	2	50	Iron	172,836	*	.....	115,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	----
30 Nov. '62	83.5	.....	37.8	—	25	22	437	Little Miami	3,544,118	492,979	442,283	2,961,267	1,400,000	.....	4,879,806	138.0	846,882	1,682,488	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	■	.....	10,379,554	375,487	53,095	11,164,820	226.6	445,157	620,025	239,630	—	----
30 Apr. '62	192.3	.....	.....	—	48	34	628	Ohio and Mississippi	16,563,614	745,475	*	6,246,950	9,870,000	4,243,042	29,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	.....	1,906,736	2,460,000	486,215	.....	128.6	.....	.....	.....	—	----
30 Jun. '63	153.9	52.0	.....	—	31	28	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	599,880	115,290	—	----
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	.....	848,770	1,313,800	105,610	2,608,227	125.0	214,404	239,395	82,958	—	----
30 Nov. '58	55.6	.....	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	.....	403,975	500,000	100,000	.....	55.6	70,000	110,200	55,100	—	----
31 Aug. '58	19.5	.....	.....	23.5	—	—	—	Springfield and Columbus	346,500	.....	.....	193,000	150,000	3,500	346,500	oper.	r. by C.	C. & C.	.....	—	----
30 Nov. '58	49.8	.....	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,295,000	*	.....	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	----
31 Dec. '62	242.4	.....	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,165	*	14,038	2,355,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	84
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,453	58,511	.....	45.0	.....	106,924	55,029	—	1
31 Oct. '62	88.0	.....	.....	—	.....	.....	-----	Atlantic and Great Western	5,500,000	*	.....	2,000,000	3,500,000	.....	5,500,000	88.0	.....	.....	.....	—	----
31 Oct. '62	24.5	.....	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	.....	1,817,650	24.5	191,545	366,[illegible]36	210,817	3	78
30 Sep. '62	35.0	.....	4.2	—	18	13	276	Catawissa	5,634,000	*	.....	5,350,000	284,000	115,762	3,749,762	146.0	549,045	275,880	.....	—	29½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	.....	956,000	270,500	56,545	1,284,456	74.5	.....	236,960	166,427	3	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,355	*	.....	5,586,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,506,382	750,465	6	228
31 Oct. '62	35.8	1.1	5.2	—	7	4	67	East Pennsylvania	873,116	105,245	.....	492,190	598,500	27,478	1,118,168	36.9	130,602	173,383	98,654	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	.....	1,000,000	1,000,000	42,155	2,083,607	78.0	227,098	347,825	135,439	—	38
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	.....	600,000	400,000	.....	1,000,000	—	126,490	225,536	93,826	10	----
31 Oct. '62	36.9	15.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	.....	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	72
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,240	.....	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	.....	570,961	1,166,050	289,153	2,026,144	50.5	150,984	196,084	164,134	—	23½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	.....	710,000	1,747,833	205,000	2,662,525	80.6	242,400	307,389	169,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,365	.....	2,297,250	1,465,000	31,547	3,925,386	76.0	367,290	822,927	460,516	5	90
31 Oct. '62	28.3	5.5	8.0	—	10	...	61	Little Schuylkill	1,371,808	*	.....	2,256,100	969,000	72,600	3,298,700	33.8	62,155	126,316	68,801	—	50
31 Oct. '62	24.5	106.5	62.5	—	.....	.....	-----	Mine Hill and Schuylk. Haven	3,252,265	■	.....	3,250,000	.....	.....	3,252,265	130.4	.....	441,918	174,435	8½	64
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,486,476	406,187	.....	3,147,350	3,106,360	287,000	5,447,780	66.4	263,534	397,196	218,960	—	37½
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	.....	13,274,100	9,[illegible]2,[illegible]40	.....	28,324,218	414.[illegible]	.....	10,304,991	4,873,218	8	72½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norristn	1,521,520	236,289	.....	1,243,900	432,900	.....	1,882,486	24.0	229,968	262,333	129,742	6	59
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	.....	4,822,459	6,[illegible]82,[illegible]00	157,739	12,124,857	183.0	213,574	413,472	80,909	—	38½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,636,100	94,466	25,528,166	355.0	2,088,164	3,911,830	2,026,775	—	72
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,619	.....	21[illegible],033	575,[illegible]07	5,330	800,[illegible]2	4.0	8,218	7,416	20,861	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
		M.	M.	M.	M.	No	No	No.	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
	PENNSYLVANIA, (*Continued.*)																				
31 Oct. '62	Philadelphia and Trenton	28.2	—	1.9	—	—	—	—	552,422	51,480	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,544	8	173
31 Oct. '62	Phila., Wilmington and Balt.	95.9	—	34.8	—	37	110	630	6,979,924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.6	582,615	2,250,882	1,080,993	9	73½
31 Oct. '62	Pittsburg and Connellsville	59.5	—	6.4	89.5	10	14	68	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,843	72.0	194,000	129,918	60,379	—	84
31 Dec. '62	Pittsb'g, Ft. Wayne & Chicago	468.3	—	59.7	—	121	61	1,312	17,736,353	*	—	5,709,592	12,935,173	312,500	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	131
31 Oct. '62	Schuylkill and Susquehanna	54.0	1.1	5.5	—	7	4	66	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	.....
31 Oct. '62	Schuylkill Valley	9.3	15.2	15.0	—	—	—	—	576,050	—	—	576,050	—	—	576,050	.....	oper. by	Ph. & Reading		5	.....
31 Oct. '62	Shamokin Valley & Pottsville	28.0	—	6.2	—	5	1	449	1,178,773	112,824	—	500,000	791,597	5,650	1,297,256	.....	57,928	159,534	99,060	—	40
31 Oct. '62	Tioga	29.6	—	2.5	—	4	4	101	719,914	77,999	—	97,550	396,600	66,826	797,973	29.6	81,934	134,785	9[illegible]	9	43
31 Dec. '62	Westchester and Philadelphia	26.4	—	3.0	—	5	11	23	1,387,074	*	—	683,481	953,208	8,000	1,644,689	26.4	105,800	141,101	79,544	—	12
	RHODE ISLAND.																				
31 Aug. '63	N. Y., Providence and Boston	50.0	—	2.0	—	12	17	103	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	415,309	199,155	6	121
30 Nov. '62	Providence, Warren & Bristol	13.6	—	0.5	—	4	3	7	424,943	13,299	—	437,917	8,500	—	.....	13.6	23,954	25,594	6,739	.....	.....
	SOUTH CAROLINA.																				
31 Dec. '58	Blue Ridge	13.2	1.5	.....	182.4	2	—	26	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	Charleston and Savannah	54.9	—	.....	47.4	4	3	21	801,615	34,372	250,000	706,385	196,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	Charlotte and South Carolina	109.6	—	.....	—	13	9	176	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	Cheraw and Darlington	40.5	—	.....	—	...	...	.....	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	Greenville and Columbia	143.2	21.3	.....	—	...	...	.....	2,429,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
31 Aug. '58	Kings Mountain	.....	.....	.....	—	...	...	.....	199,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	Laurens	32.6	—	.....	—	...	...	.....	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,668	8,527	—	.....
28 Feb. '59	North-Eastern	102.0	—	.....	—	...	...	.....	2,011,652	*	—	995,743	968,410	103,172	2,067,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	South Carolina	136.0	106.0	.....	—	62	59	799	.....	.....	.....	.....	2,643,383	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	Spartanburg and Union	25.1	—	.....	41.9	...	...	.....	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
	TENNESSEE.																				
30 Sep. '60	Central Southern (Tenn.)	47.6	—	.....	—	...	...	.....	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,067	19,187	—	.....
1859	Edgefield and Kentucky	.....	.....	.....	17.0	2	—	14	857,947	*	—	333,204	612,000	60,909	.....	30.0	29,845	9,359	7,486	—	.....
1859	East Tennessee and Georgia	30.0	—	1.8	—	12	10	171	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	East Tennessee and Virginia	140.0	—	8.0	—	10	10	128	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	Memphis and Charleston	271.6	19.4	20.0	—	43	37	667	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	Memphis and Ohio	271.6	16.0	20.0	3.9	9	5	242	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	Memphis, Clarkesv. & Louisv.	100.0	—	30.6	55.8	—	—	—	2,000,000	100,500	—	298,721	740,000	.....	.....	59.4	69,870	177,256	60,029	—	.....
1859	Mississippi and Tennessee	59.0	—	.....	40.1	7	5	119	1,137,400	*	—	798,285	554,949	329,518	.....	47.4	54,175	83,129	44,666	—	.....
1859	Mississippi Central and Tenn.	47.4	—	2.3	—	4	5	46	892,710	82,908	—	317,447	672,500	22,369	.....	34.2	39,065	23,808	13,892	—	.....
1859	McMinnville and Manchester	34.2	—	7.0	—	12	2	81	533,907	56,816	—	144,894	406,000	5,000	.....	159.0	.....	734,118	337,384	6	.....
30 Nov. '60	Nashville and Chattanooga	149.7	44.0	7.9	—	39	17	319	3,632,882	*	—	2,056,544	1,731,000	.....	.....	.....	.....	.....	.....	—	.....
1859	Nashville and Northwestern	.....	.....	.....	.....	...	...	.....	.....	.....	.....	.....	.....	.....	.....	45.8	57,950	127,955	87,248	—	.....
1860	Tennessee and Alabama	.....	.....	4.2	11.7	5	5	32	76,016	76,016	—	595,922	860,000	204,544	.....	80.0	.....	1,248	.....	—	.....
1859	Winchester and Alabama	30.0	—	0.6	8.0	—	—	—	.....	.....	—	216,962	413,000	408,477	.....	.....	.....	.....	.....	—	.....
	TEXAS, (*all aided by State*).																				
— — '58	Buffalo Bayou, Braz. & Col'rdo	32.0	—	.....	158.0	...	...	.....	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	Galvest., Houst. & Henderson	56.0	—	.....	184.0	...	...	.....	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	Houston and Brazoria	50.0	—	1.5	75.0	2	1	40	1,250,000	.....	.....	275,000	240,000	171,560	.....	50.0	31,300	32,070	.....	—	.....
1 May '60	Houston and Texas Central	70.0	—	6.0	280.0	7	5	124	4,232,545	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	San Antonio & Mexican Gulf	25.0	—	.....	110.0	...	...	.....	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	Southern Pacific	28.0	—	.....	750.0	...	...	.....	.....	.....	.....	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
	VERMONT.																				
31 Aug. '63	Connect. & Passumpsic Rivers	110.3	—	6.6	—	8	12	199	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	99,639	208,867	.....	—	52½
31 Aug. '62	Rutland and Burlington	119.6	—	16.0	—	20	18	548	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,398	522,928	61,280	—	.....
31 Aug. '62	Rutland and Washington	62.5	.....	4.0	—	12	9	193	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	.....
31 May '62	Vermont Central	117.0	2.0	24.0	—	41	36	889	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713,415	191,466	—	1½
30 Jun. '62	Vermont and Canada	47.0	8.5	4.1	—	—	—	—	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central		4	126
30 Jan. '62	Vermont Valley	23.7	—	0.9	—	3	6	39	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	.....
30 Jun. '62	Western Vermont	59.0	5.5	3.6	—	—	—	—	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
	VIRGINIA.																				
1 Aug. '59	Alex., Loudoun & Hampshire	41.3	—	.....	122.1	—	—	—	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	Manassas Gap	77.8	8.9	3.8	105.6	9	5	221	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	Norfolk and Petersburg	79.2	—	4.8	—	5	2	75	2,006,875	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	.....
30 Sep. '59	Northwestern Virginia	103.5	—	.....	—	8	—	—	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	Orange and Alexandria	88.3	68.4	10.0	—	16	16	175	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	460,427	222,214	—	.....
30 Sep. '59	Petersburg and Lynchburg	123.3	10.1	.....	—	19	13	279	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	Petersburg and Roanoke	59.2	21.3	.....	—	14	17	131	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	Richmond and Danville	140.5	2.7	12.0	—	28	30	418	3,728,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '58	Richm., Frederick & Potomac	75.1	—	4.5	—	11	10	196	1,985,579	*	52,800	1,041,880	643,960	50,825	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '58	Richmond and Petersburg	22.2	2.8	5.1	—	10	7	188	1,222,523	*	—	835,750	204,808	26,863	.....	43.5	1,058,054	163,753	79,585	6	80
30 Sep. '58	Richmond and York River	23.7	—	0.2	14.0	2	—	23	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	Seaboard and Roanoke	80.0	—	.....	—	10	11	161	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	Virginia Central	178.2	—	21.3	7.0	27	19	228	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	1,832,929	195.0	280 908	634,081	259,130	5	99½
30 Jun. '60	Virginia and Tennessee	204.7	9.4	10.6	—	39	27	374	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
30 Sep. '59	Winchester and Potomac	32.0	—	2.5	—	5	4	49	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
	WISCONSIN.																				
1 Dec. '59	Kenosha and Rockford	55.0	—	2.0	121.0	3	2	40	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	*Milwaukee and Minnesota*	199.9	—	24.9	—	...	...	.....	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '58	Milwaukee and Chicago	40.0	—	.....	—	5	10	75	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	Milwaukee and Horicon	42.0	—	.....	27.8	...	...	.....	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec. '62	*Milwaukee and Prairie du Chien*	191.9	42.5	28.3	—	39	32	677	7,500,000	*	—	4,526,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	77
— — '57	Milw., Watertown & Baraboo	50.0	—	.....	86.0	...	...	.....	514,238	.....	.....	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '62	Racine and Mississippi	104.0	—	.....	—	8	11	375	3,862,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	314,769	83,830	—	.....
— — '58	Wisconsin Central	10.0	—	.....	55.0	—	—	—	600,000	.....	.....	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
	CANADA.																				
31 Jan. '63	Buffalo and Lake Huron (½ y)	161.0	—	.....	—	31	27	45	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	Montreal and Champlain	49.0	—	.....	—	18	17	214	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
— — '62	Brockville and Ottawa	37.0	11.0	.....	72.0	2	2	17	.....	.....	.....	.....	.....	.....	.....	48.0	.....	.....	.....	—	.....
0 Jun. '63	Grand Trunk	1,096	137.0	.....	78.0	204	130	2,399	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	.....
31 July, '63	Great Western	229.0	115.5	63.0	—	92	126	1,689	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,849,510	1½	.....
— — '62	London and Port Stanley	24.0	—	.....	—	2	2	52	.....	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	—	.....
31 Dec. '62	Northern (O. S. & H.)	95.0	1.6	.....	—	17	20	337	.....	.....	.....	.....	.....	.....	.....	95.0	.....	.....	.....	—	.....
— — '62	Ottawa and Prescott	54.0	—	.....	—	5	5	115	.....	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
31 Dec. '62	Welland	25.0	—	.....	—	4	—	57	.....	.....	.....	.....	750,000	.....	.....	25.0	.....	100,000	19,575	—	.....
	NEW BRUNSWICK.																				
1 Oct. '62	European & North American	108.0	0.9	12.0	—	14	18	271	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	.....
1 July, '61	New Brunswick and Canada	200	.....	.....	.....	...	...	.....	1,402,748	102,238	—	1,380,000	18,100	136,000	1,799,232	60 0	.....	132,555	36,670	—	.....
	NOVA SCOTIA.																				
Dec. '62	Nova Scotia	81.0	30.5	.....	—	20	18	160	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	153,416	139,107	37,181	—	—
	NEW GRANADA.																				
Dec. '3	Panama	48.1	—	—	—	11	22	120	8,000,000	*	615,658	5,000,000	3,375,000	—	10,765,723	48.7	—	1,745,294	1,015,441	15	252

New York Stock Exchange.

Actual Sale Prices for the week ending March 9.

	Th 3.	F.4.	Sat.5.	M.7.	Tu.8	W.9.
American Coal Co.	100½	109	108	108	113	120
Buffalo, N. Y. & E., 1M.	----	----	----	108	----	108
California 7s	----	----	125½	128	----	----
Canton Co.	52½	56½	58	62½	61½	65
Central Am. Transit	48	47	----	47	----	----
Chicago & Alton	87	----	88½	90½	91	91½
" " pref.	----	----	----	95	95½	96½
" " 1 M.	----	----	105	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	139	141½	143½	145	145½	145½
" " 8 p.c.	----	----	121	123	----	----
Chic. & Northwest'n	54½	55½	56½	61	60	64
" " pref.	71	74	75	75	75	75
" " 1st M.	92	92½	94	94	93	94
" " 2d M.	85	----	----	87	90	----
" " S. F.	102	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	121½	123	124½	126	125½	127
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	157½	158	----	160	162	162
Clev. and Pittsburg	117½	117½	119½	122½	120½	121½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	105	----	----	----	----	----
" " 4 M.	80	----	87	----	89	----
Clev. and Toledo	148	148	147½	151	148½	149½
" " S. F. 7 p.c.	----	----	----	----	114	----
Cumberland Coal, pref.	67½	74	80	84½	88	95
Del. & Hudson Canal	220	230	227	225	222	220
Del., Lack. & West.	230	230	----	228	----	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	115½	117½	118	119	118½	122½
" pref.	108	108	110	110½	109½	109½
" 1 M. 7p.c. '67.	----	----	----	109	----	109
" 2 M. 7 p.c. '72	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	113	113	113	113	116
" 4 M. 7 p.c. '80	116	----	----	----	----	123½
" 5 M. 7 p.c. '88	115½	----	----	----	----	122½
Galena and Chicago	118	118½	119½	121½	120½	121
" 1M. 7p.c. '63	----	----	----	----	----	----
" 2M. 7p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	115	----
Hann. & St. Jo. pref.	46	48½	----	51	----	56
" " bonds.	90	90	----	----	----	----
Hudson River	156	156½	158	153½	152½	152½
" scrip	96	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	110
" 2M. S. F.	----	----	----	----	116	----
" 3M. 7p.c. '75	145	----	147	----	150	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	135	135½	137	139½	137½	138½
" full stock	123½	124½	125½	126½	130	----
" Can. bd. sc.	----	----	----	124	----	----
" bonds	123½	----	----	----	----	----
Marietta & Cin. 1st pref.	70½	82	83	81	82	84
" " 2d "	50	55	60	64½	66	67
Mariposa Mining Co.	35½	36	35½	36	36½	38
Michigan Central	142	141½	143	145½	145	145
" S F. 8pc. '82	130	130	130½	----	132	133
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	99½	100	100	104½	104½	103½
" " guar'd	144½	144½	145	150	149½	145
" " 1M. S. F.	----	----	----	----	----	113½
" " 2 M.	107	----	----	----	----	----
Mil. and P. du Chien	65½	66½	68½	76½	75	77
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	82	----	83	----	----	85
" " 1st M.	----	104	----	----	----	105½
Minnesota Mining Co.	87	86½	86½	85	----	----
Miss. & Mo.	----	49	57	59	59	57½
" L. G. bonds	----	----	----	70	71	----
Missouri 6s	72	74½	73	73	73½	74
" 1ss. to H. & St. J. R.	----	86½	----	----	88	----
" " Pacific	----	----	73½	74½	73½	----
N. J. Central 1st M.	----	----	----	----	103	----
New York Central	136½	136½	136½	138½	138	138½
" " 7s, 1876	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	115	----	115½	114½
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	108	108	108	----
N. York & Harlem	141	146½	148	148	145	152
" " "pref."	131	134	137½	138	----	----
" " 1M. 7p.c. '78	110	110½	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	103	----	----	----	----	----
Norwich & Worcester	----	----	----	----	----	----
Ohio & Miss. cer.	43	44	46	49½	49½	50
Pacific Mail S.S. Co.	226	222	225	230½	235½	240
Panama	----	234	----	232	----	----
Penn'a Coal Co.	195	204	208½	209½	209	----
Phila. and Reading	131½	134½	138	144	142	144
Pitts. Ft. W. & Chicago	101½	103	109	127	129	131
" " 1M.	----	108	----	----	----	----
" " 2M.	102½	----	----	104	106½	----
" " 3M. 90x	----	89	----	93½	96½	----
Quicksilver Mining Co.	58½	60	59½	59	60	65
St. L., Alton & T. H.	73½	74	73½	74½	75	79½
" " pref.	91	90½	90	93	92	93
" " 1M.	----	----	----	105	----	----
" " 2M. pref.	92½	93	----	----	93	----
" " Inc. b'ds.	87½	88	----	88	----	89½
Tennessee 6s, 1890	60	62½	----	62	63½	----
Toledo & Wabash	64	63½	64	66	66½	67
" " Pref.	80	81	----	82	81	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	104	----	----	----
" " 2M.	----	----	90	90	90½	91
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	49	----	----	49	----

New York Stock Exchange.

Actual Sale Prices for the week ending March 9.

	Th 3.	F.4	Sat.5.	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	139½	----	----	139½	140	
U. S. 6s, 1881, reg.	111½	111½	113	112	----	
U. S. 6s, 1881, coup.	111½	----	----	113	113	
U. S. 6s, '81, O. W. L. y.	----	----	----	----	----	
U. S. 6s, 1881, " 1y.	----	----	----	----	----	
U. S. 6s, 1867, reg.	----	----	----	----	----	
U. S. 6s, 1867, coup.	----	----	----	----	----	
U. S. 6s, 1868, reg.	----	----	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	----	
U. S. 6s, 1 year certif.	----	----	----	----	----	
U. S. 6s, " " new	99½	99½	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon	107½	107½	----	109½	110	110½
U. S. 6s, " reg.	107½	----	107½	109½	----	111
7.30 Notes, Feb. & Aug.	110½	----	----	----	----	110½
" " Ap'l & Oct.	111½	----	112½	112½	111½	113
American Gold	160½	161½	161½	161½	162½	167

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 8.

	W. 2	Th 3.	F.4.	Sat.5.	M.7.	Tu.8.
Beaver Meadow	79	78½	----	78	----	78
Cattawissa	----	23	----	----	24½	29½
" preferred	43½	42½	42½	43½	----	44½
Camden & Amboy	----	----	173	174	175	174
" " " 6s, '67	----	----	----	----	----	----
" " " 6s, '70	----	----	----	----	----	----
" " " 6s, '75	----	----	----	----	----	----
" " " 6s, '83	100½	----	101	----	101½	
" " " 6s, '89	----	----	102	----	----	
Ches. & Del. Canal 6s '86	----	----	100	----	----	
Del. Div. Canal	41½	42½	42½	----	42½	
Elmira & W'msport	----	----	----	----	----	
" " pref.	----	----	----	----	55	
" " 7s	----	----	----	----	----	
" " 10s	----	----	----	----	----	
Harrisburg	----	----	----	----	----	
Lehigh Navigation	----	----	----	----	----	
" " 6s	----	----	107	----	107	
" " scrip.	54½	----	55	----	----	
Lehigh Valley R. R.	----	----	----	----	----	
" " scrip	----	----	----	----	----	
" " 6s	----	----	----	----	----	
Little Schuylkill R. R.	49	49	----	49½	49½	50
" " 7s	----	----	----	----	----	
Long Island	47	----	----	----	47	
" " 6s	----	----	----	----	----	
Minehill	63½	64	----	----	----	
Morris Canal	----	73½	----	----	----	
" " pref.	----	----	----	----	----	
" " 6s '76	----	----	----	----	----	
North Pennsylvania	36½	36½	36	36½	36½	37½
" " 6s	----	99	----	----	----	100
" " 10s	----	----	----	----	----	
Pennsylvania R. R.	70½	70½	71	71½	72½	----
" 1st m.	----	----	----	112½	112½	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	97	----	99	97	----	97½
" " 6s, coupon	101	101	101	----	----	----
" " 6s, "	----	----	107½	----	----	----
Philadelphia City, 6s	103	----	108	103½	103½	----
" " new	107½	107½	----	----	108½	108½
Philad., Germ. & Nor.	59	----	59	----	----	59
Phila. & Reading	66	65½	66½	63½	71	71½
" " 6s, '86	----	----	----	----	----	142
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	37½	38½	38½	38½
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	29½	30	30½	32½	33½	35
" " pref.	41½	41½	42	44½	47	46½
" " 6s '82	95	----	----	96	96½	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	24	----	24½	25	----	26½
" " 6s '78	68	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	6½	----	6½	----	----	----
" " 6s '83	30	30	----	30	30½	31
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	85	85	84½	84½	----	----
Arch street, (Horse)	----	----	----	----	----	37
Chestnut & Wal. "	----	----	62	----	----	----
Green & Coates, "	----	42½	----	----	----	42½
Race and Vine, "	----	----	----	----	----	----
3d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	15½	----	----	----	15½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 8.

	W.2.	Th 3.	F.4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	----	----	----	108	----	108½
" " 1886	----	----	----	----	----	----
" " 1870	----	----	105	----	----	104
" " 1890	109½	----	109	108½	108½	109
Balt. and Ohio	108½	----	109	110	110	110
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	109½	----	----	109½	----	----
Northern Central	43½	----	----	44	----	45
" " b'ds, '85	103	----	----	----	102½	103
" " " 90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending March 9.

	Th 3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	132½	133	----	----	----	133
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	143½	----	144	----	----	----
Cheshire, pref.	----	49½	49½	49½	----	50
Concord	63	----	63½	----	----	----
Connecticut River	105	105½	----	----	----	----
Eastern, Mass.	101½	101	101½	101½	102½	105½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	116	----	----	----	----	116½
Manchester & Lawr'ce.	118	----	118	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	77	78
Old Colony and Fall R.	119	120	120½	----	----	----
Ph., Wil. & Baltimore	71½	----	71½	72½	73	73½
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	40	----	40	----	40
Western	150½	150½	----	----	----	150½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	125	----	----	----	124½
Metropolitan "	----	66	----	66	66	66
Middlesex "	----	----	----	98½	99	99½
Central Mining Co.	59½	60	59½	60½	----	----
Franklin "	----	49½	50	50½	50½	51
Isle Royale "	26	25½	25½	----	----	26½
National "	----	81	----	----	----	----
Minnesota "	----	87	89	----	----	----
Pewabic "	----	58	59	58½	----	59
Pittsburg "	----	86	86	88	----	----
Quincy "	80	88½	89	90	89½	91
Rockland "	----	18½	18½	17½	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 25th of February:

Maryland 6s	69	to	71
United States 6s, 1881	64	"	66
Do. 5s, 1874	58	"	60
Virginia State 5s	45	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., Pennsylvania do. do.	80	"	82
Erie shares, $100 (all paid)	63	"	65
Do., 7s, preference	58	"	60
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	60	"	65
Do., 7s, 5th mort.	60	"	65
Illinois Central 6s, 1875	83	"	85
Illinois Central 7s, 1875	70	"	72
Do. do. $100 shares, $90 paid, dis.	20	"	18
Do. do. $100 shares, all paid	71	"	73
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	65	"	68
Do. do. S. F. 1st mort., do., '82, x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	65	"	70
Do. do. do. $100 shares	---	"	---
New York Central 6s, S. F., 1883	60	"	62
Do. do. 7s, 1864	53	"	55
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	75
Do. do. $100 shares	73	"	75
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	80	"	85
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	41	"	44
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, March 12, 1864.

Stock Exchange and Money Market.

The great abundance of paper money stimulates speculation, and this money still retains the confidence of the people, who are willing to part with any commodities they have in exchange for it. The railway market is affected by it, and heavy advances have marked the operations of the last week. As will be seen by reference to our quotations, some of the shares have risen from 13 to 32 per cent. Government bonds have also partaken in the upward movement, assisted by a large foreign demand. The public confidence in these securities continues to grow stronger, and almost every person in the country who has money to spare is investing it this shape. Thus the relations between the state and the people are growing more close and trustful every day, a circumstance which augurs well for the stability of our republican institutions.

We give elsewhere an official statement of the actual receipts of the Government for the two first quarters of the present fiscal year, and they are satisfactory. The aggregate receipts for the six months were $94,289,455. On this basis the receipts of the whole year will be equal to $188,579,000 or more than thirty-two millions in excess of the estimate of Mr. Chase, in his last annual report to Congress. It is rather an uncommon occurrence in Treasury calculations. The usual experience is, that the receipts do not equal the Government estimates. Such is generally the case with both British and French Budgets. The public has been much gratified with the recent speech of the Hon. Mr. Stebbins of this city, on the subject of the gold bill. This gentleman is President of the Board of Brokers, and has for many years been a prominent financial operator. He is intimately acquainted with the New York market, and understands its combinations, resources, and opinions.

He therefore fully comprehends two facts, one is, that the rise in gold is brought about in great part by interested parties; interested not only in speculation as such, but in sympathy with the enemies of the Union. The other is that the Government itself unwillingly is a contributor to the rise, since it is receiving as custom house dues, many millions more of gold than it has any use for. It is therefore clear to the mind of Mr. Stebbins, as it is to that of most people who give the subject any reflection, that this surplus hoard should be disposed of. We have seen a report of his speech, not in full however, which is conclusive on all the topics it embraces. It disabuses the public of the impression as to the extent of the public debt, the amount of the currency afloat, and the resources of the nation, and is a valuable contribution to our current public documents.

After bestowing our hearty approval upon the gentleman for his patriotic and financial effort in behalf of the credit of the Nation, we must express, our deep regret that the House of Representatives has failed to comprehend the question, either in its magnitude or its consequences. The relief sought by the people has been refused, and as a poor compliance with their views, the Secretary of the Treasury is expected to discount in advance the interest coming due on his securities. This operation which any child can understand, will be no more nor less than so much more opportunity for further arrangements by the speculators, who will exactly know what amounts they will have to provide for by further combination. It is very remarkable that our Legislation is so easily warped from its course of duty by considerations of private interest, as in the case of the gold bill and the whiskey tax.

We do not wish to see the great disparity between this and legal tenders any longer. It is seriously affecting the expense of living by its enhancing the cost of the necessaries of life, though they were never more abundant than now.

We are willing to be taxed to any extent. The country could pay four or five hundred millions a year and not feel it sensibly, for we are not half taxed now on many articles of luxury and taste, but we do not want to pay 200 per cent advance for food and clothing, rent and fuel. We therefore trust that as a financial measure of the greatest import, an immediate disposition of our surplus gold will be provided for in a way, not to invite but to defeat speculation and combination.

The tone of the week having been one of the utmost excitement, we have to record an unparalled rush into the street to make money; and we also venture to predict that the consequences will ere long display themselves in the ruin of the margin operators and persons of limited means. No one party makes money without some one else losing it, and sometimes a great many persons are ruined to make one man rich. The streets of New York are filled with the wrecks of men once in good business and good standing, who were engulfed in stock speculations, and swept out of sight in the angry breakers. In fulfillment of his pledges, the Secretary of the Treasury is now relying on loans for his future supplies of money, instead of his legal tenders. A forthcoming loan of two hundred millions is announced, redeemable in forty years, if not previously redeemed at the pleasure of the Government after ten years. The interest is to be five per cent payable in gold. We consider this therefore a stock of which principal and interest will both be paid in gold. The bonds are to bear date the 3d of March. The half yearly coupons and registered interest will run from March to September, the plates are engraved, and large orders are waiting to be filled at the earliest moment. Gold has again advanced. It was sold on Wednesday as high as 167¾. We see no reason why it should not reach as high rates as it did last year. The public are perfectly helpless, and the Government absorption at the custom house increases the scarcity. It is suspected that the market is somewhat affected by secret operators from Richmond. It is known that greenbacks are eagerly sought for there, that our prisoners are deprived of all their funds as soon as they get into captivity, and that fifteen dollars confederate money are paid for one of the United States currency. Now as it is well understood confederate paper will never be redeemed, and that it is worthless, it is very clear that it is a good operation to get rid of it at any price for United States money. This money sent North may be and probably is largely disposed of for gold, and this again is remitted to Europe for confederate account. It would be easy to show that this operation may be carried on to a large extent, and greatly to the damage of our own financial operations. In this way more injury may be done than in any other. Bills on London are comparatively cheaper than gold, another circumstance verifying our opinions, and so they have been for some time.

The week's exports of domestic produce and miscellaneous goods (exclusive of specie) from this port, have been to the value of $3,333,153 against 3,749,684 same week last year, and $2,057,398 the corresponding week of 2842.

The balance at the Office of the Assistant Treasurer of the United States, New York, on Tuesday was $36,097,679 40.

The foreign news continues to be complicated and without immediate solution. The parties actually engaged in hostilities give no signs of a change of purpose, and this offers an opportunity to such powers as France and Italy, which we are inclined to think they will shortly embrace.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1862, 100; do., 1877, 103; North Carolina 6s, 60; Indiana War Loan, 96; Kentucky 6s, 101; Hannibal and St. Joseph R. R. 35; Rome and Watertown, 105; Stonington, 125; Ohio and Mississippi pref. certificates, 88½; At. & Gt. Western (Ohio div.) 1st mort., 98; Peninsula R. R., 50; Cincinnati, Hamilton and Dayton, 125; Housatonic pref., 103½; Stockbridge and Pittsfield R. R., 100; Manhattan Gas, 245; Metropolitan Gas, 132; Central Coal, 91; Wyoming Valley Coal, 107; Copake Iron, 12¾; Canada Copper, 6; Quartz Hill Mining Co., 19; Bucks Co. Lead, 2; Rutland Marble, 22½; Lancaster Lead, 1¼; Nassau Copper, 1; Sandy River Coal and Oil Co. 1st mort., 92; Bank of Commerce, 109; Hanover Bank, 101½; Continental Bank, 102; Bank of Commonwealth, 102½; 4th National Bank, 103¾; Merchants' Bank, 107; Metropolitan Bank, 117; Shoe and Leather Bank, 112; Bank of Republic, 106; Park Bank, 134; Bank of State of New York, 108; Importers' and Traders' Bank, 109; Ocean Bank, 96; Manuf. and Mech. Bank, 102; Irving Bank, 101½.

Philadelphia.—Penn. R. R. div. stock, 70¼; Steubenville and Indiana, $1.00; Allegheny Co., 5s, 77; Camden and Amboy mort. 6s, 108; Camden and Atlantic pref., 25; do., 1st mort., 97¼; Chesapeake and Delaware Canal, 75; Penn. War Loan, 107½; Phila., Wil. and Balt. R. R., 70½; do. 1st mort., 141½; Huntington and Broad Top, 23½; Wyoming Canal bonds, 100; Elmira 5s, 78; Chester Valley, 6; Union Canal 3⅞; Girard College R. R., 30¼; Ridge Avenue, 20½; 13th and 15th streets, 43⅝; 17th and 19th streets, 19½; Lehigh Zinc, 66; Penn. Mining Co., 9⅞; Girard Mining, 6; Shamokin Valley, 40; N. Y. and Middle Coal Fields, 15; Etna Mining, 20; Oil Creek, 14; New Creek, 1½; Green Mountain, 7; Buck Mountain, 32½; Big Mountain, 9⅜; Mandan, 6⅛; Bohemian, 10½; Fulton Coal, 7¼; Mech. Bank, 28¾; Farmers' and Mechanics' Bank, 60; 1st National Bank, 107½; Consolidation Bank, 33; City Bank, 55; Penn. Township Bank, 41; North Bank of Kentucky, 109; Girard Bank, 47½; do., old, 10½; Louisville Bank, 91; North Am. Bank, 154. The latest quotations are: City 6s, 103¼@103¾, do., new, 108¼@108½; State 5s, 97@98¼; do., coupon, 100@101½; do., 6s, 1879, 103½@104; Phila., Wil. and Balt., 72; Reading, 70¾@70⅞; do., 6s, 1870, 106@106½; do., 1886, 140⅛@141; Camden and Amboy, 174@175; Pennsylvania R. R., 74¾@74⅞; do., 1st mort., 112¼@112½; do., 2d mort., 110@111; Little Schuylkill R. R., 50⅛@50⅝; Morris Canal, 73@74; do., pref., 139@140; bonds, 106@106½; do., 2d mort., 101@102; Wyoming Valley Canal, 84½@85; do., 6s, 99½@100; Susquehanna Canal, 25⅜@25½; do., 6s, 68@69; Sch. Nav., 86¼@36⅝; do., pref., 46⅛@46¼; do., 6s, 1882, 97@97¼; Union Canal pref., 7¾@7⅝; do., bonds, 30½@31; Delaware Div. Canal, 44@44¾; do., bonds, 95@100; Elmira and Williamsport, 37½@38; do., pref., 54¾@55; do., 7s, 1873, 110@112; do., 10s, 77½@78; Beaver Meadow, 78@79; Harrisburg, 72@74; Long Island R. R., 46@47; Lehigh Coal and Navigation, 62@70; do., scrip, 55@56; North Pennsylvania, 37¼@37⅜; do., 6s, 100@100¼; do., 10s, 123@130; Philadelphia and Erie, 38⅝@38¾; do., 6s, 107@107¼; Minehill, 63¾@64; Catawissa, 29⅜@29½; do., pref., 44½@44⅝; Lehigh Valley, 85¼@90; do., bonds,

107¼@108; Fifth and Sixth streets, (horse,) 62@63; do., 7s, 105@106; Second and Third, 80@82; do., 7s, 108@112; Race and Vine, 19½@20; West Philadelphia, 71¼@74; Spruce and Pine, 15¼@15⅜; Green and Coates, 42@43; do., 7s, 110@111; Chestnut and Walnut, 61@62; Arch, 37; Thirteenth and Fifteenth, 42¾@43⅛; Seventeenth and Nineteenth, 19½; Girard College, 30@30¼; Tenth and Eleventh, 52@56; Norristown, 58¾@59¼.

Boston.—Northern (Ogdensburg,) R. R., 2½; do., 1st mort., 101; do. 2d mort, 37; N. Y. and Boston Air Line, 25; do., 6s, 70; Vermont Central, 1½; do., 1st mort., 89; do., 2d mort., 24; Rutland and Burlington 1st mort., 77; do., 2d mort., 30; do., 3d mort., 8; Providence and Worcester R. R., 137¾; Conn. and Pass. Rivers R. R., pref., 58½; do., 6s, 1876, 102¼; Vermont and Canada, 126; Worcester and Nashua, 90; Connecticut River R. R. 6s, 106; South Shore R. R. 6s, 1880, 98¼; Old Colony R. R. 6s, 1868, 103; Troy and Greenbush, 54; Manchester and Lawrence, 118½; Chelsea, (horse,) R. R., 48; Lynn and Boston, (horse,) R. R., 86; Somerville, (horse,) R. R., 32¼; Maine State 6s, 1880–'83, 105; New Hampshire 6s, 1875, 104; Vermont 6s, 1871–'76, 104; Massachusetts 6s, 1883, 112¼; do., 6s, 1873, 120; Rhode Island 6s, 1882–'93, 105¼; Connecticut 6s, 1882, 105½; Boston city 5s, 1886, 120¼; do., 1878, 116¼; do., 1877, 115¾; Brooklyn 6s, 1881, 105; do., 1882, 106¼; Chicago 7s, 1881, 110; San Francisco 7s, 1877, 120¼; Bath, Me., 6s, 1891, 103¼; Cambridge Water Loan, 100¾; Union Steamship Co., 162¾; Boston Water Power, 48¾; Essex Co., 98; Cary Imp. Co., 11¼; Waverly Land 3¼; East Boston 14; Franklin Coal, 130¼; Lorberry Coal, 70¾; Boston Newport and New York Steamboat Co., 1005; Chelsea Gas, 98; West Cambridge Gas, 43; Revere Bank, 105½; Continental Bank, 103; Hide and Leather Bank, 107½; Howard Bank, 104½; Mt. Vernon Bank, 101½; State Bank, 70¾; Bank of North America, 105; Merchants Bank, 105; Hamilton Bank, 143½; Bank of Republic, 102½; Atlas Bank, 105⅔; Union Bank, 122½; 1st National Bank, (Safety Fund, 112; Pawner's Bank, 90; Bank of Commerce, 105; Acton Mining Co., 4¾; Acton Vale, 4¾; Albany and Boston, 14; Atlas, 7⅛; Aztec, 4½; Boston, 6½; Bay State, 24⅞; Black River, 66c.; Bedford, 4¼; Brome, 3¼; Chaudiere, 85c.; Copper Falls, 45; Columbian, 9⅝; Chester, 40c.; Canada, 6⅜, Devon, 4⅛; Durham, 95; Dudley, 4; Dana, 5⅛; Eagle River, 9¼; Excelsior gold, 9¼; Green Mountain, 6; Gt. Western, 4⅝; Hanover, 4⅝; Humboldt, 6; Hungarian, 4¼; Huron, 41½; Hampton, lead, 3; Highland, 6½; Hancock, 13⅞; Hamilton, 6½; Lake, 26c.; Logan, 2⅛; Manhattan, 6¼; Mesnard, 13½; Madison, 6; Nequaket, 3⅛; Northwestern, 13; Oxford, plumbago, 50c.; Oswegatchie, lead, 1¼; Ottawa, 87c. Phœnix, 33; Pontiac, 7⅛; Rossie, lead, 2½; Superior, 9⅝; Sutton, 2½; South Side, 5¼; St. Flavian, 3; Star, 11½; Tremont, 4½; Toltec, 3⅝; Union lead, 55c.; Waterloo, 1½; Winthrop, 8; Washington, 4; Wickham, 1.

Baltimore.—N. W. Va. stock, 10; do., 3d mort., 29; City Passenger R. R., 20¼; George's Creek, 80@83; Santa Clara Mining Co., 25½@28; Maryland Mining Co., 1.50; Balt. and North Carolina, .35@40; Deep River, .25; North State, .25; Silver Valley, .25; Springfield, 3.35; Cambridge, .15; Gardner Hill, .95; Mechanics' Bank, 20⅛; Howard Bank, 10; Farmers' and Merchants Bank, 39½; Merchants' Bank, 108½; Union Bank, 71. The latest quotations are: Balt. and Ohio, 109@109¾; do., 6s, 1867, 103; do., 1875, 108@110; do., 1880, 107@110; do., 1885, 109¼@110; Northern Central, 43½@44¼; do., bonds, 1885, 109½@110; N. W. Va., 10@11; do., 1st mort., 105@107; do., 2d mort., 102¼; do., 3d mort., 25@30; do., guar., 101; Central Ohio 2d mort., 106; do., 3d mort., 85; do., 4th mort., 52@60; do., income 1857–'60, 36@38; Western Md. bonds, 82@84; do., guar., 106; Maryland 5s, 98@100; do., 6s, coupon, 1870, 104@108; do., Ins., 105@108; do., 1890, 108@110; Baltimore 6s, 1870, 104 105; do., 1873, 106; do., 1875, 108½@109; do., 1886, 108½; do., 1890, 108@109; do., coupon, 109@109¼; do., 5s, 1838–'70, 90@98; City Passenger R. R., 19½@20; North Carolina 6s, 55@65; Canton Co., 47@52; Deep River, .25@.35; Gardner, .85@1.00; Guilford, .35@.60; Maryland 1.55@1.60; North State, .15@.20; Rudisell, .50@.75; Silver Valley, .15@.25; Silver Hill, .20; Springfield, 3.35@3.40; George's Creek, 83@85; Santa Clara, 26@26½; Baltimore and Cuba Smelting and Mining, 180; Balt. and North Carolina, .30@.35.

Montreal.—Champlain and St. Lawrence R. W., 15@16½; do., preferential, 90@93; do., 6 per cents, 85@87½; Government 5 per cents, sterling, 93@94; do., currency, 92@93; do., 6 per cents, 1872, currency, 103@104; Montreal City bonds, 6 per cents, 97½@98; do., Water Works, 6 per cents sterling, 97½@98; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, 83@85; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 122@125; City Passenger Railway, 116@117.

Gutta Percha Wagon Springs.

We received a few days' since, from the New England Car Spring Co., 237 Broadway, New York, a set of Gutta Percha Wagon Springs, very neat in appearance, and excelled in all respects, but for which at present we have no possible use. It appears that some ingenious individual, for the purpose doubtless of making his vehicle a little easier, having obtained a copy of the JOURNAL, presented himself, paper in hand, at the office of the above company, and preferred his request for the favor in our name. The goods fortunately were sent to this office, instead of being handed to the bearer, and hence he missed them. The Springs have been returned to the makers. We are not in the habit of asking favors of this sort from anybody; and it is well enough therefore to expose the transaction above alluded to, in order to put our friends on their guard.

☞ The bill authorizing the city corporation of Baltimore to endorse three millions of dollars of the bonds of the Western Maryland Railroad Company has passed the lower House of the Legislature, and it is said will pass the Senate.

☞ We learn that the Steubenville and Indiana Railroad, rolling stock, &c., have been sold for the sum of $1,890,000. The purchasers are John Edgar Thomson, of Penn., Henry M. Alexander, of New York, and George W. McCook, of Steubenville.

West Virginia Railway Company.

A bill has been passed in the House of West Virginia, and is now before the Senate, to incorporate the West Virginia Railway Company. The act authorizes the company to construct a railway from the Pennsylvania line, near Joseph Carroll's, in Preston County, by the way of Brandonville, the mouth of Muddy Creek and near Kingwood, the junction of Three Fork and Raccoon Creek, in the county of Taylor, Buckhannon, in the county of Kanawha, thence to the mouth of Sandy river, in the county of Wayne. If, after the organization of the company, it shall be ascertained that the purposes of the company can be better attained by a change of route, the company is authorized to change the route so as to commence anywhere on the Pennsylvania line in the counties of Monongahela or Preston, and extend the same up any of the streams of the Monongahela or elsewhere to the waters of the Elk River, thence by way of Charleston to the Kentucky line. The work shall be commenced within five years after the passage of this act, and one-fourth of the work must be completed within two years after it is commenced.

Steel Rails.

A new branch of manufacture, of no little interest and importance, is about to be introduced into Toronto, C. W. Mr. Gzowski, of that city, has lately returned from England, having completed arrangements during his visit, for adding the manufacture of steel to the other industrial processes hitherto carried on at the Rolling Mills. The advantages of steel over iron have led the railway companies of England to adopt the use of the former material for their rails; and the Rolling Mills will in future contract to furnish the Grand Trunk Railway Company with steel-headed rails for use along their line.

☞ The Allegheny County and Pittsburg bonds are now of two descriptions—the one, the old 6 per cent. bonds, issued to various railroads, and the new 5 per cent. bonds, which are now issued by the city and county in exchange for the old bonds. The interest on the latter is now regularly provided for, and paid here and in Philadelphia; but the interest on the 6 per cent. bonds, as such is not paid. Holders of the latter may exchange them for the new 5 per cents on application to Messrs. J. R. & H. B. Fry, of Philadelphia, who are the agents for effecting the exchange, and can give all information touching the two descriptions of bonds.

☞ The Air Line Railroad from Chicago, *via* the Galena and Chicago, and Iowa and Nebraska railroads now extends as far west as Cato, and by November next will reach Boonsboro', on Des Moines river, 345 miles west of Chicago, being a point further west than any other line in Iowa. The Chicago *Tribune* predicts a large amount of business from that rich valley.

☞ The Chicago *Tribune* says that a bed of cannel coal has been found in the Minnesota Valley, on the Cottonwood river, a little more than one hundred miles from St. Paul. The bed is eighty-eight feet below the surface where the shaft was sunk, and is six feet in thickness. All indications are that immense coal beds exist in that locality. A company has been organized in St. Paul to work the mines.

Important Amendments to the Pacific Railway Law.

Senator Sherman's bill to amend the Pacific Railway and telegraph law, approved July 1, 1862, provides that the shares shall be $100 instead of $1000 each, and that the number of shares shall be one million instead of one hundred thousand. To be a director one must hold fifty shares of stock instead of five. Persons holding thousand dollar shares may have hundreds in their stead. The company can take land for the track, and fees or other material for constructions, damages to be assessed by a commission. The company may use coal and iron on the public lands, and may have such land at government price. The lands taken by the company are secured from private entry. Lands that have been entered upon under government title are to be made up by others on either side of the road for twenty miles. The company may select good lands for sterile ones over which the track may pass. Mineral lands are construed to mean gold and silver mines. Section 5 of the act is amended by striking out the word "sixteen" and inserting the word "twenty-five," and by striking out the words, "may be paid in treasury notes," &c., and inserting, "shall be paid in the same manner as the bonds of the United States are made payable." Time for designating general route and filing map of the same, and the time for the completion of that part of railroad required by the terms of said act, is extended one year. Central Pacific Railroad, in California, to build but twenty-five miles of their road a year. One-half the compensation for services rendered the government shall be required to be applied to the payment of the bonds issued in aid of the construction of the road. Grades and curves not to exceed those of other roads in the United States that are in successful operation. The iron may not be of American manufacture exclusively, and the company may import iron rail and locomotives free of duty.—*Washington Chronicle, Feb.* 26.

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad for the month of February was:

LAND DEPARTMENT.

Acres construction lands sold	31,103.96	for	$232,219 25
Acres Interest Fund Land sold	560.00	"	3,171 80
Acres Free Lands sold	5,116.74	"	61,980 04
Total sales during month of February, 1864	26,780 70	for	$292,371 09
To which add town lot sales			3,299 90
Total of all			$295,670 99
Acres sold since Jan. 1, 1864	46,266.55	for	$517,473 55
Cash collected in February			$157,634 50

TRAFFIC DEPARTMENT.

Receipts from passengers	$160,186 65
" freight	230,049 95
" mails	6,358 33
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in month of Feb., 1864	$406,594 93
Total receipts in month of Feb., 1863	271,085 04
Increase	$135,509 89

The earnings of the Michigan Central Railroad for the month of February, 1864, were $278,848 00
Corresponding month of previous year 245,357 00

Increase $32,991 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of February, 1864, were $299,890 00
Corresponding month of previous year 230,508 00

Increase $69,382 00

The earnings of the Cleveland and Pittsburg for the month of February, 1864, were $167,600 00
Corresponding month of previous year 115,400 00

Increase $52,200 00

The earnings of the Galena and Chicago Union Railroad Company for the month of Feb., 1864, were $173,029 00
Corresponding month of previous year 121,160 00

Increase $51,869 00

The earnings of the Chicago and Rock Island Railroad Company for the month of February, 1864, were $168,151 60
Corresponding month of previous year 126,521 00

Increase $41,630 00

The approximate earnings of the Marietta and Cincinnati Railroad Company (as re-organized) for the month of February, 1864, were $77,873 61
Corresponding month of previous year. 53,778 25

Increase $24,095 36

The earnings of the Chicago and Milwaukee Railroad Company for the month of February, 1864, were $43,748 00
Corresponding month of previous year. 30,660 75

Increase $13,087 25

The earnings of the Toledo and Wabash Railroad Company for the month of February, 1864, were $95,842 58
Corresponding month of previous year. 91,970 58

Increase $3,872 00

The earnings of the Rome, Watertown and Ogdensburgh Railroad for the month of Feb., 1864, were $54,735 34
Corresponding month of previous year. 31,619 19

Increase $23,116 15

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending February 20, 1864, were:

Passengers	$19,734 24
Express freight, mails and sundries	2,800 00
Freight and live stock	45,875 30
Total	$68,409 54
Corresponding week, 1863	77,109 09
Decrease	$8,699 55

Traffic in 1864 partially interrupted by snow-storms.

The traffic of the Great Western Railroad for the week ending February 26, 1864, was as follows:

Passengers	$17,856 67
Freight and live stock	53,082 18
Mails and sundries	1,210 79
Total	$72,149 64
Corresponding week of 1863	71,367 17
Increase	$773 47

The earnings of the Montreal and Champlain Railroad for the week ending Feb. 20, 1864, were:

Passengers	$878 58
Mails and sundries	188 00
Freight and Live Stock	1,274 75
Ferries	44 88
Total	$2,386 21
Corresponding week, 1863	2,894 76
Decrease	$508 55

Traffic in 1864 partially interrupted by snow-storms.

The earnings of the Marietta and Cincinnati Railroad for the 4th week in February, were:

	1864.	1863.
Passengers	$12,003 99	$4,672 20
Freight	13,147 43	11,009 52
Mail, express & telegraph	940 37	863 04
Total	$26,091 79	$16,544 76
This month to date	77,873 61	53,778 25

The earnings of the Chicago and Alton Railroad Company for the week ending Feb., 29, were:

	1864.	1863.
Passengers	$11,847 05	$9,263 28
Freight	17,392 07	10,487 78
Sundries	1,213 34	1,090 00
Total	$30,452 46	$20,841 06
Increase 1864		$9,611 40

The earnings of the Galena and Chicago Union Railroad for the week ending February 29, were:

	1863.	1864.
Freight	$24,151 30	$30,268 02
Passengers	7,957 45	14,201 32
Mails, &c	1,807 89	1,300 00
Total	$33,916 64	$45,769 34
Increase 1864		$11,852 70

Distinction between a Branch Railroad and an Extension.

In the case of The People against The New York and Harlem Railroad Company, which affected the right of the company to extend their road through, and upon certain public streets in the city of New York, the decision turned upon the question, whether the so called extension was not in fact a branch railroad, and not authorized by a law permitting an extension of the road. In April 1863, an ordinance was passed by the Common Council of New York, and approved by the Mayor, granting permission to the defendants to extend their railroad, and construct a double track from their present Fourth Avenue track, between Seventeenth and Fifteenth streets, through Broadway to the foot of Whitehall street, with an additional single track around Bowling Green and State street, and another additional single track around Union square, with further permission to construct an additional single track to the Fulton ferry, through John street, Burling slip and South street, returning through Fulton street.

Permission was also thereby granted to the company to extend their railroad, and construct a double track from their present track in Fourth Avenue, through Twenty-third street to Madison Avenue, and thence through Madison Avenue so far as it is or may be opened, with further permission to connect therewith by a single or double track, from Fourth Avenue to Madison Avenue through to Twenty-fourth street. The ordinance, if valid was in pursuance of an act of the legislature which authorized the New York and Harlem Railroad, Company, to extend their railroad through such streets in the city of New York, as the Mayor, Aldermen and Commonalty of the city might from time to time permit.

A motion was made for an injunction, to restrain the defendants from laying or constructing such railway or track, in any of the streets or avenues named, and from breaking or removing the pavements therein, and from obstructing or incumbering such streets or avenues for such purpose, or disturbing or interfering with the carriage way thereof, or interrupting the travel thereon. The

main questions in the case were, whether the power conferred by the statute had been exercised and exhausted; whether the laying down and construction of the railroad track authorized by the ordinance, were a legitimate exercise of the right to extend their railroad conferred by the act, and whether the act had been expressly or impliedly repealed by subsequent statutes, abrogating the same or inconsistent therewith.

Hoghboom, J.—The New York and Harlem Railroad Company, was incorporated by an act of the legislature passed April 25, 1831. They were empowered to construct a single or double railroad or way, from any point on the north bounds of Twenty-third street, to any point on the Harlem River, between the east bounds of the Third Avenue and the west bounds of Eighth Avenue with a branch to the Hudson River, between One Hundred and Twenty-fourth street and the north bounds of One Hundred and Twenty-ninth street. The practical location of the railroad within these prescribed limits, would I think exhast the power conferred, and prevent a subsequent change of location, except by consent of the legislature.

The line of the road it will be observed was only from New York to Harlem. The location of the tracts (if there were two) would have to be I think substantially upon the same route. The permission to build a double track would be construed to mean, I think two tracks essentially upon the same location, for the purpose of enabling cars to run in opposite directions without detention or collision—and not two essentially different routes through different streets or avenues, such as would be occupied by parallel railroads. Indeed the rights of granting to other persons or corporations authority to construct parallel railroads, on streets or avenues not occupied by the New York and Harlem Railroad Company was expressly reserved to the Legislature by the 16th section of the same act. Then came the amendatory act of the 6th of April 1832, on which the defendants rely. By it this Company were authorized and empowered with the permission of the Mayor, Aldermen and Commonalty of the City of New York, to extend their railroad along Fourth Avenue to Fourteenth street in the said city, and through such other streets in the said city as the Mayor, Aldermen and Commonalty of said city might from time to time permit, subject to such prudential rules as were prescribed by this act and as the said Mayor, Aldermen and Commonalty in Common Council convened might prescribe.

By this act the railroad, which before terminated at Twenty-third street, was permitted to be extended, that is, continued or prolonged to Fourteenth street. This was ten streets further south upon the same avenue. But it was foreseen that public convenience and travel might require its further extension, and I think this was intended to be in the same general direction. It could not be extended further north; it already extended in that direction to the Harlem river and there were no streets beyond that river. The intent of the legislature was I have no doubt, that it might be extended further south, if the interest of the community should require, and through such other streets proper to accomplish that purpose as the Mayor, Alderman and Commonalty might from time to time permit not necessarily to terminate at the end of Fourth Avenue, at the Junction of Fourth or Fifth street for it was foreseen that the public accommodation might require it to be carried further down; not necessarily to terminate at the end of the Bowery for a large portion of the Population and business of the city was still below that! not necessarily perhaps pursuing the route of either of these streets—at all events not necessarily ending at their southern terminus but through such other streets as the city authorities might permit or prescribe, consistently with the main purpose of the act. At the end of the Bowery several streets diverged to the south or in that general direction. The precise route was not intended to be defined, but this was I think designedly left to the sound discretion of the Common Council having reference to the traveling and business interest of that crowded mart; and it was to be extended through such other streets as the Mayor, Aldermen and Commonalty might from time to time permit. I see no reason to doubt that this was a continuous power left to be exercised from time to time as the wants of the community should require. It was not therefore a power which was spent by a single grant or permission, but might be repeatedly exercised according to the exigency of the case.

Whether the power exercised and acted upon by the laying down of a track in accordance with the permission given, could be recalled, the track broken up and a new route prescribed, is a question which is not necessary to be decided and which I shall not discuss—it has its difficulties.

But I am strongly inclined to think that the extension authorized by this act was a longitudinal and not a lateral one. A lateral road is more properly a branch than an extension. It is spoken of under that name in the first section of the act of 1831, where authority is given to construct a branch to the Hudson river, that is a road or route diverging from the main trunk of the railroad. So by the first section of the amendatory act of May 12th 1836, authority is given to alter and change the route or location of the branch of their railroad which is to be constructed from Fourth Avenue to the Hudson river. So by the first section of the act of May 7th 1840, the right is granted to build a road through the county of Westchester, "extending thence northwardly to an intersection of the New York and Albany Railroad Company's line of road, and the right of extending a branch eastwardly to the State of Connecticut."

In saying that I think the extension authorized by the first section of the act of 1832, was intended to be longitudinal and not lateral, I do not mean that it should pursue the same precise direction with that portion of the road to which it was attached, not in any degree diverging from such a course, but that it should have the same general direction as a southern, southeastern or southwestern direction and not a direction to opposite or widely divergent points of the compass. For example it is very possible that under the act of 1832, the New York and Harlem Railroad Company might with the permission of the local authorities, if they had not located any other route, have diverged to the west at Fourteenth street and passed down Broadway. There seems to be no absolute requisitive that they should continue on the Fourth Avenue below Fourteenth street; and there is no other street or avenue at that point on which they could pass except Fourteenth street, and no street after such divergence, by which they could so soon return to the same general course as they had before pursued as Broadway. But it is a different question whether after having practically located their road by a double track below Fourteenth street through the Fourth Avenue, the Bowery, Broome and Centre streets to the lower end of the Park, used it in that location for a series of years, and maintained it in full operation to the present time insisting still upon retaining that route, they can in addition locate and operate an entirely new and supplemeatal route through Sixteenth street to Union Park and thence through Broadway to the foot of Whitehall street. I think they cannot, and in part for these reasons:

1. Such a route would be entirely new and independent route, as much so as if pursued under independent authority from the legislature to another corporation. It is in effect a parallel route, which the legislature have in the 16th section of the act of 1831, reserved to themselves the right to grant to a distinct corporation. It would give to this company the right to operate a double track in two locations entirely distinct. This was not intended by the legislature. This power was not conferred by the act of 1831; and although the act of 1832 makes no mention of a limitation to a double track it must be construed in connection with the charter of 1831, being an amendment thereof, and not enlarging the powers of the corporation in this particular.

The effect of the defendants' interpretation is to authorize this corporation with the consent of the local authorities to lay and construct railroads over every unoccupied street and avenue of the island of Manhattan. It is unreasonable to suppose that the legislature intended to invest this company even under the superintendence of the Common Council with powers and privileges so sweeping and comprehensive. The act must receive a reasonable interpretation, confining it, substantially to the main purposes of its original enactment except so far as additional powers are plainly conferred.

2. Nor is this new route in any just sense a mere extension of the original railroad. That road had an obvious limitation by the terms of the Charter, to a single route though with a double track. It was designed to open a railroad communication between New York at Twenty-third street and Harlem. Below that point it was probably supposed that the public could be advantageously saved by stages and conveyances. By the act of 1832, permission was given under certain limitations to extend this route further south, doubtless with a view to public accommodation in the more southern portion of the city. In 1840 permission was given to extend it in the other, the northerly direction. In 1845 by the act of May 14th of that year, this power was conferred in more distinct and ample terms to continue their road to a point on the Hudson River opposite Albany But it was probably never imagined even by those interested in the corporation that these acts vested the company with authority to establish parallel lines of railroad over the intervening territory between New York and Albany. Nor is it in my opinion a just construction of this act to give it a wide scope in regard to its extension at the south-

ern terminus further than required by the plain terms or obvious meaning of the language employed. It may extend through such other streets as the Common Council may designate, but only through such other streets as may subserve the leading object of the extension, to wit: a continuation of the road to more southern portions of the island.

I think further that a reasonable interpretation of the act requires that the extension should be made from the terminus of the road already constructed, so as to be a legitimate continuation and prolongation thereof. It was to go further, not to return back. It was to be continued, not to branch off. It was to be a single route, not several routes. It was to be an extension and not a branch. I am not able to give this act any other construction, I therefore conclude that the permission attempted to be granted by the ordinance of the 21st April, 1863, was not warranted by the terms intent or fair interpretation of the amended charter of 1832. This view is sufficient to dispose of the main question in the case, and makes it unnecessary for me to consider such of the other questions presented as relate to the supposed repeal of this act by the passage of other acts inconsistent therewith.

There is an additional ground on which the defendants rest the justification of their proceedings in this case, and that is: that independent of any statutory grant or authority, the permission granted by the Common Council to the New York and Harlem Railroad Company is maintainable as a lawful exercise of power granted to the Common Council under the ancient Dougan and Montgomery charters. But to this view of the case I think there are several answers:

1. The permission granted to the railroad company was by the terms thereof confessedly based upon the authority conferred by the amended charter of 1832. It professed to be derived from that source and no other. Under that all the parties acted, and there is some reason for saying that to that the parties should be limited.

2. But whether so or not it is no longer a debatable question at least in this tribunal:

1. That the legislature have notwithstanding these charters the right to make grants of railroad privileges and franchises over the streets and avenues of the city, and that when this power is exercised it is superior to and exclusive of any power which previously resided in the local authorities; and

2. That the local government has no right to grant railroad privileges or establish railroads in cities, independent of legislative action and approved.

I must therefore overrule this ground of defence, I think it is also settled upon authority that all public streets and highways are for the use of the people of the whole state whether located in town or country; that the interest in such use or the ownership thereof is public juris; that the appropriation of such streets to private or corporate use without authority of law under the consequent obstruction of them, and impediments to travel occasioned thereby, constitute a nuisance and justify an injunction, and that the people of the state are the appropriate parties to seek and enorce the necessary remedy.

Motion granted.

New Union Depot at Erie.

We learn from the best authority that a new Union depot at Erie has been planned and put under contract, under the supervision the Buffalo and Erie, Pittsburg and Erie, Cleveland and Erie, and Philadelphia and Erie roads, all of which it will accommodate. It will be a building worthy of the rank of Erie as a growing city, and of the business done by the roads which centre in it. The building is to be completed by the 4th of July next, at which time a delegation of Philadelphians will make an excursion over the Philadelphia and Erie road to celebrate the completion of that road and the erection of a new depot.

By the way this great road—the Philadelphia and Erie—is now nearing completion, having been constructed to within a distance of about twenty miles from Erie. Its completion to the latter point will make a very important era in railroad matters, and will give an impetus to business that will be felt throughout the West. It will lay open to our commerce the anthracite coal fields and extensive lumber regions of Central Pennsylvania, and will connect us with Philadelphia by a new and direct route.—*Cleveland Leader.*

Receipts and Shipments of Gold and Silver at San Francisco.

The following statement will show the receipts of gold and silver of the new product of the Pacific coast at San Francisco for the years 1862 and 1863, and of the exports, including shipments, from that port:

	1862.	1863.
Receipts from interior	$42,539,799	$45,327,826
Receipts from north coast	4,931,679	4,970,023
Imports foreign	1,904,084	2,156,612
Total	$49,375,462	$52,453,961
Exports	42,561,761	46,071,920
Currency movement	$6,812,701	$6,382,041

From the silver districts (included in northern mines) the total receipts for the past year were $12,433,915, against about $6,000,000 in 1862. They are divided as follows:

From Washoe	$11,846,915
From Esmeralda	587,000
Total	$12,433,915

The above statement of receipts has no reference to the product of the Colorado (Pike's Peak, and other mines on the eastern slope of the Rocky Mountains, which comes overland to the Atlantic cities.

The value and destination of the treasure shipments from San Francisco for the last ten years, were:

Years.	To Eastern Ports.	To England.	To China.
1854	$46,533,166	$3,781,080	$965,887
1855	38,730,564	5,182,156	889,675
1856	39,895,294	8,666,289	1,308,852
1857	35,531,778	9,347,743	2,993,264
1858	35,891,236	9,265,739	1,916,007
1859	40,146,437	3,910,930	3,100,756
1860	35,719,206	2,672,936	3,374,680
1861	32,528,011	4,061,779	3,541,279
1862	26,194,035	12,950,140	2,660,754
1863	10,389,330	28,467,253	4,206,870
Total.	$341,659,147	$88,306,055	$24,957,524

Years.	To Panama.	Other Countries.	Total.
1854	$204,592	$560,908	$52,045,633
1855	231,207	128,929	45,161,731
1856	253,268	673,732	50,697,434
1857	410,929	692,978	48,976,097
1858	299,265	175,779	47,548,026
1859	279,949	202,390	47,640,462
1860	300,809	258,185	42,325,916
1861	349,769	95,920	40,676,758
1862	434,508	322,324	42,561,761
1863	2,503,296	505,657	46,071,920
Total.	$5,267,602	$3,516,010	$463,706,338

From the above it will be seen that the total amount of treasure shipments from Jan. 1, 1854, to Dec. 31, 1863, were $463,706,338
To which we add shipment of 1853.. 54,905,000
" " shipment of 1852.. 45,779,000
" " shipment of 1851.. 34,960,895

Making a total for the 13 years of... $599,351,233

In reference to the amount of coin added to the circulation of California, the *Shipping List* says:

We are sometimes asked what amount of gold coin is in circulation on the Pacific coast, or in other words, what is the volume of our currency? We are unable to answer the question. The following figures, however, may furnish some clue to the currency movement of the past three years, and perhaps give an opportunity to approximate the amount of our circulation, or more properly speaking, of the coin in the hands of the people:

	1861.	1862.	1863.
Coin remitted to the interior	$11,842,547	$12,498,548	$12,916,781
Coin received from interior	9,363,214	5,593,421	6,383,974
Added to interior circulation	$2,479,333	$6,905,127	$6,532,807
Total for the three years			$15,917,267

Changeable Car Trucks.

We recently noticed the passage of a freight car through this city on its way to Chicago, the invention of a Mr. Tisdale, and designed to pass over tracks of different gauges. There is now being built by the Northern lines of roads leading from Boston, and connecting with the Grand Trunk road at Prescott, a freight car automatically adjustable to two or more different gauges of rails, and so designed as to pass from one gauge to another without delay, or intervention by any one. The construction is very simple, safe and in an economic point of view as regards wear, &c., promises the most favorable results. It is the invention of Mr. N. F. Bryant of East Boston, Massachusetts, with whom arrangements have been made by General Stark, the well-known manager of the Northern lines of roads referred to, for the building of a car, or a train of freight cars, as the case may be, to run between Boston and Chicago, should the invention meet the high expectation it justifies.—*Detroit Advertiser.*

Atlantic and Great Western Railway.

The Urbana *Gazette* says that in a few days the Atlantic and Great Western Railway line will be open to Marion, and that from that point to Urbana the work is being pushed forward with great activity.

New York and Boston (Air Line) Railroad.

A change of administration and management has just taken place in this road. N. C. Munson, Esq., has been chosen President in place of Hon. John M. Wood, resigned. Other changes have taken place in the direction; capital has been brought in and the road put upon a more substantial basis. Parties in the Pascoag Valley are subscribing to the stock, and the road will be completed to Slatersville at once.—*Boston Adv.*

Bridge Across the Toledo.

The citizens of Toledo are discussing the matter of a bridge across the Maumee river at that place. The Board of Trade has passed a series of resolutions in opposition to the scheme, while the railroad companies terminating at Toledo or passing through there are moving for the bridge.

Grand Trunk and Sarnia Line.

The managers of the Grand Trunk Railway have contracted with Colonel E. B. Ward to furnish them with a daily line of steamships between Milwaukee and Port Sarnia, to commence trips as soon as navigation opens.

Ohio and Mississippi Railroad.

We stated a day or two since that Wm. D. Griswold, Esq., of the Terre Haute, Alton & St. Louis R. R., had been appointed President of the Ohio & Mississippi Railroad, with indefinite power. We were not then informed whether Mr. Griswold was to assume control of the Eastern or Western Division, or of the whole line, but we now learn positively that he has been appointed President of both Divisions.

Mr. Griswold is one of the ablest railroad managers in the country, as his successful management of the Terre Haute, Alton and St. Louis Railroad is evidence, and we look upon his appointment as President of the entire line of the Ohio and Mississippi Railroad, as of great importance, for it will at once relieve the road of the many difficulties that have existed, growing out of the two distinct organizations, which have never worked amicably together.—*Cincinnati Gazette.*

☞ The following gentlemen have been elected Dierectors of the Pennsylvania Railroad Company; J. Edgar Thomson, Josiah Bacon, Thomas Mellor, John Hulme, G. D. Rosengarten, Wistar Morris, G. W. Cass, Pittsburgh; Wm. H. Smith, Pittsburgh; Samuel T. Bodine, Joseph B. Myers.

☞ Bills have been introduced in the Wisconsin Legislature to incorporate the Waupun and Rock River Railroad Company, which proposes to connect Waupun with the Chicago and Northwestern Railroad by laying about two and a half miles of track; to incorporate the St. Croix and Lake Superior, and the Berlin and Lake Superior Railroad Companies.

McGregor Western Railway.

We are informed by Judge Green, President of the McGregor Western Railway that on Monday next two trains each way will be run between North McGregor and Monona. The train which leaves Monona at 7: 15 a. m. will connect with the day express train on the Milwaukee and Prairie du Chien Railway, so that passengers can breakfast in Monona and take their supper the same day in Chicago.—*McGregor News.*

BROWNE'S METALLIC WEATHER STRIPS AND Window Bands.

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one-half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., **644 Broadway, corner of Bleecker st.** Local Agents wanted everywhere.

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OFFICE AND WAREROOMS,
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Notice to Contractors.

ENGINEER'S OFFICE MORRIS & ESSEX R. R. Co.
NEWARK, N. J., Feb. 15th, 1864.

SEALED PROPOSALS will be received at this office for the grading, masonry and bridging of the extension of the Road of this Company, from Hacketstown to the Delaware River, at Phillipsburg, (a distance of twenty-three miles,) until Saturday, the 26th day of March next.

Maps, profiles, plans and specifications, with blank forms for proposals and approximate estimates of quantities, will be in readiness at this office on and after Saturday, March 12th.

6t8. J. B. BASSINGER, Chief Engineer.

TO RAILROAD CONTRACTORS.

Sealed proposals will be received at the office of the Pacific Railroad, (of Missouri,) in St. Louis, till March 25, 1864, for doing the graduation and masonry of about thirty-five miles of the road, being from Holden, in Johnson County, to a section in Jackson County between the Little Blue and Independence. Profiles, list of sections to be let, giving time as to when they must be completed, forms of bids, specifications, &c., can be seen at the office of the Chief Engineer in St. Louis.

Bids should be made for each section of about one mile, and no distance greater than ten miles will be let to any party or firm.

Payments will be made monthly in cash, fifteen per cent. being retained till the completion of the work.

Bids should be addressed to GEORGE R. TAYLOR, President, and where the bidder is not personally known to the President or Engineer, he must accompany his bid by substantial references, and should give also his post-office address, and he will be informed of the acceptance or rejection of his offer.

The company reserve the right to reject any or all bids.

T. McKISSOCK, Chief Eng'r and Sup't.

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OFFICE OF THE

ÆTNA

FIRE INSURANCE CO. OF NEW YORK,

NEW YORK, *January* 12, 1864.

☞ THE DIRECTORS OF THIS COMPANY Have this day declared a Semi-Annual CASH DIVIDEND to Stockholders of FOUR (4) PER CENT., payable on demand. Also, a SCRIP DIVIDEND of FIFTY (50) PER CENT., to its Customers upon the premiums earned during the year ending December 31st, 1863, on all its policies entitling the holders to participate in the profits of the Company's business, and scrip will be issued on the 15th day of February. Also, an INTEREST DIVIDEND of SIX PER CENT. in Cash on all outstanding scrip, payable on demand; all free from Government tax.

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ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of EUGENE KELLY & CO. No. 36 Wall street. 1md21.

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Total Assets, June 2nd, 1863, less Losses adjusted and paid, } $2,008,651 03.

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DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 3d Vice-Pres't & Sec'y.

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STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XX., No. 12.] SATURDAY, MARCH 19, 1864. [WHOLE No. 1,457, VOL. XXXVII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane ombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, March 19, 1864.

Boston and Roxbury Mill Corporation.

From the report of this company, it appears that the receipts during the year 1863 were $162,156 24; cash on hand, $52,138 30; notes receivable, $35,550 00; total, $249,844 54. Expenditures for ordinary expenses and filling flats, $52,770 14, and dividends, $69,036, making a total of $121,806 14, which, deducted from the above, leaves $128,038 40. Due on old dividends, 1,485 50, leaving available for 1864, $126,552 90. Deducting a dividend of $5, payable Jan. 4, 1864, ($35,000) the sum of $91,552 90 is now left for contracts and other purposes. The corporation has sold during the year 60,000 feet of land for $148,710 or $2 48 per foot. A contract has been made with N. C. Munson, for filling the flats between the sluices and the Roxbury branch. This contract will furnish 254,250 feet of saleable lands. The work is now making such progress as will ensure in the spring sufficient quantity of land to meet the demands of the market. The following named gentlemen were elected Directors for the ensuing year: C. H. Parker, B. T. Reed, J. A. Davis, S. Jennison, William Gray, Jr., W. W. Tucker and D. N. Spooner. William S. Whitehall was re-elected Clerk.

☞ Holders of bonds of Allegheny county Penn., the coupons of which are payable at the office of the Pennsylvania Railroad Company, are informed said bonds can be converted into the stock of the Pennsylvania Railroad Company, at their office in Philadelphia. By act of the Legislature, it is lawful for executors, administrators, guardians and trustees, holding bonds of Allegheny County, to exchange the same for stock, and to hold or dispose of the same without responsibility. The privilege of conversion can be revoked by the Commissioners at any time.

The Harvest in the United States.

The Commissioner of Agriculture, in his annual report to the President, estimates the yield of the great staples of agriculture to the United States in 1863, as compared with the previous year, as follows:

	1862.	1863.
Wheat, bu.	189,993,600	191,038,239
Oats, bu	178,520,097	174,858,167
Corn, bu	583,704,474	449,163,893
Hay, tons	10,600,000	9,280,000
Tobacco, lbs	208,807,078	258,462,413
Wool, lbs.	68,524,172	79,405,215

Lebanon Springs Railroad.

A bill is now before the Legislature, authorizing the Lebanon Springs Railroad Company to change the Northern terminus of its railroad, from the Massachusetts State line, as declared in its articles of association, to any point within the town of Hoosick, in the county of Rensselaer, or the town of White Creek, in the county of Washington; and to construct a branch to a terminus at the Vermont State line, at a point of junction with the Western Vermont Railroad; and also to construct a branch with a terminus in either or both of the cities of Albany and Troy. Provisions are also made in case of a consolidation of this road with the Western Vermont Railroad.

Gold Mines of Idaho.

We notice that five light draught steamers are advertised to run from La Crosse to Fort Benton and other places on the Missouri River the ensuing season, passing through nearly one thousand miles of the gold bearing territory of Idaho. The first departure will be on the 5th of April next. This line connects with another on the Yellow Stone. The route is pronounced in all respects safer and pleasanter than the overland.

☞ A bill has been introduced in the Wisconsin State Senate, providing for the construction of a ship canal of such width, depth and dimensions as may be required by all classes of shipping on the lakes between the head of Sturgeon Bay in Door County and Lake Michigan, so as to connect the waters of said bay with said lake, and to construct a breakwater and harbor on the lake shore at the north of said canal, and to dredge and improve the said bay so as to make a convenient and safe anchorage and harbor in Sturgeon Bay. The bill provides that the capital stock will be $250,000.

Galena and Chicago Union Railway.

The earnings and expenses of this road for the years ending December 31, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From freight	$1,308,847 98	$1,621,096 94
" passengers	389,832 71	496,316 34
" mails, etc.	78,860 73	75,882 18
	$1,777,541 42	$2,193,295 46
Expenses, viz:		
Repairs of track	$213,755 43	$233,661 55
" bridges	29,285 67	74,678 09
" locomotives	71,240 61	111,028 31
" cars	76,781 68	88,766 17
" buildings	22,759 01	70,330 55
" fencing	2,623 05	6,255 94
" wharf boat	336 26	.....
Locomotive service	81,651 93	89,990 89
Train "	63,779 28	77,630 07
Station "	114,404 15	139,744 25
Car "	7,017 89	2,001 49
Fuel	108,213 82	167,791 75
Oil and waste	11,516 11	12,361 87
Salaries	29,396 25	36,413 70
Damages	8,137 50	10,132 95
Taxes	52,744 02	72,246 43
U. S. revenue tax on pass., stamps, etc.	5,188 81	15,071 85
Office expenses	912 14	1,438 52
Station "	7,410 67	12,649 04
Legal "	3,434 41	2,644 40
Foreign "	8,579 43	7,209 31
Telegraph "	4,212 31	5,879 07
Stationery, etc.	9,638 64	14,196 84
Insurance	1,650 67	3,150 00
Exchange	1,713 81	1,600 45
Rent	1,403 83	890 71
Operating B. & M. R. R.	.....	14,341 08
Incidentals	5,150 84	5,621 63
	$942,936 08	$1,277,726 41
Net earnings	$834,605 89	$915,569 05

A comparison of the earnings of the past with those of the preceding year, shows an increase of $415,754 04; with an increase in expenses of $334,790 38—making the increase in net earnings $80,963 66. The income account of the company is as follows:

Surplus earnings, January 1, 1863..		$355,652 93
Operating receipts, as above.....		2,193,295 46
Interest on C. R. & M. R. R. bonds.		1,415 05
Profits on securities temporarily used for sinking fund payments..		6,770 69
Total.....		$2,557,134 18
Accounted for as follows, viz:		
Operating expenses...	$1,277,726 41	
Dividend Jan., 1863, 3 per cent.....	180,852 00	
Dividend July, 1863, 3 per cent.....	180,852 00	
Interest on 1st mort. bonds	138,820 00	
Interest on 2d mort. bonds	93,520 00	
U. S. tax on dividends	11,176 66	
		1,882,447 07
		$674,687 06
From which deduct—		
Amount charged improvement account.....	$81,825 94	
Cost of eight 1st mortgage bonds and ten 2d mortgage bonds, for sinking fund.....	19,500 90	
Cost of $7,000 1st mortgage bonds, purchased and canceled for sinking fund in 1858	6,888 75	
Commission and expenses, extending 1st mortgage bonds	8,608 88	
Loss on Beloit and Madison stock	600 00	
Loss on cars taken by the U. S.....	8,464 20	
		120,888 12
Surplus, January 1, 1864		$553,798 94

The operating expenses, from the figures above presented, are 58.256 per cent. upon gross earnings, about 5 per cent. over expenses of last year—the rate then being about 53 per cent.—an excess reasonably accounted for by the higher value of fuel, material, and labor. If, however, there were deducted from the amount stated the sum of about $82,000,* properly chargeable to the improvement account, the ratio of expenses to earnings would be reduced to 54.3 per cent. The amount of State, County, and municipal taxes, (amounting this year to $72,246 43,) have always been charged to this account, a procedure not adopted by many other roads, and not strictly forming any part of operating expenses.

Surplus Earnings.—The apparent surplus of $553,798 94, (more than half of which consists in the cost of materials on hand for future use,) might have justified a larger dividend than that declared at the commencement of the current year. The Board of Directors were of the opinion that the interests of the stockholders demanded the application of a part of this surplus to increase the motive power of the road, and in the construction of additional freight cars for enlarging the business of the company. It is now nearly six years since any new locomotive have been added to the rolling stock of the road, except two, partially worn, obtained through the lease made in 1862, with the Chicago, Iowa and Nebraska Company. The stock upon the Elgin and State Line road is barely sufficient for the business originating upon it.

* Grain Elevator, $25,318 54, Passenger House, $20,000, Des Plaine Bridge, $36,736 75; in all, $82,055 29.

Bonds.—The first mortgage bonds, all of which were due on the 1st of August last, with the exception of about forty bonds of $1,000 each, have been extended in accordance with the proposition made to their holders in September, 1861. A small number of these extended bonds are within the control of the company for sinking fund purposes. Provision has been made for the payment of those outstanding upon presentation.

Amount of first mortgage bonds outstanding		$1,981,000 00
Less deposited with Trustee of 2d mortgage bonds, $143,000 on account of sinking fund, and $3,000 purchased for same fund, for May next.....		146,000 00
		$1,835,000 00
2d mortgage bonds		1,336,000 00
Amount of original bonded debt...		$3,171,000 00

This amount has been further increased this year by the issue of $189,000 for the purchase of the Elgin and State Line road with its rolling stock, connecting with the main line of your road near Elgin, and extending to Richmond, near the northern line of this State, making a line of road of thirty-three miles. This purchase was made in accordance with a circular of this Board, dated August 19th, 1863, and by your consent as expressed in your answers thereto.

Rolling Stock.—Early in 1863, there were delivered to officers of the United States Government upon requisition, fifty box and ten platform cars. These have been replaced from the shops of the company at an apparent loss of $8,464 20, this amount being the difference in the cost of the new cars over the amount allowed by the Government for those which had for some time been in use.

A similar requisition was made in November last for ten more cars, the account for which has not yet been adjusted. These last are so nearly duplicated as to be included in the statement of cars on hand. The Government has also required *the use* of sixteen box and platform cars, which have been delivered to the Michigan Central Company, and are not yet returned.

In addition to those replaced, there has been built by the company sixty box, eleven cattle, nine platform and two combination cars, at an expense of $62,385.

The Directors have authorized the purchase of ten freight engines. Contracts have been made for six only, two to be delivered in May, and four in August. The limited number of cars, and especially of engines, with which the business of the past year has been performed, has required repairs and renewals to be made at unusual hours, and often in a hasty and imperfect manner. Such has been the continual use of locomotives now in service, though no serious accidents have occurred, as to increase the account for "repairs of locomotives" to the amount of over $40,000 more than expanded last year for this purpose. The business of your roads demands an enlargement of rolling stock to at least, one hundred locomotives and two thousand cars. It consists at this time, including that obtained from the Elgin and State Company, and that purchased and received from the Chicago, Iowa, and Nebraska Company, of 1,540 cars of all descriptions, and 74 locomotives. Of these, fourteen are only adapted to and used for switching purposes, leaving sixty for passenger and freight trains.

As before stated, the Iowa line will be ready for operation to Nevada, probably, by the first of May, and the Beloit and Madison completed for the fall business, making the length of the several lines to be operated five hundred and fifty miles.

Western Roads.—The tables of the Secretary, exhibit the amount of the earnings of the two roads respectively, with the operating and other expenses, from the 1st of August, 1862, when the leases took effect, to 1st Jan., 1864, a period of seventeen months. Including the sums of money expended for improvements, (the most of which this company, by the terms of the lease, was bound to make,) consisting mainly in fencing the road, the construction of cattle yards, a station house at Cedar Rapids, and additional shops at Clinton, the eastern terminus, there is a charge against the company of nearly $19,000. Under the former running arrangement with C. I. and N. Railroad, a drawback of ten per cent. was allowed that company for all business from that road passing over the whole or a part of yours. Deducting from the earnings of these roads the amount properly belonging to way and western business, upon which no drawback was allowed, this company has derived a small revenue from the business brought to it, even during the early months of the lease, over that obtained previous to Aug., 1862. It may be reasonably expected that as the line of the C. R. and M. River R. R. is extended westward, and as the population of the State of Iowa is increased by immigration, the traffic upon the Western roads will not only be remunerating to each, but very largely increase the volume of business over your Fulton line.

About the first of December last, trains were run to State Centre, fourteen miles west of Marshalltown. The remaining part of the line to Nevada, the county seat of Story County, is so far completed that that place will be reached early in the Spring.

Northern Roads.—Work has progressed moderately during the year upon the Beloit and Madison Road, leased to and operated by this Company. Trains are now run to Evansville, twenty-five miles from Beloit; and the track is nearly completed to Oregon, within twelve miles of Madison, the capital of the State of Wisconsin. This line will probably be ready for the fall business of the present year.

A change in the directors of the Sugar River Valley Railroad Company early in 1863, adverse to the action of their predecessors, prevented the completion of a contract then nearly perfected by a former Board. It is not now probable that your interests will induce a renewal of further negotiations with that company.

Grain Elevator.—Late in the fall of 1862 it was apparent that this building, constructed by the Company at an expense (including ground) of $186,000, needed large and extensive repairs. The foundation being defective, the building had settled unevenly, causing crevices in the walls, breaking some of the timbers of the roof and deranging the shafting and other machinery. It was deemed advisable to make thorough repairs, not only of the foundation and walls, but of the timber supports and bins. This was done at an expense of $25,318 54; and it is believed that the elevator may now be used for years without additional expense. It now yields an annual rent of $25,000.

Passenger House and Offices on Wells Street.—The original building was erected before the completion of the main or Freeport line. It was always too limited, either for passenger accommodations or office business. It was necessary to use other rooms for a part of the offices of the road at a distance from the principal office, making it inconvenient for all transacting business with the Company. During the year the main building has been considerably enlarged, with such an elevation of the walls as to give an additional story, adding much to symmetry of the structure, and affording a commodious room for the use of the Stockholders and Directors, and offices sufficient for the present purposes of the road. The expense incurred in this improvement is about $20,000.

Bridges.—The wooden structure over the Des Plaines River has been replaced by an iron bridge, at an expense of $36,736 72.

The work upon the bridge from Little Rock Island to the west bank of the Mississippi River, at Clinton, has been commenced, and will be prosecuted to completion as rapidly as circumstances will permit.

Fuel.—This important element in railway operations has demanded the serious attention of this Board. The country upon either side of the Mississippi is essentially destitute of timber. The supply of wood has been sensibly diminishing since new lines of road have been completed and

put into use, and, consequently, the price of this article has been affected by the unerring rule of demand and supply. It is now evident that the country through which your roads pass cannot longer be relied upon for the supply of fuel. The coal used in engines fitted for its consumption, has been mainly purchased by the cargo at Erie, Penn. Its quality is excellent, but the expense is large. The Illinois coal is much inferior, and its cost very considerably less per ton. It may, however, and must be used to a great extent for railway purposes. There are no coal beds on the line of your roads; the nearest are those upon Rock River, about thirty miles south-east of your terminus at Fulton. The quality of this coal is equal to the best of that yet found in the northern part of this State, and the supply is said to be inexhaustible. A comparatively short and easy line would connect Fulton with these coal beds, affording not only a supply of fuel for the use of the roads east and west of that point, but also a considerable traffic in that article for one hundred miles upon either side of the river. In addition, the introduction of a new supply of fuel into this district of country, for family use and mechanical purposes, will limit the consumption of wood to such an extent, as to gradually reduce its cost to its former stardard.

The length of road operated by the company is as follows:

Main Line—Chicago to Freeport	121.00	miles.
Second Track	30.00	"
East Elgin Branch	1.50	"
Chicago, Fulton and Iowa Line	105.50	"
Clinton Bridge Branch	1.75	"
South Branch	10.50	"
Beloit Branch	21.00	"
Sidings and gravel pit tracks	50.00	"
Total	341.25	"

There was laid in the track during the year, 5,842 new rails, (equal to 1,170 tons) 20,631 repaired rails, 42,015 new ties, 170,648 lbs. spike, 15,838 chairs, 246,740 feet timber and plank, and 122 frogs. Of the new rails, 200 tons were purchased, and the balance consisted of old rails rerolled. The company have now a surplus of 1,737 tons of iron. Much more, both of iron and ties should have been provided and laid. The extreme difficulty of obtaining these materials alone prevented. During the coming year provision should be made for at least 3,000 tons of new rails, and 150,000 new ties.

Injured rails taken from the track are repaired at the company's shops, by welding new iron over the defective parts. The total number of lineal inches of new iron thus welded during the past year was 540,499—an average of about 28½ inches to each rail. Of this aggregate, 450,620 inches were due to repairs on the ends of rails, while 89,879 inches were welded in the middle of rails—thus showing how largely the failure of rails is due to defective joints. The total amount of new iron used for these repairs was 143,800 lbs., at a cost of $6,471 13, while the cost of coals, tools and labor was $15,965 46, making the average cost of repairs per rail, $1.21, and the average cost per inch welded 4.1 costs. The cost per ton of rails is about $6, exclusive of transportation, taking out and relaying.

The new bridge, 160 feet in length, across the north branch of Chicago river is in progress. It is be a draw bridge swinging on a pivot in the centre, allowing a passage way for vessels of 66 feet clear space on each side of the draw pier. The bridge across the Kishwaukee river, near Huntley, consists of two spa ns of 21 feet each. The superstructure is of rolled iron girder beams, 15 inch deep, manufactured by the Pheonix Iron Company, of Philadelphia. They rest upon a pier and abutments of masonry. One span is already in place, and the other will be put up soon. The upper and lower chords and many of the braces, etc., of the wooden truss bridge, 340 feet long, across the Kishwaukee river, at Cherry Valley, have been removed. A new bridge has been built, and brought into use, across the Des Plaines river, at Harlem. The bridge is of iron and carries two tracks. Its total length is 210 feet, divided into two spans of 97 feet each. Two heavy trusses carry the load; and the iron floor beams are securely trussed. The bridge rests upon a pier and abutments of masonry, which are founded upon piles. The old pile bridge across Du Page river at Winfield has been replaced by a double arched bridge of stone, founded on piles, with openings of 32 feet each. The arches are 30 feet long, carrying two tracks. The pile bridge across Salt Creek, near Cottage Hill, is being replaced by stone arches similar to those built at the Dus Page river. Thsee are also founded on piles. During the ensuing year, several small bridges on the Chicago, Fulton and Iowa line, of from 20 to 50 feet spans, will need to be renewed.

Miles run by passenger and freight trains, 1,012,630; by wood and gravel trains, 285,315; by C., B. & Q. trains on G. & C. track, 186,120—total, 1,484,065, an increase over the previous year of 63,784. Average cost for track repairs 15.7 cents per mile of trains run.

Number of through passengers carried, 47,904; way passenger, 417,972—total, 465,876. Total mileage of passengers, 20,402,129. Tons of freight carried, 511,710; tons carried one mile, 49,166,289. Aggregate mileage of freight and passengers, 69,568,418. Number of passengers or tons carried one mile, 53.6.

The earnings of the Chicago, Iowa and Nebraska railroad, Albany railroad, bridge and ferry, operated under the lease, from Aug. 1, 1862, to Dec 31, 1863, were:

From freight	$225,266 04	
" passengers	76,516 35	
" mails, etc	5,833 83	
" bridge and ferry	59,475 18	
	$367,091 40	
Add freight on materials for C. R. & M. R. R.	2,879 44	
	$369,970 84	
Operating expenses	$140,170 48	
Improvements	30,598 61	
Bridge expenses	8,609 49	
Ferry expenses	29,941 37	
Rental paid C. I. & N. R. R.	174,368 41	
	383,688 36	
Excess of expenditures over earnings.	$13,717 52	

The earnings of the Cedar Rapids and Missouri River Railroad, operated under the lease from Aug. 1, 1862, to Dec. 31, 1863, were:

From freight	$78,890 24	
" passengers	35,986 67	
" mails	4,172 35	
	$119,049 26	
Operating expenses	$72,483 78	
Improvements	6,320 31	
Rental paid C. R. & M. R. R.	45,501 66	
	124,305 75	
Excess of expenditures over earnings.	$5,256 49	

The financial condition of the company, January 1, 1864, is shown by the annexed

CONDENSED BALANCE SHEET.

Construction	$8,040,164 52	
Equipment	1,311,916 75	
Machinery and tools	55,071 17	
Materials on hand	372,880 82	
Real estate	18,218 51	
Stocks and bonds of other companies	461,976 28	
First mortgage bonds purchased	146,000 00	
Miss. River bridge, am't expended.	19,118 91	
Cattle yard, Chicago	30,000 00	
Beloit and Madison Railroad Co., materials furnished, including cost of Magnolia Extension	28,723 85	
Bills receivable and other debts due	80,874 07	
Due from stations	20,025 66	
Balances due from other companies	59,178 62	
C. I. & N. R. R.—excess of expenditures	13,717 52	
C. I. & N. R. R.—materials on hand	7,905 60	
C. R. & M. R. R.—excess of expenditures	5,256 49	
C. R. & M. R. R.—paid acc't rental	2,734 17	
" materials on hand	2,827 30	
Due for transportation of troops, etc.	1,103 12	
Due for mail service	2,751 60	
Due from U. S. for cars	6,457 73	
Materials on hand in Iowa	31,846 55	
Expended for surveys in Nebraska	2,560 53	
Due from Iowa Land Co.	1,192 86	
Due from Iowa R. R. contracting Co.	8,802 87	
" Wisconsin Central R. R.	16,741 07	
" S. & R. I. R. R. Co.	1,330 75	
Other assets	3,076 59	
Cash on hand	264,676 95	
	$10,952,115 86	
Capital stock	$6,028,400 00	
First mortgage bonds	1,981,000 00	
Second " "	1,336,000 00	
Elgin and State Line R. R. bonds.	189 000 00	
Second mortgage sinking fund	664,000 00	
First mortgage " "	19,000 00	
Cash received for lots sold	7,483 28	
Dividend scrip outstanding	2,228 22	
Unclaimed dividends, wages, etc.	23,277 22	
Unpaid U. S. Taxes	1,801 56	
Due for cars sold U. S.	6,328 50	
Bills payable and debts due others	40,790 92	
Balances due other companies	51,265 44	
Beloit and Madison R. R. Co., their proportions of earnings in 1863.	12,209 27	
C. I. & N. R. R. Co., due on account of rental	35,587 01	
Income ac't surplus Dec. 31, 1863.	553,798 94	
	$10,952,115 86	

The directors chosen June 3, 1863, are as follows:

President.—WILLIAM H. BROWN.

Directors.—Wm. H. Brown, Orrington Lunt, Geo. Watson, Edward K. Rogers, Mark Skinner, Benj. W. Raymond, Silas B. Cobb, John Wentworth, John H. Foster, Thos. D. Robertson, Wm. H. Ferry.

Vice President.—ORRINGTON LUNT.

Acting Director.—WILLIAM H. FERRY.

General Superintendent.—EDWARD B. TALCOTT.

Assistant Sup't.—EDWARD H. WILLIAMS.

Secretary.—WILLIAM M. LARRABEE.

Auditor.—GEO. M. WHEELER.

Engineer.—W. S. POPE.

Hudson River Bridge.

The work on the Hudson River Bridge is to be commenced as soon as the proper depth of water in the river will allow. Samuel N. Payn has been awarded the contract for digging the trenches for the abutments. The stone is now being cut for the abutments on the Island, opposite the city.

Sale of Stock for Non-Payment of Assessments.—Strict Construction of Statutes.

In the case of the Lewey's Island Railroad Co., *vs.* Bolton, the proceedings to be taken under the statutes of Maine to sell the shares belonging to stockholders for non-payment of assessments, and the claim of the corporation for any deficiency upon such sale were discussed. Provisions of the same general nature in the statutes in regard to corporations render the case applicable in many other States. The case affords an illustration of an ancient and familiar rule of law, that to sustain a proceeding instituted under a mere statute authority, it is necessary for the party claiming the benefit of the statute, to show that it has been strictly complied with. Another principle of the law, that forfeitures are not favored beyond the letter of the statute, also governs the case. The claim in suit was stated by the plaintiff as follows: that the defendant subscribed for two shares in the capital stock of the company; that certain assessments had from time to time been made on said shares; that the defendant after due notice had failed to pay the same; that the Treasurer of the company had according to law advertised and sold the same for such unpaid assessments to a third party for a sum less than the sum due, and that the defendant had become liable to pay the difference between the sum due and the sum for which they were sold. The following is the decision of the Appellate Court:

KENT, J.—This action is not brought upon the promise in the subscription, to pay the assessments from time to time as they might be made. It is not upon an open executory contract to take and pay for two shares. But it is based upon the statute liability, which arises only after legal assessments and a neglect to pay, and a sale for non-payment, and as deficiency after applying the proceeds of sale. It assumes that the defendant is owner of the two shares, and that he has neglected to pay legal assessments, and that his shares have been sold and transferred to another by the company, according to the statute and by-laws. To sustain this action for the deficiency, upon the grounds of this statute liability, the terms of the statute must be complied with. (Portland & Saco Railroad Company *vs.* Graham, 1 Met, 1; Lexington and W. Cambridge Railroad Company *vs.* Staples, 5 Gray, 522.)

The charter of this company authorizes the directors to make assessments, and provides that "the Treasurer shall give notice of all such assessments, and in case any subscriber or stockholder shall neglect to pay any assessment for the space of thirty days after such notice is given as shall be prescribed in the by-laws of said corporation, the directors may order the Treasurer to sell such share or shares at public auction after giving such notice as may be prescribed as aforesaid, to the highest bidder."

The same section provides that the delinquent subscriber or stockholder shall be held accountable to the corporation for the deficiency. It appears by the by-laws adopted by the company, that the notice of assessments may be given by publication, or by a personal notice from the Treasurer of the company, and in case the directors shall order a sale under the fourth section of the act above quoted, the Treasurer shall give forty-eight hours' notice of the same in two conspicuous public places in the city of Calais, and shall notify such delinquent subscriber whose stock is to be sold, by leaving or causing to be left a copy of said notice at his place of residence, or by giving him in hand such notice, to be signed by the Treasurer, or by one of the directors in his behalf."

The directors on the 11th of December, 1857, by vote, ordered the Treasurer to sell the defendants' shares on account of non-payment of assessments, at auction, on the 18th of December, at the post office in Calais.

1. The defendant objects that there is no evidence that thirty days' notice had been given of the assessments before the order to the Treasurer to sell. The only evidence on this point is the testimony of the Treasurer who says that "he notified him of all the assessments more than thirty days before the sale," this notice might have been less than thirty days before the order to sell. It must appear affirmatively that the defendant had neglected to pay at least thirty days before the order to sell.

2. The order to sell, in accordance with the terms of the charter, was to make sale at public auction to the highest bidder. It does not appear by the testimony of the Treasurer, which is the only evidence on this part of the case that the shares were sold at public auction, or that the notice of sale contained any reference to a public sale. It does not appear that the sale was at the post office in Calais. There are manifest deficiencies in the proof.

3. It does not appear that the notice of the time and place of sale, which the Treasurer says he gave defendant in hand, was signed by the Treasurer, or by a director in his behalf.

4. The by-laws of the company require that the notices of the time and place of sale shall be posted in "two conspicuous public places in the city of Calais." The testimony is that they were posted in two public places in that city. It was decided in Bearce *vs.* Fossett, 34 Maine, 575, that an officer's return, that he posted the notices in a public place, without saying in a public and conspicuous place as required by the statute is insufficient. Perhaps, if it had been shown that a notice properly signed had been given in hand to defendant, that fact as to him might have been sufficient notwithstanding the defect in proof as to the posting.

5. It appears from the records of the directors that assessments had been made from time to time to the amount of $100, each share; and after this at one time another assessment of $100, each share, was voted. This last vote was probably passed on the assumption of the invalidity or doubt of the legality of the former assessments It provides that whatever sum had been paid on former assessments should be allowed on the new, towards the payment thereof. But it does not abrogate or disannul the former assessment in terms. The charter provides that no assessments shall be laid upon any share in said corporation of a greater amount in the whole than, $100. It does not appear whether the shares were sold for non-payment of all the assessments, or only upon the last. It is very clear that a share could not be legally assessed more than $100, or be sold for non-payment of assessments beyond that sum. What was in fact done at the sale on this point does not appear. As the records stand the defendants' shares are assessed $200 each, and stand apparently charged with all except $10 on each, paid before the last assessment. It should at least appear clearly that the sale was for some legal assessment, and did not include any illegal one. (Stoneham Branch Railroad Company *vs.* Gould, 2 Gray, 277.)

The foregoing reasons are sufficient to require us to order a non-suit as the case stands. But, as it is possible that these defects might be remedied upon a more minute examination of the records, or of the witness, we have looked into the other points raised, and are strongly impressed with the conviction that there are insuperable difficulties beyond those before indicated, in the plaintiffs' case. Without entering minutely into the consideration of all the facts and arguments on the various points, we are not satisfied that the whole of the $200,000, the minimum sum required by the charter as the capital stock has ever been subscribed within the fair intendment of the statute. It is well settled that such subscription is required before any legal assessment can be made. (O. & L. Railroad Company *vs.* Veazie, 39 Maine, 581.)

It is also settled that the subscription must be made in good faith by men apparently able to pay, and for shares to bear their equal part. (Penobscot Railroad Co., *vs.* White, 41 Maine, 512.) It seems to be conceded that the subscriptions by Jones & Rockwood for 225 shares were made by men not apparently responsible. The whole number of shares subscribed for on the books appears to be 2,557. We cannot doubt that the subscriptions by the directors and contractor, on book B, for 880 shares were made under the votes of July 31, and August 4, 1855. By those votes, the shares taken under them were to be preferred stock and to draw ten per cent. interest forthwith, and the Treasurer was authorized to execute the necessary papers to carry the bargain into effect. Such a subscription with a preference which gave to the shares the place and value of bonds cannot be regarded as within the intention of the requirement. If we deduct the above shares, 605 from 2,557 the remainder is 1,952 only. The facts in relation to the last subscription for 800 shares by the directors are not very clearly stated in the testimony. Enough, however, appears to raise a very serious question, whether that subscription was such that the company thereby secured an actual sale of, or a subscription for the 800 shares to be thereafter held by individuals who were to bear their proportion ate share of the expense incurred by the corporation. According to the agreement of the parties.

Plaintiff non-suited.

Rock River Improvement Company.

A bill has been introduced into the Wisconsin legislature, authorizing Edward McKey and eight other associates to improve Rock River from the State Line to Lake Horicon, render the same navigable by locks and dams, and run vessels thereon by steam or otherwise, for freight and passengers receiving pay for the same. The company may organize for business as soon as $30,000 are subscribed, and ten per cent. paid in. Shares are to be $100 each. The Company is to choose seven directors with proper officers. The act contains the usual sections, authorizing and controlling the action of the company as to right of way, exploration, bridges, dams, water courses, entering upon lands, &c.

Progress of Population of the United States.

Exhibiting the Area and Population of each State under the several Federal Censuses from 1790 to 1860.

State of Maine.

Area 31,766 Square Miles, or 20,330,240 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	96,002	538	....	96,540			
1800..	150,901	818	....	157,719	1790–1800..	55,179	57.16
1810..	227,736	769	....	228,705	1800–1810..	76,986	50.74
1820..	297,340	995	....	298,335	1810–1820..	69,630	30.45
1830..	398,263	1,190	2	399,455	1820–1830..	101,120	33.89
1840..	500,438	1,355	....	501,793	1830–1840..	102,338	25.62
1850..	581,813	1,356	....	583,169	1840–1850..	81,376	16.22
1860..	628,952	1,327	....	628,279	1850–1860..	45,110	7.73

State of New Hampshire.

Area 9,280 Square Miles, or 5,939,200 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	141,111	630	158	141,899			
1800..	182,898	856	8	183,762	1790–1800..	41,863	29.50
1810..	213,390	970	....	214,360	1800–1810..	30,598	16.65
1820..	243,236	925	....	244,161	1810–1820..	29,801	13.90
1830..	268,721	604	3	269,328	1820–1830..	25,167	10.31
1840..	284,036	537	1	284,574	1830–1840..	15,246	5.66
1850..	317,456	520	....	317,976	1840–1850..	33,402	11.73
1860..	325,622	450	....	326,072	1850–1860..	8,096	2.55

State of Vermont.

Area 10,212 Square Miles, or 6,535,680 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	85,144	255	17	85,416			
1800..	153,908	557	....	154,465	1790–1800..	60,049	80 84
1810..	216,963	750	....	217,713	1800–1810..	62,248	40.95
1820..	234,846	918	....	235,764	1810–1820..	18,051	8.29
1830..	279,771	881	....	280,652	1820–1830..	44,888	19.04
1840..	291,218	730	....	291,948	1830–1840..	11,296	4.02
1850..	313,402	718	....	314,120	1840–1850..	22,172	7.59
1860..	314,534	582	....	315,116	1850–1860..	996	0.32

State of Massachusetts.

Area 7,800 Square Miles, or 4,992,000 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	373,254	5,463	....	378,717			
1800..	416,793	6,452	....	423,245	1790–1800..	44,528	11.76
1810..	465,303	6,737	....	472,040	1800–1810..	48,795	11.53
1820..	516,419	7,868	....	523,287	1810–1820..	51,247	10.86
1830..	603,359	7,048	1	610,408	1820–1830..	87,121	16.65
1840..	729,030	8,669	....	737,699	1830–1840..	127,291	20.85
1850..	985,450	9,064	....	994,514	1840–1850..	256,815	34.81
1860..	1,221,611	9,454	....	1,231,065	1850–1860..	236,551	23.79

State of Rhode Island.

Area 1,306 Square Miles, or 835,840 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	64,689	3,469	952	69,110			
1800..	65,437	3,304	381	69,122	1790–1800..	12	0.02
1810..	73,314	3,609	108	77,031	1800–1810..	7,909	11.44
1820..	79,413	3,598	48	83,059	1810–1820..	6,028	7.83
1830..	93,621	3,561	17	97,199	1820–1830..	14,140	17.02
1840..	105,587	3,238	5	108,830	1830–1840..	11,631	11.97
1850..	143,875	3,670	....	147,545	1840–1850..	38,715	35.57
1860..	170,703	3,918	....	174,621	1850–1860..	27,076	18.35

State of Connecticut.

Area 4,674 Square Miles, or 2,991,360 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	232,581	2,801	2,759	238,141			
1800..	244,721	5,330	951	251,002	1790–1800..	12,861	5.40
1810..	255,279	6,453	310	262,042	1800–1810..	11,040	4.40
1820..	267,161	7,944	97	275,202	1810–1820..	13,160	5.02
1830..	289,603	8,047	25	297,675	1820–1830..	22,473	8.17
1840..	301,856	8,105	17	309,978	1830–1840..	12,303	4.18
1850..	363,099	7,693	....	370,792	1840–1850..	60,814	19.62
1860..	451,609	8,542	....	460,151	1850–1860..	80,359	24.09

State of New York.

Area 47,000 Square Miles, or 30,080,000 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	314,142	4,654	21,824	340,120			
1800..	556,039	10,374	20,343	686,756	1790–1800..	246,636	72.51
1810..	918,699	25,333	15,017	959,049	1800–1810..	272,293	63.45
1820..	1,332,744	29,980	10,088	1,372,812	1810–1820..	433,763	43.14
1830..	1,868,061	44,870	75	1,918,006	1820–1830..	540,194	39.35
1840..	2,378,890	50,027	4	2,428,921	1830–1840..	515,915	26.97
1850..	3,048,325	49,069	....	3,097,394	1840–1850..	668,473	27.52
1860..	3,831,730	49,005	....	3,880,735	1850–1860..	783,341	25.29

State of New Jersey.

Area 8,320 Square Miles, or 5,324,800 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	169,954	2,762	11,423	184,139			
1800..	195,125	4,402	12,422	211,949	1790–1800..	30,810	15.10
1810..	226,861	7,843	10,851	245,555	1800–1810..	33,606	15.86
1820..	257,409	12,609	7,557	277,575	1810–1820..	32,020	13.04
1830..	300,266	18,303	2,254	320,823	1820–1830..	43,248	15.58
1840..	351,588	21,044	674	373,306	1830–1840..	52,483	16.36
1850..	465,509	23,810	236	489,555	1840–1850..	116,249	31.14
1860..	647,084	24,947	...	672,031	1850–1860..	182,476	37.27

State of Pennsylvania.

Area 46,000 Square Miles, or 29,440,000 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	424,099	6,537	3,737	434,373			
1800..	586,094	14,561	1,706	602,361	1790–1800..	167,988	38.67
1810..	786,804	22,492	795	810,091	1800–1810..	207,730	34.49
1820..	1,017,094	32,153	211	1,049,458	1810–1820..	239,367	29.55
1830..	1,309,900	37,930	403	1,348,233	1820–1830..	298,775	28.47
1840..	1,676,112	47,854	64	1,724,033	1830–1840..	375,800	27.87
1850..	2,258,160	53,626	..	2,311,786	1840–1850..	587,753	34.09
1860..	2,849,997	56,373	..	2,906,370	1850–1860..	594,584	25.72

State of Delaware.

Area 2,120 Square Miles, or 1,356,800 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	46,310	3,899	8,887	59,096			
1800..	49,852	8,268	6,153	64,273	1790–1800..	5,177	8.76
1810..	55,361	13,136	4,177	72,674	1800–1810..	8,401	13.07
1820..	55,282	12,958	4,509	72,749	1810–1820..	75	0.01
1830..	57,601	15,855	3,292	76,748	1820–1830..	3,999	5.50
1840..	58,561	16,919	2,605	78,085	1830–1840..	1,337	1.74
1850..	71,169	18,073	2,290	91,532	1840–1850..	13,447	17.22
1860..	90,697	19,723	1,798	112,218	1850–1860..	20,686	22.60

State of Maryland.

Area 11,124 Square Miles, or 7,119,260 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	208,649	8,043	103,036	319,728			
1800..	216,326	19,587	105,635	341,548	1790–1800..	21,820	6.82
1810..	235,117	33,927	111,502	380,546	1800–1810..	38,998	11.41
1820..	260,222	39,730	107,398	407,350	1810–1820..	26,804	7.04
1830..	291,108	52,938	102,994	447,040	1820–1830..	39,490	9.74
1840..	318,204	62,078	89,737	470,019	1830–1840..	22,979	5.14
1850..	417,943	74,723	90,368	583,034	1840–1850..	113,015	24.04
1860..	516,128	83,718	87,188	687,034	1850–1860..	104,000	17.84

District of Columbia.

Area 60 * Square Miles, or 38,400 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1800..	10,066	783	3,244	14,093			
1810..	16,079	2,549	5,395	24,023	1800–1810..	9,930	70.46
1820..	22,614	4,048	6,877	33,039	1810–1820..	9,016	37.53
1830..	27,563	6,152	6,119	39,834	1820–1830..	6,795	20.57
1840..	30,657	8,361	4,694	43,712	1830–1840..	3,878	9.74
1850..	37,941	10,059	3,687	51,687	1840–1850..	7,975	18.24
1860..	60,788	11,107	3,181	75,076	1850–1860..	23,389	45.25

* Under the five censuses 1800 to 1840 the District included Alexandria county, Va., 40 or in all 100 square miles.

State of Virginia.

Area 61,352 Square Miles, or 39,265,280 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	442,115	12.766	293,427	748,308			
1800..	514,280	20,124	345,796	880,200	1790–1800..	131,892	17.68
1810..	551,534	30.570	392,518	974,622	1800–1810..	94,422	10.78
1820..	603,087	37.139	425.153	1,065,379	1810–1820..	90,757	7.31
1830..	694.300	47.318	469,757	1,211,405	1820–1830..	146,026	13.71
1840..	740,958	49.852	448,987	1,239,797	1830–1840..	28.392	3.34
1850..	894,800	54.333	472.528	1,421,661	1840–1850..	181,864	14.67
1860..	1,047,613	57.579	490,887	1,596,079	1850–1860..	174,418	12.27

State of North Carolina.

Area 50,704 Square Miles, or 32,450,560 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	288,204	4.975	100,592	393,751			
1800..	337,764	7 043	133.296	478,103	1790–1800..	84.352	21.42
1810..	376,410	10.266	168.824	555.500	1800–1810..	77.397	16.19
1820..	419,200	14 612	205.017	638.829	1810–1820..	83.329	15.00
1830..	472,843	18 543	245.601	737,987	1820–1830..	99,158	15.52
1840..	484,870	22.732	245,817	753,419	1830–1840..	15.432	2.09
1850..	553,028	27 463	188.548	869,039	1840–1850..	115.620	15.35
1860..	631,489	30.097	331,081	992,667	1850–1860..	123,628	14.24

(To be Continued.)

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	820,600	7	—	30
Catawissa (preferred)	1,150,000	7	—	48
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarantied)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	50
Chicago & Alton (preferred)	2,464,336	7	—	97½
Chicago & Northwestern (pref.)	2,400,000	7	—	81
Cochecho (preferred)	177,750	8	—	----
Ct. & Pas. Rumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	853,000	6	—	70
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	56
Erie (preferred)	8,635,700	7	7	109
Hannibal & St. Joseph (preferred)	5,309,228	7	—	60
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	103½
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	81
" " (2d preferred)	3,424,169	7	—	65
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	148
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	104
" " (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	138
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	8½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	—	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	----
Philadelphia & Trenton (guarant'd)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	100½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	96
Toledo & Wabash (preferred)	926,200	7	—	81
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,500,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	100
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	100
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,900	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	107
Unsecured bonds	2,773,728	6	J. & J.	'68-'85	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	107
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	87
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	102
2d Mortgage	3,980,670	6	J. & J.	1882	98
Improvement	868,500	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	70½
Preferred Interest b'ds.	227,589	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	32
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley					
1st Mortgage	750,000	6	J. & J.	1878	100½

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,225,595	—	----
Delaware Division	100	1,633,350	—	46
Delaware and Hudson	100	7,500,000	7	218
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,500,000	6	78
" " (scrip)	50	1,803,000	6	68½
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,026,000	—	75
" (preferred)	100	1,175,000	10	140½
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	35½
" " (preferred)	50	2,722,607	—	45½
Susquehanna and Tide Water	50	2,048,260	—	29½
Union (preferred)	50	2,750,000	—	7½
West Branch and Susquehanna	100	1,000,000	6	110
Wyoming Valley	100	500,000	6	85
Steamship and Transit:				
Central American Transit	----	----	----	54½
Nicaragua Transit	----	----	----	2½
Pacific Mail Steamship	100	4,000,000	----	232
Union Steamship (Boston)	----	----	----	162
Express:				
Adams'	100	2,000,000	----	----
American	500	1,000,000	----	----
National	100	250,000	----	----
Overland Mail	100	500,000	----	----
United States	100	800,000	----	----
Wells, Fargo & Co.	100	1,000,000	----	----
Telegraph:				
American	100	1,600,000	----	----
Atlantic	----	----	----	----
Insurance Stocks:				
Ætna Fire	50	200,000	----	----
Columbian (Marine)	100	1,000,000	----	127½
Mercantile Mutual	100	600,000	----	----
New England Mutual (Life)	----	----	----	----
Washington (Fire)	50	400,000	----	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	----	----
New York Life Insurance & Trust	100	1,000,000	----	----
United States Trust	100	1,000,000	----	----
Land and Improvement:				
Boston Water Power	----	----	----	50
Boston and Roxbury Mill	----	----	----	41
Canton (Baltimore)	100	5,000,000	----	65
Cary Improvement	5	300,000	----	11½
East Boston	----	----	----	24½
Essex (Boston)	100	1,000,000	----	98
Waverly (Boston)	----	----	----	3½
Gas-Light:				
Baltimore	100	----	8	----
Boston	500	1,000,000	----	870
Brooklyn	25	2,000,000	----	----
Cincinnati	----	----	----	----
City (Brooklyn)	----	----	----	----
Citizens' (Brooklyn)	20	----	----	120
Hartford	----	----	----	----
Jersey City and Hoboken	----	----	----	----
Manhattan, N. Y. (stock)	50	4,000,000	----	245
" " (scrip)	37½	----	----	239
Maryland (Baltimore)	25	----	----	----
Metropolitan, N. Y.	100	----	----	182
New Haven	----	----	----	----
New York	50	750,000	----	----
Philadelphia	----	----	----	----
Pittsburg	----	----	----	----
St. Louis	----	----	----	----
Southwark (Philadelphia)	----	----	----	----
Williamsburg	50	----	----	151
Unclassified:				
American Coal	25	1,500,000	----	109
American West India	100	1,000,000	----	----
Baltimore Coal	100	----	----	----
Baltimore and Cuba Smelting	100	----	----	180
Central Transportation	----	----	----	9
Cherry Run Petroleum	----	----	----	----
Cumberland Coal (preferred)	100	5,000,000	----	84½
George's Creek Coal and Iron	100	1,000,000	----	89½
Gold Mining of Colorado	----	----	----	4½
Hazleton Coal	50	----	----	68
Hudson River Bridge	100	----	----	----
Mariposa (gold)	100	10,000,000	----	41
Metropolitan Coal	100	----	----	----
New Almaden (quicksilver)	----	----	----	----
New Jersey Zinc	100	1,200,000	----	----
Pennsylvania Coal	50	3,200,000	----	201
Quicksilver	----	----	----	64
Santa Clara (quicksilver)	----	----	----	24
Santa Rita (silver, copper, and lead)	----	----	----	----
Sonora Expl. & Mining (sliv. & cop.)	----	----	----	----
West India Cotton	100	100,000	----	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price p.sh.
Acton (copper)	----	5	200,000	----	4½
Adventure (copper)	----	----	----	----	----
Albany and Boston (copper)	----	11½	20,000	----	15½
American and Mexican Silver	----	----	----	----	----
Algomah (copper)	----	2	50,000	----	2½
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	½	20,000	----	4½
Balt. and N. Carolina (copper)	----	5	----	----	35c
Bay State (copper)	----	1½	20,000	----	26½
Bedford (copper)	----	----	125,000	----	5½
Black River (copper)	----	2½	200,000	----	67c
Bohemian (copper)	----	7½	20,000	----	11
Bucks County (lead)	----	----	----	----	1½
Cambridge (copper)	----	5	20,000	----	20c
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	1	100,000	----	9½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----	----	----
Central (copper)	----	5	20,000	----	60½
Chaudiere (copper)	----	1	100,000	----	80c
Columbian (copper)	----	4½	20,000	----	10½
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	12½
Copper Falls (copper)	----	24½	20,000	----	46½
Dacotah (copper)	----	----	20,000	----	5
Dana (copper)	----	2½	20,000	----	8½
Doylestown (copper)	----	----	----	----	----
Dudley (copper)	----	½	20,000	----	4
Eagle River (copper)	----	3½	20,000	----	14
Everett (copper)	----	5	20,000	----	4
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	10	80,000	----	9½
Flint Steel River (copper)	----	----	20,000	----	9½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	6½	20,000	----	53
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	1½
Grand Portage (copper)	----	1	20,000	----	----
Great Western (copper)	----	----	20,000	----	4½
Guilford (copper)	----	5	20,000	----	80c.
Hamilton (copper)	----	----	20,000	----	6½
Hancock (copper)	----	6½	20,000	----	12½
Hanover (copper)	----	½	20,000	----	4½
Highland (copper)	----	----	20,000	----	6½
Hilton (copper)	----	----	----	----	----
Humboldt (copper)	----	2	20,000	----	6½
Huron (copper)	----	18	20,000	20	42½
Indiana (copper)	----	----	----	----	6
Isle Royale (copper)	----	16½	20,000	----	27
Jefferson (copper)	----	----	----	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	1	20,000	----	9
Madison (copper)	----	----	20,000	----	6½
Mandan (copper)	----	2½	20,000	----	6½
Manhattan (copper)	----	----	20,000	----	6½
Mass (copper)	----	----	20,000	----	----
Mesnard (copper)	----	5½	20,000	----	13½
Minnesota (copper)	----	8½	20,000	----	85
Montana (gold)	5	60c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	81
Native (copper)	----	5	20,000	----	2½
Naumkeag (copper)	----	1	20,000	----	2½
New England (copper)	----	2	20,000	----	3½
North Cliff (copper)	----	5	20,000	----	7½
North State (copper)	----	5	20,000	----	20c.
North Western (copper)	----	7½	20,000	----	12½
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	100,000	----	2½
Ogima (copper)	----	----	20,000	----	6½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	1	200,000	----	1½
Pennsylvania (copper)	25	2½	20,000	----	9½
Petherick (copper)	----	1½	20,000	----	15
Pewabic (copper)	----	3½	20,000	----	50
Phœnix (copper)	----	13	20,000	----	85
Pittsburg and Boston (copper)	----	5½	20,000	----	55
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	3½	20,000	----	7
Prince of Wales (copper)	----	----	----	----	----
Providence (copper)	----	----	----	----	2
Quartz Hill (gold)	----	----	----	----	19½
Quincy (copper)	----	10	200,000	----	95
Rockland (copper)	----	5	20,000	----	18½
Saginaw (saline and mineral)	----	----	----	----	----
St. Mary's (copper)	----	8½	----	----	9½
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	----	----	----	----
Silver Hill	----	5	----	----	----
Silver Valley	----	5	----	----	25c.
South Side (copper)	----	3	20,000	----	5
Springfield (copper)	----	5	20,000	----	8½
Star (copper)	----	7½	20,000	----	10½
Superior (copper)	----	4	20,000	----	9½
Toltec (copper)	----	20	20,000	----	3½
Tremont (copper)	----	1	50,000	----	4½
Union (lead)	----	5	100,000	----	80c.
Vermont (copper)	5	----	----	----	----
Waterloo (copper)	----	3	100,000	----	1½
Wickham (copper)	----	5	200,000	----	1
Wickopee (copper)	----	5	100,000	----	5½
Winthrop (copper)	----	2½	20,000	----	8
Wyandotte (copper)	----	----	----	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'l in single trk.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	50
30 Nov. '62	4.80	—	134	20	—	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	127½
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.59	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	40½
30 Nov. '62	12.43	—	123	23	—	Lynn and Boston	193,310	86,700	50,000	55,547	61,935	501	—	....	86
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,000	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	66½
30 Nov. '62	6.32	—	290	42	—	Middlesex (Boston)	461,790	355,000	—	59,457	124,718	41,398	4	....	90
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	32½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	.....	.....	.....	.....	.....	.....	.....	....	....
30 Nov. '62	2.04	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	...	...	—	Worcester	60,000	.....	.....	.....	.....	.....	.....	.....	.....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30.000	30,000	—	—	.....	.....	.....	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	226,036	200,000	27,500	324	52,827	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	.....	.....	100	69	
30 Sep. '62	24.01	—	...	...	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	100	48
30 Sep. '62	56.18	1.90	—	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	...	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	.....	.....	.....	....	....
30 Sep. '62	—	....	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	....	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	....	—	—	—	Centr'l P'k,N.&E.Riv.(N.Y.)	454,554	359,020	101,000	7,689	.....	.....	.....	....	....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	60
30 Sep. '62	—	6.00	—	—	—	East & North River (N.Y.)	650	650	—	—	.....	.....	—	....	....
30 Sep. '62	12.67	3.67	...	...	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	4.52	—	...	...	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '62	4.63	—	...	...	—	Harlem Br.,Morris'a & Ford'm	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	....	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	....	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	10.00	16.00	...	42	—	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	....	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	.....	.....	.....	....	....
30 Sep. '62	—	....	—	—	—	Rochester City & Brighton	.....	1,700	—	—	.....	.....	.....	....	....
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	145
30 Sep. '62	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	16.50	—	...	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	—	—	—	—	Utica City	.....	1,430	—	—	.....	.....	.....	....	....
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& Erie Bas. (Buff.)	295	330	—	—	.....	.....	.....	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	...	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	.....	....	....
31 Dec. '62	5.05	2.50	...	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	....	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	.....	.....	.....	.....	.....	.....	.....	....	....
31 Dec. '62	4.80	—	...	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	.....	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.80	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	62
31 Oct. '62	8.18	—	122	13	5	Citizens' (Pittsburg)	135,044	60,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	38½
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	63
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	61
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	31½
31 Oct. '62	5.16	—	116	23	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	44½
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	....
31 Oct. '62	11.00	—	...	...	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	.....	.....	.....	....	16
31 Oct. '62	—	....	....	....	....	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	.....	....	....
31 Oct. '62	11.17	—	...	...	—	North Philadelphia	300,000	200,000	100,000	—	.....	.....	.....	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	...	19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,663	2,422	—	....	....
31 Oct. '62	6.16	—	...	...	—	Race and Vine (Fairmount)	180,000	180,000	—	—	.....	.....	.....	....	20½
31 Oct. '62	5.20	—	...	...	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	.....	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20½
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	462,198	208,757	175,800	1,037	288,896	131,645	24½	....	80
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	115,000	120,000	—	15,000	38,910	24,322	1	....	21½
31 Oct. '62	8.35	—	...	17	5	Spruce & Pine (Phil.&Gr'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	16½
31 Oct. '62	7.65	1.51	170	30	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	56
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	43½
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	72
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,056	—	....	20½
						OHIO.									
31 Dec. '62	5.00	—	...	...	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	...	...	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	...	...	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.00	—	...	...	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	5.20	—	...	...	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	3.13	—	...	...	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.48	—	...	...	—	People's (St. Louis)	83,575	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	10.25	—	...	...	—	St. Louis	298,004	298,004	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	262,100	7	J. & D.	1570	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1861	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	47,900	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1900	105
Germantown:					
1st Mortgage	250,000	7	J. & J.	1859	.....
Green and Coates St:					
1st Mortgage	82,000	7	J. & J.	1870	111
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	.....
1st Mortgage [equipment]	40,000	6	.....	.....	.....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1885	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1870	.....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	20,000	—	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	110,000	7	J. & J.	1870	.....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1887	.....
Second and Third Street					
1st Mortgage	125,000	7	J. & J.	1905	112
2d Mortgage	50,800	7	J. & J.	1900	.....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	.....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	105
" " " ..... coupon		6	" "	1867	....
Loan of Dec 31, 1848.....registered	8,903,242	6	" "	1868	106
" " " ..... coupon		6	" "	1868	108
Texas Indemnity, of Sep. 9, 1850....coupon..	3,461,000	5	" "	1865	141
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	99½
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of June, 1861.... coupon	1,020,000	6	" "	1881	101½
" " " " ..... coupon		6	Yearly.	1881	104
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	112
" " " ..... coupon		6	" "	1881	112½
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	....
" " " ..... coupon		6	" "	1881	....
Loan of Feb. 25, 1862 (5-20s).....registered..	40,230,000	6	May & Nov.	1882	109½
" " " (5-20s)..... coupon..	350,000,000	6	" "	1882	109½
Treasury Notes of Feb. & Aug. 1861.coupon..	52,931,000	7.3	Feb. & Aug.	1864	111
" " Apr & Oct. 1861.coupon..	86,989,500	7.3	April & Oct.	1864	112
Treasury Notes of 1863 (legal tender),coupon..	50,000,000	5	" "	1865	....
Treasury Notes of 1861 & 1862 (customs).....	717,141			d'm'd.	....
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's	....
"	70,814,639	5	" "	notice	....
Certificates of Indebtedness..... (coin)	157,003,241	6	" "	1 year	103
" " ..... (currency)		6	" "	1 year	99½

[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	WHEN DUE.	Market Price.
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. R. B'k)....coupon	899,000	6	No int'est	1868	....
" " " (B'k of State).. "	610,000	6	paid for	1868	....
" " " (" ").. "	38,000	5	many y'rs	1868	....
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	129
" " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,004	7	" "	1872	....
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	....
" " " " ..... "		6	" "	'81-'82	105½
" " " " ..... "	1,000,000	6	" "	1883	....
Florida—State bonds.....coupon	143,000	7	.....	.....	....
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	....
" " " (R. R. & B'k).. "	2,073,750	6	" "	'63-'80	60
" " " (R. R.)..... "	525,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	103
" " " bonds ..... "	1,322,085	6	" "	1877	103½
" —Interest stock..... "	737,222	6	" "	1900	105
" —Refunded stock ..... coupon	2,187,000	6	" "	'53-'90	100
" —War bonds..... "	2,000,000	6	" "	1879	101
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1 999,397	6	" "	1870	102
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	85
" " " ..... "	2,058,173	2½	" "	1856	62½
" —State Int. Imp bonds (not adjusted)	391,000	.....	.....	d'm'd	....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	96
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	85½
" " " special stock "	1,216,737	5	" "	.....	....
" " Deferred stock..... "	1,243,000	5	" "	.....	....
" " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868	....
" " " (war loan) ..... "	800,000	17	" "	'81-'82	....
" " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	....
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	....
" " " (domestic)..... "	54,000	7	May & Nov.	1878	....
	65,000	8	July.	1883	....
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	....
" " " ..... "		5	" "	'81-'91	....
" " " ..... "		5	" "	'93-'98	....
" " " (bank)..... "	600,000	5	" "	1891	....
" " " ..... "	67,500	6	" "	'91-'96	101
" " " (war loan) ..... "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	.....	d'm'd	69
" " " (R. R. etc.).... "	3,992,000	6	.....	'67-'70	....
" " " (banks) ..... "	5,398,533	6	.....	.....	....
" " " (war loan)..... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	104
" " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	105
Maryland—State bonds (st'g).....coupon	816,000	5		1865	....
" " " (st'g conv.)... "	200,376	5		1865	....
" " " (st'g)..... "	5,535,555	5		'89-'90	104½
" " " (st'g conv.)... "	2,490,569	5		'89-'90	103
" " " (dollar)..... inscribed	500,000	3		1890	....
" " " (") ..... "	10 ,000	4½	Chiefly	1888	....
" " " (") ..... "	767,560	5	quarterly.	'42-'58	....
" " " (") ..... "	399,408	5		1880	....
" " " (") ..... "	148,711	5		'89-'90	103
" " " (") ..... "	133,689	6		pleas.	....
" " " (") ..... "	3,000,000	6		1870	107
" " " (") ..... "	35,000	5		1885	....
" " " (") ..... "	609,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	5	April & Oct.	'68-'71	....
" " " (T. & G. R. R.)..... "	508,380	6	" "	'88 '90	....
" " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " (" "). "	300,000	5	" "	1893	108½
" " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	....
" " " (N. & W. R. R.) "	400,000	6	" "	1870	....
" " " (Cons. Stat sc.) "	150,000	6	" "	1870	....
" " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	122½
" " " (" ") "	345,000	6	April & Oct.	'85-'74	....
" " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" " " (" ") "	94,000	5	Jan. & July.	1874	....
" " " scrip.....	200,000	6	" "	'54-'55	....
" " "	247,000	6	June & Dec.	'68-'72	....
" " "	55,000	5	" "	'68-'74	....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest: Rate.	Interest: Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120
" " " " " "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	108½
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	112½
" —Back Bay Loan ..... "	168,000	5	" "	1880	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	....
" —War Loan.....(" ") "	567,000	7	" "	1886	103
" —Redemption F'n (" ") "	2,000,000	6	" "	'82-'83	....
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" " " (Indian war). "	100,000	7	" "	1871	....
" " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	'41-'71	....
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	66½
" " " " " "	199,000	6	" "	1903	73½
" " " " " "	100,000	6	April & Oct.	1863	....
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1883	....
" —Renewal Loan of 1863.....	200,000	6	" "	1883	....
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	73
" " " S. W. Branch.. "	4,500,000	6	" "	'87-'89	....
" " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	88
" " " N. Missouri .. "	4,350,000	6	" "	'72-'87	....
" " " Iron Mountain "	3,501,000	6	" "	'73-'89	....
" " " C. & Fulton .. "	650,000	6	" "	'87-'89	....
" " " Platte Co. ..... "	700,000	6	" "	1889	....
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	....
" —State Defense warrants	780,000	.....	.....	.....	....
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	104½
" " —Notes	200,000	6	.....	.....	....
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	631,820	6	" "	'65-'71	....
" " " " (" ").. "	200,000	6	" "	1871	....
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	....
" " " " " Deficiency Loans..	348,107	5	" "	pleas.	....
" " " " " " ...	900,000	5	" "	1875	....
" " " " " " ...	442,961	6	May & Nov.	1883	107
" " " " " " ...	1,189,781	6	Jan. & July	pleas	....
" " " " " " ...	1,800,000	6	" "	'68-'76	116
" " " " " " ...	700,000	7	" "	1870	113
" " " " Comptroller's b'nds	28,698	5	.....	d'm'd	....
" " " " " " ...	11,050	5½	.....	d'm'd.	....
" " " " " " ...	14,230	6	.....	d'm'd.	....
" " " " " " ...	421,000	6	Jan. & July.	'65-'67	....
" " " " Railroad Loans.....	287,700	4½	J., A., J., & O	1864	....
" " " " " "	68,000	5	Feb. & Aug.	1876	....
" " " " " "	25,000	5½	J., A., J., & O	1865	....
" " " " " "	320,000	5½	Jan. & July	1865	....
" " " " " "	100,000	6	" "	1867	....
" —Canal Fund Loans.....	6,922,274	5	" "	62-'7.	105½
" " " " " "	15,889,025	6	" "	64-'7.	115
" " " " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) ....coupon	1,608,905	6	Jan. & July.	1860	100½
" " " " (" ") ..... "	1,015,000	6	" "	1865	94
" " " " (" ") ..... "	370,866	6	" "	1868	....
" " " " (" ") ..... "	2,183,532	6	" "	1870	105
" " " " (" ") ..... "	1,600,000	6	" "	1875	106½
" " " " (" ") ..... "	4,095,309	6	" "	1881	105
" " " " (" ") ..... "	2,400,000	6	" "	1886	106
" " " (domestic debt).....	275,385	6	" "	1863	101
" " " (war loan)..... coupon	299,704	6	" "	1856	....
" " " (" ")..... "	250,969	6	" "	1868	....
" —Irreducible debt (school funds, etc)...	2,920,408	6	Yearly.	.....	....
Oregon—State scrip	55,372	.....	.....	.....	....
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	....
" " " "	10,780,095	5	Jan. & July	due.	98½
" " " "	3,886,070	5	Feb. & Aug.	due.	....
" " " "	3,090,614	5	Mar. & Sept.	due.	106½
" " " "	3,241,898	5	June & Dec.	due.	107½
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	....
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,890	5	" "	1864	....
" " " "	675,029	5	Feb. & Aug.	1864	....
" " " "	1,045,629	5	June & Dec.	1864	....
" " " "	1,558,673	5	Jan. & July.	1865	....
" " " "	2,277,755	5	" "	1868	....
" " " "	1,766,214	5	" "	1870	101
" —State bonds.....coupon	4,860,000	5	Feb. & Aug	1877	103
" " "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	104
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	560,567	5	.....	.....	....
" —Relief Notes in circulation...	97,360	.....	.....	.....	....
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	108
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	105½
South Carolina—State bonds (stg)....coupon	484,444	5	.....	1868	....
" —Inscribed certificates	1,708,017	6	.....	65-'98	....
" —State b'ds (railroads).coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	62½
" " " (interm. impr.) "	2,063,606	5	.....	Var.	45
" " " (railroads)..... "	12,799,000	6	.....	Var.	....
" " " (capitol) ..... "	608,000	5	.....	1890	45
" " " (Hermitage) . "	48,000	6	.....	1890	....
Texas—Had no debt in 1861	.....	.....	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	55-'84	....
" —State bonds (war loan) .....coupon	58,000	6	.....	'62-'65	....
" " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	6	Various.	Var.	....
" " " (railroad)..	18,264,642	6	Jan. & July	83-'92	50
" —State bonds (railroad) .....coupon	12,6 4,500	6	" "	85-'95	....
" " " (sterling)..... "	1,865,000	5	" "	1892	....
West Virginia—No information	.....	.....	.....	.....	....
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct	'67-'68	....
" " " (war) ..... "	200,000	6	Jan. & July	1867	....
" " " (domestic)..... "	100,000	6	" "	1877	....
" " " (" ")... "	1,100,000	6	" "	'75-'85	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,784	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,837	938,641
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,437	104,954	80,296	1,098,464
1862	73,169	93,591	110,985	72,196	81,994	90,625	95,096	128,101	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	167,056	157,332	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,139	92,573	75,457	1,181,003
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,837	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	198,152	202,014	1,999,492
1864	155,034	168,151	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,636	51,340	55,881	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,381	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,100	92,485	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,286
1860	78,170	67,210	86,290	76,032	65,907	55,085	50,286	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,289	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,208	102,130	132,130	140,015	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,378	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,963	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,965	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,952	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	963,859	8,400,334
1863	845,695	829,734	946,041	988,453	838,867	760,868	721,889	678,969	814,528	955,371	1,026,065	1,044,214	10,400,994
1864	984,837	859,949	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,580	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	138,757	173,029	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,778	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,693	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	266,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,064	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,927
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,853	710,225
1864	66,540	77,874	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,815	90,900	44,895	799,841
1861	64,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,164	67,990	1,163,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,585	1,163,784
1863	67,120	76,132	44,925	88,177	106,967	111,260	71,587	69,362	155,417	205,054	138,342	90,000	1,224,...
1864	102,748	115,185	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,253	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	124,688	127,273	196,821	283,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,326	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,961	237,982	188,141	235,512	300,822	371,361	326,650	341,608	2,367,250
1864	250,163	299,890	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,308	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,030	174,001	172,189	216,624	298,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,186	3,165,064
1864	252,435	278,848	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,882	868,985	811,458	780,736	523,047	7,154,622
1861	489,065	420,793	637,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,966,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	966,228	1,092,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,038,496	1,045,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,114	105,475	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,680	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,226,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,743	278,219	2,905,859
1862	192,216	217,161	244,423	258,674	283,996	254,285	368,725	414,707	448,994	463,873	466,857	454,826	4,068,837
1863	356,685	361,834	396,771	429,929	505,517	464,809	451,584	574,496	714,302	815,902	746,955	526,009	6,324,093
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,770	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,605	277,009	261,210	249,419	277,390	397,525	401,299	364,334	370,983	3,745,210
1863	337,350	366,598	461,322	464,387	418,730	383,314	343,003	404,598	467,321	508,146	466,370	473,027	5,069,445
1864	290,676	451,885	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,350	95,969	118,887	129,166	135,616	1,117,603
1863	109,808	110,603	120,310	123,115	113,798	123,779	118,077	130,878	153,470	144,736	143,748	162,921	1,554,743
1864	100,872	147,485	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,513	42,064	64,414	73,670	67,946	67,423	84,870	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,687	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,545	113,578	115,214	158,219	170,380	172,870	147,548	139,529	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	106,754	116,879	120,585	151,052	134,563	96,204	1,424,863
1864	79,735	95,842	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1887	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	804,600	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	98½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	90
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'69-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	109½
" " " 1850	700,000	6	Jan. & July.	"	1880	108½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	110
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	701,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	559,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	109
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '60, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (£ S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	793,200	5	"	"	1868	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	834,455	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	101½
" " $2,600,000	867,000	6	"	"	1889	102½
Consolid. Mort. Loan $5,000,000			"	"		108
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York	'55-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	60
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	123½
" " " inconvertible	3,034,000	8	" "	" "	1883	119
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.		1880	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort a. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	106½
1st Mortgage Pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1852	55
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & O.)		8	Jan. & July.	" "	18	
2d " " (")		8	" "	" "	18	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	94½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	100
2d Mortgage	2,000,000	8	" "	" "	1890	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	200,000	7	" "	" "	1886	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	284,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1890	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1900	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	168,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	104
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	105
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	89
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	459,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	112½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '63)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	108
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	66
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	600,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	" "	1875	103
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	114
2d Mortgage	2,516,500		March & Sept.	" "	1891	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,964					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	113½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	108
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	88
Land Security	3,344,600	7	April & Oct.	" "	1891	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1893	76
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	95
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	145
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	11,432,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	123½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1905	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	
2d Mortgage	364,000	10	" "			110
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1861	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	692,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	250,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	5†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	993,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,000	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov	New York.	1883	105
Long Island:						
State Loan (S. F.)	1,000,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1900	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	478,309	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	228,000		" "	" "	'63-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	100½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,000,000	7			1880	
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	610,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	437,480	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	6	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	
Michigan Southern, conv.	16,000	7	" "	" "	1866	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1868	81
Jackson Branch	81,000	7	" "	" "	1865	83
Goshen Air Line	701,000	7	" "	" "	1868	106
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1888	111
2d General Mortgage	2,656,500	7	" "	" "	1877	107
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				10
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	103
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
1st Mortgage	350,000	7	" "		1883	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oakaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		70
2d Land Grant	700,000			" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	292,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
New Jersey:						
Company's (various)	688,000		Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '67	
1st Mortgage Coupon	2,865,000	8	Jan. & July.	New York.	1888	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	6				
1st Mortgage (S. F.)	566,000	8			1880	
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	107
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July	" "	1864	
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	114
Exchanged Stks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	102½
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	101
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	132½
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	105
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	76
3d Mortgage	6,000,000	7	" "	" "	1883	116
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	121
5th Mortgage	1,791,500	7	June & Dec	" "	1888	124
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	123
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	106
3d Mortgage	980,300	7	Jan. & July	"	1867	100
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct	"	1876	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6			----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---			----	----
2d Mortgage	224,500	---			----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1876	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	103½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1850	101½
2d Mortgage	3,077,000	7†	" "	" "	1861	35½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	100½
Chattel Mortgage	500,000	10	" "	"	1887	130
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	5	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'68-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1926	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	73
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,236,000	7	" "	" "	----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	112½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	112
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	...
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	183,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	110,800	6	Jan. & July.	Philadelphia.	1565	105
Convertible Loan	292,500	6	" "	"	1885	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	6	" "	"	1980	103
" 1849, "	3,084,600	5	April & Oct.	"	1870	108
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	125
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1896	13"
" 1856, "	1,470,000	7	" "	"	1920	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	111
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	108
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	100½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1905	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	55
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1880	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1883	77
2d Mortgage	937,500	7	" "	"	1863	35
3d Mortgage	440,000	7	" "	"	1863	10½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1876	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1860	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	500,000	7	----	----	1860	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,088	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1563	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	105
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	94
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	89½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	91
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----	----	----	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	87
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	24
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '68-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	110
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	1144,500	6	----	----	1908	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenance.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	....	*Alabama and Florida*	1,451,388	*	—	877,963	503,500	106,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	39.2	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	.....	.....	.....	—	....
1 May, '61	165.2	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	606,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	201,269	6	....
1 May, '61	—	—	—	293.5	...	...	....	*North East and South West*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
— — —	—	—	....	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,896	....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	128,918	—	....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,256	73.0	404,297	958,459	595,158	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	136,072	.....	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,456	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y.	& N. H.	4	....
31 Dec. '62	55.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,906	151,731	88,766	5	90
31 Mar. '63	61.3	1.0	63.5	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,764,362	117.4	518,810	1,036,487	454,096	12	121
30 Nov. '62	59.4	7.0	5.6	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	60.4	294,173	353,084	158,927	—	100
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	.....	.....	406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,585	—	....
— — '62	55.0	—	5.0	—	...	...	....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	...	...	....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	205,827	8	118
— — '62	92.6	—	8.7	70.9	...	...	....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	22.7	—	...	...	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	71.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,498	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,186	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102 5	226,241	404 618	212,676	10	77
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.0	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770 425	*	—	2,921,900	396,500	19,91	3,822,913	228.8	.....	.....	388,853	12	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			—	136.0	.....	832 343	484,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	—	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,601	457,794	—	84½
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	144
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	56	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,502	—	85½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,725	*	—	5,603,000	1.467,000	—	7,743,059	228.4	1,030,884	1,529,141	513,100	6	124
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	.....	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '63	121.0	138.4	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506 000	—	10.952,115	341.7	1 484,065	2,201.481	1,279.408	6	119
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,34:	180.0	.....	742,097	377,476	—	95½
31 Dec. '63	454.8	252.5	....	—	116	101	2)	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,3 5,970	708.3	5,010,697	4,571,028	2,118.847	6	138
— — —	—	—	—	81.5	...	...	....	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	148.0	—	....	—	...	...	....	Ohio and Mississippi	4,870,588	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	...	...	....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	ope	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	....	129.0	...	...	....	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	186.0	—	....	—	...	...	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	...	...	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	...	...	....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	.....	.....	3,700,000	6,700,000	—	10,400,000	203.0	.....	1,117,698	558,829	—	70½
								INDIANA.													
— — —	108.0	—	....	—	...	...	....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,008,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	25.0	—	....	73.0	...	...	....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,081	1,219,100	61,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
31 Dec. '58	85.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2.497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
31 Dec. '62	84.0	—	....	—	...	...	....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1 549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
— — '59	64.0	—	....	—	...	...	....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	.....	772,812	661,812	.....	1,538,763	132 0	.....	285,974	104,951	—	100
— — '58	288.0	—	....	—	...	...	....	Louisv., N. Albany & Chicago	6,000.000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
— — '58	74.0	—	....	—	...	...	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74 0	.....	.....	.....	—	....
30 Nov. '62	73.0	—	....	—	18	17	296	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,238,522	73 0	319,251	563,314	361,273	12	125
								IOWA.													
31 Jun. '58	75.5	—	....	201.5	...	...	....	*Burlington and Missouri*	1,514,257	*	—	762,733	665.000	92,663	1,542,768	50 0	.....	.....	.....	—	....
31 Dec. '59	85.0	—	....	—	...	...	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubnque and Sioux City	3,068,599	68,196	—	2,902,427	300,000	222,601	3,179,833	111.0	.....	228.560	122,931	—	....
— — —	—	—	—	138.0	...	...	....	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	54	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	71.2	.....	.....	.....	—	....
— — '62	135.0	95.0	....	312.0	...	...	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	55
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,875,998	111.6	.....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	...	...	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	...	...	....	Lexington and Danville	765,500	.....	.....	694,444	71,000	.....	.....	13 0	oper.by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	}	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	50
30 Jun. '62	65.1	—	....	}				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	45	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,716	9,797,911	268.0		595 258	1,777,985	1,062,165	—	....
— — '59	18.8	—	—	70.2	—	—	—	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	...	...	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	...	...	....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,290	—	3,242,318	566,000	339,297	5,858,320	80.0	180,204	481,922	228,849	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,865,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
1 Aug '60	53.7	—	....	133.2	...	...	....	*Vicksburgh, Shreveport & Texas*	1,662,601	*	—	1,233,015	245,969	108,434	1,710,819	53.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	206,584	757,381	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	807,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jan. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	.....	.....
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,118	91,487	—	.....
31 May, '63	94.7	9.5	.....	—	13	2	231	Maine Central	4,211,578	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	.....
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	78,014	180,497	300,000	75,000	.....	—	—	—	—	—	.....
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	288,197	170,276	6	109
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,765	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	110
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	86½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	104
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,026,338	119.3	630,840	945,980	450,302	8	133
30 Nov. '62	47.0	7.0	32.5	—	25	40	20	Boston and Providence	2,952,000	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	146
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,385,584	83.6	564,117	1,006,130	490,304	8	140
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	64
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	106
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.6	462,168	635,629	315,734	—	104½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,106	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	92.4	342,542	580,580	254,146	6	120
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234.774	40,226	—	219,826	64,100	5,845	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,983	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	.....
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,762	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	.....
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	25
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	364,503	—	3,015,100	350,500	134,068	4,187,740	102.1	388,585	580,150	312,031	6	125
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	137½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,387	39,226	—	259,635	150 000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic	31,409	7	100
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	61,210	134,018	23,376	9	119
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	41
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	150½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,358	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	90
								MICHIGAN													
1 Jun. '62	17.8	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	—	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G. T. June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	—	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukie*	8,270,623	647,696	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	240,598	.....	—	.....
-- --	--	—	.....	—	.....	.....	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- --	--	—	.....	183.0	.....	.....	.....	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,568	2,946,560	1,674,200	8	141½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,621	1,644,259	1,658,252	9,018,200	9,527,078	—	18,645,278	527.0	2,060,637	2,613,831	1,461,276	—	109½
-- --	--	—	.....	89.8	.....	.....	.....	*Port Huron and Milwaukie*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
31 Dec. '62	14.0	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	576,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	79.0	—	—	—	*Red River Valley*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	238.0	—	.....	—	25	22	326	*Mississippi Central*	4,966,022	756,292	—	2,900,961	2,554,732	895,992	6,331,899	236.0	.....	854,342	529,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,402	116,433	—	.....
31 Dec. '59	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,639	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	.....	.....	.....	*Cairo and Fulton*	1,213,497	*	—	800,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Dec. '62	206.8	—	13.2	—	31	24	439	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	410,030	—	34
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	604,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,898	—	.....
31 Dec. '62	82.0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	82.0	.....	.....	.....	—	.....
28 Feb. '63	198.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	198.7	507,040	879,866	227,308	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,853	—	71,517	4,500,000	.....	.....	114.0	96,371	241,487	128,886	—	.....
30 Sep. '62	58.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,351,493	344,168	—	1,971,127	3,501,000	87,361	5,906,277	90.1	252,631	285,259	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar '63	28.1	—	.....	—	—	—	—	Ashuelot	500,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Conn.	River	1,000	—	.....
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,900,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,496	—	.....
30 Nov. '62	53.8	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,066,592	803,700	—	3,049,738	53.6	283,324	298,650	104,643	—	50
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	818,400	*	—	—	—	57,461	367,462	28.1	.....	34,045	10,492	—	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500 000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	63½
30 Nov. '62	49.0	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '63	14.0	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.0	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	625,206	—	—	492,500	—	41,705	525,206	ope	r. by Eas	tern Mass.	—	4	101
31 Jan. '62	20.5	—	1.5	25.8	3	2	27	Great Falls and Conway	455,444	41,857	—	166,748	200,000	86,750	.....	20.5	.....	26,120	12,867	—	.....
31 Mar. '63	20.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,000	25,000	.....	ope	r. by C'd	102,426	74,986	7	115
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	395,568	568,000	—	.....	52.7	.....	34,916	12,396	—	.....
30 Nov. '62	69.2	11.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	229,700	—	.....	82.0	.....	312,171	138,652	4	89½
31 Mar. '62	24.7	—	2.2	—	6	2	80	Sullivan	1,430,750	*	—	600,000	750,000	277,210	.....	24.7	.....	66,040	15,206	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,050,500	175,082	3,261,244	78.0	.....	259,971	112,535	—	.....
31 Dec. '62	63.0	32.5	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,253	*	2,971,030	5,000,000	5,030,187	.....	.....	134.2	.....	3,000,145	1,728,648	10	175
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,387,346	*	—	1,000,533	1,067,376	117,697	2,155,794	60.2	.....	144,386	65,125	—	18
31 Dec. '62	64.0	—	45.0	—	38	29	540	Central of New Jersey	4,915,252	696,542	872,113	3,500,000	2,300,000	238,433	6,322,183	64.0	687,304	1,207,547	774,341	10	125½
31 Dec. '62	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,820,000	*	47,000	1,157,300	500,000	.....	1,756,710	53.0	147,000	276,443	161,650	7	.....
31 Dec. '62	32.5	—	.....	—	.....	.....	.....	New Jersey	3,293,851	397,375	1,397,974	4,397,500	675,000	466,617	6,666,704	32.5	512,340	1,111,067	662,216	10	.....
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	427,297	*	—	156,450	204,200	77,296	437,796	21.2	.....	90,619	29,562	—	200
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	65,000	8	.....
31 Dec. '62	18.0	—	.....	—	—	—	—	Paterson and Ramapo	320,000	*	—	246,000	150,000	476	350,000	ope	r. by Erie	R. R.	36,500	5½	.....
31 Dec. '62	.....	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,206,552	1,250,000	142,995	2,567,163	—	[2 mos.	10,568	.....	—	25
1 May, '63	.....	—	.....	—	.....	.....	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	34.0	—	.....	—	.....	.....	.....	Warren	1,997,750	—	—	1,397,750	600,000	—	1,997,750	34.0	.....	220,000	126,742	6½	119
31 Dec. '62	36.5	—	.....	47.0	—	—	—	West Jersey	821,964	*	—	581,400	212,500	31,342	821,964	—	82,962	90,125	40,228	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending...	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,944,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—	—	—	—	....
30 Sep. '62	11.5	—	3.8	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	—	incl.	in Rens. & Sarat.	—	—	—	....
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	28,568	2,620,940	48.9	140,565	224,413	123,939	—	....
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	oper.	by Tioga.	—	44,100	—	....
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,000	324	236,036	5.4	454,078	52,827	16,231	5	....
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,457	119,225	—	492,650	252,100	62,967	507,217	14.5	503,220	127,842	10,867	—	45
30 Sep. '62	28.3	—	28.9	1.9	—	169	—	Brooklyn City	1,026,370	512,150	—	1,000,000	170,000	10,000	1,532,568	28.3	2,631,216	491,629	118,500	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	23	—	Brooklyn City and Newtown	267,...	*	—	346,000	140,000	5,000	600,000	5.3	275,269	30,944	2,759	—	55
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,126,714	136,647	3,684,852	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	20	24	399	Buffalo and State Line	2,277,358	506,576	149,000	1,977,950	949,000	—	2,926,950	68.0	457,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	26	—	Coney Island and Brooklyn	501,361	*	—	492,800	7,000	2,717	503,517	10.8	112,036	21,457	—	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	574,128	64,257	—	800,000	—	25,000	938,285	6.3	2,458,019	369,985	121,565	12	....
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie	—	30,000	6	....
30 Sep. '62	448.0	19.0	290.0	—	226	101	3,279	Erie	39,965,...	*	—	19,97...,200	19,831,500	480,...	40,25...,...	683.0	4,582,369	7,863,473	2,993,542	—	125½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,748,...	1,563,931	—	3,758,166	9,583,750	288,424	13,42...,640	148.0	1,152,548	2,637,329	1,269,954	—	157
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,587,...	361,312	—	1,852,716	732,482	15,...	2,928,47...	105	220,011	263,467	109,187	2½	46½
30 Sep. '63	297.8	258.1	400.6	—	239	259	4,424	New York Central	27,08...,...	3,6...,977	791,905	24,209,000	13,779,648	284,111	42,85...,...	684.8	5,692,223	1,...,821	1,464,...	7	137½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,74	650,804	—	5,717,100	6,995,061	69,156	11,781,29...	163.0	507,373	1,154,003	456,698	—	140
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,...	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y. Central	60,000	6	....
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,000	—	795,350	22,000	—	875,774	5.0	779,880	89,498	19,429	—	....
30 Sep. '62	118.0	8.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,457	728,524	—	4,577,900	1,494,900	—	6,066,900	121.8	341,704	492,438	176,753	—	2½
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	998,...	116,826	—	396,340	598,500	16,375	815,161	36.1	76,...	140,...	77,...	7	....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	....	276,276	69,845	6½	....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g	3,092,37...	383,...	—	1,499,100	1,923,000	64,292	3,456,3...	186.6	309,922	468,912	230,219	4	106
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,...	—	—	300,000	65,000	—	48,...	incl.	in Rens. & Sar.	—	—	—	....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,...	51.3	111,286	146,227	52,258	—	....
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,510	135,567	—	650,000	450,000	42,500	1,142,500	8.0	....	243,005	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	39	—	Sixth Avenue (New York)	877,691	209,623	—	750,000	25,000	—	1,087,...	4.0	1,891,460	388,...	88,285	10	185
30 Sep. '62	13.0	—	0.1	—	2	6	6	Staten Island	267,100	36,442	—	63,102	193,687	70,919	327,...	13.0	50,277	37,010	....	—	....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,64...	2,654	—	1,200,130	1,640,757	105,570	2,944,457	88.6	229,424	280,871	172,757	—	....
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,092,70...	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	689,...	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,57...	198,937	—	600,911	808,500	271,097	1,...,...	50...	24,...	271,158	184,968	—	....
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	492,...	—	—	325,000	180,000	—	492,500	....	oper. by	Vt. Co.	....	—	....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	50,000	680,...	—	752,601	....	oper. by	the 4	Comp'a.	—	....
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,566	—	—	862,059	34.9	61,314	71,829	6,387	—	....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	....	....	....	Atlantic and North Carolina	2,157,603	*	—	1,545,225	400,000	276,...	2,419,401	94.9	....	103,955	35,672	—	....
-- -- '58	228.0	—	....	—	....	....	....	North Carolina	4,235,...	*	—	4,000,000	—	—	—	228.0	....	—	—	—	....
-- -- '59	97.0	—	....	—	....	....	....	Raleigh and Gaston	1,240,241	*	—	975,500	126,...	—	—	97.0	....	208,917	108,541	—	....
30 Sep. '60	161.5	15.0	....	—	20	18	162	Wilmington and Manchester	2,632,75...	*	—	1,130,...	1,045,000	51,200	2,864,500	171.0	....	469,455	219,688	—	....
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,889,22...	*	—	107,000	1,340,215	791,...	3,114,...	171.0	523,...	477,...	235,201	8	....
15 Mar. '60	81.0	3.0	—	192.8	—	—	—	Western North Carolina	2,000,000	*	—	4,700	290,212	—	70,...	36...	072	—	—	—	....
								OHIO.													
-- -- '58	—	—	....	—	....	....	....	Atlantic and Great Western	615,231	—	—	866,939	—	77,294	—	—	....	—	—	—	....
31 Dec. '62	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,030,...	*	11,000	1,...	1,1...,0...	...,126	3,376,...	118.2	....	541,150	294,320	—	....
1 Aug. '61	137.0	—	....	—	41	39	508	Central Ohio	5,579,50...	922,670	106,13...	1,62...,356	3,673,000	1,126,458	6,810,...	141.0	....	699,...	...,...	—	12
31 Mar. '63	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,934,788	481,093	91,947	2,155,800	1,334,...	—	3,988,193	198.3	....	877,404	464,415	10	125
31 Dec. '60	30.0	—	....	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	52.0	....	—	—	—	....
1 May, '59	131.8	—	....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,922,000	228,...	—	131.8	304,168	190,...	19,180	—	....
31 Dec. '62	135.4	55.8	....	—	29	32	664	Cleveland, Columbus and Cinc.	4,230,777	723,11...	74,0...	5,000,000	510,000	—	6,454,1...	191.2	....	926,...	1,7...,...	1,033,...	20	108
31 Dec. '62	67.0	—	....	18.0	13	6	310	Cleveland and Mahoning	2,5...,162	29...,789	23,...	1,036,0...	1,...,400	128,...	2,917,...	67.0	....	575,...	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	547	Clev., Painesville & Ashtabula	3,462,143	590,344	—	2,...,...	1,500,000	—	—	98.7	454,...7	1,661,...	9...,...	8½	150
30 Nov. '62	101	102.5	....	—	45	30	896	Cleveland and Pittsburg	7,...,...	*	—	3,832,712	4,...,...	94,...	8,251,64...	265.8	....	1,...,317	552,...	—	125
31 May '63	109.3	79.4	....	—	32	40	493	Cleveland and Toledo	6,700,40...	530,727	55,025	3,...,...	2,667,...	—	7,510,...	158.6	....	663,...	1,3...,...	747,...	4	146
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,...	*	—	369,...	875,250	632,486	—	61.5	75,120	98,...	19,...	—	....
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,...,...	*	—	750,...	1,...,...	206,...	—	72.0	144,...	84,...	17,...	—	90
30 Nov. '62	54.6	—	10.4	—	13	11	218	Columbus and Xenia	1,...,...	248,...	541,219	1,490,...	284,...	—	2,07...,...	ope	r. w. Lit.	Miami.	229,...	15	....
31 Mar. '63	144.0	—	7.9	—	18	8	370	Dayton and Michigan	5,...,...	...,...	5,...	2,...,...	2,...,...	810,...	6,509,...	144.0	414,...	...,...	451,...	—	....
31 Aug. '60	36.0	—	....	—	5	3	87	Dayton and Western	999,...	104,...	—	307,...	716,...	80,...	—	36.0	....	62,...	8,...	—	....
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	869,...	*	—	437,...	422,...	—	1,...,...	16.0	40,...	64,...	33,...	—	....
31 Dec. '61	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,741	79,022	62,...	469,762	728,...	152,...	—	45.0	....	128,...	83,412	—	....
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,...,...	—	....	—	—	—	....
31 Oct. '61	32.0	—	....	—	6	5	68	Greenville and Miami	9...,...	*	—	300,...	475,...	75,...	—	47.0	....	69,...	—	—	....
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	17...,...	*	—	11...,...	50,...	3,...	—	13.0	34,...	31,...	10,...	—	....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,...,...	492,...	442,...	2,...,...	1,...,...	—	4,...,...	138.9	846,...	1,...,...	6...,...	15	140
30 Jun. '62	173.8	30.6	18.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,...,...	*	—	10,...,...	3...,...	53,...	11,...,...	226.6	445,...	620,...	299,...	—	....
30 Apr. '62	192.3	—	....	—	49	34	628	Ohio and Mississippi	16,...,...	745,...	*	6,...,...	9,...,...	4,...,...	20,...,...	192.3	....	...,...	119,...	—	1½
31 Aug. '58	117.0	8.0	....	—	17	16	228	Pittsburg, Columbus and Cin.	4,...,...	*	—	1,...,...	2,...,...	466,...	—	126.0	....	—	—	—	....
30 Jun. '62	158.9	62.0	....	—	31	28	422	Sandusky, Dayton and Cinc.	...,...	595,...	232,...	2,...,...	...,...	7,...	5,...,...	216.9	418,...	599,...	116,...	—	....
31 Dec. '62	116.0	9.0	....	—	16	10	257	Sandusky, Mansfield & N'w'k	2,...,...	*	—	...,...	1,...,...	105,...	2,...,...	125.0	214,...	279,...	82,...	—	....
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valley	1,...,...	*	—	475,...	500,...	100,...	—	55.6	70,...	110,...	53,...	—	....
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	...,...	—	—	1...,...	150,...	3,...	346,...	ope	r. by C.,	C. & C.	....	—	....
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pitts.	2,...,...	*	—	1,...,...	1,...,...	200,...	222,...	49.8	....	....	....	—	....
31 Dec. '62	242.4	—	....	—	42	16	736	Toledo & Wabash (6 months)	8,...,...	*	14,...	2,...,...	6,...,...	19,...	8,...,...	280.0	1,...,...	1,...,...	950,...	—	65
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Allegheny Valley	...,...	...,...	...,...	...,...	...,...	378,...	59,...	45.0	....	106,...	55,...	—	1
31 Oct. '62	30.0	—	....	—	—	—	—	Atlantic and Great Western	5,...,...	—	—	2,...,...	2,...,...	—	—	1,...,...	....	—	—	—	....
31 Oct. '62	24.5	—	23.5	—	14	3	1,...	Beaver Meadow	1,...,...	317,...	—	1,...,...	—	—	1,...,...	24.5	101,...	295,...	210,...	9	90
30 Sep. '62	46.0	—	4.2	—	14	12	27...	Catawissa	2,...,...	*	—	5,...,...	2...,...	115,...	3,...,...	116.6	548,...	275,...	....	—	5½
31 Oct. '62	42.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,...,...	*	—	...,...	2...,...	—	2,...,...	42.0	....	1...,...	105,...	7	....
31 Oct. '62	110.7	2.8	42.6	—	71	29	4,539	Del., Lackawanna and West'n	...,...	*	—	5,...,...	4,...,...	637,...	10,...,...	202.0	1,...,...	1,...,...	75,...	6	225
31 Oct. '62	35.5	1.1	3.2	—	7	4	67	East Pennsylvania	...,...	106,...	—	...,...	...,...	27,...	1,...,...	36.9	120,...	72,...	36,...	—	....
31 Oct. '62	78.0	—	8.5	—	16	11	792	Elmira and Williamsport	2,...,...	*	—	1,...,...	1,...,...	42,...	2,...,...	78.0	257,...	347,...	127,...	—	78
31 Oct. '62	13.6	—	4.5	—	—	—	—	Erie and Northeast	...,...	*	—	...,...	...,...	—	1,...,...	—	126,...	70,...	10,...	10	....
31 Oct. '62	30.9	13.6	17.9	—	—	—	—	Harrisburg and Lancaster	1,...,...	*	—	1,...,...	700,...	—	1,...,...	56.5	oper. by	Penn.	R.R. Co.	7	74
31 Oct. '62	35.5	—	1.2	44.2	3	3	10	Hempfield	1,...,...	41,...	—	1,...,...	...,...	140,...	...,...	35.5	...,...	50,...	1...,...	—	....
31 Oct. '62	31.3	18.2	2.5	—	11	1	136	Hazleton and Broad Top	1,...,...	*	—	570,...	1,...,...	260,...	...,...	49.5	...,...	198,...	106,...	—	244
31 Oct. '62	80.0	—	14.5	—	12	7	467	Lackawanna and Bloomsburg	2...,...	*	—	710,...	1,...,...	348,...	...,...	80.0	282,...	397,...	189,...	—	....
31 Oct. '62	80.0	30.0	13.5	—	22	8	966	Lehigh Valley	...,...	454,...	—	2,...,...	...,...	...,...	...,...	78.6	347,...	921,...	488,...	8	50
31 Oct. '62	28.2	5.5	8.6	—	10	—	61	Little Schuylkill	1,...,...	*	—	2,...,...	...,...	...,...	1,...,...	32.8	62,...	132,...	48,...	—	50½
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	...,...	*	—	...,...	...,...	—	...,...	—	....	44,...	15,...	9	95
30 Nov. '62	66.4	13.2	8.5	—	18	2	377	North Pennsylvania	...,...	466,...	—	2,...,...	2,...,...	291,...	4,...,...	48.0	240,...	314,...	157,...	—	100
1 Dec. '62	258.6	54.8	114.6	—	35	15...	...,...	Pennsylvania	15,...,...	2,...,...	—	14,...,...	7,...,...	—	8,...,...	314.4	....	10,...,...	3,...,...	8	73
31 Oct. '62	17.0	7.0	42.0	17.0	18	43	214	Phila., Germantown & Norristown	1,...,...	...,...	—	1,...,...	457,...	—	...,...	17.0	229,...	287,...	129,...	6	90
31 Oct. '62	120.0	—	10.5	98.0	15	1	296	Phila. and Columbia, Erie	12...,...	*	—	4,...,...	4,...,...	187,...	...,...	120.0	....	2...,...	1...,...	—	50
30 Nov. '62	147.6	5.5	157.8	—	162	67	2,...	Philadelphia and Reading	21,...,...	...,...	67,...	11,...,...	12,...,...	10,...	34,...	3...,...	1,...,...	3,...,...	1,...,...	2	65
31 Oct. '62	35.0	—	6.5	40.0	2	2	12	Phila. and Baltimore Central	860,...	21,...	—	2...,...	8...,...	7...,...	5...,...	35.0	...,...	1...,...	8...,...	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Laterals and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	206,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	26.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	----------	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	----------	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	189,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	278,014	180,497	300,000	75,000	----------	—	—	—	—	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	----------	283,197	170,276	6	109
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	----------	----------	37.0	----------	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	—	—	—	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	----------	26,386	----------	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,241,011	286.8	----------	3,922,203	2,306,788	6	110
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,241	—	46½
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	----------	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	356,565	421,969	136,191	6¾	104
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	125
30 Nov. '62	47.0	7.0	32.5	—	25	40	20	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,862	8	140
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,235,584	83.6	564,117	1,006,130	490,204	8	140
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,054	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	64
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	108
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.0	452,168	635,629	315,784	—	104½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,760	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	90.4	342,542	580,580	254,146	8	120
30 Nov. '62	14.0	—	2.8	—	4	4	86	Fitchburg and Worcester	254,774	40,226	—	219,826	64,100	5,846	289,772	20.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,983	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	----------	21,780	21,780	6	—
30 Nov. '62	14.6	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	30.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	----	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,654	44,589	9,653	—	25
30 Nov. '62	79.5	7.8	20.5	—	24	64	435	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,068	4,187,740	102.1	888,585	580,150	312,031	6	125
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,096	282,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	137½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150 000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatonic.	31,409	7	100
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	289,740	11.7	51,210	134,018	23,376	9	119
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945.470	ope	r. by T.	and B.	----------	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,616,900	77.3	112,242	216,065	115.241	—	41
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	150½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	90
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	----------	----------	----------	----------	----------	—	—
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----------	9,008,369	188.0	----------	340,898	----------	—	—
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-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
31 May, '63	284.5	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	141½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,618,824	1,644,259	1,658,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	103½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----------	1,550,000	----------	----------	----------	----------	----------	----------	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----------	----------	----------	----------	575,000	----------	----------	----------	----------	----------	----------	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----------	----------	----------	----------	600,000	----------	----------	----------	----------	----------	----------	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----------	----------	----------	----------	500,000	----------	----------	----------	----------	----------	----------	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----------	884,342	328,092	—	-----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----------	176,462	116,433	—	-----
31 Dec. '58	53.2	—	—	80.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	53.2	----------	250,047	121,659	—	-----
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	----	----	-----	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	----------	----------	37.0	----------	----------	----------	—	—
31 Dec. '63	206.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	----------	----------	206.8	579,324	1,017,567	450,026	—	54
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,963	—	2,459,207	4,350,000	----------	----------	168.8	----------	444,460	182,895	—	-----
31 Dec. '62	52.0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	----------	----------	52.0	----------	----------	----------	—	-----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	-----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	----------	----------	114.0	98,371	241,482	128,886	—	-----
30 Sep. '62	86.5	1.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,236	65,259	—	-----
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	-----
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,636	93.5	----------	247,279	124,406	—	-----
30 Nov. '62	53.5	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	53.6	263,324	298,658	104,643	—	50
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	----------	—	57,461	867,462	28.1	----------	34,045	10,492	—	-----
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	----------	243,651	112,327	7	63½
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	----------	15,756	4,186	—	-----
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	101
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	----------	20.5	----------	26,120	12,857	—	-----
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	----------	ope	r. by C'd	162,428	74,886	7	118
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	----------	52.7	----------	84,916	12,395	—	-----
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	----------	82.0	----------	312,171	128,652	4	80½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,430,730	*	—	500,000	750,000	277,210	----------	24.7	----------	68,040	15,366	—	-----
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	----------	259,921	113,633	—	-----
31 Dec. '62	65.9	32.2	.....	8.0	—	—	—	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	----------	124.2	----------	3,040,148	1,728,648	10	176
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	----------	144,386	65,128	—	18
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	136½
31 Dec. '62	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,900	340,000	----------	1,756,710	53.0	147,000	226,448	101,520	7	-----
31 Dec. '62	53.5	—	.....	—	—	—	—	New Jersey	8,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,666,704	53.8	512,349	1,111,067	552,124	10	-----
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	----------	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Erie	R. R.	33,400	8	-----
31 Dec '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Erie	R. R.	20,500	5½	-----
31 Dec '62	----	—	.....	—	—	—	—	Raritan and Delaware Bay	2 450,417	*	—	1,200,553	1,250,000	142,608	2,597,161	—	[2 mos.	10,588	----------	—	25
1 May, '62	.....	—	.....	—	—	—	—	South Branch	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
31 Dec, '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907.750	24.0	----------	239,889	124,742	6½	110
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,948	90,122	46,528	—	-----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock	Property and Assets. Invested in foreign works.	Liabilities. Share Capital.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Profit and Loss, and all other Items.	Road completed, incl. road leased.	Mileage run during the year.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	P c	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,944,914	6,367	—	891,575	200,000	5,500	1,100,075	—	—	—	—	—	—
30 Sep. '62	11.5	—	3.8	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Ha	ns. & P	—	—	—
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,247	85,207	—	685,472	1,607,500	28,500	2,250,000	488	140.55	234,411	125,000	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	468,217	oper.	by Tioga.	—	44,100	—	—
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,921	71,515	—	200,000	27,500	324	236,436	5.4	65,073	52,837	18,200	8	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	375,357	119,225	—	492,050	252,100	62,307	807,457	14.5	96.30	127,845	10,967	—	45
30 Sep. '62	28.3	—	28.9	1.9	—	168	—	Brooklyn City	1,021,237	312,136	—	1,000,000	170,000	10,000	1,180,000	28.3	2,861.16	491,629	118,000	8	90
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,028	*	—	346,000	146,000	5,000	496,000	5.2	27,300	60,044	—	—	55
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,561	—	160,677	850,000	2,428,714	136,547	3,415,261	179.0	4,000.00	1,275,480	—	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,338	506,576	149,000	1,977,950	949,000	—	2,926,950	88.6	467.22	97,921	69,300	11	101
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,503	*	—	486,500	7,000	2,717	496,217	10.8	1,036	21,467	—	—	60
30 Sep. '62	6.3	—	6.3	2.7	—	3	—	Eighth Avenue (New York)	874,128	64,257	—	500,000	—	—	445,619	—	365.02	170,643	12	—	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	600,000	—	—	600,000	—	—	600,000	—	—	—	—	—	8
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,392	*	—	19,975,300	19,841,500	450,000	40,266,800	446.0	4,000.00	2,966,441	—	—	124
30 Sep. '62	144.0	4.0	115.1	—	65	117	898	Hudson River	10,749,363	1,563,931	—	5,000,000	8,000,000	268,424	13,268,424	148.0	1,152.54	1,027,827	280,864	—	157
30 Sep. '62	90.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	772,400	15,000	2,928,116	90.11	225.41	253,467	109,157	2	40
30 Sep. '62	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,082,901	5,646,077	791,965	24,209,000	13,779,648	284,111	42,272,759	664.8	5,000.00	4,064,940	1,777,000	7	137
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,749	660,304	—	5,717,100	5,995,061	69,136	11,781,297	163.0	867,375	1,184,062	484,000	—	149
30 Sep. '62	99.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl	in N.Y.	Central	60,000	6	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,000	—	795,300	22,000	—	875,774	5.0	—	—	14,425	—	—
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,324	—	4,571,800	1,494,000	—	6,066,800	121.8	341.00	492,4	175,351	—	21
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	998,800	116,626	—	396,340	208,500	16,376	815,161	35.1	77,025	140,000	77,501	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,025	27.5	—	270,376	96,045	8	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,577	365,000	—	1,498,100	1,923,000	64,292	3,486,392	189.0	2,000.00	296,922	455,412	2	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,884	—	—	300,000	65,000	—	365,000	incl	in Utica & Sar.	—	—	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,8	77,595	—	500,000	370,000	6,537	882,537	51.3	111,26	144,257	92,234	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	999,819	135,557	—	650,000	450,000	42,500	1,142,500	8.0	—	242,085	51,429	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,087,317	4.0	1,941.66	548,633	300,000	10	185
30 Sep. '62	13.0	—	0.3	—	2	6	6	Staten Island	267,100	36,445	—	65,102	195,687	70,919	327,708	13.0	50,277	37,010	—	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,054	—	1,200,150	1,640,757	105,570	2,944,457	88.6	228,424	290,871	172,787	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,662,708	104,321	—	1,170,000	400,000	—	1,757,629	8.0	2,000.00	580,736	62,678	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,987	—	600,911	908,500	271,097	1,780,508	50.0	92	371,150	124,969	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	492,500	—	oper. by	Vt. Co.	—	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,901	—	—	80,000	680,000	—	752,901	—	oper. by	the 4 Comps.	—	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,500	—	—	860,089	34.9	61,244	71,895	6,387	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,872	2,419,401	94.9	—	196,1	55,672	—	—
— — '58	228.0	—	—	—	—	—	—	North Carolina	4,000,000	*	—	4,000,000	—	—	4,000,000	—	—	—	—	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	975,300	126,200	—	97.0	—	—	296,917	108,847	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,75	*	25,000	1,150,470	1,045,000	51,200	2,264,500	171.0	—	469,458	219,689	—	—
30 Sep. '59	161.9	—	—	—	22	32	144	Wilmington and Weldon	2,869,225	*	107,000	1,240,213	791,06	102,291	3,114,95	171.0	325,000	477,554	220,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,800	365,972	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	616,231	—	—	866,930	—	77,294	—	—	—	—	—	—	—
31 Dec. '62	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,684	*	11,000	1,859,813	1,169,0	1,126	3,376,5	118.2	—	541,150	234,220	—	—
1 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,676	106,133	1,628,256	3,673,000	1,126,458	6,810,458	141.0	—	966,716	339,361	—	12
31 Mar. '63	60.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,936,788	481,088	91,947	2,155,800	1,334,000	—	3,988,186	198.3	—	577,404	464,415	10	126
31 Dec. '60	30.0	—	—	69.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	120	—	—	—	—	—
1 May, '59	131.8	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,632,000	228,97	—	131.8	246,168	190,245	19,180	—	—
31 Dec. '62	135.4	55.8	—	—	29	32	654	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	8,454,1	191.2	926,0	1,744,91	1,0	20	168
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,583,182	295,789	23,340	1,096,035	1,762,400	128,857	2,917,292	67.0	248,58	370,206	226,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	54	Clev., Painesville & Ashtabula	3,152,143	590,344	—	3,300,000	1,500,000	—	—	98.7	484,0	1,661,62	9	20	140
30 Nov. '62	101	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,000	*	—	3,832,712	4,324,000	94,329	8,251,64	203.6	—	1,436,917	662,900	—	125
31 May '63	109.2	79.4	—	—	32	40	498	Cleveland and Toledo	6,700,49	530,727	56,025	3,526,800	3,607,59	—	7,610,55	188.6	660,71	1,201,87	747,602	6	146
31 Dec. '58	61.4	—	—	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	869,073	575,250	632,486	—	61.5	75,130	68,128	16,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	103	Columbus and Indianapolis	2,055,000	*	—	750,000	1,000,000	205,000	—	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	51.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,286	246,565	541,249	1,490,800	282,900	—	2,076,402	oper.	w. I.R.	Miami.	229,883	15	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	389,556	5,500	2,452,217	2,804,180	810,414	6,509,320	144.0	414,770	1,63	461,640	—	—
31 Aug. '60	36.6	—	—	—	5	3	87	Dayton and Western	999,175	104,912	—	307,246	716,000	80,245	—	36.6	—	62,025	3,565	—	—
31 Aug. '58	18.0	—	—	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	1,104,086	16.0	40,064	64,000	33,000	—	—
31 Dec. '61	45.0	—	—	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	—	45.0	—	128,170	33,412	—	—
— — '59	84.0	—	—	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	1,358,867	—	—	—	—	—	—
31 Oct. '61	52.0	—	—	—	6	5	68	Greenville and Miami	888,000	*	—	800,000	473,000	75,000	—	47.0	—	69,282	—	—	—
30 Nov. '58	18.0	—	—	34.0	1	2	50	Iron	172,580	*	—	118,865	50,000	3,965	—	13.0	24,000	31,12	10,466	—	—
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,644,158	492,979	442,283	2,981,267	1,491,000	—	4,879,80	138.0	846,882	1,652,488	889,649	11	140
30 Jun. '63	173.8	30.0	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,056	11,104,820	226.6	446,157	620,025	249,630	—	—
30 Apr. '62	192.3	—	—	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,843,042	20,549,420	192.3	—	820,932	119,032	—	14
31 Aug. '58	117.0	8.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '63	153.9	52.0	—	—	31	28	422	Sandusky, Dayton and Cinc.	3,986,508	595,400	232,179	2,097,090	2,488,825	7,800	5,401,688	276.9	418,325	599,886	115,290	—	—
31 Dec. '62	116.0	9.0	—	—	10	10	237	Sandusky, Mansfield & Newk	2,309,419	*	—	848,770	1,313,800	105,310	2,806,237	125.0	214,404	239,205	82,988	—	—
30 Nov. '58	55.0	—	—	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,160	—	—
31 Aug. '58	19.5	—	—	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	oper.	by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	—	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
31 Dec. '62	242.4	—	—	—	42	18	753	Toledo & Wabash (16 months)	8,547,165	*	14,039	2,333,550	6,211,618	198,586	8,785,375	250.0	1,614,532	1,938,202	950,462	—	65
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	—	—	—	—	378,455	58,811	—	45.0	—	106,926	55,029	—	1
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,00	*	—	2,000,000	3,500,00	—	5,500,000	88.0	—	—	—	—	—
31 Oct. '62	21.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,516,166	1,500	—	1,817,6	24.5	191,845	365,395	210,817	9	90
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	116,752	3,749,752	146.0	519,045	275,886	—	—	38
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56,545	1,384,456	74.5	—	248,560	108,427	8	—
31 Oct. '62	110.7	2.8	43.6	—	71	20	4,539	Del., Lackawanna and West'n	9,249,385	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,506,362	753,466	6	225
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,382	98,654	—	—
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,042,607	78.0	227,088	347,823	135,499	—	38
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	222,530	33,826	10	—
31 Oct. '62	56.5	13.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,560	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	74
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	560,000	100,000	2,469,565	32.3	28,476	39,190	5,079	—	—
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,080	289,153	2,026,144	50.5	150,984	196,0	104,134	—	244
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	206,000	2,662,833	80.0	242,400	307,280	169,066	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,827,386	76.0	367,280	822,927	460,516	8	90
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	980,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	50
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252,265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,91	174,436	84	65
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,385,476	406,187	—	3,147,350	3,108,300	287,000	6,447,780	66.4	263,334	597,10	218,960	—	264
31 Dec. '62	355.6	55.8	318.0	—	253	157	8,877	Pennsylvania	19,506,347	3,582,304	—	13,274,100	9,527,40	—	3,824,213	414	—	10,304,791	4,875,215	9	75
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,000	437,900	—	1,862,498	24.0	229,688	262,338	129,742	6	60
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,450	6,882,00	187,730	12,124,857	15.10	218,674	413,472	80,909	—	38
30 Nov. '62	147.4	5.5	187.8	—	148	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	2,068,16	3,97,880	2,026,778	—	60
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,451	27,619	—	21[illegible]	57[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8,218	7,416	20,161	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterick (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—				Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	87	110	630	Phila., Wilmington and Balt.	6,979,924	744,425	341,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	74½
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	12
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,795	—	131
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,289,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading.	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	159,534	99,000	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	297,700	415,300	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,917	8,500	—	----------	13.6	23,964	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,616	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	283,263	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,640	2,919,554	164.5	----------	341,190	125,871	----	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	----------	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	108.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	—	—	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	50.6	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	*	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	----	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	67,960	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.6	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275 000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,588	—	----
— — '59	25.0	—	----	110 0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	756 0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----------	----------	90.7	99,639	208,867	----------	—	52½
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	668,019	6,279,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,877	713,418	191,466	—	1½
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	----------	1,378,500	ope	r. by Vt.	Central	----------	4	124
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,999,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,166	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	11
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 905	6,753,655	143.2	224,014	560,904	282,328	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	146,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,064	163,753	79,585	6	80
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	21.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	259,126	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,586	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,830,073	*	21,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	—	—	—	Milwaukee and Horicon	1,101,200	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	354.4	----------	1,163,734	414,741	—	74½
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	—	8	11	275	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,328	5,602,471	142.0	364,331	344,769	83,339	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----------	----------	----------	operated	by	Fox Riv	er Val.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,796	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,863,376	49.0	----------	242,798	117,842	—	15
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
0 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	95.0	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.6	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.6	160,421	107,640	20,005	—	----
1 July,'61	80.0	—	----	----	—	—	----	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,799,232	80 0	----------	132,555	35,070	—	----
								NOVA SCOTIA.													
Dec. '62	61.6	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,161	—	----
								NEW GRANADA.													
Dec. '62	48.7	—	—	—	11	22	120	Panama	5,000,000	*	615,658	5,000,000	3,375,000	—	10,762,723	48.7	—	1,743,294	1,013,444	12	240

New York Stock Exchange.

Actual Sale Prices for the week ending March 16.

	Th 10.	F.11.	Sat.12	M 14	Tu.15.	W.16.
American Coal Co.	102	115	----	108½	110	109
Buffalo, N. Y. & E., 1M.	----	----	----	109	----	----
California 7s	----	131	129½	129	----	----
Canton Co.	63	64	61	61½	65	65
Central Am. Transit	48	48	49	48½	50	54½
Chicago & Alton	----	88	87	88	89	88½
" " pref.	97	----	94½	96	97½	----
" " 1 M.	105½	----	----	----	----	100½
" " Inc. b'ds.	----	----	----	----	----	----
Chicago, Burl. & Q.	143½	143	142	141	143½	144
" " 8 p.c.	----	----	----	123½	----	----
Chic. & Northwest'n	64	65	63½	63	64	63½
" " pref.	77½	80	81	78	80½	81
" " 1st M.	94	----	----	94	94	94½
" " 2d M.	91	----	95	94	95	96
" " S. F.	----	----	----	----	105	----
" " A. B.	----	----	----	----	----	----
" " I. B.	100	100	----	----	----	----
Chicago & Rock Isl.	124½	125½	124½	123½	125	124
" " 1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	164	----	166	168
Clev. and Pittsburg	120	117½	119½	119½	124	125
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	89	----
Clev. and Toledo	146½	147½	146½	146	146½	146
" " S.F. 7 p.c.	----	----	----	112½	----	----
Cumberland Coal, pref.	86	87	84	81	83½	84½
Del. & Hudson Canal	220½	220	222	220	218	----
Del., Lack. & West.	----	----	229	----	----	225
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	121½	12½	126½	124½	124	128⅜
" pref.	109	109½	110	109½	109½	109
" 1 M. 7 p.c. '67.	100	----	----	----	109	----
" 2 M. 7 p.c. '79.	----	----	----	----	----	----
" 3 M. 7 p.c. '83.	113½	----	114	115½	115	----
" 4 M. 7 p.c. '80.	121½	123½	124½	----	125	----
" 5 M. 7 p.c. '88.	----	----	124	----	----	----
Galena and Chicago	119	119½	118½	118½	119½	119
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Joseph.	30	----	----	----	34	----
" " pref.	60	60	62	60	----	----
" " bonds.	98	100	----	101	----	----
Hudson River	151	152	151	150	154	157
" scrip.	----	----	----	----	----	----
" 1M. 7 p.c. '69.	----	----	----	----	----	----
" 2M. S.F.	----	----	117	116	----	----
" 3M. 7 p.c. '75	----	----	145	145	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	130½	136	137½	136⅜	137	138
" full stock	130	----	129	128½	----	----
" Can. bd. sc.	----	----	----	122½	----	----
" bonds	123½	----	----	----	124	----
Marietta & Cin. 1st pref.	81	83	82½	80	80	81
" " 2d "	64	64	63	----	63	----
Mariposa Mining Co.	40	45	41	38	41	41
Michigan Central	143	142⅜	142½	140	142½	141⅜
" S F. 8p.c. '82	132½	----	----	----	130	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	102	102⅜	104½	103⅜	110	108⅜
" " guar'd.	144	----	148	148	----	148
" " 1M. S.F.	111	----	----	----	----	----
" " 2 M.	----	----	----	----	----	107
Mil. and P. du Chien	72½	73	72	73	74⅜	74½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	84	----	----	85	85	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	80	83	----
Miss. & Mo.	52	54	57	56	55	55
" L. G. bonds.	70	70	----	70	----	----
Missouri 6s	72½	73	75	73	----	73½
" iss. to H. & St. J. R.	----	----	----	----	----	88
" " Pacific	74	73½	73½	72	----	73
New York Central	137½	137½	136⅝	136½	136⅜	137½
" " 7s, 1859	----	----	----	----	----	----
" " 7s, S.F. '76.	----	----	----	----	----	----
" " 7s, conv. '76.	----	----	----	----	----	----
" " 6s, S.F. '83.	----	----	----	----	----	----
N. York & Harlem	148	149½	147½	150	149	149
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Norwich & Worcester	----	----	----	----	100	----
Ohio & Miss. cer.	50	49	49½	47½	49	49
Pacific Mail S.S. Co.	238	232	232	228	232	232
Panama	----	----	----	----	240	----
Penn'a Coal Co.	203	----	205	200	200	201
Phila. and Reading	140	139½	139½	138½	138⅜	137½
Pitts. Ft. W. & Chicago	128	129½	127½	128	129	131
" " 1M.	----	111	111	----	----	----
" " 2M.	108	108	----	----	108	----
" " 3M.	----	----	96	----	95	100½
Quicksilver Mining Co.	63	65	64⅜	62	64	64
St. L., Alton & T. H.	80	81	79	77	79	79⅜
" " pref.	92	----	92	95	96	96
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	94	----	----	----	----	----
" " Inc. b'ds.	89½	----	----	----	89½	----
Tennessee 6s, 1890	----	----	62½	----	62½	----
Toledo & Wabash	65½	68½	62	63	64	65
" " Pref.	78	----	79	----	----	81
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	104	----	104	----	104	----
" " 2M.	91	----	90½	----	91	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	49	50	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending March 16.

	Th.10.	F.11	Sat.12.	M.14.	Tu.15.	W.16.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	100	----	----	----	----	----
U. S. 5s, 1874, coup.	100	----	----	----	----	----
U. S. 5s, 1885, coup.	----	----	----	----	----	141
U. S. 6s, 1881, reg.	112½	113	----	112½	112	----
U. S. 6s, 1881, con.	113½	110	112½	----	110½	112½
U. S. 6s, '81, O. W. Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " Ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	105	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " " new	99½	99½	99⅝	99½	99½	99½
U. S. 6s, 5-20s, coupon	110½	110½	109½	108⅜	108⅜	108⅜
U. S. 6s, " reg.	----	----	----	----	109	109½
7.30 Notes, Feb. & Aug.	----	----	----	----	111	----
" " Apl & Oct.	112½	----	112	111	111½	112
American Gold	164½	164½	161½	160½	162½	161½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 15.

	W. 9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Beaver Meadow	78	----	----	80	----	----
Cattawissa	29½	----	29	29	28½	----
" preferred	44½	43½	43½	43	----	----
Camden & Amboy	174	175	----	176	176	----
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	103⅜	----	----	106½
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	----	----	----	----
" " 6s, '89.	----	----	----	102½	----	----
Ches. & Del. Canal 6s '86	100	----	----	----	----	----
Del. Div. Canal	45	46	46½	46½	46	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	110
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	60½	----	73	----	----	----
" " 6s	----	----	----	----	----	----
" " scrip	----	----	----	68	68	68½
Lehigh Valley R. R.	----	----	90	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	51	51	51	----	50	----
" " 7s	----	----	----	----	----	----
Long Island	47	----	----	----	----	46½
" " 6s	----	----	101	----	----	----
Minehill	----	----	64½	----	65	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	37½	37½	36½	36½	36	36½
" " 6s, 100	99½	99½	100½	----	----	----
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	75½	77½	77½	----	76½	75
" 1st m.	----	----	----	----	----	----
" 2d m.	111½	112	----	----	----	----
Penn. State, 5s	98	99½	99½	99	----	98½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	103½	103⅜	104½	104	104½
" " new	----	----	108½	----	108⅜	----
Philad., Germ. & Nor.	----	----	60	----	----	----
Phila. & Reading	71½	70	70	70½	69½	69
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	108	----	----	----	----	----
Philadelphia & Erie	39	39	38½	----	37½	38
" " 6s	----	----	----	----	107½	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	37½	37½	----	36⅜	35	35½
" " pref.	47	46	46	45½	42½	45½
" " 6s '82	----	----	97½	98	97½	97
" " 6s '70	----	----	----	----	----	----
" " 6s '72	102	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	30	29½	29½	29½	29½	29½
" " 6s '78	70½	----	----	70	----	70½
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	7	7½	7½	7½	7½
" " 6s '83	32	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
Arch street, (Horse)	----	37½	----	----	38½	----
Chestnut & Wal. "	----	----	----	62	62	----
Green & Coates, "	----	43	----	----	43½	44
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	80	----	80	80½	80
Spruce & Pine, "	----	----	15	15½	15½	15

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 15.

	W. 9.	Th 10.	F.11.	Sat.12	M 14.	Tu.15
Baltimore City 6s, 1875	108½	109	109	109	----	109
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	109	----	----	----	----	108
Balt. and Ohio	109	----	109⅜	110	110	110
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	110
" " " '80.	108½	----	----	----	----	----
" " " '85.	----	----	----	----	----	----
Northern Central	47	----	45½	----	46	46½
" " b'ds, '85.	103	102⅞	103	103	103½	103½
" " " 90.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending March 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	132	----	----	----	----	133
Boston and Providence	140	----	----	----	----	----
Boston and Worcest.	140	----	----	----	----	----
Cheshire, pref.	----	40½	----	50	50	50
Concord	----	63½	----	----	----	----
Connecticut River	106	----	----	----	----	----
Eastern, Mass.	106	105	105	----	105	104½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	119	120	----	----	----	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	80	80½
Old Colony and Fall R.	----	125	125	125	125	125
Ph., Wil. & Baltimore	73	73	73½	----	73½	74½
Portl'd, Saco & Ports.	100	----	100	----	----	----
Vermont & Canada	124	----	----	----	----	----
Vermont & Mass.	40½	40½	41	----	----	----
Western	150½	150½	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	126	----	120½	----	127	127½
Metropolitan "	66	----	----	66½	66½	66½
Middlesex "	100	----	----	----	----	90
Central Mining Co.	----	----	----	----	----	----
Franklin "	52	----	53	53	53	----
Isle Royale "	28½	----	26½	27	----	27
National "	----	----	----	----	----	----
Minnesota "	82	----	85	85	----	----
Pewabic "	60	----	----	----	59	----
Pittsburg "	----	----	88	88	----	----
Quincy "	----	----	93	----	94	95
Rockland "	17½	----	18½	19	18½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 2d of March:

Maryland 5s	69	to	71
United States 6s, 1881	64	"	66
Do. 5s, 1874	58	"	60
Virginia State 5s	45	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., Pennsylvania do. do.	80	"	82
Erie shares, $100 (all paid)	68	"	70
Do., 7s, preference	60	"	65
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	65	"	70
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	83	"	86
Illinois Central 7s, 1875	69	"	71
Do. do. $100 shares, $90 paid, dis.	17	"	15
Do. do. $100 shares, all paid	73	"	76
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	65	"	68
Do. do. S. F. 1st mort., do., '82, x. c	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	65	"	70
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	62	"	64
Do. do. 7s, 1864	65	"	68
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	75	"	80
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	41	"	44
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, March 19, 1864.

Stock Exchange and Money Market.

The great plentifulness of money while it secures to the Government an absolute success for all the loans it may have to put upon the market, gives an impulse to speculation which nothing can overcome. A very large class of persons, who in years past have found themselves restricted by narrow circumstances and by the want of means, or have been simply impatient under the customary slowness of regular business by which, however, the largest and the stablest fortunes are most certainly obtained, have seized the golden opportunity of the hour to take all risks, to venture at every opportunity, or as the Scotch proverb states it, "to make a spoon or spoil a horn." In many, very many cases, a few hundred dollars fortunately invested have rapidly increased to thousands, in other cases small stocks of merchandize on hand have rapidly appreciated han-

dreds of per cent; in a rising market; all sellers are gainers for the time. It is not surprising then that in this city, where we have so large a population, so much wealth, so many foreign houses with capital and home credits, where exchange for every mart in the Union is regulated, and where keen and hopeful adventurers flock from all parts of the world, we should see the Money Market and Stock Exchange in a state of feverish excitement, particularly where the variety of operations is so great, and the extent of the currency which floats here, is counted by hundreds of millions of dollars. We have not yet quite reached the fury which marked the time of the Mississippi and South Sea bubbles, and it is to be hoped we never shall. But as it is, we have to fear that when paper and gold once more are convertible terms, or rather when our currency is again redeemable in specie, the parties holding much of the property for which they are paying such enormous premiums, will find themselves left in the lurch and in a very precarious position. It is the part of real prudence then not to be tempted into the purchase of any property whatever, which will not realize beyond all question the annual regular interest, and the principal, in the final and universal standard. We think it our duty to express our opinions frankly on this subject, while at the same time we adhere to those frequently expressed, that the country itself is rich and strong, full of resources and energy, rapidly increasing in population and extent, and fully able to bear all its burdens. This truth as a whole may be unhesitatingly accepted, and yet nevertheless great disaster is very likely to follow and overtake every speculation which rests purely on a paper basis. It is this idea which cannot be too frequently impressed on the public mind, and if our readers are wise they will act upon it, now while they can.

The gold question has had considerable effect on the Money Market the last week. The uncertainty of the action of Congress, the difference of opinion prevailing there and elsewhere as what was best to be done, and how best to do it, has kept operators in a state of suspense, and dealers in other articles have been equally undecided. It is understood as we write this, that Congress has given the power to the Secretary of the Treasury to sell his surplus hoard at his discretion, taking care not to part with what may be necessary to keep for the accrued interest, and one per cent. for the sinking fund as originally intended. We can scarcely account for the opposition to the measure. We fear it has arisen and been kept up from unworthy motives, and proceeds from that intense desire of making money, which seems to be active in direct proportion to the public confusion. History teaches us by example, that in political crises, in times of financial revulsions, and in the midst of wars there is a class of men who ignore every consideration but that of immediate personal advantage, no matter what the consequences are to the Nation at large. Napier in his Peninsular war recounts the constant and most extortionate conduct of those who had the opportunity of fleecing the British Government in its financial arrangements for the support of the Peninsular armies, and the audacity with which the operators in gold wrung the highest prices for it, though paid for in Government bills, which were known to be eventually as good as gold.

We cannot expect to be exempt from the lot of other people under similar trials, but when we have the power of rendering them less dangerous, we should not hesitate to adopt the remedy.

The real objection on the part of the majority in Congress which is friendly to the Government, is doubtless an honest jealousy of giving too much power to the Secretary; a fear that he will use it to enrich personal friends, and advance his political interests. But now that he has withdrawn his name from the Presidential contest, political anxieties may be dismissed from the calculation. We presume the sale of the gold to be made by the Secretary will necessarily be through Mr. Cisco the Assistant Treasurer, and if so, it may be as well taken for granted, that the gentleman whose integrity, large private fortune, and independent politics have for several administrations pointed him out as a man to be trusted with our millions above all others, may also be trusted with the management of a comparatively insignificant amount in the street. If the Secretary of the Treasury has had any friends to enrich, he could have done so long ago. Indeed it would be a wholesome check on the gold operators, if they could be brought to believe that they were to be out-generalled by a better informed class of operators than themselves. Let the street once believe, no matter whether it is true or not, that Mr. Chase's friends were going to make a few millions out of them, and the crowd of speculators would rapidly be thinned out, and gold would fall itself without the necessity of parting with any great amount on the part of the Government. The readiness with which a fall or a rise takes place on the smallest rumor, is proof of the purely speculative character of the operations in gold. If it had a substantial value in our market at the present quotations, no rumor would affect it. We do not see flour fall on mere rumors, or the passage or rejection of a resolution in Congress. But we have seen in Holland the tulip mania rampant, and prices of bulbs raised by competition, combination, and exaggeration higher than gold has ever yet been.

It is absurd to deny Mr. Chase the power of exercising his discretion in this one matter, small in amount at the best, when we have allowed him to devise, control and regulate our whole national indebtedness, with an unrestricted power as to time and place with regard to most of his issues, and when if he has not proved to be a single minded and virtuous statesman, he could already have retired with immense private gains. If Mr. Chase is not now fit to be trusted with the disposition of the surplus gold when the interests of the country require it to be made, then he was never to be trusted with the management of sixteen hundred millions of funded debt and currency, and all the gold beside.

We consider this a vital question. We insist upon it that the rise of gold is seriously affecting the prices of other commodities, and distressing a large and loyal class of people, who are willing to meet taxation to any extent, but are unable to meet an advance of 2 and 300 per cent on articles of necessity. To give a single example in this city. One article of fresh food used in large quantities by the poorer classes, the product of our domestic fisheries, formerly sold at 6 cts. a lb., is now sold at 22 cts. a lb., and there is no other excuse offered for the advance in price, since the article is as plentiful as ever, than the rise in gold. If there be any one thing which is likely to dishearten the people in this struggle, beyond the singular manner in which it has been conducted, it is that the Government which is the principal party in making gold dear, should refuse to part with its surplus hoard, and excess, in order to make it cheap. Those members of Congress who do not see the force of the argument must be blind indeed. As we go to Press we have the pleasure of recording the passage of the gold bill so called.

The Railway market continues to be very active and prices firm. Proposed changes to be effected by legislation have made the Erie and Harlem prominent the last few days. In both cases the changes will materially advance the substantial interests of the companies. The extension of the Harlem through the Lebanon Valley so as to make a through connection with the Northern and Canadian lines was pressed on the consideration of the company by the JOURNAL, two years ago; as a clear matter of duty, if not of interest. Our weekly tables will as usual record the changes in prices of the week, and the heavy advances in some of the favorites of the hour. Government securities are firm and in fair demand.

The money market is a little stiffer, since 7 per cent is taken, where 6 would have done last week; 5, however, only is paid under some circumstances.

Exchange for the steamer of Wednesday was quoted at 175@175½.

We should not forget to notice the important fact that large quantities of cotton are now arriving at this port from the Southwest. As the States lately in rebellion come back to the Union, the people are beginning to conform to the better condition of things, and to be disposed to realize from what remains of their products.

Within a fortnight past 15,332 bales have arrived in the city from that part of the country, while we notice small cargoes reach us simultaneously from ports in South America, where the culture is encouraged and progressing. We are compelled for want of space to omit the discussion of several other questions of finance just now coming into view. We close this part of our article however in a most hopeful mood. From the best information we are able to obtain, we come to the conclusion that the country is coming strong and bright out of its present trials, while the Old World appears to be entering into a long unprofitable and bitter contest for dynasties, for which their subjects without the least possible interest in the questions themselves, are compelled to toil and die.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Milwaukee R. R., 79; Peninsula R. R. 1st mort., 86; Long Island, 94½; Ohio 6s, 1860, 100½; do., 1870, 105: North Carolina 6s, 60; Illinois coupon 6s, 1879, 106; do., 1870, 102; Illinois War Loan, 101; Louisiana 6s, 69; Indiana 5s, 85¼; Georgia 6s, 60; Michigan War Loan, 103; U. S. 6s, 1881, ind., 110; At. & Gt. Western (Ohio div.) 98⅛; Ohio and Mississippi pref. certificates, 90; Quicksilver 1st mort., 97; Central Coal, 86½@93; Wyoming Valley Coal, 101@88; Copake Iron 12⅛; Bucks Co.

Lead, 1⅜; Quartz Hill Mining Co., 19½; Mariposa Mining 1st mort., 79; Rutland Marble, 28@22; Canada Copper, 6⅛@9⅛; Nassau Copper, 1⅜; Maryland Copper, 1⅞; Sandy River Coal and Oil Co. 1st mort., 95¾; Manhattan Gas, 245; Mechanics Banking Ass., 105; Am. Ex. Bank, 114; Manhattan Bank, 138; Hanover Bank, 101½; Irving Bank, 105; Metropolitan Bank, 119; Peoples Bank, 105; Continental Bank, 103; Marine Bank 155; Bank of Commerce, 109; 4th National Bank, 103; Tradesman Bank, 112½; Manuf. and Mech., 102.

Boston.—Vermont Central, 1st mort., 87; do., 2d mort., 24; Rutland and Burlington 1st mort., 77; do., 2d mort., 35; do., 3d mort., 10¼; Northern (Ogdensburg,) R. R., 2¼; do., 1st mort., 101¾; do., 2d mort, 85¼; N. Y. and Boston Air Line, 25; do., 6s, 75; Conn. and Pass. Rivers R. R., pref., 70; do., 6s, 100½; Chelsea, (horse,) R. R., 50; New Hampshire 6s, 1871, 101½; do., 1875, 104; Vermont 6s, 1874, 104; Maine 6s, 1880, 104½; Rhode Island 6s, 1893, 104½; Chicago 7s, 109; Boston 5s, 1886, 116; Bath, 6s, 1891, 103¼; Portland 6s, 1871, 103; Bangor 6s, 1874, 102½; Boston Water Power Co., 50; East Boston 14¾; Waverly 3½; Union Steamship Co., 162; Boston Gas, 870; Chelsea Gas, 97; Lorberry Coal, 71; Acton Mining Co., 4½; Atlas, 7; Algomah, 2⅛; Acton Vale, 3½; Albany and Boston, 15½; Bay State, 25½; Black River, 67c.; Bedford, 5¼; Boston, 7; Boston and Bridgeport Coal, 10; Brome, 3; Columbian, 10¼; Canada, 9½; Chaudiere, 80c.; Chester, 38c.; Copper Falls, 46¾; Colorado Gold, 4⅜; Canada Lead, 1½; Durham, 90c.; Dunham, 70c.; Dudley, 4; Devon, 4¼; Eagle River, 14; Excelsior gold, 9½; Everett, 4; Green Mountain, 6⅝; Glen Coe, 42; Gt. Western, 4½; Huron, 42½; Hungarian, 4; Highland, 7; Hanover, 4¾; Humboldt, 6⅞; Hancock, 12¾; Hamilton, 6½; Logan, 2; Lake, 41c.; Madison, 6¼; Manhattan, 6¼; Mesnard, 13½; Native, 2¼. North Cliff, 7½; Nelson, 37c.; New England, 3; Northwestern, 12⅞; Ottawa, 1¾; Oxford, plumbago, 50c.; Oswegatchie, lead, 1¾; Petherick, 15; Pontiac, 7; Star, 10¼; Sutton, 3; South Side, 5; St. Marys 9¼; Superior, 9¾; St. Flavian, 3; Toltec, 3¾; Tremont, 4¼; Union lead, 80c.; Winthrop, 8; Waterloo, 1¼.

Philadelphia.—Belvidere Delaware R. R. 6s, 100, Camden and Amboy mort., 108; West Chester 7s, 108; do., 8s, 88; Camden and Atlantic, 18; do., pref., 30; do., 2d mort., 78; Pittsburg and Connellsville, 12; Huntington and Broad Top, 24½; do., 2d mort., 87; Elmira 5s, 78¼; Penn. War Loan, 108; Chester Valley, 5½; Catawissa Chattle 5s, 53; West Chester and Philadelphia pref., 17¾; West Branch Canal, 110; Chesapeake and Delaware Canal, 75; Wyoming Valley bonds, 100; Union Canal, 4; 5th and 6th streets, horse, R. R., 52; 13th and 15th streets, 43½; 17th and 19th streets, 21¼; Girard College, 31; West Philadelphia, 72; West Penn. R. R. 6s, 90; Allegheny Co. 5s, 80½; Lehigh Zinc, 60; Fulton Coal, 9⅝; Tamaqua Coal, 5¾; Hazleton Coal, 70; N. Y. and Middle Coal Fields, 15⅛; Green Mountain, 8½; Big Mountain, 10; Penn. Mining Co., 9¾; Etna Mining, 20; Bohemian, 11; Empire, 10; Girard, 7⅛; Mandan, 6⅜; Phila. and Boston, 4¼; Marquette, 4½; Keystone Oil, 4¾; New Creek, 2⅛; Oil Creek, 14; Farmers' and Mechanics' Bank, 61; Mech. Bank, 293⅛; Union Bank, 43; Northern Liberties Bank, 72; Louisville Bank, 92; North Bank of Kentucky, 110; Bank of North America, 161; Commonwealth Bank, 50; Corn Exchange Bank, 37¼. The latest quotations are: City 6s, 104@104¾, do., new, 108⅜@109; State 5s, 98¾@99; do., coupon, 100@105; do., 6s, 1879, 108@109; Phila., Wil. and Balt., 72@75; Reading, 69¼@69½; do., 6s, 1870, 108½@109; do., 1886, 137; Camden and Amboy, 175@176; Pennsylvania R. R., 75@75¼; do., 1st mort., 112@112¼; do., 2d mort., 111@112; Little Schuylkill R. R., 49½@50¾; Morris Canal, 74@75; do., pref., 140@140½; bonds, 106@107; do., 2d mort., 102@103; Wyoming Valley Canal, 84@85; do., 6s, 99¾@100½; Susquehanna Canal, 29⅛@29¼; do., 6s, 70@70½; Sch. Nav., 35⅝@35¾; do., pref., 45¼@45½; do., 6s, 1882, 97@98; Union Canal pref., 7¾@7⅞; do., bonds, 81@81⅜; Delaware Div. Canal, 46@46½; do., bonds, 97@100; Elmira and Williamsport, 38@39; do., pref., 55⅛@56; do., 7s, 1873, 110@111; do., 10s, 78⅛@78½; Beaver Meadow, 78½@81; Harrisburg, 72@74; Long Island R.R., 46½@46¾; Lehigh Coal and Navigation, 72@73; do., scrip, 68@68½; North Pennsylvania, 36½@36⅝; do., 6s, 100@100½; do., 10s, 125@130; Philadelphia and Erie, 37⅝@38; do., 6s, 107¼@107½; Minehill, 64@64¾; Catawissa, 27⅛@28; do., pref., 42⅝@42⅞; Lehigh Valley, 88¼@90; do., bonds, 109@109½; Fifth and Sixth streets, (horse,) 61@63; do., 7s, 105¼@106; Second and Third, 79¾@80; do., 7s, 108@112; Race and Vine, 20@20¼; West Philadelphia, 71@73; Spruce and Pine, 16@16¼; Green and Coates, 44⅛@44¼; do., 7s, 110@111; Chestnut and Walnut, 61½@62; Arch, 37½@38¼; Thirteenth and Fifteenth, 43¼@44; Seventeenth and Nineteenth, 21¼; Girard College, 30¾@31¼; Tenth and Eleventh, 52@56; Norristown, 60@61.

Baltimore.—Marietta and Cincinnati R. R. bonds, 100½; Western Maryland bonds, 87; N. W. Va. 3d mort., 27; Santa Clara Mining Co., 24; Maryland Copper, 1.80; Silver Valley, .35; Springfield, 3.05; Maryland Chrome, 1.50; Gardner, 1.10; George's Creek, 89¾; Balt. and North Carolina, .35; Cambridge, .20; Deep River, .25; North State, .20. The latest quotations are: Balt. and Ohio, 107½@110; do., 6s, 1867, 103; do., 1875, 108@110; do., 1880, 108@108½; do., 1885, 109@109½; Northern Central, 46½@47; do., bonds, 1885, 103@105; N. W. Va., 10@11; do., 1st mort., 105½@108; do., 2d mort., 102¼; do., 3d mort., 27@29; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 52@60; do., income 1857-'60, 35@37; Western Md. bonds, 87@90; do., guar., 106; Maryland 5s, 92; do., 6s, coupon, 1870, 104@108; do., Ins., 105@108; do., 1890, 108@110; Baltimore 6s, 1870, 104¼@105; do., 1873, 105@107; do., 1875, 108¾@109; do., 1886, 108; do., 1890, 108½@109; do., coupon, 109@109½; do., 5s, 1838 '70, 90@98; City Passenger R. R., 22@22¼; North Carolina 6s, 58½@61; Canton Co., 63½@67; Deep River, .10@.25; Gardner, 1.05@1.10; Guilford, .40@.70; Maryland 1.80@1.85; North State, .15@.20; Rudisell, .65@.75; Silver Valley, .30@.35; Silver Hill, .20; Springfield, 2.90@3.00; George's Creek, 90¾@92; Santa Clara, 24@24½; Baltimore and Cuba Smelting and Mining, 180; Balt. and North Carolina, .30@.35.

Montreal.—Champlain and St. Lawrence R. W., 15@16½; do., preferential, 90@93; do., 6 per cents, 82½@85; Government 5 per cents, sterling, 91@92½; do., currency, 92½@93; do., 6 per cents, 1872, currency, 103@104; Montreal City bonds, 6 per cents, 97½@98; do., Water Works, 6 per cents sterling, 97½@98; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $3@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 120@121; City Passenger Railway, 116@117.

The Champlain Canal.

The Commissioner of Public Works has officially recommended to the Canadian Government the construction of a ship canal between the St. Lawrence and Lake Champlain. We have not seen the report, but from the allusion to it in the Montreal *Gazette*, we believe it recommends an appropriation for the object. The *Gazette*, which fears it will damage the foreign trade of Montreal, admits however, that if "grain could be delivered by vessels from Chicago, to the Railways at Rouse's Point, Burlington and Whitehall instead of at Buffalo, Oswego and Ogdensburg, and that were all the effect to be produced the project would undoubtedly be one well worthy of Canadian consideration. But the scheme as a whole involves also a large canal into the Hudson, enabling grain to be delivered still cheaper at New York itself than is now done."

This is exactly the reason why we are in favor of it, and we also believe it will benefit Montreal, by giving it a new, safe, cheap and accessible water communication with New York.

Compensation to Railway Servants.

Some months ago we alluded to a principle which obtains in the management of the celebrated Orleans Railway in France, which is to set apart out of the profits of the company, a certain per centage for the benefit of their servants and employee's. An eminent Engineer and manager of one of our great lines of railways expressed to us at the time, his belief in the efficiency of the plan, and his personal willingness to adopt it. Since then we have been able to obtain some further information on the subject and place it on record, for we are satisfied that great improvements in our railway system are likely to take place, especially in the direction of rewarding faithful and competent labor.

We never see a locomotive dash out from a depot with its precious freight of human lives, without feeling that to one man above all others at that moment, and all the while the train is in motion, is committed a most important and sacred trust. Financiers, managers, officers are all important in their place, but the engineer or driver of the locomotive, is the chief of all authorities for the time being, and is under the most fearful of responsibilities, the moment he starts his train. It seems to us therefore that the best class of talent should be selected for such situations, and the largest salaries bestowed for such kinds of service. Considering the nature of the employment, the risk, the discomfort, and the responsibility, we are of the opinion that our locomotive engineers are not as well paid as they should be.

At all events there is one eminent European Company which has adopted the plan of adequate remuneration to its servants extending the princi-

ple throughout the whole range, from Directors to the humblest officials. Twenty years ago it was determined to distribute 15 per cent of the net profits annually among them in addition to their salaries something after the following manner, and since that time by judicious management it has been equal to 22 per cent on each employee's salary. The company succeeds in making extraordinary profits.

Before the 15 per cent. upon net profits is allotted to the staff, 15 per cent. is taken off the sum, to make, with what may be in hand, a sum of about £10,000, which is for appropriation under the following heads:

1st. To employees who have been wounded or injured in the service, or who have contracted illness so as to render them unable to continue their duties.

2nd. To the families of those who have died under illness, or who have been killed in the service.

3rd. To assist the families of poor worthy employees in the service who have been unfortunate.

4th. To recompense good services.

After the appropriation of the 15 per cent. for these purposes, there has still been left on the average of 20 years, an amount equal to 22 per cent. of each employee's salary. This 22 per cent. has been disposed of as follow:

7 4-12 per cent. cash payment to employee.
7 4-12 " paid for him into a Government Savings Bank.
7 4-12 per cent. paid for him into a Superannuation Fund.

When an employee's fund in the Savings Bank amounts to 1,000 francs (say £40), he then receives 14 8-12 per cent. cash, and also the interest on the £40. At the age of 50, payments to the superannuation cease, and an employee receives the 22 per cent. in full, with interest on the £40, as well as interest upon the amount paid into the superannuation fund.

From 1864 the 22 per cent., supposing the traffic yields that amount, will be disposed of as follow:

7 per cent. cash payment to employee.
5 " paid for him into Savings Bank.
10 " paid for him into superannuation fund.

The payment of 5 per cent. to the Savings Bank will not cease as before, when the sum amounts to £40. When the amount exceeds £40 it will be invested in Government Stock, in the employee's name. When he leaves the service he commences to receive the interest upon all he has paid, but he cannot touch the principal. At his death his children, or any other person he nominates, will continue to receive the interest, but the principal cannot be touched. The only exception to this is where an employee at the *offset* specially desires to abandon the capital after his death, and then he receives a high rate of interest during his life.

The nearest approach to any system of remuneration of a similar nature in this country, is that adopted on the Atlantic and Great Western, where houses and lots are conveyed to the employed, with the condition that at the end of ten years faithful service, the property shall be theirs in fee.

This is equivalent to a gift of several thousand dollars, and has already had the effect of securing very choice hands, superior talent and entire fidelity. When a company has arrived at a condition of management, that harmony of purpose and interest prevails throughout staff, rank, and file, it is sure of being conducted in the best possible manner, not only in regard to the public, but the interests of the stockholders.

We hope that the example of the Orleans Company will not be lost upon some of our great lines, and that we shall see the fruits of the imitation in larger profits, superior management, and in the increased confidence of the public in this, the greatest of all improvements in locomotion.

Mail Service with the Territories.

The Post-Office Department has just concluded contracts for mail service in Nebraska, Washington, Idaho, and other far off Territories. Among them is one providing that from the 1st of July next the mails shall be carried thrice from the intersection of the overland mail route at Salt Lake City, Utah Territory, by the way of Boise City and Auburn, to Walla Walla in Washington Territory, in ten days, in lieu of sending them *via* Placerville, California, to Portland, Oregon. This saves 1,200 miles of travel and ten days in the expedition of the mails for Oregon, Washington Territory, and Idaho Territory. This important mail service is let to Ben Holladay at $156,000 per annum.

The mails for the newly-discovered gold-mines in Idaho Territory and Bannock City are to be sent three times a week from Salt Lake City, and the contract is awarded Mr. E. S. Alford, commencing at Fort Hall and intersecting the Walla Walla route at that point.

New York Central Railroad.

The select committee, consisting of Hiram Sibley, D. H. Fearing, John Knower and William Kelly, appointed at the annual meeting of the shareholders in December last, on the accounts of the company, have published the following result of their investigations:

The committee appointed by the Shareholders of the New York Central Railroad Company, at their last annual meeting to examine the annual report of the company, respectfully report:

That, in order to perform their duty understandingly, they proceeded to Albany to make the requisite investigation, all the committee being present, save one. Every facility for making thorough examination of the books and papers was freely offered, and every inquiry promptly replied to—not only by the President, but by the Treasurer, Assistant Treasurer, Secretary, and the subordinate officers.

Before proceeding to a scrutiny of particular items, your Committee took up the Annual Report as a whole, comparing it carefully, item by item with the reports of previous years, that they might clearly comprehend the changes in the character of the business of the Road, or its management which time had wrought, and seek for an explanation of any material difference in the items presented.

One of the results of this analysis and comparison was a matter of surprise; the relative increase of freight over passenger traffic on the Road.

The passenger receipts in the years 1855 and 1856 were $3,200,000; they gradually fell, until in 1861 they were reduced to about $2,300,000, since which period they have rapidly increased, but have not yet reached $3,000,000. The freight receipts present a marked contrast to this, having risen from $2,500,000 in 1854, to $7,500,000 in 1863.

The decrease in passenger earnings is perhaps to be explained by increased competition, consequent on the completion of other great lines of Road leading from the seaboard to the West. The New York Central Railroad is not likely to suffer from such causes hereafter; and the construction of a railroad bridge across the Hudson at Albany, giving a better connection with the New York Roads, will, in the opinion of your Committee enlarge the passenger traffic.

Your Committee found the business of the office conducted on a system commendable for its good order and simplicity. The items in the various Sinking Fund accounts were carefully verified, and all the bonds found to be duly canceled.

After having made as minute an examination as was practicable of the financial statements contained in the Company's report, your committee came to the conclusion that they are in every particular correct.

Your Committee examined the improvements of the Company's works now in progress at West Albany; and, considering how large a share of earnings of the Road is derived from the transportation of freight, are of the opinion that all these new and enlarged arrangements are indispensable to the successful and economical performance of the rapidly increasing business.

The arrangements made and making at Albany for the receiving and forwarding of grain and of freight generally, are on a very large scale; and are calculated when completed to secure the greatest possible convenience and economy. The same may be said of the extensive provision at various points, for the accommodation of cattle transported on the road.

The machine shops at West Albany are, in extent and perfection of arrangement, truly admirable, and their erection at this point may be regarded as a measure of wise and liberal economy, as it will enable the Company to concentrate its principal business, in the way of building and repairing equipment, at this terminus and at Buffalo.

The fact heretofore referred to in this report of the relative increase of freight over passenger traffic, will account, in a great measure, if not entirely, for what has not failed to arrest the attention of stockholders, namely, the gradual increase of transportation expenses from 52 per cent. in 1854, to 62 per cent. in 1863. It is well known to all that the actual cost of handling and moving freights is much more in proportion to earnings, than on passenger business; it follows, therefore, that as the relative amount of freight traffic increases, the cost of transportation must increase also.

Your committee are of opinion that the policy of the Directors has been to charge to transportation expenses, rather than to construction account, numerous items which are of a substantial character, and which add to the *permanent* value of the road; thus transportation expenses are made to appear considerably larger than they would under a different practice.

If this be an error, it is one on the safe side; for it is surely better the report of the company should *under*-state, rather than *over*-state the actual net earnings.

The report of the past year shows this gratifying result: The net earnings have paid all the interest on indebtedness—seven per cent, in the form of dividends to stockholders, and have given a surplus of a million and a quarter of dollars, applicable to permanent increase and improvement of the company's property and reduction of debt.

Your committee approve the policy of making such improvements of the road as from time to time are found to be necessary; but this, should, if possible, be done from its earnings rather than from the proceeds of new loans. They at the same time are of the opinion, that at some time in the future, but not at present, the question may be entertained with propriety, whether such large additions to the permanent value of the company's property ought not to be represented by a corresponding increase in the amount of its capital stock.

At the annual meeting of the stockholders, which appointed the committee, the question of supplies and the best mode of procuring them was discussed, and action taken thereon with great unanimity by the passage of a resolution "recommending as a general principle that the supplies should be obtained through advertised proposals, and purchased from those offering to furnish them on the most favorable terms." This resolution, regarded by your committee as very judicious, disposed of the question, and no action has therefore been taken by the committee on that subject.

In closing this report, your committee would congratulate the stockholders on the excellent condition of their property; on the profitable results of business the past year; and on the pros-

pect of still greater success, which under prudent and wise management may be regarded as certain.

Commerce of New York.

The import entries of foreign goods at this port in February 1864, are officially given as follows:

In dutiable goods consnmption direct	$15,766,601
" " warehoused	4,991,398
Free goods	797,788
Total entries	$21,555,787

In February 1863, the amount was much smaller.

In dutiable goods direct consumption	$7,372,539
" " warehoused	3,657,775
Free goods	783,561
	$12,813,874
Increase February 1864	$9,741,913

The export clearances from New York in February of the present year were as follows:

In domestic produce	$13,662,218
Foreign re-exported	534,191
Specie and bullion	3,015,367
Total exports	$17,211,776

In February 1863, they were as follows:

In domestic produce	$17,780,586
Foreign re-exported	653,898
Specie and bullion	3,965,664
	$22,400,148
Decreased exports same month	$5,188,372

In order to better appreciate the extent of our foreign commerce, with which the English merchants are at present greatly gratified, and which figures largely in their Board of Trade reports, we give the following statement of the totals of imports of foreign goods for eight months in 1862–'3 and 1863–'4, that is to say from July to February in each period (in round numbers.)

1862–'3.		1863–'4.
$116,176,000		$130,540,000
1,194,000	Foreign specie	902,000

The export of specie during the same period of eight months was as follows:

1862–'3.	1863–'4.
$40,052,000	$37,595,000

Showing a decrease in the export of $2,457,000.

The exports of domestic produce from New York during the same period were as follows:

1862–'3.		1863–'4.
$122,283,000		$104,147,000
6,282,000	Foreign re-exported	3,839,000
$128,565,000		$107,986,000

With this increase of imports the receipts for customs increase, and the amount of gold on hand is enormous, for it must be remembered that the Government only pays it out in the shape of interest. In the same period of eight months, it was

1862–'3.	1863–'4.
$34,909,345	$48,930,136

The actual receipts of gold from California by the way of the Isthmus during the same period has been as follows:

1862–'3.	1863–'4.
$16,272,631	$6,858,230

This is however understood not to be the real balance shipped for American account, as the practice has been since the war, to ship to England from Aspinwall and to realise by exchange.

☞ President J. M. McCullough having accepted the position of General Superintendent of the Pittsburg, Fort Wayne and Chicago Railroad, the Board of Directors have appointed J. F. Clark as President, and Mr. J. H. Devereaux, as Superintendent of the Cleveland and Pittsburg Railroad.

Logan Copper Mine.

The property of this company comprises about two hundred acres of rich mineral lands, favorably situated upon elevated ground in the South range of Stukeley, Canada East. Its geological position in the midst of the rich belt of copper bearing rocks usually denominated talcose or nacreous slate. It is in this class of rocks, which extend from Western Vermont to Quebec, that the Sutton, Canada, Acton and Harvey Hill Mine, in Canada, are located. The rock is micareous and chloritic slate of a dark green with bands of other colors. The copper ores occur disseminated through the chloritic slates, chiefly at or near the juncture of different colors, and between the slate and limestone; veins of quartz and chlorite traverse the slate rocks irregularly, and where these occur they are usually marked by the presence of vitreous, variegated and pyretous sulphurets of copper in considerable masses.—*Boston Com. Bulletin.*

The Peninsula Railroad.

We took occasion recently to direct public attention to the magnitude of the products of the Lake Superior iron mines, stating that this year they would reach 300,000 tons, and would give employment to 100 sailing vessels. Hitherto the route for these ores has been over the Iron Mountain Railroad to Marquette, thence through Lake Superior, the Sault Canal, and St. Mary's River, to the lower lake ports. But this year a new route will be opened, through the Peninsula Railroad, from the mines to Bay des Noquets of Lake Michigan which, it is believed, is far more feasible than that hitherto pursued, and one which the navigating interest of the lakes cannot view with indifference.

THE TWO WATER ROUTES CONTRASTED.

The advantage of this new route may be summed up as follows:

1. The distance in the voyage from the lower lake ports, taking Presque Isle as the diverging point is 100 miles less.

2. The cost of towing through the St. Mary's River which amounts to about $110 both ways, and occupies about three days' time, will be avoided; and estimating the cost of chartering a vessel at $100 per day, would make a difference of $410.

3. The tolls for passing the canal, which is 12c. both ways, rating according to the vessel's tonnage and not her cargo, would also be avoided, which, on a vessel of 380 tons, whose average cargo would be 450 tons gross, would amount to $45.60, making a difference in expenses of $455.60.

4. Assuming the freights from Marquette to Cleveland to be $3.00 per gross ton, and that the depth of water in the canal is sufficient for ordinary vessels, the rates of transportation by the new route ought to be from 25 per cent. to 33 per cent. less.

5. As the depth of water in the canal during the past season was only ten feet three inches, the larger vessels were either excluded from this route or compelled to load light—vessels of 600 tons only loaded to two-thirds of their capacity. Such vessels, with ample depth of water, and loaded to their full capacity, can be navigated about 5 per cent. cheaper than ordinary ones.

6. Navigators complain that the sides and bottom of the canal were left rough and jagged, so that a vessel touching is injured; and from this cause, during the past season, many vessels arriving in port were compelled to go into dry dock. Hence, vessel owners are reluctant to engage in this trade. By the other route, no perils of this kind will be incurred.

7. The harbor of Marquette is merely an abrupt bend in the coast, affording no shelter from North and North-east winds, and hence vessels are often compelled to weigh anchor and put to sea. The harbor of the Bay des Noquets on the other hand, is deep, land-locked, and capacious enough to ride the whole lake fleet, with no liability to interruption while loading.

8. An additional advantage is that in the summer, when freights are dull, vessels would run down light from Chicago to Bay des Noquets, take in a cargo of ore, and proceed to Cleveland or Buffalo, at a time when they would not go to Marquette at all. In the fall when freights are high, this rule would obtain, as relatively more time would be consumed in going to Marquette than to Chicago, in consequence of the prevalence of westerly gales.

9. It may be assumed that the new route will afford at least six weeks additional navigation—not that there will be that difference between the opening and closing of the two routes, but navigators are reluctant to enter Lake Superior after the 10th of October, when they are sure to encounter boisterous weather, and incur great risk of being nipped by ice in the St. Mary's River. On the other hand vessels may safely approach Bay des Noquets until excluded by ice, with the full assurance that they will find open ports below.

THE TWO RAILROAD ROUTES CONTRASTED.

The Iron Mountain Railroad starts from Marquette and reaches the Jackson mine at a distance of 14 miles, and at a height of 830 feet above the lake, and thence is protracted six miles further. Instead of a uniform grade of 60 feet to the mile, there is one up grade of 79 feet, and a descending grade of 60 feet, while the course of the road is marked by numerous abrupt curves, all of which facts have a direct influence on its capacity for transportation. The usual freight train is made up of 20 cars, loaded with 8 tons of ore, equal to 160 tons; and to haul back such a train empty, up a grade of 179 feet, taxes the capacity of the most powerful locomotive.

The Peninsula Railroad, on the other hand, starts from Bay des Noquets of Lake Michigan, and runs nearly due north for 15 miles; thence N. N. W. along the water shed between the Escanaba and Whitefish rivers for 25 miles in an airline; and thence, after reaching the region of Crystalline rocks, by a more devious course, for 22 miles to the Jackson mine, making the whole distance a little over 62 miles. There are no abrupt curves, nor heavy grades, the steepest being 52 feet—in fact, the route affords no impediments more serious than are found on the prairies of Illinois. The tractive power of a locomotive over this road will be capable of hauling 50 cars each, loaded with 8 tons of ore, equal to 400 tons, on a descending grade, with the ability of hauling them back empty.

A locomotive on the Iron Mountain road makes two trips in 12 hours and delivers on the lake shore 320 tons of ore, making a run of 68 miles. A locomotive on the Peninsula road, making one trip in 12 hours, will deliver at Bay des Noquets 400 tons of ore, making a run of 124 miles, from which point the rate of transportation will be $1 less than from Marquette.

As a passenger route, it must command the favorable consideration of the community. Leaving Chicago in the morning by the Northwestern Railway, the traveler, after an easy ride, finds himself by dusk at Green Bay, where he embarks on board of a new steamer, which lands him the next morning at Escanaba, and at noon he dines at Marquette, thus reducing the distance between Chicago and Lake Superior to thirty hours.

MILITARY ASPECTS.

This communication has all of the importance of a national work. Without it, in the event of a war with Great Britain, the whole commerce of the Lake Superior region could readily be cut off, either by the destruction of the locks of the St. Mary's Canal, or the blockade of the St. Mary's River. The waters of that river, after leaving the Saut, expand into ten thousand channels and embrace as many islands, among which gunboats of light draft could glide with little fear of detection. On the other hand, with Mackinac fortified, the whole commerce of that region could be thrown into Lake Michigan, with little inconvenience, and with no probability of interruption. This important work was commenced in August last, under the energetic management of P. H. Smith, Esq., of this city, as President, and will be

completed by the middle of June next; and when it is considered that the route lay through an unbroken forest, it may be regarded as a splendid feat in railroad construction.—*Chicago Tribune.*

Railroad Earnings--Weekly.

The earnings of the Toledo and Wabash Railroad Company for the 1st week in March, were:

	1863.	1864.
Passengers	$6,448 30	$10,508 10
Freight	17,832 09	20,916 39
Total	$24,280 39	$31,424 49
Increase		$7,144 10

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 1st week in March, were:

1864	$35,569 76
1863	24,927 29
Increase	$10,642 47

The earnings of the Michigan Central Railroad for the 1st week in March, 1864 were $77,800 00
Corresponding week of previous year 58,783 00
Increase $19,017 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in March, 1864, were $57,949 00
Corresponding week of previous year 24,253 00
Increase $33,696 00

The earnings of the Chicago and Northwestern Railroad for the week ending March 7, 1864, were:

Passengers	$8,500 00
Freight	20,665 57
Mail	508 33
Express	352 92
Total	$30,026 82
Same period last year	15,922 01
Increase, 88½ per cent	$14,104 81

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of March, were:

	1864.	1863.
Passengers	$26,435 93	$20,035 29
Freight	42,832 59	35,649 58
Mail and Express	1,500 00	1,500 00
Total	$70,768 52	$57,184 82
Increase		$13,583 70

The earnings of the Milwaukee and Prairie du Chien railroad for the week ending Feb. 29th were:

	1864.	1863.
Freight	$22,217 05	$11,252 87
Passengers	12,821 05	5,247 69
Mails, rents	948 13	924 68
Total	$35,986 23	$17,425 24
Total for 2 months	$217,884 09	$143,261 95

The earnings of the Chicago and Alton Railroad Company for the week ending March, 7, were:

	1864.	1863.
Passengers	$14,819 90	$11,021 89
Freight	19,399 20	12,092 42
Sundries	1,808 29	2,230 77
Total	$36,027 39	$25,345 08
Increase 1864		$10,682 31

The earnings of the Marietta and Cincinnati Railroad for the 1st week in March, were:

	1864.	1863.
Passengers	$7,417 90	$3,104 37
Freight	13,406 65	10,675 37
Mail, express & telegraph	899 58	752 00
Total	$21,724 13	$14,531 74
Increase		$7,192 39

The traffic of the Great Western Railroad for the week ending March 4th, 1864, was as follows:

Passengers	$20,202 25
Freight and live stock	49,241 28
Mails and sundries	1,286 33
Total	$70,729 81
Corresponding week of 1863	69,709 78
Increase	$1,020 03

The earnings of the Galena and Chicago Union Railroad for the week ending March 8, were:

	1863.	1864.
Freight	$17,823 82	$18,448 48
Passengers	8,821 87	14,356 32
Mails, &c	1,200 00	1,300 00
Total	$27,345 69	$34,104 75
Increase 1864		$6,759 06

The earnings of the Grand Trunk Railway for the week ending February 27, 1864, were:

Passengers	$22,195 12
Express freight, mails and sundries	2,500 00
Freight and live stock	67,291 44
Total	$91,986 56
Corresponding week, 1863	90,215 13
Increase	$1,771 43

The earnings of the Montreal and Champlain Railroad for the week ending Feb. 27, 1864, were:

Passengers	$1,350 46
Mails and sundries	188 00
Freight and Live Stock	1,279 91
Ferries	108 17
Total	$3,926 54
Corresponding week, 1863	3,110 50
Increase	$816 04

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of February, compared with the same period last year, were as follows, viz:

	1864	1863
Freight	$291,366 84	$257,085 48
Passengers	137,462 26	91,006 54
Express matter	5,000 00	2,557 50
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	8,127 83	1,039 81
Total	$451,885 26	$366,597 66
Increase		$85,287 60
En'gs fr. Jan. 1 to Feb. 29.	$742,561 17	$703,948 04
Increase for two months		$38,613 13

Increase for February, 23¼ per cent.; average increase to February 29, 5⅛ per cent.

The apparently small increase during the two months ending Feb. 29th ult., is attributable to the "strike" among the Engineers in January, which caused a temporary cessation of business.

The earnings of the Toledo and Wabash Railroad Company for the month of February, 1864, were $95,842 58
Corresponding month of previous year. 91,970 58
Increase $3,872 00

The earnings of the Norwich and Worcester Railroad in February, 1864. $39,603 85
Corresponding month of previous year. $23,882 68
Increase $15,721 17

The earnings of the Milwaukee and Priarie du Chien Railroad for the month of February, 1864, were $115,135 00
Corresponding month of previous year 76,131 00
Increase $39,004 00

The earnings of the Erie Railway for the month of February, 1864, were. $914,133 07
Corresponding month of previous year 839,949 25
Increase $74,183 82

The earnings of the St. Louis, Alton and Terre Haute Railroad for February, 1863 $147,485 00
December, 1863 110,603 00
Increase $36,882 00

The earnings of the Cleveland and Pittsburg for the month of February, 1864, were $167,600 00
Corresponding month of previous year 115,400 00
Increase $52,200 00

The earnings of the Rome, Watertown and Ogdensburgh Railroad for the month of Feb., 1864, were:

	1864.	1863.
From passengers	$30,755 93	$15,740 70
" freight	13,100 00	13,823 99
" other sources	1,879 41	2,054 50
Total	$54,735 34	$31,619 19
Increase 1864		$23,116 15

The traffic receipts of the European and North American Railroad for February, 1863 and 1864, were:

	1863.	1864.
Passengers	$2,659 95	$2,711 08
Freight	5,334 21	5,406 45
Mails and Sundries	497 50	440 66
	$8,491 66	$8,558 19
Decrease		$65 52

The earnings of the Hudson River Railroad for the month of February, 1864, were $472,240 09
Corresponding month of previous year 425,046 7
Increase $47,193 31

☞ Mr. S. S. Merrill has resigned his position as Superintendent of the Milwaukee and St. Paul Railroad. The following gentlemen have been appointed Superintendents on this road, under the supervision of Mr. E. H. Goodrich, General Superintendent and Manager: Mr. John M. Kimball is placed in charge of the line between Milwaukee and La Crosse; Mr. H. C. Atkins, of the Watertown division, and Mr. D. L. Harkness, of the Horicon division.

☞ Mr. Julius Movius has been appointed the General Eastern Agent of the Michigan Central Railroad, and entered upon the duties of his new position on the 1st inst.

☞ We mentioned last week the sale of the Pittsburg, Steubenville and Indiana Railroad, for the sum of $1,890,000, to J. Edgar Thomson, of Philadelphia, Henry M. Alexander, of this city, and Geo. W. Cook, of Steubenville, Ind. The Pittsburg *Post* says: "We take it for granted, from our knowledge of the condition of the company and its relations to the Pennsylvania Railroad Company, that the purchase is on account of the last mentioned corporation. The road is an important one, and under the influence of a Philadelphia management may be made to serve, in an eminent degree, the commercial interests of our city."

☞ The contract for grading the sixteen miles of the Milwaukee and Western Railroad, otherwise the Watertown Division of the Milwaukee and St. Paul Railroad, between this city and the junction with this and the Prairie du Chien road, has been let to Messrs. George Burnham and Stephen A. Harrison, the previous contract for grading the same having been annulled.—*Milwaukee Wis.*

☞ The Erie Railway Company is prepared to to issue seven per cent. Convertible Bonds to the amount of two millions of dollars, for the purpose of completing the road at its eastern terminus. The holders of the Mortgage Bonds of the Long Dock Company have the option, until September 1, 1864, of taking these Bonds in exchange for the Bonds they now hold.

☞ The Directors of the Cleveland Iron Mining Company, have declared a Semi-Annual Dividend of five dollars on each share, payable on the 21st inst., at the office of the Company in Cleveland, Ohio.

☞ The Engineers of the Atlantic & Great Western Railway have completed the preliminary survey of a railroad from West Greenville to Mercer, by the way of the Otter Creek. They are now engaged in surveying another route by the way of Mercer and Greenville road. They will afterwards continue their surveys southeast of Mercer to the coal regions in the neighborhood of Harrisville.—*Meadville Journal.*

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Notice to Contractors.

ENGINEER'S OFFICE MORRIS & ESSEX R. R. Co.
NEWARK, N. J., Feb. 15th, 1864.

SEALED PROPOSALS will be received at this office for the grading, masonry and bridging of the extension of the Road of this Company, from Hacketts-town to the Delaware River, at Phillipsburg, (a distance of twenty-three miles,) until Saturday, the 26th day of March next.

Maps, profiles, plans and specifications, with blank forms for proposals and approximate estimates of quantities, will be in readiness at this office on and after Saturday, March 12th.

6t8. J. B. BASSINGER, Chief Engineer.

TO RAILROAD CONTRACTORS.

Sealed proposals will be received at the office of the Pacific Railroad, (of Missouri,) in St. Louis, till March 25, 1864, for doing the graduation and masonry of about thirty-five miles of the road, being from Holden, in Johnson County, to a section in Jackson County between the Little Blue and Independence. Profiles, list of sections to be let, giving time as to when they must be completed, forms of bids, specifications, &c., can be seen at the office of the Chief Engineer in St. Louis.

Bids should be made for each section of about one mile, and no distance greater than ten miles will be let to any party or firm

Payments will be made monthly in cash, fifteen per cent. being retained till the completion of the work.

Bids should be addressed to GEORGE R. TAYLOR, President, and where the bidder is not personally known to the President or Engineer, he must accompany his bid by substantial references, and should give also his post-office address, and he will be informed of the acceptance or rejection of his offer.

The company reserve the right to reject any or all bids.

T. McKISSOCK, Chief Eng'r and Sup't.

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OFFICE OF THE

ÆTNA

FIRE INSURANCE CO. OF NEW YORK,

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☛ THE DIRECTORS OF THIS COMPANY Have this day declared a Semi-Annual CASH DIVIDEND to Stockholders of FOUR (4) PER CENT., payable on demand. Also, a SCRIP DIVIDEND of FIFTY (50) PER CENT., to its Customers upon the premiums earned during the year ending December 31st, 1863, on all its policies entitling the holders to participate in the profits of the Company's business, and scrip will be issued on the 15th day of February. Also, an INTEREST DIVIDEND of SIX PER CENT. in Cash on all outstanding scrip, payable on demand; all free from Government tax.

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CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of EUGENE KELLY & CO., No. 36 Wall street. 1md21.

PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 51 Beekman st., (up-stairs,) New York.

OFFICE OF THE

COLUMBIAN (MARINE) INSURANCE COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL....$1,000,000

Total Assets, June 2nd, 1863, less Losses adjusted and paid, } $2,008,651 03.

LOSSES PAID IN GOLD

Upon RISKS on which the PREMIUM is paid in like Currency.

—o—

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,

MARKED with initials of Road, with chains and keys. EXTRA LOCKS AND KEYS—when ordering Locks and Keys to match others, enclose key in letter.

WILLIAMS & PAGE,
67 Water street,
BOSTON.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, March 26, 1864.

Our Surplus Money.—How it may be Employed.

The Government in carrying on this war, has so far disbursed nearly sixteen hundred millions of dollars. The daily press is very generally remonstrating against the extravagance which has followed this plethora of currency. The wasteful expenditure now so prevalent with a large class of our people excites its alarm, and the follies of dress, luxurious living and costly equipages are calling forth its animadversions. There is some reason for this, as it must be evident that by-and-bye, when we come to another standard of values, there will be a collapse in all but the most stable fortunes. It is under this impression we venture to suggest a different disposal of the surplus means which are now filling out the pockets of a large class of our citizens.

Of the currency put forth by the Government no doubt a large amount, hundreds of millions, have gone into the hands of those who held railway and other similar properties at peace prices, or large stocks of imported articles such as teas, sugars, cottons and woollen goods. Of the thousand millions or more of railway capital, at least one half is represented in the Exchange and Money Market of this city. Say five hundred millions and this we deem a moderate calculation, as we quote weekly in the JOURNAL, sales in various companies, regularly, whose aggregate capital is fully equal to that amount.

Now many of these companies were greatly below par when the war broke out. Take for example a well-known company whose par shares of $100 were sold with difficulty at 20 cents on the dollar. We have seen that stock on a capital of eight millions sold at 160 to 170, and standing to-day after numerous fluctuations at 137. Here then we see how from four to five millions of dollars have been absorbed in this rise to the benefit of the original holders. This is not a solitary case. The stock lists show a similar advance in a great many other companies. This is the way in which so many persons have become suddenly wealthy. But the mass of currency exists somewhere notwithstanding. It has not been called in or destroyed.

What we have to say is this, that unquestionably there is a method of using it which yet lies open to the possessors, and which should not be unimproved.

We mean to say that now is the time for capital assisted by the enterprise of the country to develope itself to its utmost capacity in works of internal improvement. The construction of railways and such particular works as the Illinois and Niagara ship canals, which while they increase the wealth and resources of the country will secure revenue or interest on the investment, is the most obvious direction which capital ought now to take.

The great agricultural west only needs to be fully opened to railway communication to double its production. By this, the interior is populated and enriched, and the commercial marts on the Atlantic, increased in wealth and stability. There are numerous lines west of the Mississippi and Missouri that cannot be built too soon, and intermediate trunk lines, which should be made ready as their outlets to the sea. If we had such an Institution as a Credit Mobilier to hunt up these projects and introduce them to the public through their indorsement, we might turn all the Northwestern States both into gardens and granaries. Looking forward to the burdens of this war, which will press upon us for years to come, it is of the utmost consequence that emigration and labor should be drawn to the rich prairies of the West, and that other great cities should rise and sparkle over the plains. In the opinion of some political geographers we shall see one of these days some of the largest inland cities of the continent midway between the Atlantic and the Pacific, geographical, political and commercial centres, like those great towns which once flourished in the prosperous days of the East, and even now are found in the very heart of Europe.

We may safely therefore venture upon immediate investments in all those lines of intercommunication and transportation which at the end of this century, and many of the readers of the JOURNAL will undoubtedly live to see it, will be the main routes of travel east and west for a population of a hundred millions.

There are also other opportune and inviting occasions for the investment of some of these millions of our surplus money, to be found in the mineral wealth of this country. We do not speak of our silver or our gold mines. These are sure to be explored and wrought as fast as they are discovered, no matter how difficult of access. How much more so when that access becomes perfectly easy. We refer to our iron, copper, and lead mines, and our exhaustless coal fields, these last the largest in area on the face of the globe and prepared for the millions close at hand, by that Providence which cares in advance for all the wants of the human race, however indifferently and unthinkingly it accepts its gift. The wealth of England is in minerals, so is that of Denmark and Sweden, but none of these countries can in these natural endowments compare with ours. Pennsylvania is at this day drawing an enormous revenue from her coal and iron. New Jersey is one of the most substantial states in the Union by reason of her zinc and copper, and we may hope from such states as Tennessee and Ohio and Western Virginia, great developments in the future, of their iron and coal deposits. We have even in

New York, which is more essentially commercial, much to hope from our iron ores.

Now from these materials we may draw forth incalculable wealth, and the advantage of its creation lies in the fact that it brings forward the laboring classes of the less skillful sort, whose toil is not that of the intellect, and after these, the "cunning workers in metals" who produce in every possible form the curious and useful machines, and implements by which progress is secured, cultivation, refinement and condition are advanced, and the happiness of individuals and the comfort of society are promoted. We see therefore how good may come out of evil, how surplus means created by the exigencies of an unnatural rebellion may be turned to account; not in enriching other nations, but ourselves. It is to be hoped this view of the subject may be the study of capital, phelanthropy and enterprise, and that we shall find in the end, that the plentifulness of money which has corrupted so many nations, may by the good sense of the American people be converted into new defences for free institutions, new barriers against foreign interference, and new foundations for our great political structure.

Erie Railway Company.

The earnings and expenses of this road for the years ending December 31, 1862 and 1863, were as follows:

Earnings:	1862.	1863.
From passengers	$7,065,363 07	$8,476,810 18
" freights	1,200,450 21	1,850,984 49
" mails	101,652 04	101,052 04
" other sources.	32,868 99	40,634 58
	$8,400,334 31	$10,469,481 29
Expenses, viz:		
Office station & exp.	$671,905 28	$915,587 30
Cost of running	1,274,893 46	1,585,549 80
General expenses	126,418 52	158,305 00
Repairs of engines and cars	1,177,240 95	1,455,760 78
Repairs of track and roadway	1,248,610 26	1,791,626 96
Repairs of structures	190,272 96	250,553 92
Incidental expenses.	36,859 32	54,323 09
Miscellaneous	134,607 80	198,804 72
	$4,860,748 55	$6,380,511 07
Net earnings	$3,539,585 76	$4,088,970 22

Disbursed in 1863 as follows:

Interest on Mortgage Debt	$1,406,405 00
Rent of Union Railroads	78,400 00
" Chemung Railroad	30,000 00
" Elmira, Jeff. & Can. R. R.	25,000 00
" Long Dock Property	143,551 84
Internal Revenue Tax	113,504 98
Taxes on Real Estate	104,259 43
Pavonia Ferry	39,351 37
Loss by Fire at Jersey City	10,000 00
Hire of Cars	28,246 21
Interest on Assessments	5,242 69
Sinking Fund Buffalo Branch	2,354 00
	$1,986,315 52
Surplus	$2,102,654 70
Dividends July 1, 1863. $699,062 00	
Dividends Jan. 1, 1864.. 761,040 50	
	1,460,102 50
	$642,552 20
Surplus January 1, 1863	26,621 28
Balance to Credit of In. Ac't, Jan. 1, 1864	$669,173 48

The results of the operations of 1863 as compared with 1862, show an increase in earnings of $2,069,146 98, or 24.63 per cent., and an increase in expenses of operating the road of $549,384 46, or 31.03 per cent. The payments for interest and rents were about the same as in 1862, while in the item of taxes on real estate and internal revenue taxes, there is an increase in 1863 of about one hundred and twenty thousand dollars. The expenses of operating the road were increased beyond the usual proportion between earnings and expenses, by the great advance in the cost of every article used in the repairs of the road and machinery, and in the price of labor.

Out of the net earnings, after paying interest on the mortgage debt, rents and other charges as set forth in the table above, leaving $2,102,654 70 as belonging to income account, the Directors have paid two dividends of three and one half per cent. each on the preferred stock, and one of three and one half per cent. on the common stock, amounting in all to $1,460,102 50, and leaving, with the surplus for 1862, a balance of $669,173 48.

The amount expended for construction in the year was $464,481 24. The increased value of materials on hand was $177,890 71.

The earnings from Freight and Passengers as compared with last year, show an increase in the former of $1,411,447 11 or 19.90 per cent.; and in the latter of $650,534 28, or 54.01 per cent.

The following table exhibits the earnings from the transportation of freight for the last two years, showing the amounts derived from through and way freights respectively:

	1862.	1863.
Through East	$3,639,764 42	$3,853,042 71
Through West	1,196,750 00	1,371,186 25
Way East	1,462,863 40	2,322,774 21
Way West	765,985 25	929,806 91
Total	$7,065,363 07	$8,476,810 18

It will be observed that of the increase $1,411,447 11 in the earnings from the transportation of freight, $1,023,732 47, or more than five-sevenths, have been derived from way freight. This fact is significant in view of the maintenance of remunerative business, and of the ability of the road to earn a fair income in the worst of times. The earnings from way freight in 1863 were nearly equal to the earnings from both through and way freight in 1859. It is expected that this increase will continue and be largely augmented by the carrying of coal, only small quantities of which were transported on the Eastern portion of the road last year.

The number of tons of freight transported in each of the years as above were:

	1862.	1863.
Through East	471,314	452,667
Through West	149,896	169,920
Way East	501,018	635,442
Way West	553,006	616,605
Totals	1,675,234	1,874,634

The number of miles run by freight trains, with earnings and expenses per mile run, are given in the following table:

	1862.	1863.
Miles run	3,290,400	3,750,771
Tons moved	1,675,235	1,874,634
Tons moved per mile run	0,509	0,497
Earnings per mile run	2.14	2.26
Earnings per ton moved	4.22	4.52
Av. cost per ton moved	2.23	2.28
Av. cost per mile run	1.13	1.14

The fourth and fifth mortgages are reduced $132,000 by conversions into common stock, which is correspondingly increased.

The Company owes no floating debt.

The reduction of the debt and its ultimate payment have not been lost sight of by the Directors. To provide for the payment of the first mortgage, falling due in little more than three years, the Directors have applied to the Legislature for power to issue of the Common Capital Stock enough to pay off the whole issue. It is believed, that should the right to issue stock for that purpose be conceded, negotiations could be entered into for retiring the bonds before their maturity.

By a vote of the Directors passed in September last the fourth and fifth mortgage bonds, under existing provisions of the General Railroad Law, were made convertible into common stock, and holders have availed themselves of the privilege to a very considerable extent. It is probable that a large portion of both issues will be retired by exchange into stock. Previous to December 31st $132,000 of these bonds had been exchanged for stock. Since that date large amounts have been converted and the exchange is still going on. The payment of the bonds issued for the purchase of the Buffalo Branch—Hornellsville to Attica—is provided for by a sinking fund; but they may be converted into stock.

Should the whole of the first, fourth and fifth mortgages be paid off as above, there would remain of debt but $10,000,000, which a moderate sinking fund would extinguish before maturity.

The property of the Company consists of—

The Main Line from Jersey City to Dunkirk	460 miles.
Piermont Branch	18 "
Newburgh Branch	19 "
N. W. D., Hornellsville to Attica	60 "
Total length of road owned by Co	557
The Branch Roads leased and operated by the Company are—	
Buffalo Division, Corning to Buffalo	140 "
Rochester Division	18 "
Canandaigua and Elmira	66 "
Hawley Branch, just completed	16 "
	240
Whole number of miles of road owned & leased.	797

The Warwick Valley road, ten miles long, is operated by the Company, but not leased.

The whole number of miles of road operated by the Company is 807.

The are on the main line and branches owned by the Company, 190 miles of double track and 131 miles of sidings, and on the leased roads 19 miles of double track and sidings; making the entire length of track equal to 1,137 miles of single track.

During the year considerable improvements have been made in the permanent property of the Company. Of double track eight miles have been laid, and six more nearly prepared to receive the iron, most of which would have been laid but for the difficulty of procuring iron in season. Nine miles of additional side tracks have been graded and laid, and 15,143 tons of new iron, equal to 150 miles, and 302,873 cross-ties, have been used in repairs. The general condition of the road bed, track, bridges and other structures is fully equal to what it has been at any former time, and will, in the opinion of the Directors, compare favorably with any of the great roads in the country.

The rolling stock consists of 243 locomotives, 109 passenger cars, 201 emigrant, baggage and caboose cars, 3,386 freight cars, and 310 other cars—in all 4,249.

The rolling stock of the Buffalo Division is not included in the above statement. It consists of 28 locomotives and 459 cars, all in good working condition—adding this equipment to the stock of the main line, makes a total of 271 locomotives and 4,708 cars. It should be borne in mind that the freight cars of this road, on account of its wide gauge, are of greater capacity than those on narrow gauge roads.

The efficiency of the rolling stock has been largely increased during the year by the addition of seventeen first class new locomotives and 257 cars. A number of old locomotives have been rebuilt with increased power, and 232 cars have been entirely rebuilt.

The repairs of the rolling stock have been most thorough, the aim of the officers in charge being to keep it in the most effective condition.

The necessity for more equipment both of locomotives and cars, as well as additional double track, machine shops, station accommodations and turnouts, is strongly impressed upon your Board. In order to increase the earnings, or even to maintain the rate of last year for any considerable

time, these increased facilities are indispensible. The large earnings of 1863 were produced by working the machinery almost to its utmost capacity, and far beyond the limits of economy; while some parts of the single track were so constantly filled with trains as to render delays, always costly, unavoidable. The earnings of 1863 were $10,469,000 against $5,342,000 in 1860, while the increase in the number of locomotives was comparatively small. In 1863 there were 243 against 220 in 1860. Of this increase, less than one-half were in use the whole of last year. The increase of freight cars has been somewhat greater in proportion, though the present stock is quite inadequate. With a moderate increase of equipment the earnings of last year would have been at least one million dollars larger than they were, while the expenses would not have been proportionately increased.

In view of these facts the Directors have authorized the President to contract for as many locomotives, and to build in the shops of the company as many cars as the executive committee and the officers shall judge necessary. Under this authority forty first class freight locomotives have been ordered and are in course of delivery. The whole number will probably be completed by the first of June. The building of cars is going on in the company's shops. Additions to the double track, new turnouts, machine shops, engine houses and station houses, will be commenced in the spring. To provide the means to meet the cost of these improvements your Board has but two resources —either to use the earnings of the road, or to raise new capital. They have determined in favor of the latter, and have made application to the Legislature for authority to increase the common capital stock five millions of dollars, for the purpose of building double track, machine shops, station houses and engine houses, and procuring such additional rolling stock as the business of the road may require. It is not the intention of the Directors to expend the whole or any considerable portion of this amount during the current year, but only so much as in their judgment is expedient and necessary to the full development of the business belonging to the road, spreading the work over several years, and so arranging it that in the occurrence of any revulsion that might lessen the earnings, it can be stopped without detriment.

A considerable portion of the earnings has been applied to expenditures properly chargeable to construction, a statement of which in detail will be found appended to this report. In addition to the amounts there stated, other sums have been charged to the account of transportation expenses, which might with propriety have been charged to construction. The error, if it be one, has generally been on that side. This policy, the Directors trust, will meet the approbation of the stockholders. The expenditures were for purposes of absolute necessity to the business of the road, and the Directors were not willing to borrow money to meet them. The permanent value of the property of the company has been increased, and it will be matter for future consideration whether the amount so appropriated should not, in some form, be divided among the stockholders.

The railroad from Lackawaxen station to Hawley, the terminus of the railroad of the Pennsylvania Coal Company, and known as the Hawley Branch, was completed about the close of the year, and the transportation of coal under the contract with the coal company commenced. The difficulty of procuring labor and materials delayed the opening of the road beyond the time at which it was expected, when the report of last year was published, it would be ready for use. The road is now in complete order, and provided with engines and cars sufficient to meet the requirements of the contract. In addition to the advantages to be derived from the transportation of the coal, it is expected that the facility of procuring fuel at all seasons of the year will lead to the increase of manufactures along the line of the Eastern Division. The recent discovery of extensive deposits of iron ore convenient to the road will have considerable influence in this direction.

The consumption of coal in the locomotives of the company has largely increased during the year, and its cost now forms an important item in the expenses of transportation. This consumption will increase from year to year as coal burning engines are substituted for wood burning engines. There are now sixty-seven coal burning engines on the road against thirty-eight at this time last year, and it is expected that by the close of this year about one half of the whole number in use on the road will burn coal. For want of adequate sources of supply the last year the company has been compelled to pay higher prices for coal than it is expected will be paid hereafter. The connection with the Pennsylvania Coal Company at Hawley now supplies the eastern portion of the road with anthracite coal at moderate price. The completion of the Buffalo, Bradford and Pittsburg Railroad from Carrollton to the coal mines in McKean County in Pennsylvania, which it is expected will be accomplished in June next, will ensure a supply of bituminous coal of excellent quality, at moderate rates, as well as furnish a large tonnage to the road. The distance from these mines to Dunkirk is 75 miles. It is believed that these mines are many miles nearer to Dunkirk and Buffalo than any others in Pennsylvania.

This company took possession of the Buffalo, New York and Erie Railroad on the first day of May last, under lease for a long term, as stated in the last annual report, and it has since been operated in connection with the main line and known as the Buffalo Branch. The results of the operations of the road are satisfactory, both the local and the through business between New York and Buffalo and Rochester showing a handsome increase. The almost constant employment by the Government of a large portion of the rolling stock of the roads leading south from Elmira to Baltimore and Philadelphia has lessened the business expected from that source, and at times almost wholly cut it off. Better results are anticipated in future. The increasing intercourse between the Western and Central portions of New York and Canada, and Philadelphia, Baltimore and Washington with its share of New York business, will secure to the Buffalo Branch a profitable traffic.

Additional depot grounds at Buffalo have been purchased, and much done towards putting the road and equipment in good working condition.

The accounts of the Buffalo Branch have been kept distinct and no part of the earnings or expenses appears in the statement of the earnings and expenses of the Erie Railway Company.

While the Directors, in these unsettled times, will not venture to make any estimates of the future earnings, they are happy to assure the stockholders that the condition of the company was never more prosperous than it is now, and the prospects of a successful year never more flattering; still they are not without apprehension of a still further advance in the price of labor and materials, without a corresponding increase of revenue. It will be the aim of the Directors to keep the expenses as low as is consistent with practical economy and the true interests of the company; and in this endeavor they confidently count on the continued co-operation of the officers and employees, to whose faithful services they acknowledge themselves indebted for the results of the past year.

The whole number of miles run by engines was 5,858,687. Cost of renewals and repairs, $597,099 13. Cost per mile run 9.77.

BALANCES OF GENERAL LEDGER, DEC. 31, 1863.

Cost of road and equipment		$39,404,647 88
Cash and cash items on hand	1,550,767 53	
Materials on hand	823,888 82	
Fuel on hand	310,475 54	
Advanced Hawley Branch	103,297 55	
" B., N. Y. & E. R. R.	161,281 61	
Stock in R. & G. V. R. R. Co	350 00	
Bills and accounts receivable	486,860 47	
		$42,841,569 40

Capital stock—		
Preferred stock	$8,535,700 00	
Common stock	11,569,500 00	
		$20,105,200 00
Funded debt—		
First mort., bonds	$3,000,000 00	
Second mort., bonds	4,000,000 00	
Third mort., bonds	6,000,000 00	
Fourth mort., bonds	5,020,000 00	
Fifth mort., bonds	1,739,500 00	
Buffalo Branch bonds	200,000 00	
Real estate bonds	1,500 00	
		19,961,000 00
Sinking fund for Buffalo Br. bonds		4,554 00
Accounts payable	$851,597 18	
Accrued interest on bonds, and div. on stock	1,250,044 74	
		2,101,641 92
Balance of "Income Account,"		669,178 48
		$42,841,569 40

The Directors and officers for 1863–'64, are as follows:

President.—NATHANIEL MARSH.

Directors.—Samuel Marsh, Daniel Drew, John Arnot, William B. Skidmore, Cornelius Vanderbilt, Robert H. Berdell, Dudley S. Gregory, Ralph Mead, Nathaniel Marsh, Ambrose S. Murray, William Evans, J. C. Bancroft Davis, D. A. Cushman, Alexander S. Diven, Thomas W. Gale, Isaac N. Phelps, Horatio N. Otis.

Vice President.—SAMUEL MARSH.

Treasurer.—JOHN HILTON.

Secretary.—HORATIO N. OTIS.

Auditor.—BENJAMIN E. BREMNER.

General Superintendent.—CHARLES MINOT.

Assistant Superintendent.—JOS. W. GUPPY.

Division Superintendents.—Charles L. Robinson, Jersey City; Hugh Riddle, Port Jervis; H. B. Smith, Elmira; H. G. Brooks, Dunkirk; Solomon Bowles, Hornellsville; H. C. Fisk, Buffalo.

Pittsburg, Ft. Wayne and Chicago Railway.

The annual meeting of the stockholders of this company was held in Pittsburg on the 16th inst. From the report of the directors, an abstract of which is given in the Pittsburg *Post*, it appears that the gross earnings for the year ending December 31, 1864, were $5,132,933 74; and the expenses of operation $3,026,310 56—leaving net earnings $2,106,623 18. The total income of the company, including $90,042 33 received from the Cleveland and Pittsburg Railroad was $5,222,976 07. Against which is charged: expenditures for operating, as above, $3,026,310 56; for construction and equipment, $1,517,162 25; interest paid, $761,559 39—making the total expenditures, $5,305,032 20, and showing a deficit of $82,055 13. This deficit, says the report, will be further increased by the amount of interest (about $97,000) to be paid April 1st proximo, on the outstanding third mortgage bonds, out of surplus earnings of the year.

This result makes the operating expenses for the year 59 per cent. of the earnings. For the year 1862 the operating expenses were 50 per cent. of the earnings, showing an increased per centage of the past year, over 1862, a fraction less than 20 per cent., while the increase in the cost of labor and supplies has been more than 36 per cent.

The total expenditure during the year, on construction and for additional equipments, were $1,517,162 25. This is a very large expenditure out of "income" for the permanent extension and improvement of the property, which should be paid for by fixed capital. It is a sum equal to

29½ per cent. of the earnings of the railway, and equal to a dividend of 23⅓ per cent. on the authorized capital stock of the company.

During the year there have been added to the equipment 27 new locomotives, 604 burthen cars and 12 new passenger coaches of the most approved pattern and style—six of which are iron. Forty-three new locomotives, at a cost of $634,-00, and 9 new passenger coaches, at a cost of $34,500, have already been contracted for. It is also designed to construct a double track between Leetsdale and Rochester (10 miles) at a cost of $122,000. Extension of side tracks, $230,000. Four hundred freight cars to be built in the company's shops, $280,000.

The following resolutions, recommended to the favorable consideration of the stockholders by the Board of Directors, were offered by W. S. Hickok, Esq., of Mansfield, Ohio:

Resolved, That it is expedient that expenditures for construction, equipment, and objects pertinent thereto, involving new capital, should in the main be provided for by an increase of capital stock of the company.

Resolved, That the increase of capital stock should be made solely for the purpose of building and completing a double track, or such part thereof, as may be expedient, and for equipping the road, and providing such additional rolling stock, machinery, appurtenances and other facilities, as may be necessary to properly do all the business which may offer, and for no other purpose; and should only be issued from year to year in such amounts as the stockholders, at their annual meetings, may decide upon. Their decision shall be based upon detail estimate, made by the Board of Directors, of the amount of money necessary for the year, and that the new issue of stock shall only be sold after public notice.

Resolved, That the increase of capital for 1864 shall not exceed $3,500,000.

Resolved, That the stockholders hereby recommend, and as far as may be necessary, authorize the Board of Directors to make such agreement or arrangement as will enable them to increase the capital stock, as indicated in the preceding resolutions.

The following Directors were elected: J. F. D. Lanier, Louis H. Meyer, Samuel J. Tilden, New York; J. Edgar Thomson, G. W. Cass, Springer Harbaugh, Pennsylvania; Kent Jarvis, William Merriman, Robert McKelley, Ohio; Samuel Hanna, Jesse L. Williams, Pliny Hoagland, Indiana; Wm. B. Ogden, Illinois.

Railroad from Salamanca to Buffalo.

The Atlantic and Great Western Railroad Company have decided to connect the terminus of their road at Salamanca, in Cattaraugus county, with Buffalo; and Mr. Seymour, the engineer in the employ of that Company, has been instructed to select the shortest and most feasible route for the proposed road. In accordance with these instructions, Mr. Seymour has been making preliminary examinations of the various routes that are supposed to be practicable. One line has been run, wholly or in part, which if adopted will locate the road near the village of Springville, and a second line, cursorially surveyed, will pass in the vicinity of Morton's Corners.

How far these routes are available, is best known to the accomplished engineer who has the matter in hand; but we incidentally learn that the configuration of the country through which they pass, is decidedly adverse to an easy and economical constructions of a railroad.

Several years ago, when the people of Buffalo first began to bestir themselves in relation to a railroad from that city to the coal mines in McKean Co., Pa., a survey was made by Samuel Healy, Esq., for the purpose of establishing the feasibility of a railroad from North Evans or some contiguous point on the Lake Shore Railroad, to the New York and Erie at Little Valley or as near as possible to the railroad leading to the coal fields. Mr. H. found an extremely favorable route all the way, the grade being a natural ridge, which extends from this village through Taylor Hollow and Pontiac, to the Lake Shore line. Here, and above, the route runs near Col. Plumb's residence, and crosses the Cattaraugus near Hidi, and up the South Branch, and thence *via* Erie road to Salamanca.

This outline of the route will show that the Atlantic and Great Western Company may, eventually, find it the "shortest and most feasible route" to Buffalo, and Engineer Seymour is so far impressed with the favorable accounts in regard to it, as to give it a thorough examination, which he begun yesterday, and will continue until it is fully tested.

It is of course, useless to speculate on the result, but we devoutly hope that our greatest want—a railroad—may be forthcoming; and, connected by this means with New York and the West, Buffalo and the East, and the coal beds of Pennsylvania—with our sheltered and beautful location, our splendid water power—what a picture of prosperity does this hope create.—*Gowanda Reporter.*

Pacific Railroad of Missouri.

Now that all necessary legislation to insure the completion of the road has been perfected, it may be a matter of some interest to the public to know what is exactly the present condition of the road.

The Pacific Railroad is now completed and running from St. Louis to Dresden, a distance of one hundred and ninety miles. From Dresden to Warrensburg twenty-four miles, the grading is nearly completed—the ties, chairs and spikes are on the ground. It is expected that the cars will be running to Warrensburg in April. From Warrensburg to Independence is fifty-four miles. Most of this distance remains ungraded.

There is no heavy work upon this section of the road except a rock cut on the Little Blue, where the company have had a considerable force at work all-winter.

From Independence to this city the road is nearly ready for the iron. Thus it will be seen that but little over fifty miles of new road is to be built to complete it to our city. That it will be for the interest of all concerned to finish it as quickly as possible is evident. As such works are ordinarily pushed, it might require the balance of the present year to finish it. That it can and will be done much quicker is certain.

St. Louis men say the cars will run to this city in six months. Responsible contractors offer to take the job of completing the road in four months.

The military authorities are determined that nothing shall delay the work, as its early completion is regarded a military necessity.—*Kansas City Journal.*

Nova Scotia Coal Mines.

A report laid before the Legislature of Nova Scotia, shows that the amount of coal shipped during 1863, exceeds that of 1862 to the extent of thirty-seven thousand tons. The great body of coals has been shipped from the mines of Cape Breton; but owing to more recent explorations, extensive fields of coal have also been discovered in the county of Cumberland, and partially worked. Preparations are now in progress to work them upon a large scale. There have been one hundred and fifteen applications for licenses in the year 1863, yielding $2,690. There are 22 mines in operation, from which there have been raised, during the past year, 394,705 tons of large, and 34,616 tons slack; in all, 429,321 tons. Of this quantity 72,758 tons have been sold for home consumption, and 286,758 tons exported to the United States, and 65,773 tons to the neighboring colonies.

Imports into the United Kingdom.

The British Board of Trade returns give the following statements of the imports of wheat, Indian corn and flour into the United Kingdom (Great Britain and Ireland,) in each of the last three years. The wheat and corn are in "quarters," which signifies eight bushels, this being considered in dry measure a quarter of a ton. The flour is in "hundredweights," or 112 lbs. The total only of the Indian corn is given; but the greater part of it came from the United States:

Wheat from	1861. Qrs.	1862. Qrs.	1863. Qrs.
Russia	1,041,461	1,327,158	1,046,378
Prussia	1,027,733	1,450,484	1,017,807
Denmark	228,157	145,338	128,155
Mecklenburg	122,248	93,161	88,800
Hanse towns	214,146	156,701	73,013
France	180,903	224,835	34,034
Turkey & Danube	231,044	390,068	95,811
Egypt	339,811	759,036	555,290
United States	2,507,744	3,724,770	2,008,708
British America	549,525	861,452	483,230
Other countries	470,043	336,267	111,275
Total, wheat	6,912,815	9,469,270	5,622,501
Indian corn, qrs	3,090,352	2,728,791	2,971,872
Flour, from	Cwts.	Cwts.	Cwts.
Hanse towns	279,609	256,973	806,216
France	460,775	790,040	1,367,938
United States	2,794,865	4,499,534	2,531,822
British America	805,339	1,108,591	883,352
Other countries	812,350	551,975	129,648
Total, flour	6,152,938	7,207,113	5,218,976

Washington Insurance Company.

The last report of this company states its capital and surplus at $582,510 45, which shows an increase of nearly $60,000 over the same total for last year. This fact is a telling testimonial to the progress of the Washington. Its capital is $400,-000; its surplus is $182,810. Some idea of the character and the amount of business done by the company may be gathered from the fact that its premiums received, for the fiscal year ending in January, 1864, amounted to $210,154, while its unexpired premiums were only $98,103. This shows that it does a considerable and successful business on what are termed "short risks." Indeed, out of 951 policies maturing during the last two months of the year, not over fifty were on special hazards, upon which there was no loss.

While the Washington is eminently conservative—which is seen in the character of its risks—it still possesses the energy to do a strong local business. Thus it exemplifies the great truth that energetic action is as essential to success as capital. Results justify its policy. Its dividends have always been paying ones, to stockholders. Since its commencement of the participating system it has divided among the latter $180,000, besides *giving three scrip dividends* of 60 PER CENT. each on participating policies, in the course of the last three years. The amount of its participation dividends for 1863 was over $50,000, which shows that a large portion of the fire business is done on this plan.

The company is most fortunate, too, in able and untiring officers. Its President, Mr. Satterlee, is a hard-working man, who gives his whole attention to the advancement of the interests of the corporation; and his exertions are aided in a similar spirit of watchful energy by Vice President Weston, and the accomplished and courteous Secretaries. There is no pleasanter office than that of the Washington—on the corner of Broadway and Maiden Lane. When the company moved thither from Wall Street, it was thought that the site chosen was too far up town. But time has proved the wisdom of the removal. The Washington now occupies elegant and conspicuous quarters, so that "he who runs may read" where to find security for his worldly goods.—*Insurance Monitor.*

Progress of Population of the United States.

(Continued from page 277.)

State of South Carolina.

Area 29,385 Square Miles, or 18,806,400 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	140,178	1,801	107,094	249,073			
1800..	196,255	3,185	146,151	345,591	1790–1800..	96,518	38.75
1810..	214,196	4,554	196,365	415,115	1800–1810..	69,524	29.12
1820..	237,440	6,826	258,475	502,741	1810–1820..	87,626	21.11
1830..	257,863	7,921	315,401	581,185	1820–1830..	78,444	15.68
1840..	259,084	8,276	327,038	594,398	1830–1840..	13,213	2.28
1850..	274,563	8,960	384,984	668,507	1840–1850..	73,109	12.47
1860..	291,623	9,648	402,541	703,812	1850–1860..	35,305	5.28

State of Georgia.

Area 58,000 Square Miles, or 37,120,000 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	52,886	398	29,264	82,548			
1800..	101,678	1,019	59,404	162,101	1790–1800..	79,553	96.37
1810..	145,414	1,801	105,218	252,433	1800–1810..	90,332	55.72
1820..	189,564	1,767	149,656	340,987	1810–1820..	88,554	35.02
1830..	296,806	2,486	217,531	516,823	1820–1830..	175,836	51.57
1840..	407,695	2,753	280,944	691,392	1830–1840..	174,469	33.78
1850..	521,575	2,931	381,682	906,185	1840–1850..	214,793	31.07
1860..	591,638	3,459	462,232	1,057,329	1850–1860..	151,144	31.67

State of Florida.

Area 59,268 Square Miles, or 37,931,520 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1830..	18,385	844	15,501	34,730			
1840..	27,943	817	25,717	54,477	1830–1840..	19,747	56.86
1850..	47,203	932	39,310	87,445	1840–1850..	32,968	60.52
1860..	77,778	908	61,753	140,439	1850–1860..	52,994	60.60

State of Alabama.

Area 50,722 Square Miles, or 32,462,080 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1820..	85,451	571	41,879	127,901			
1830..	190,406	1,572	117,549	309,527	1820–1830..	181,626	142.01
1840..	335,185	2,039	253,536	590,753	1830–1840..	281,226	90.86
1850..	426,514	2,265	342,844	771,623	1840–1850..	180,870	30.62
1860..	526,534	2,630	438,132	964,296	1850–1860..	192,673	24.97

State of Mississippi.

Area 47,156 Square Miles, or 30,179,840 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1800..	5,179	182	3,489	8,850			
1810..	23,024	240	17,088	40,352	1800–1810..	13,502	355.95
1820..	42,176	458	32,814	75,448	1810–1820..	35,096	86.97
1830..	70,443	519	65,659	136,621	1820–1830..	61,173	81.08
1840..	179,074	1,366	195,211	375,651	1830–1840..	239,030	174.96
1850..	295,718	930	309,878	606,526	1840–1850..	230,875	61.44
1860..	353,969	731	436,696	791,395	1850–1860..	184,870	30.48

State of Louisiana.

Area 41,255 Square Miles, or 26,403,200 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1810..	34,311	7,585	34,660	76,556			
1820..	73,383	10,960	69,064	153,407	1810–1820..	76,851	100.39
1830..	89,441	16,710	109,588	215,739	1820–1830..	62,332	40.63
1840..	158,457	25,502	168,452	352,411	1830–1840..	136,672	63.35
1850..	255,491	17,462	244,809	517,762	1840–1850..	165,351	46.92
1860..	357,642	18,638	333,010	709,290	1850–1860..	191,528	46.99

State of Texas.

Area 237,504 Square Miles, or 152,002,560 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1850..	154,034	397	58,161	212,592			
1860..	421,411	339	180,682	602,432	1850–1860..	389,840	188.37

State of Arkansas.

Area 52,198 Square Miles, or 33,406,720 Acres.

1820..	12,579	77	1,617	14,273	Periods.	Numerical.	Per ct.
1830..	25,671	141	4,576	30,388	1820–1830..	16,115	112.91
1840..	77,174	465	19,935	97,574	1830–1840..	67,186	221.09
1850..	162,189	608	47,100	209,897	1840–1850..	112,323	115.12
1860..	324,186	137	111,104	435,427	1850–1860..	225,530	107.45

State of Tennessee.

Area 45,600 Square Miles, or 29,184,000 Acres.

1790..	32,013	361	3,417	35,791	Periods.	Numerical.	Per ct.
1800..	91,709	309	13,584	105,602	1790–1800..	69,811	195.05
1810..	215,875	1,317	44,535	261,727	1800–1810..	156,125	147.84
1820..	339,927	2,779	80,107	422,813	1810–1820..	161,086	61.55
1830..	535,746	4,555	141,603	681,904	1820–1830..	259,091	61.28
1840..	640,627	5,524	183,059	829,210	1830–1840..	147,306	21.60
1850..	756,836	6,422	239,459	1,002,717	1840–1850..	173,507	20.92
1860..	826,828	7,235	275,784	1,109,847	1850–1860..	107,130	10.68

State of Kentucky.

Area 37,680 Square Miles, or 24,115,200 Acres.

Census.	White.	Free col'd.	Slave.	Total.	Decennial Increase		
					Periods.	Numerical.	Per ct.
1790..	61,133	114	11,830	73,077			
1800..	179,871	741	40,343	220,955	1790–1800..	147,878	202.36
1810..	324,237	1,713	80,561	406,511	1800–1810..	175,556	83.98
1820..	434,644	2,941	126,732	564,317	1810–1820..	157,806	38.82
1830..	517,787	4,917	165,213	687,917	1820–1830..	123,600	21.90
1840..	590,253	7,317	182,258	779,828	1830–1840..	91,911	13.36
1850..	761,413	10,011	210,981	982,405	1840–1850..	202,577	25.98
1860..	928,077	10,146	225,490	1,155,713	1850–1860..	173,308	17.64

State of Ohio.

Area 39,964 Square Miles, or 25,576,960 Acres.

1800..	45,028	337	....	45,365	Periods.	Numerical.	Per ct.
1810..	228,861	1,899	....	230,760	1800–1810..	185,395	408.67
1820..	576,572	4,862	....	581,434	1810–1820..	350,674	151.96
1830..	928,329	9,568	6	937,903	1820–1830..	356,469	61.33
1840..	1,502,122	17,342	3	1,519,467	1830–1840..	581,565	62.01
1850..	1,955,050	25,279	....	1,980,329	1840–1850..	460,862	30.33
1860..	2,303,374	36,225	....	2,339,599	1850–1860..	359,270	18.14

State of Michigan.

Area 56,243 Square Miles, or 35,995,552 Acres.

1810..	4,618	120	24	4,762	Periods.	Numerical.	Per ct.
1820..	8,591	305	..	8,896	1810–1820..	4,144	86.81
1830..	31,346	261	32	31,639	1820–1830..	22,743	255.65
1840..	211,560	707	....	212,267	1830–1840..	180,628	570.90
1850..	395,071	2,583	....	397,654	1840–1850..	185,377	87.34
1860..	742,289	6,823	....	749,112	1850–1860..	351,458	88.38

State of Indiana.

Area 33,809 Square Miles, or 21,637,760 Acres.

1800..	4,577	163	135	4,875	Periods.	Numerical.	Per ct.
1810..	23,890	393	237	24,520	1800–1810..	19,645	402.97
1820..	145,758	1,230	190	147,178	1810–1820..	122,658	500.24
1830..	339,399	3,629	3	343,031	1820–1830..	195,853	133.07
1840..	678,698	7,165	3	685,866	1830–1840..	342,835	99.94
1850..	977,154	11,262	....	988,416	1840–1850..	302,550	44.11
1860..	1,340,072	10,869	....	1,350,941	1850–1860..	362,525	36.68

State of Illinois.

Area 54,405 Square Miles, or 34,819,200 Acres.

1810..	11,501	613	168	12,282	Periods.	Numerical.	Per ct.
1820..	53,788	506	917	55,211	1810–1820..	42,929	349.53
1830..	155,061	1,637	747	157,445	1820–1830..	102,234	185.17
1840..	472,254	3,598	331	466,183	1830–1840..	308,738	202.44
1850..	846,034	5,436	....	851,470	1840–1850..	385,287	78.81
1860..	1,704,684	7,069	....	1,711,753	1850–1860..	860,283	101.03

State of Missouri.

Area 67,380 Square Miles, or 43,123,200 Acres.

1810..	17,227	607	3,011	20,845	Periods.	Numerical.	Per ct.
1820..	55,988	376	10,222	66,586	1810–1820..	45,741	219.43
1830..	114,795	569	25,091	140,455	1820–1830..	73,869	110.94
1840..	323,888	1,574	58,240	383,702	1830–1840..	243,247	173.18
1850..	592,004	2,618	87,422	682,044	1840–1850..	298,342	77.75
1860..	1,064,369	2,983	114,965	1,182,317	1850–1860..	500,273	73.35

State of Iowa.

Area 50,914 Square Miles, or 32,584,960 Acres.

1840..	42,924	172	16	43,112	Periods.	Numerical.	Per ct.
1850..	191,881	333	....	192,214	1840–1850..	149,102	345.85
1860..	673,925	1,023	....	674,948	1850–1860..	482,734	251.16

State of Wisconsin.

Area 53,924 Square Miles, or 34,511,360 Acres.

1840..	30,749	185	11	30,945	Periods.	Numerical.	Per ct.
1850..	304,756	635	....	305,391	1840–1850..	274,446	886.88
1860..	774,392	1,481	....	775,873	1850–1860..	470,482	154.05

State of Minnesota.

Area 95,274 Square Miles, or 60,975,536 Acres.

1850..	6,038	39	....	6,077	Periods.	Numerical.	Per ct.
1860..	171,973	229	....	172,022	1850–1860..	165,945	2,730.73

State of California.

Area 188,981 Square Miles, or 120,947,784 Acres.

1850..	91,635	962	....	92,957	Periods.	Numerical.	Per ct.
1860..	376,200	3,816	....	380,016	1850–1860..	287,059	308.70

State of Kansas.

Area 78,418 Square Miles, or 50,187,520 Acres.

Population 1860: White, 106,487, and Free Colored, 623—Total, 107,110.

State of Oregon.

Area 102,606 Square Miles, or 65,667,840 Acres.

1850..	12,038	55	....	12,093	Periods.	Numerical.	Per ct.
1860..	52,843	121	....	52,464	1850–1860..	40,371	333.84

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guaran teed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6		----
" " " (new pref.)	564,000	6		----
Buffalo, N.Y. & Erie (guarantied)	850,000	7		----
Camden & Atlantic (preferred)	620,800	7		30
Catawissa (preferred)	1,150,000	7		41½
Chemung (guarantied)	380,000			
Cayuga & Susquehanna (guarantied)	343,500			
Cheshire (preferred)	2,017,825	7		48½
Chicago & Alton (preferred)	2,464,336	7		97½
Chicago & Northwestern (pref.)	2,400,000	7		87
Coohecho (preferred)	177,750	8		
Gt. & Passumpsic Rivers (guarant.)	49,200	6		
" " " (preferred)	281,000	6		59
Cumberland Valley (1st preferred)	241,900	8	8	
" " (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,982,180	7		72
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamsport (preferred)	500,000			55½
Erie (preferred)	8,535,700	7	7	109
Hannibal & St. Joseph (preferred)	5,309,728	7		80
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	
Housatonic (preferred)	1,180,000	8	4	103½
Indianapolis & Madison (preferred)	353,900	8	8	
Kennebec & Portland (preferred)	247,000	6		
" " (new pref.)	125,000	6		
Lackawanna & Bloomsburg (pref.)	500,000	7		
Marietta & Cincinnati (1st preferred)	5,105,384	7		89
" " (2d preferred)	3,424,169	7		67
Michigan S. & N. Indiana (guar.)	2,863,600	8		147
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	104
" " " (2d pref.)	1,014,000	7	7	86½
Milwaukee & St. Paul (preferred)	2,255,000	7		
New Haven & Northampton (guar.)	1,010,000		4	
New York & Harlem (preferred)	1,500,000	8		133
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	
Paterson & Hudson (guarantied)	650,000		8	
Paterson & Ramapo (guarantied)	248,000		5½	
Peoria & Bureau Valley (guarant'd)	1,200,000		6	
Philadelphia & Reading (preferred)	1,551,800	7	7	
Philadelphia & Trenton (guarant'd)	1,000,000		10	
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7		100
Pittsfield & North Adams (guar.)	450,000	6	6	100
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	382,700	8		
" " (preferred)	608,176	6		
St. L., Alton & Terre Haute (pref.)	1,500,000	6		101
Toledo & Wabash (preferred)	926,200	7		90
Troy & Greenbush (guarantied)	274,400	6	6	
Vermont & Canada (guarantied)	1,600,000	8	8	
Warren (guarantied)	1,307,750	7	7	
White Mountains (guarantied)	200,000	5	5	
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	100
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	97
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	107½
Unsecured bonds	2,773,726	6	J. & J.	'63-'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	107
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	87
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	101½
2d Mortgage	3,980,670	6	J. & J.	1882	98
Improvement	568,500	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	70½
Preferred Interest b'ds.	227,500	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	30
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley					
1st Mortgage	750,000	6	J. & J.	1878	104½

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	46½
Delaware and Hudson	100	7,500,000	7	222
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,500,000	6	75
" " (scrip)	50	1,803,000	6	70½
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	75
" (preferred)	100	1,175,000	10	139½
North Branch	100			----
Sault Ste Marie	100			----
Schuylkill Navigation (consolidated)	50	1,932,457	—	37
" " (preferred)	50	2,722,607	—	46
Susquehanna and Tide Water	50	2,048,260	—	29
Union (preferred)	50	2,750,000	—	7
West Branch and Susquehanna	100	1,000,000	6	120
Wyoming Valley	100	500,000	6	80
Steamship and Transit:				
Central American Transit	----	----------	---	59
Nicaragua Transit	----	----------	---	2½
Pacific Mail Steamship	100	4,000,000	---	230
Union Steamship (Boston)	----	----------	---	162
Express:				
Adams'	100	2,000,000	---	----
American	100	1,000,000	---	----
National	100	250,000	---	----
Overland Mail	100	500,000	---	----
United States	100	800,000	---	----
Wells, Fargo & Co.	100	1,000,000	---	----
Telegraph:				
American	100	1,600,000	---	----
Atlantic	----	----------	---	----
Insurance Stocks:				
Ætna Fire	50	200,000	---	----
Columbian (Marine)	100	1,000,000	---	127½
Mercantile Mutual	100	600,000	---	----
New England Mutual (Life)	----	----------	---	----
Washington (Fire)	50	400,000	---	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	---	----
New York Life Insurance & Trust	100	1,000,000	---	----
United States Trust	100	1,000,000	---	----
Land and Improvement:				
Boston Water Power	----	----------	---	48½
Boston and Roxbury Mill	----	----------	---	41½
Canton (Baltimore)	100	5,000,000	---	69
Cary Improvement	5	300,000	---	10½
East Boston	----	----------	---	14½
Essex (Boston)	100	1,000,000	---	103
Waverly (Boston)	----	----------	---	3½
Gas-Light:				
Baltimore	100		8	----
Boston	500	1,000,000	---	860
Brooklyn	25	2,000,000	---	----
Cincinnati	----	----------	---	----
City (Brooklyn)	----	----------	---	----
Citizens' (Brooklyn)	20	----------	---	120
Hartford	----	----------	---	----
Jersey City and Hoboken	----	----------	---	----
Manhattan, N. Y. (stock)	50	4,000,000	---	245
" " (scrip)	37½	----------	---	239
Maryland (Baltimore)	25	----------	---	----
Metropolitan, N. Y.	100	----------	---	132
New Haven	----	----------	---	----
New York	50	750,000	---	----
Philadelphia	----	----------	---	----
Pittsburg	----	----------	---	----
St. Louis	----	----------	---	----
Southwark (Philadelphia)	----	----------	---	----
Williamsburg	50	----------	---	151
Unclassified:				
American Coal	25	1,500,000	---	116
American West India	100	1,000,000	---	----
Baltimore Coal	100	----------	---	----
Baltimore and Cuba Smelting	100	----------	---	191
Central Transportation	----	----------	---	----
Cherry Run Petroleum	----	----------	---	9
Cumberland Coal (preferred)	100	5,000,000	---	58½
George's Creek Coal and Iron	100	1,000,000	---	100
Gold Mining of Colorado	----	----------	---	4½
Hazleton Coal	50	----------	---	68
Hudson River Bridge	100	----------	---	----
Mariposa (gold)	100	10,000,000	---	50
Metropolitan Coal	100	----------	---	----
New Almaden (quicksilver)	----	----------	---	----
New Jersey Zinc	100	1,200,000	---	----
Pennsylvania Coal	50	3,200,000	---	207½
Quicksilver	----	----------	---	67½
Santa Clara (quicksilver)	----	----------	---	21½
Santa Rita [silver, copper, and lead]	----	----------	---	----
Sonora Expl. & Mining (silv. & cop.)	----	----------	---	----
West India Cotton	100	100,000	---	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Div'd'ds last year.	Market price p.sh.
Acton (copper)	----	5	200,000	----	4½
Adventure (copper)	----	----	----------	----	----
Albany and Boston (copper)	----	11½	20,000	----	14
American and Mexican Silver	----	----	----------	----	----
Algomah (copper)	----	2	20,000	----	2
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	½	20,000	----	7½
Balt. and N. Carolina (copper)	----	5	----------	----	40c
Bay State (copper)	----	1½	20,000	----	24
Bedford (copper)	----	----	125,000	----	2½
Black River (copper)	----	2½	200,000	----	67c
Bohemian (copper)	----	7½	20,000	----	11
Bucks County (lead)	----	----	----------	----	1½
Cambridge (copper)	----	5	20,000	----	20c
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	1	100,000	----	7½
Carp Lake (copper)	----	----	20,000	----	4½
Cascade (copper)	----	----	----------	----	----
Central (copper)	----	5	20,000	----	65½
Chaudiere (copper)	----	1	100,000	----	80c
Columbian (copper)	----	4½	20,000	----	12½
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	18
Copper Falls (copper)	----	24½	20,000	----	46½
Dacotah (copper)	----	----	20,000	----	5
Dana (copper)	----	2½	20,000	----	5½
Doylestown (copper)	----	----	----------	----	----
Dudley (copper)	----	½	20,000	----	4
Eagle River (copper)	----	3½	20,000	----	8
Everett (copper)	----	5	20,000	----	4
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	10	20,000	----	9½
Flint Steel River (copper)	----	----	20,000	----	12½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	6½	20,000	----	61½
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	1½
Grand Portage (copper)	----	1	20,000	----	----
Great Western (copper)	----	----	20,000	----	4½
Guilford (copper)	----	5	20,000	----	30c.
Hamilton (copper)	----	----	20,000	----	8½
Hancock (copper)	----	6½	20,000	----	12½
Hanover (copper)	----	½	20,000	----	4½
Highland (copper)	----	----	20,000	----	6½
Hilton (copper)	----	----	----------	----	----
Humboldt (copper)	----	2	20,000	----	6½
Huron (copper)	----	13	20,000	20	39
Indiana (copper)	----	----	----------	----	6
Isle Royale (copper)	----	16½	20,000	----	29½
Jefferson (copper)	----	----	----------	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	1	20,000	----	9
Madison (copper)	----	----	20,000	----	5½
Mandan (copper)	----	2½	20,000	----	6
Manhattan (copper)	----	----	20,000	----	5
Mass (copper)	----	----	20,000	----	----
Meanard (copper)	----	5½	20,000	----	12½
Minnesota (copper)	----	3½	20,000	----	95
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	31
Native (copper)	----	5	20,000	----	2½
Naumkeag (copper)	----	1	20,000	----	2½
New England (copper)	----	2	20,000	----	3½
North Cliff (copper)	----	3	20,000	----	8½
North State (copper)	----	5	20,000	----	20c.
North Western (copper)	----	7½	20,000	----	18
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	100,000	----	2½
Ogima (copper)	----	----	20,000	----	5½
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	1	200,000	----	1½
Pennsylvania (copper)	25	2½	20,000	----	10½
Petherick (copper)	----	1½	20,000	----	1d
Pewabic (copper)	----	3½	20,000	----	58½
Phœnix (copper)	----	13	20,000	----	33
Pittsburg and Boston (copper)	----	5½	20,000	----	100
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	3½	20,000	----	7
Prince of Wales (copper)	----	----	----------	----	----
Providence (copper)	----	----	----------	----	2
Quartz Hill (gold)	----	----	----------	----	23½
Quincy (copper)	----	10	200,000	----	94½
Rockland (copper)	----	5	20,000	----	18
Saginaw (saline and mineral)	----	----	----------	----	----
St. Mary's (copper)	----	8½	----------	----	9
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	----	----------	----	----
Silver Hill	----	5	----------	----	----
Silver Valley	----	5	----------	----	30c.
South Side (copper)	----	3	20,000	----	5
Springfield (copper)	----	5	20,000	----	3
Star (copper)	----	7½	20,000	----	10
Superior (copper)	----	4	20,000	----	9½
Toltec (copper)	----	20	20,000	----	32
Tremont (copper)	----	1	20,000	----	4½
Union (lead)	----	5	100,000	----	57c.
Vermont (copper)	5	----	----------	----	----
Waterloo (copper)	----	3	100,000	----	1½
Wickham (copper)	----	5	200,000	----	90c
Wickopee (copper)	----	5	100,000	----	5½
Winthrop (copper)	----	2½	20,000	----	8
Wyandotte (copper)	----	----	----------	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—				Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	50
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	69,200	—	750	60,580	9,225	12½	....	84
30 Nov. '62	8.21	—				Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	127½
30 Nov. '62	5.99	—				Cliftondale	95,500	70,000	25,000	3,748	625			....	....
30 Nov. '62	4.39	—				Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—				Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—				Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	—	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	86
30 Nov. '62	3.51	—				Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—				Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	516	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	66½
30 Nov. '62	6.33	—	290	42	—	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	99½
30 Nov. '62	2.87	—				Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—				Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—				Somerville	50,000	50,000	—	—	2,500	2,500	5	....	32½
30 Nov. '62	2.50	—		2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—				West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—				West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—				Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	....	....	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	.....	.....	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	....	....	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,827	14,015	3	....	....
30 Sep. '62	—	6.50	....	....	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	100	69	....
30 Sep. '62	24.01	—	....	69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	57,567	127,843	10,868	—	....	46
30 Sep. '62	56.18	1.90	....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	....	....	—	Brooklyn City & Ridgewood	51,328	58,500	—	—	—	—	—	....	....
30 Sep. '62	—	....	....	....	—	Buffalo Street	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	—	Central City (Syracuse)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	—	Centr'l P'k,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	....	....	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	....	....	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	....	....	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	....	....	....	—	Fourteenth Street (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	4.52	—	....	....	—	Grand St. & Newtown (W'g)	....	....	....	....	....	....	8	....	....
30 Sep. '62	4.63	—	....	....	—	Harlem Br.,Moris's & Ford'm	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	....	....	....	—	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	—	....	....	—	Niagara Street (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '62	10.00	16.00	....	42	—	Ninth Avenue (N. Y.)	413,948	795,380	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	....	....	....	—	N.Riv.&Wall st.Ferry(N.Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	11.00	....	....	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	....	....	....	—	Rochester City & Brighton	....	1,700	....	....	....	....	....	....	....
30 Sep. '62	16.00	—	....	....	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	....	....	....	....	—	Seventh Avenue (N. Y.)	....	....	....	....	....	....	....	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	145
30 Sep. '62	—	....	....	....	—	Tenth Av & 32d st. (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,060	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	....	....	....	—	Troy and Lansingburg	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	—	Utica City	....	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	....	....	—	V.Brunt st.& ErieBas. (Buff.)	296	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	—	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec. '62	4.20	—	....	....	—	Orange and Newark	....	....	....	....	....	....	....	....	....
31 Dec. '62	5.80	—	....	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	....	....	....	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	62
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.78	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	38½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	62½
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	60½
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	36
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	45½
31 Oct. '62	11.00	—	....	....	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	....	....	—	Lombard & South st. (Phila.)	....	....	....	....	....	....	....	....	16
31 Oct. '62	11.17	—	....	....	—	North Philadelphia	300,000	200,000	100,000	—	....	....	....	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	....	19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	61,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	....	....	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	20½
31 Oct. '62	5.20	—	....	....	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	....	....	....	....	5
31 Oct. '62	7.76	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,967	12,296	8	....	23½
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	258,896	131,645	24½	....	78½
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	21½
31 Oct. '62	8.35	—	....	17	5	Spruce & Pine (Phil.&Gr'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	16½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	56
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	42½
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	75
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	22½
						OHIO.									
31 Dec. '62	5.00	—	....	....	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	....	....	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	....	....	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	....	....	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.83	—	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	....	....	....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	....	....	....	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica: 1st Mortgage	262,100	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River: 1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]: 1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury: 1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	100
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	82,000	7	J. & J.	1870	110
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose: 1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown: 1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan: 1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex: Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue: 1st Mortgage	22,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester: 1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	100,000	7	J. & J.	1871	....
Quincy: Plain bonds	20,000	—	M. & S.	1900	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue: 1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	114½
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue: 1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk: 1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue: 1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union: Real Estate Mortgage	21,200	6	J. & D.	1868	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	118
" " " .....coupon		6	" "	1867	----
Loan of Dec. 31, 1848.....registered	8,909,342	6	" "	1868	110
" " " .....coupon		6	" "	1868	112
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	144
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	108
" " " .....coupon		5	" "	1874	108
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	102
" " " .....coupon		5	" "	1871	100
Oregon War Debt of June, 1861.....coupon	1,026,600	6	" "	1881	107
" " " " " .....coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	112
" " " .....coupon		6	" "	1881	112½
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	112
" " " .....coupon		6	" "	1881	112
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	109½
" " " (5-20s).....coupon	350,000,000	6	" "	1882	109½
Treasury Notes of Feb. & Aug. 1861.coupon	52,931,000	7.3	Feb. & Aug.	1864	111
" " Apr. & Oct. 1861.coupon	86,989,500	7.3	April & Oct.	1864	113
Treasury Notes of 1863 (legal tender).coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	----	----	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
" "	70,814,639	66	" "	notice	----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	103
" " .....(currency)		6	" "	1 year	99½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)...coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" ").. "	38,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	131
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,00[illegible]	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " " "		6	" "	'81-'82	105½
" — " " " " "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	----	----	----
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " " bonds..... "	1,322,085	6	" "	1877	103½
" —Interest stock.....	737,222	6	" "	1860	105
" —Refunded stock.....coupon	2,187,000	6	" "	'65-'85	106
" —War bonds.....	2,000,000	6	" "	1879	101
" —Canal bonds (sterling).....	1,778,423	6	" "	1870	100
" — " " (dollar).....	1 969,397	6	" "	1870	102
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	85
" — " " " "	2,058,173	2½	" "	1886	82½
" —State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock.....	4,079,500	5	Jan. & July.	----	85½
" — " " special stock	1,216,737	5	" "	----	----
" — " Deferred stock.....	1,243,000	5	" "	----	----
" — " special stock	479,545	5	" "	----	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868	----
" — " (war loan).....	800,000	7	" "	'81-'82	----
" — bonds to School Fund ...	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic).....	66,000	6	July.	1883	----
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " " " "		5	" "	'81-'91	----
" — " " " " "		5	" "	'95-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " " " "	67,500	6	" "	'91-'96	101
" — " " (war loan) .. " "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	----	d'm'd.	99
" — " " (R. R. etc.)... "	3,902,000	6	----	'67-'70	----
" — " " (banks)..... "	5,398,533	6	----	----	----
" — " " (war loan)... "	670,000	6	----	----	----
Maine—State bonds.....coupon	-------	6	Mar. & Sept.	'62-'77	104
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	105
Maryland—State bonds (st'k'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'k'g conv.).. "	200,376	5		1865	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (").... "	100,000	4½		1888	----
" — " " (").... "	767,560	5		'42-'48	----
" — " " (").... "	399,408	5		1890	----
" — " " (").... "	148,711	5		'89-'90	105
" — " " (").... "	133,689	6		pleas.	----
" — " " (").... "	3,000,000	6		1870	107
" — " " (").... "	35,000	6		1885	----
" — " " (").... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	108½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'se.) "	150,000	6	" "	1870	----
" — " " (Buildings se.) "	200,000	6	June & Dec.	'68-'77	122½
" — " " (" ") "	345,000	5	April & Oct.	'86-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'66-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120
" — " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1883	108½
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	112½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	597,000	7	" "	1866	103
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1883	68½
" — " " " "	199,000	6	" "	1883	72
" — " " " "	100,000	6	April & Oct.	1883	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1863.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	73½
" — " " S. W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph	3,000,000	6	" "	'73-'87	92
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	104½
" " —Notes	200,000	----	----	----	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'66-'71	----
" " — " " ("). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1888	107
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	118
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " " ..	11,050	5½	----	d'm'd.	----
" " — " " " " ..	14,230	6	----	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105
" " — " " " "	15,889,025	6	" "	'64-'76	115
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	59
Ohio—State bonds (foreign debt) ....coupon	1,[illegible]08,905	6	Jan. & July.	1860	100½
" — " " (" ") .... "	1,015,000	6	" "	1865	94
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	105
" — " " (" ") .... "	1,600,000	6	" "	1875	106½
" — " " (" ") .... "	4,095,309	6	" "	1881	105
" — " " (" ") .... "	2,400,000	6	" "	1886	106
" — " (domestic debt).....	275,385	6	" "	1863	108
" — " (war loan).....coupon	299,704	6	" "	1868	----
" — " (" ")..... "	'280,969	6	" "	1868	----
" —Irredeemable debt (school funds, etc.)...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	99
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	106½
" — " " "	3,241,896	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1904	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	6	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	101
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	103
" — "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	104
" —State bonds.....coupon	860,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----	----	----
" —Relief Notes in circulation...	97,360	----	----	----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	103½
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	105½
South Carolina—State bonds (stg).....coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	----	'68-'90
" " —State b'ds (railroads).coupon	1,310,000	6	----	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----	1882	61½
" — " " (intern. impr.)	2,063,606	5	----	Var.	45
" — " " (railroads) ... "	12,799,000	6	----	Var.	----
" — " " (capitol) ..... "	608,000	5	----	1890	45
" — " " (Hermitage) . "	48,000	6	----	1890	----
Texas—Had no debt in 1861	-------	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'61-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----	'61-'65	----
" — " " (" ") .... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'93-'98	50
" —State bonds (railroad) .....coupon	12,634,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	6	" "	1892	----
West Virginia—No information	-------	----	----	----	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (" ") .... "	1,100,000	6	" "	'75-'85	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	868,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,989	185,591	167,056	157,332	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,058	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,002
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,489
1863	140,024	130,225	122,512	127,508	144,995	191,766	159,363	161,014	224,584	217,335	198,152	202,014	1,999,492
1864	155,034	168,151	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	25,556	51,340	55,831	55,005	42,101	400,451
1860	32,192	33,408	46,246	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,564	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,295	55,199	785,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,008	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,187	52,269	60,285	84,640	96,528	88,401	105,253	955,559
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,879	383,322	389,373	375,250	456,226	456,599	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,060	433,311	457,161	393,405	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	992,906	963,859	8,400,334
1863	845,695	839,949	955,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,798	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	201,716	2,193,295
1864	143,906	173,029	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,088	1,933,494
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,805	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,811	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,954	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	490,433	437,679	424,531	4,571,028
1864	318,200	406,595	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	33,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,226	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	57,980	1,143,407
1862	83,903	62,907	47,010	61,750	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,242	90,000	1,224,343
1864	102,748	115,135	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,451	134,688	127,273	196,521	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,639	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,608	3,367,250
1864	250,163	299,890	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,886	102,950	151,864	143,143	127,145	119,770	108,303	150,366	210,537	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,577	144,982	236,849	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,193	306,186	3,168,064
1864	252,435	278,848	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,896	6,903,703
1860	357,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,078	558,743	523,138	562,076	696,175	927,036	852,960	872,985	7,896,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	762,841	892,744	1,018,375	968,228	1,002,768	9,633,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,706
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,558	91,111	99,871	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,357	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	151,204	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,859
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,573	466,557	454,526	4,088,837
1863	335,085	361,834	396,771	429,929	506,517	464,809	451,884	574,486	714,802	815,902	746,955	520,009	6,324,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	221,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,231	370,983	3,745,410
1863	337,350	366,598	461,322	434,557	418,739	383,314	348,003	404,898	467,321	505,146	466,370	473,027	5,069,445
1864	290,676	451,886	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,857	129,166	135,616	1,117,603
1863	109,803	110,603	120,310	123,115	113,798	123,779	118,077	130,378	153,470	144,736	143,748	162,921	1,554,743
1864	100,872	147,485	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,084	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,543	139,529	1,403,147
1863	86,321	91,971	103,055	132,111	134,272	152,585	105,754	116,379	120,595	151,052	134,563	96,204	1,424,863
1864	79,795	95,842	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----------	----------	1867	----
Convert. (guar. by Dir.)	150,000	7	----------	----------	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----------	----------	1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	----
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	----
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6	----------		'63-'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	102½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	110
" " " 1850	700,000	6	Jan. & July.	"	1880	109½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	110
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100¾
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103¾
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	109
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	100
Income ⅔ in '69, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	----	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----------	----------	'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1892	----
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	----
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	106¾
" " $675,000	675,000	6	"	"	1875	103½
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	103
Consolid. Mort. Loan $5,000,000	----------	---	"	"	------	103
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1866	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'05-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	65
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----------	----------	------	----
2d Mortgage	1,000,000	7	----------	----------	------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	124
" " " inconvertible	3,034,000	8	" "	" "	1883	119
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept	" "	1890	----
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1860	----
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	----
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	----
" " " Plain	25,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	106½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18--	----
2d " " (")	----------	8	" "	" "	18--	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	95
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1893	100
2d Mortgage	2,000,000	6	" "	" "	1890	96
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	284,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
*Cincinn., Wilm. and Zanesville:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1860	----
2d Mortgage	574,000	7	Feb. & Aug.	----------	------	----
3d Mortgage	158,000	7	----------	----------	------	----
Income	250,500	7	----------	----------	------	----
Tunnel Right	1,000,000	7	----------	----------	------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	100
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	105
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	90
River Line bonds	20,000	7	----------	----------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1873	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	160,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	114
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	6	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1867	----
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P., W. & B.	506,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	---	April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	114
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1873	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	790,688	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	------	----
Endorsed by State of Tennessee	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,950	---	----------	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1891	----
Free Land, 2d Mortgage	----------	8	----------	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	113½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	108
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	92
Land Security	3,344,600	7	April & Oct.	" "	1881	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	90
Harrisburg and Lancaster:						
New Dollar Bonds	561,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	112
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	153
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	123½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1868	----
2d Mortgage	364,000	10	" "	----	----	110
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	105
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	65
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	250,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1872	112
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	333,600	†	" "	" "	----	44½
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,785,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	150,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'62-'76	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'83-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,975	7	Feb. & Aug.	New York.	1891	100½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,500,000	7	----	----	----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	132
Mich. Southern and N'd Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	86½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	86
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1870	108
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	111
2d General Mortgage	2,656,500	7	" "	" "	1877	107
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----	----	----	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----	----	----	10
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1881	108
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
1st Mortgage	350,000	7	" "	----	1860	----
Mississippi Central:						
1st Mortgage	1,007,263	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	500,000	7	----	" "	----	----
1st Land Grant	2,000,000	7	----	" "	----	74
2d Land Grant	700,000	---	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1885	----
Mississippi State Loan	202,729	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	575,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1881	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	633,000	---	Semi-ann'ally.	New York.	var.	100½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'65 '4'9	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	6	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	109
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	----
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	116
Exchanged St'k (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	102½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1858	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	101
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	140
Bonds of Dec. 1862, (S. F.)	----	6	June & Dec	" "	1867	105
New York and Erie:						
1st Mortgage	3,666,000	7	May & Nov.	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	116
4th Mortgage	5,120,000	7	April & Oct.	" "	1920	127
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	124
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	108
3d Mortgage	980,500	7	Jan. & July.	"	1867	100
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'75-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	103⅜
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	103
2d Mortgage	3,077,000	7†	" "	" "	1861	84
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99¼
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	102
Chattel Mortgage	300,000	10	" "	"	1887	130
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	73½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	112½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	112
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105¼
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	500,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1895	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	108
" 1849, "	3,084,800	6	April & Oct.	"	1870	108⅛
" 1861, "	275,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	109
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	142
" 1856, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1883	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	112
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	109
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	100
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1905	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'84-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$550,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	86
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1909	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,005	6	----	----	1900	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	77
2d Mortgage	937,500	7	" "	"	1868	33½
3d Mortgage	440,000	7	" "	"	1869	10
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1878	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1888	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,033	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1885	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	95
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	92
Tennessee and Alabama:						
State (Tenn.) Loan	514,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	95½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----	----	----	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston,	1861	87
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	24
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'63-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'76	106
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	110
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	82½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1903	----
Sterling, issued in 1858	£144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	——	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	——	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,886	——	——
28 Feb. '59	30.3	——	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	——	335,010	109,500	21,632	518,965	30.3	-------	58,791	31,852	——	——
31 May '60	109.6	——	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	134,906	——	1,067,006	777,777	240,455	2,476,023	109.6	-------	297,626	111,282	——	——
30 Jun. '59	57.0	——	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	——	-------	-------	-------	-------	57.0	236,791	76,773	21,006	——	——
1 Apr. '61	——	——	——	67.2	1	2	10	Mobile and Great Northern	590,216	*	——	600,431	-------	-------	600,431	-------	-------	-------	-------	——	——
1 May, '61	169.2	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	——	-------	-------	-------	-------	-------	-------	1,402,858	695,370	——	——
29 Feb. '60	88.5	28.4	----	——	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,623	23,579	2,582,505	116.9	-------	505,156	260,260	6	——
1 May, '61	——	——	——	209.5	——	——	——	*North East and South West*	-------	-------	——	-------	-------	-------	-------	-------	-------	-------	-------	——	——
								ARKANSAS.													
-- -- --	——	——	——	201.4	——	——	——	Cairo and Fulton	-------	-------	——	-------	-------	-------	-------	-------	-------	-------	-------	——	——
30 Nov. '58	38.5	——	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	——	351,524	446,000	10,725	811,949	-------	-------	-------	-------	——	——
								CALIFORNIA.													
30 Dec. '60	22.5	——	----	——	---	---	-----	Sacramento Valley	1,498,850	*	——	798,850	700,000	——	1,498,850	22.5	-------	230,251	104,504	——	——
								CONNECTICUT.													
1 Feb. '63	23.8	——	8.2	——	4	5	44	Danbury and Norwalk	344,475	66,483	——	307,010	100,000	-------	418,825	23.8	47,301	61,546	36,019	5	——
30 Sep. '62	122.4	——	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	802,511	——	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	——	——
31 Aug. '63	61.4	1.6	64.5	——	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	-------	4,181,255	78.0	404,297	958,459	(596,153	17	142
31 Dec. '62	74.0	——	5.9	——	11	17	256	Housatonic (preferred)	2,439,775	*	——	2,000,000	240,000	61,872	2,625,236	124.0	-------	284,485	70,187	4	——
31 Dec. '62	57.0	——	1.3	——	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	24,924	1,594,661	62.0	-------	206,420	97,700	6	——
31 Dec. '62	62.0	——	2.6	——	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	——	739,538	750,000	155,429	1,644,967	62.0	127,390	135,072	-------	——	117½
31 Dec. '62	75.9	8.5	7.2	——	3	3	——	New Haven and Northampton	1,774,455	38,023	——	1,010,000	550,000	-------	1,812,475	operated by		N. Y.	& N. H.	4	——
31 Dec. '62	66.0	——	5.9	——	7	7	91	New London Northern	677,552	*	——	602,152	75,526	-------	696,827	66.0	156,905	151,731	58,768	5	90
31 Mar. '63	61.3	1.0	66.6	——	28	74	407	New York and New Haven	4,643,832	712,493	——	3,000,000	2,000,000	-------	5,754,362	117.4	518,810	1,036,437	454,096	12	121
30 Nov. '62	59.4	7.0	8.5	——	15	17	518	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,004,867	66.4	294,173	383,664	158,927	——	100
								DELAWARE.													
31 Oct. '60	54.3	——	10.7	——	——	——	——	Delaware	1,552,257	——	——	406,132	870,000	271,877	1,607,684	54.3	136,631	138,970	41,666	——	——
31 Oct. '62	16.2	——	----	——	——	——	——	Newcastle and Frenchtown	704,860	——	18,535	744,520	——	5,024	749,544	5.0	-------	27,283	10,290	9	——
								FLORIDA.													
-- -- '62	154.2	——	----	150	---	---	-----	*Florida*	-------	-------	——	-------	-------	-------	-------	-------	-------	-------	-------	——	——
30 Apr. '60	32.0	——	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,556	——	191,455	195,000	75,894	619,112	32.0	-------	7,857	5,535	——	——
-- -- '62	59.9	——	5.0	——	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	——	-------	-------	-------	-------	-------	-------	-------	-------	——	——
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-------	-------	——	-------	-------	-------	-------	29.4	-------	-------	-------	——	——
								GEORGIA.													
30 Jun. '60	86.7	——	----	——	16	7	124	Atlanta and West Point	1,192,389	*	——	1,250,000	125,000	——	1,597,385	86.7	-------	418,086	265,827	8	125
-- -- '62	92.8	——	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	——	-------	-------	-------	-------	80.0	-------	-------	-------	——	——
31 Dec. '60	53.0	——	----	——	---	---	-----	Augusta and Savannah	1,032,200	*	——	753,700	129,500	-------	-------	53.0	-------	168,988	95,612	——	——
30 Apr. '60	43.5	——	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	——	151,887	-------	-------	-------	31.0	-------	-------	-------	——	——
30 Nov. '60	191.0	——	----	——	52	62	697	Central of Georgia (and Bank)	4,366,800	*	——	4,366,800	-------	-------	6,690,173	229.0	879,468	1,715,025	764,574	10	——
31 Mar. '60	171.0	61.0	----	——	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	——	----	——	16	16	171	Macon and Western	1,500,000	*	——	1,500,000	-------	12,295	1,658,976	102.5	226,241	404,618	212,678	10	72
31 July '59	50.0	——	----	——	7	2	107	Muscogee	774,244	162,534	——	669,950	249,000	-------	1,026,868	50.0	-------	202,714	110,516	8	——
1 May, '58	68.1	——	----	——	3	4	55	Savannah, Albany and Gulf	1,286,634	52,374	——	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	——	——
31 July '60	108.1	100.8	16.2	——	18	22	901	South Western	3,770,425	*	——	2,921,900	595,500	19,913	3,822,913	228.8	-------	-------	288,853	15	——
30 Sep. '59	138.0	——	----	——	52	24	706	Western and Atlantic	5,901,497	*	——	built and	own'd by	State.	-------	138.0	-------	882,243	454,541	——	——
								ILLINOIS.													
31 Dec. '62	220.0	——	----	——	35	38	712	Chicago and Alton	8,117,539	*	——	4,244,222	4,100,000	157,877	8,721,057	231.0	976,381	1,225,001	457,794	——	90½
30 Apr. '63	138.0	——	26.0	——	78	46	1,249	Chic., Burlington and Quincy	6,444,452	1,400,361	4,438,510	5,738,640	6,102 594	-------	13,179,500	263.0	1,309,146	2,412,821	1,206,039	8	146
31 Dec. '58	45.0	——	----	——	6	14	101	Chicago and Milwaukee	1,799,894	67,569	120,000	989,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	——	80
1 Apr. '63	242.0	——	29.0	36	28	705	Chicago and Northwestern	12,325,889	510,963	——	3,731,316	8,335,000	226,641	13,147,136	242.0	-------	1,083,054	448,502	——	62½
31 Mar. '63	181.8	——	----	——	61	57	900	Chicago and Rock Island	7,069,728	*	——	5,605,000	1,467,000	-------	7,743,039	228.4	1,030,884	1,529,141	513,100	6	127½
10 Nov. '62	84.2	——	----	——	——	——	——	Fox River Valley	580,000	*	——	-------	580,000	-------	-------	84.0	-------	-------	-------	——	——
31 Dec. '63	121.0	138.7	50.0	——	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	-------	10,952,115	341.7	1 484,065	2,201,481	1,279,406	6	126½
31 May, '63	174.5	5.5	14.3	——	21	22	504	Great Western	4,039,561	*	——	1,648,561	2,360,000	-------	4,214,342	180.0	-------	742,097	377,476	——	65½
31 Dec. '63	454.8	252.5	----	——	116	101	2,978	*Illinois Central*	28,610,229	*	——	19,015,970	17,320,000	——	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	138½
-- -- --	——	——	——	61.5	——	——	——	Illinois River	-------	-------	——	-------	-------	-------	-------	-------	-------	-------	-------	——	——
-- -- --	148.0	——	----	——	---	---	-----	Ohio and Mississippi	4,870,586	*	——	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	——	——
-- -- --	46.6	——	----	——	---	---	-----	Peoria and Bureau Valley	-------	-------	——	-------	600,000	-------	-------	oper.	by Chic.	& R. Is.	125,000	——	——
-- -- --	——	——	——	129.0	---	---	-----	Peoria and Hannibal	-------	-------	——	-------	-------	-------	-------	-------	-------	-------	-------	——	——
-- -- '62	186.0	——	----	——	---	---	-----	Peoria and Oquawka	5,400,000	*	——	1,569,889	2,200,000	-------	-------	186.0	-------	-------	-------	——	——
31 Dec. '62	100.0	——	----	——	---	---	-----	Quincy and Chicago	1,976,555	*	——	800,000	1,200,000	-------	2,000,000	100.0	oper. by	Bur. &	Quincy.	——	——
-- -- --	1.0	——	----	——	---	---	-----	Rock Island Bridge	-------	-------	——	-------	-------	-------	-------	oper	by Chic.	& R. Is.	-------	——	——
31 Dec. '62	182.0	14	12.2	——	31	30	434	St. Louis, Alton & Terre Haute	10,400 000	-------	——	3,700,000	6,700,000	-------	10,400,000	203.0	-------	1,117,693	565,029	——	70½
								INDIANA.													
-- -- --	108.0	——	----	——	---	---	-----	Cincinnati and Chicago	2,080,433	*	-------	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	——	——
-- -- --	99.0	——	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	-------	-------	-------	-------	-------	-------	-------	99.0	-------	-------	-------	——	——
31 Aug. '57	100.0	——	----	——	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,661	1,219,100	51,772	2,283,748	100.0	-------	249,867	119,342	——	——
31 Dec. '62	72.4	——	----	——	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	106.6	-------	442,893	168,541	——	72
31 Dec. '58	89.8	20.2	----	——	23	19	318	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,234	140,689	3,456,108	110.0	-------	448,856	230,834	9	100
31 Dec. '62	84.0	——	----	——	——	——	——	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	-------	450,079	247,338	——	——
31 Dec. '62	78.0	——	11.0	——	15	14	201	Jeffersonville	1,549,518	*	278,534	1,015,907	621,000	-------	2,175,223	108.5	312,859	527,863	288,156	——	——
-- -- '59	64.0	——	----	——	——	——	——	Lafayette and Indianapolis	1,850,000	*	-------	1,000,000	600,000	-------	2,000,000	64.0	-------	-------	-------	——	——
31 Mar. '63	86.0	46.0	3.0	——	17	10	263	Indianapolis and Madison	1,433,812	*	-------	772,812	661,812	-------	1,538,763	132 0	-------	285,974	104,951	——	100
-- -- '58	244.0	——	----	——	——	——	——	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,527	371,40	——	36½
-- -- '58	74.0	——	----	——	——	——	——	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	-------	-------	-------	——	——
30 Nov. '62	73.0	——	----	——	15	17	208	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	-------	2,238,522	73.0	319,251	563,814	301,273	12	125
								IOWA.													
31 Jun. '58	75.5	——	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	——	752,733	685,000	92,863	1,542,768	55.0	-------	-------	-------	——	——
31 Dec. '59	86.0	——	----	——	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	——	516,072	860,000	362,044	-------	86.0	7 mo's.	85,239	46,771	——	——
31 Dec. '62	111.0	——	----	209.0	7	7	102	Dubuque and Sioux City	3,088,599	62,196	——	2,092,427	300,000	222,601	3,179,833	111.0	-------	228,560	122,931	——	——
-- -- --	——	——	——	438.0	——	——	——	Iowa Central Air Line	-------	-------	——	245,000	755,000	-------	-------	-------	-------	-------	-------	——	——
1 Jun. '58	83.5	——	----	101.3	4	4	54	Keok., Ft. Desmoines & Minn.	1,037,876	82,490	——	921,449	570,000	-------	-------	83.5	11 mo's.	458,521	21,350	——	——
1 Jun. '59	11.2	——	----	57.5	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	——	548,216	414,000	60,452	1,022,668	11.2	-------	-------	-------	——	——
-- -- '62	156.0	95.0	----	512.0	---	---	-----	Mississippi and Missouri	4,198,000	*	——	2,700,000	4,000,000	16,000	-------	290.0	-------	-------	-------	——	58
								KENTUCKY.													
31 Oct. '59	80.0	——	----	115.0	---	---	-----	Covington and Lexington	3,743,971	276,024	——	1,582,169	2,980,000	337,532	4,375,993	111.8	-------	420,408	227,534	——	——
30 Jun. '57	20.0	——	----	115.0	---	---	-----	Lexington and Big Sandy	694,024	*	——	sold, 1859,	for $25,0	00.	-------	20.0	-------	-------	-------	——	——
-- -- '58	18.0	——	----	22.0	---	---	-----	Lexington and Danville	755,500	-------	——	694,444	71,000	-------	-------	13.0	oper. by	Cov. &	Lex.	——	——
30 Jun. '62	29.0	——	----	}	13	10	230	} Lexington and Frankfort	596,728	52,300	——	514,573	190,000	-------	746,068	29.0	-------	78,985	36,784	2	60
30 Jun. '62	65.1	——	----	}				} Louisville and Frankfort	1,396,229	126,736	6,540	1,104,587	402,515	-------	1,686,339	65.1	215,061	179,251	62,421	2	68
30 Jun. '63	185.0	82.0	18.2	——	43	27	378	Louisville and Nashville	9,128,757	*	——	5,892,199	2,997,500	76,715	9,797,911	265.0	595 259	1,777,983	1,062,166	——	——
-- -- '59	18.5	——	----	70.2	——	——	——	Maysville and Lexington	-------	-------	——	-------	-------	-------	-------	18.5	oper. by	Cov. &	Lex.	——	——
								LOUISIANA.													
-- -- --	22.0							Clinton and Port Hudson	755,666	*		-------	-------	-------	-------	22.0	-------	-------	-------	——	——
-- -- --	27.0							Mexican Gulf	662,911	*		-------	-------	-------	-------	27.0	-------	-------	-------	——	——
31 Dec. '60	80.0			178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	5,964,420	505,260		3,242,218	566,000	332,297	5,555,230	80.0	180,204	481,922	223,649	——	——
31 Mar. '61	206.0			206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752		-------	2,665,000	1,150,717	-------	206.0	-------	1,232,624	565 424	——	——
1 Aug '60	18.7			136.8	---	---	-----	*Pittsburgh, Brownsv. & Texas*	1,663,601	*		1,253,015	248,959	105,454	1,710,819	43.7	-------	-------	-------	——	——

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,628	205,584	757,381	36.5	76,344	79,761	42,461	—	65
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	—
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	59,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	129,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,962	4,259,303	109.2	186,240	323,032	174,028	—	—
31 Dec. '59	—	—	—	14.0	—	—	—	Penobscot	328,412	—	78,014	180,497	200,000	75,000	.....	—	—	—	—	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	—.—	283,197	170,276	6	109
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	555,600	.....	.....	37.0	.....	55,403	28,404	—	—
31 May, '61	18.5	—	.....	33.5	.....	.....	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	29,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,751,833	866,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	111
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	29.0	187,427	462,880	299,840	9	127
31 Dec. '62	156.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,563	455,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	81
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6	111
31 Mar. '63	74.8	8.8	51.1	—	33	72	434	Boston and Maine	3,880,350	400,463	496,905	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	134
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	356,302	8	145
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	144
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,895	—	681,554	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	64
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	106½
30 Nov. '62	44.2	30.6	28.2	—	26	54	413	Eastern	3,912,207	315,166	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,029	315,734	—	104½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	250,261	134,750	764,119	21.2	56,482	55,601	16,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,560	254,146	6	119
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,225	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	8.0	—	3	3	—	Hampshire and Hampden	577,993	28,748	—	292,951	302,014	—	606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	232,885	30,275	—	200,000	75,000	11,752	287,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	802,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,863	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	882,464	46,299	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	25
30 Nov. '62	79.5	7.8	26.5	—	24	64	435	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	558,555	580,150	312,631	6	124½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	13	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	226,064	327,457	161,357	8	137½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,508	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150,000	1,456	531,715	11.5	22,218	84,425	20,434	—	14½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usatn.	31,400	7	100
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	119
30 Nov. '62	6.1	—	.....	30.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,505	42,352	1,945,470	ope	r. by T.	and R.	.....	—	40½
30 Nov. '62	69.3	3.0	5.5	—	11	13	130	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	41½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,554	8	151½
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	122,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	209,744	92,979	5½	90
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	—	—	.....	.....	—	—
30 Jun. '62	138.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	.....	2,008,269	138.0	.....	340,598	.....	—	—
— — —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	—
— — —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	—
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,480	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	142½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,106	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,262	9,018,200	9,527,078	—	18,545,278	327.0	2,060,637	2,813,331	1,461,276	—	105½
— — —	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	—	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	675,000	.....	.....	—	—	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	—	—	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	—	—	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	226.0	—	.....	25	22	336		*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	228,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,549	275,000	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	20.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	.....	.....	.....	*Cairo and Fulton*	1,218,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '63	204.8	—	13.2	—	31	24	428	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,336	7,177,500	.....	.....	206.8	579,324	1,047,567	420,026	—	54
31 Dec. '62	168.8	—	17.7	65.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,480	182,995	—	—
31 Dec. '62	52.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	8,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	—
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	—
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,495	344,158	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	—
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	—
31 Mar. '63	93.5	—	5.6	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	—
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	53.6	263,224	298,056	104,643	—	48½
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	857,462	28.1	.....	84,045	10,492	—	—
31 Mar. '63	54.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,596	51.3	.....	243,651	112,327	7	63½
30 Nov. '62	49.9	5.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '63	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,295	—	—	492,500	—	42,795	525,295	ope	r. by Eas	tern Ma	ss.	4	101
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	435,404	40,887	—	166,748	—	200,000	56,210	20.5	.....	26,120	12,857	—	—
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,895	7	120
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	696,258	*	—	196,588	468,000	—	.....	52.7	.....	84,216	12,396	—	—
30 Nov. '62	69.2	13.9	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	81
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	66,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,059,500	173,982	3,261,344	78.0	.....	259,921	115,533	—	—
31 Dec. '62	82.0	22.2	.....	5.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,161	.....	.....	124.2	.....	3,040,148	1,728,648	10	175
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,563	1,037,376	117,095	2,155,024	60.2	.....	144,356	65,128	—	18
31 Dec. '62	64.0	—	48.0	38	20	540		Central of New Jersey	4,916,252	605,542	672,113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	175
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	240,000	—	1,756,710	53.0	147,000	226,448	101,520	7	—
31 Dec. '62	53.5	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	53.5	512,349	1,111,087	652,124	10	—
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.6	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	36,400	8	—
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	—
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,208,563	1,250,000	145,608	2,507,161	—	(2 mos.	10,688	.....	—	25
1 May '62	.....	.....	.....	.....	.....	.....	.....	South Branch	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	—
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	33.5	—	.....	47.0	—	—	—	West Jersey	821,934	*	—	551,893	212,500	31,743	821,934	—	82,963	90,122	46,323	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
		M.	M.	M.	M.	No	No	No.	$	$		$	$	$	$	M.	M.	$	$	p. c.	
	NEW YORK.																				
30 Sep. '62	Albany and Susquehanna	2.0	—	—	127.0	1	—	10	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075					—	----
30 Sep. '62	Albany and Vermont	11.5	—	3.3	21.5	—	—	—	600,000	*	—	600,000	—	—	600,000	incl.	in Re	ns. & S	arat.	—	----
30 Sep. '62	Atlantic and Great Western	48.9	—	2.5	—	4	4	60	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,556	224,413	123,939	—	----
30 Sep. '62	Blossburg and Corning	14.8	—	1.6	—	—	—	—	498,217	—	—	250,000	220,000	—	498,217	oper	r. by Ti	oga.	44,100	—	----
30 Sep. '62	Broadway (Brooklyn)	5.4	—	5.4	—	—	28	—	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	----
30 Sep. '62	Brooklyn Central and Jamaica	14.5	—	9.5	—	2	59	22	676,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,943	10,867	—	45
30 Sep. '62	Brooklyn City	23.3	—	23.9	1.0	—	169	—	1,020,370	312,136	—	1,300,000	170,000	10,000	1,382,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	Brooklyn City and Newtown	5.3	—	5.3	15.2	—	25	—	287,628	*	—	346,000	146,000	8,000	600,000	5.3	273,259	30,944	2,759	—	58
30 Sep. '62	Buffalo, New York and Erie	142.0	—	13.0	—	28	32	402	3,188,461	—	160,677	850,000	2,426,714	125,547	3,682,852	176.0	609,076	822,425	275,486	—	100
30 Sep. '62	Buffalo and State Line	68.3	—	14.5	—	20	24	399	2,277,588	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	656,570	11	201
30 Sep. '62	Coney Island and Brooklyn	10.5	0.3	4.5	—	—	20	—	501,364	*	—	493,800	7,000	2,717	503,517	10.5	132,086	21,457	.....	—	----
30 Sep. '62	Eighth Avenue (New York)	5.3	—	5.3	2.7	—	32	—	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	----
30 Sep. '62	Elmira, Jefferson & Canand.	46.8	—	2.5	—	—	—	—	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	.....	30,000	6	----
31 Dec. '62	Erie	460.0	97.0	320.0	—	343	100	3,897	39,404,648	*	264,929	20,105,200	19,961,000	—	42,541,569	807.0	6,858,687	10,469,484	3,511,414	7½	125½
30 Sep. '62	Hudson River	144.0	4.0	115.1	—	65	117	688	10,749,863	1,363,031	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,964	—	157
30 Sep. '62	Long Island	96.0	2.5	11.4	—	14	37	117	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	47
30 Sep. '62	New York Central	297.8	258.1	400.0	*	239	255	4,424	27,093,991	5,846,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,987,631	3,994,999	7	140½
30 Sep. '62	New York and Harlem	130.7	2.1	29.0	*	32	77	441	9,386,740	650,804	—	5,717,100	5,995,061	69,186	11,781,297	163.0	507,375	1,154,003	456,695	—	153½
30 Sep. '62	Niagara Bridge and Canand.	99.0	1.64	6.9	—	—	—	—	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	----
30 Sep. '62	Ninth Avenue (New York)	5.0	—	5.0	8.0	—	42	—	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	Northern (Ogdensburg)	118.0	3.8	17.8	—	28	14	450	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	2½
30 Sep. '62	Oswego and Syracuse	35.9	—	2.2	—	6	10	54	698,935	116,626	—	396,340	208,500	16,375	816,161	38.1	75,623	140,634	77,750	7	----
30 Sep. '62	Rensselaer and Saratoga	25.2	—	2.0	—	7	11	66	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,846	6	----
30 Sep. '62	Rome, Watert'n & Ogdensb'g.	172.1	17.5	15.4	—	22	17	358	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	105
30 Sep. '62	Saratoga and Schenectady	21.0	—	1.6	—	—	—	—	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	a. & Sar.	.....	—	----
30 Sep. '62	Saratoga and Whitehall	40.9	6.6	3.9	—	8	11	84	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	Second Avenue (New York)	5.0	—	8.0	—	—	61	—	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	83
30 Sep. '62	Sixth Avenue (New York)	4.0	—	4.4	—	—	59	—	877,894	209,623	—	750,000	25,000	—	1,089,317	4.0	1,491,960	358,033	88,285	10	186
30 Sep. '62	Staten Island	18.0	—	0.4	—	2	6	6	267,106	36,443	—	63,102	193,687	70,919	327,708	18.0	50,277	37,010	.....	—	----
30 Sep. '62	Syracuse, Binghamton & N.Y.	81.0	—	7.6	—	12	12	117	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	Third Avenue (New York)	8.0	—	8.5	—	—	112	—	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	Troy and Boston	34.9	—	3.7	—	10	9	125	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	----
30 Sep. '62	Troy and Rutland	19.5	—	2.7	—	—	—	—	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	----
30 Sep. '62	Troy Union	2.1	—	2.1	—	—	—	—	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp'a.	—	----
30 Sep. '62	Utica and Black River	54.9	—	2.6	51.4	4	6	39	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	----
	NORTH CAROLINA.																				
31 May, '60	Atlantic and North Carolina	94.9	—	5.4	—	----	----	----	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	----
— — '58	North Carolina	223.0	----	----	—	----	----	----	4,235,000	*	—	4,000,000	----	----	----	223.0	.....	----	----	—	----
— — '59	Raleigh and Gaston	97.0	----	----	—	----	----	----	1,240,241	*	—	973,300	126,200	----	----	97.0	.....	206,917	106,541	—	----
30 Sep. '60	Wilmington and Manchester	161.5	15.0	----	—	23	18	182	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	----
30 Sep. '59	Wilmington and Weldon	161.9	—	----	—	24	32	144	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,069	477,554	226,201	8	----
15 Mar. '60	Western North Carolina	81.0	3.0	—	192.5	—	—	—	2,000,000	*	4,700	290,212	—	70,860	364,072	.....	.....	.....	.....	—	----
	OHIO.																				
— — '58	Atlantic and Great Western	----	----	----	----	----	----	----	613,231	----	----	866,939	----	77,294	----	32.0	.....	----	----	—	----
31 Dec. '62	Bellefontaine and Indiana	118.2	—	----	—	17	12	208	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	----
1 Aug. '61	Central Ohio	137.0	—	----	—	41	89	508	5,679,508	922,670	106,133	1,628,258	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	250,551	—	12
31 Mar. '61	Cinc., Hamilton and Dayton	60.3	—	----	—	22	28	432	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,416	10	125
31 Dec. '60	Cinc. and Indianapolis Junc.	30.0	—	----	69.1	—	—	—	----	----	----	----	----	----	----	32.0	.....	----	----	—	----
1 May, '59	Cinc., Wilmington and Zanesv.	131.8	—	----	31.0	16	10	332	6,250,841	*	—	2,441,176	3,032,000	228,973	----	131.8	304,168	190,746	19,180	—	----
31 Dec. '62	Cleveland, Columbus and Cinc.	135.4	55.8	----	—	29	32	634	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,637	20	178
31 Dec. '62	Cleveland and Mahoning	67.0	—	----	18.0	13	6	310	2,553,162	298,789	23,340	1,036,965	1,752,400	128,887	2,917,322	67.0	248,887	375,209	228,651	—	45
1 Dec. '62	Clev., Painesville & Ashtabula	95.5	1.2	29.5	—	31	34	543	3,452,143	590,344	----	3,300,000	1,500,000	----	----	96.7	484,297	1,551,626	915,923	33½	180
30 Nov. '62	Cleveland and Pittsburg	101.	102.5	----	—	45	30	896	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	128½
31 May '63	Cleveland and Toledo	109.2	70.4	----	—	32	40	498	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,871	1,361,537	747,592	4	147½
31 Dec. '58	Clev., Zanesville and Cincin.	51.4	—	----	53.0	5	6	99	1,574,693	*	—	369,673	575,250	632,486	----	67.5	75,120	68,128	19,763	—	----
31 Dec. '58	Columbus and Indianapolis	72.0	—	----	31.0	6	9	103	2,555,000	*	—	750,000	1,600,000	205,000	----	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	Columbus and Xenia	54.5	—	10.4	—	13	11	218	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,302	ope	r. w. Lit.	Miami.	229,883	15	----
31 Mar. '63	Dayton and Michigan	144.0	—	7.9	—	16	8	373	5,464,748	339,553	5,500	2,452,217	2,664,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	----
31 Aug. '60	Dayton and Western	56.6	—	----	—	5	3	87	999,173	104,912	—	307,246	716,000	80,845	----	36.6	.....	62,025	3,565	—	----
31 Aug. '58	Dayton, Xenia and Belpre	16.0	—	----	47.0	3	2	21	880,496	*	—	437,838	422,658	----	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	Eaton and Hamilton	45.0	—	----	—	6	5	72	1,101,744	79,022	62,630	469,762	728,853	152,694	----	45.0	.....	125,170	33,412	—	----
— — '59	Fremont and Indiana	36.0	—	----	84.0	—	—	----	----	----	----	----	----	----	1,358,867	----	----	----	----	—	----
31 Oct. '61	Greenville and Miami	32.0	—	----	—	6	5	68	888,000	*	—	300,000	473,000	75,000	----	47.0	.....	69,352	----	—	----
30 Nov. '58	Iron	13.0	—	----	34.0	1	2	50	172,836	*	—	118,865	50,000	3,905	----	13.0	24,000	51,120	10,460	—	----
30 Nov. '62	Marietta & Cincinnati, re-org.	83.5	—	37.8	—	25	22	437	8,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,582	1,652,458	689,649	15	140
30 Jun. '63	Marietta & Cincinnati, re-org.	173.8	30.6	13.1	—	37	24	488	10,722,322	*	—	10,279,554	373,487	53,095	11,164,820	226.6	446,157	620,025	299,630	—	----
30 Apr. '62	Ohio and Mississippi	192.3	—	----	—	48	34	628	16,863,614	745,475	*	6,246,950	9,870,000	1,346,042	20,549,420	192.3	.....	829,932	119,032	—	14
31 Aug. '58	Pittsburg, Columbus and Cin.	117.0	8.0	----	—	17	16	238	4,772,951	*	—	1,906,736	2,400,000	466,215	----	125.0	.....	----	----	—	----
30 Jun. '63	Sandusky, Dayton and Cinc.	133.9	52.0	----	—	31	26	422	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	599,880	175,290	—	----
31 Dec. '62	Sandusky, Mansfield & New'k	116.0	9.0	----	—	10	10	287	2,300,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	259,396	82,988	—	----
30 Nov. '58	Scioto and Hocking Valley	55.6	—	----	74.0	7	3	64	1,103,975	*	—	403,975	500,000	100,000	----	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	Springfield and Columbus	19.5	—	----	23.5	—	—	—	346,500	*	—	196,000	150,000	3,500	346,500	oper. by C.,		C. & C.	.....	—	----
30 Nov. '58	Springfield, Mt. Vern. & Pittsb.	49.8	—	----	62.2	5	6	62	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----	----	—	----
31 Dec. '62	Toledo & Wabash (16 months)	242.4	—	----	—	42	18	753	8,647,162	*	14,088	2,335,550	6,211,618	198,590	8,785,273	250.0	1,614,932	1,938,292	950,462	—	55
	PENNSYLVANIA.																				
31 Oct. '62	Alleghany Valley	45.0	—	3.0	136.2	4	6	97	----	----	----	----	378,455	58,811	----	45.0	.....	106,924	55,029	—	1
31 Oct. '62	Atlantic and Great Western	58.0	----	----	—	----	----	----	5,500,000	*	—	2,000,000	3,500,000	----	5,500,000	88.0	.....	----	----	—	----
31 Oct. '62	Beaver Meadow	24.5	—	23.8	—	18	3	1,203	1,042,642	317,329	—	1,816,150	1,500	—	1,317,650	24.5	191,545	365,366	210,317	8	52
30 Sep. '62	Catawissa	65.0	—	4.2	—	18	13	276	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	216,880	.....	—	24½
31 Oct. '62	Cumberland Valley	52.0	4.0	4.5	—	12	13	77	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	.....	235,560	165,427	8	----
31 Oct. '62	Del., Lackawanna and West'n	110.7	2.8	43.0	—	71	20	4,539	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,382	753,403	6	227
31 Oct. '62	East Pennsylvania	35.5	1.1	3.2	—	7	4	67	873,116	105,245	—	492,190	598,500	27,478	1,118,168	58.5	136,692	173,593	98,654	—	----
31 Oct. '62	Elmira and Williamsport	78.0	—	8.5	—	16	11	797	2,083,607	*	—	1,000,000	1,000,000	42,155	2,085,807	78.0	2.7.098	347,823	138,409	—	38
31 Oct. '62	Erie and Northeast	18.6	—	4.6	—	—	—	—	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	222,000	33,326	10	----
31 Oct. '62	Harrisburg and Lancaster	36.9	18.6	17.0	—	—	—	—	----	----	----	1,182,556	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	74
31 Oct. '62	Hempfield	32.0	—	1.3	44.3	3	3	10	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,709	5,079	—	----
31 Oct. '62	Huntingdon and Broad Top	31.3	19.2	3.8	—	11	1	108	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,981	198,044	164,134	—	24½
31 Dec. '63	Lackawanna and Bloomsburg	80.0	—	16.0	—	18	4	1,246	3,528,993	*	—	1,335,000	2,128,565	232,487	3,707,912	80.0	.....	511,824	257,440	—	----
31 Oct. '62	Lehigh Valley	44.0	56.6	18.5	—	22	8	955	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	387,280	822,927	460,516	8	90
31 Oct. '62	Little Schuylkill	29.8	5.8	8.0	—	10	—	61	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	49½
31 Oct. '62	Mine Hill and Schuylk. Haven	34.5	105.5	62.5	—	—	—	—	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	.....	451,918	174,435	5½	64½
30 Nov. '62	North Pennsylvania	55.6	11.2	8.5	—	18	25	577	5,435,476	406,187	—	3,147,350	3,106,360	289,000	6,447,780	66.4	263 284	597,186	218,960	—	37½
31 Dec. '62	Pennsylvania	355.6	55.8	315.0	—	283	157	3,871	19,308,347	3,582,304	—	12,274,100	9,527,400	—	25,324,212	441.4	.....	10,304,991	4,572,218	8	75½
31 Oct. '62	Phila., Germant'n & Norrist'n	17.0	7.0	42.0	17.0	16	42	214	1,521,520	256,289	—	1,243,500	432,900	—	1,882,696	31.0	229,988	262,338	129,742	6	61
31 Oct. '62	Phila. and (Sunbury) Erie	190.0	—	10.5	96.0	15	1	286	12,129,857	*	—	4,822,459	6,987,500	157,789	12,124,857	19.10	213,574	413,472	80,909	—	38½
30 Nov. '62	Philadelphia and Reading	147.4	5.5	187.6	—	143	87	7,300	21,762,390	3,765,774	667,130	11,548,929	12,636,100	94,466	25,528,164	356.0	2,086,180	3,911,830	2,095,775	—	69½
31 Oct. '62	Phila. and Baltimore Central	31.0	—	0.8	46.0	2	1	17	902,481	27,619	—	218,630	575,700	5,030	800,330	1.0	8,218	7,416	20,861	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,544	8	178
31 Oct. '62	96.9	—	34.8	—	37	110	650	Phila., Wilmington and Balt.	6,979 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250 862	1,080,995	9	71½
31 Oct. '63	59.5	—	6.4	59.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,639	72.0	209,746	215,587	105,356	—	12
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,895	—	139½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,289,150	97,000	8,406	1,374,555	55.5	82,369	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & Reading	—	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	5,659	1,297,256	----	57,928	159,534	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	66,826	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	963,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	297,700	415,309	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	417,417	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	----------	----------	1,016,515	217,577	----------	2,134,092	13.2	----------	----------	----------	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,616	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----------	----------	109.6	----------	288,263	151,536	6	----
— — '58	40.3	—	----	—	----	----	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	49.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	----	----	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	----	----	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	980,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	----	----	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859.	----	----	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	512,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859.	80.6	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,234	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,806	149,167	—	----
1860.	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	----
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	----
1859.	100.0	—	20.0	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	----
1859.	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	----------	59.4	69,870	177,256	60,029	—	----
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	92,369	----------	47.4	54,175	83,129	44,666	—	----
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,284	6	----
1859.	----	----	----	----	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	----
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,960	127,953	87,243	—	----
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275 000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	198,568	—	----
— — '59	24.0	—	----	110 0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	766.0	----	----	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----------	----------	90.7	99,639	208,867	----------	—	52½
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,593	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,695	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679.677	713 418	191,466	—	1½
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	----------	----------	1,378,500	----------	----------	1,378,500	ope	r. by Vt.	Central	----------	4	125
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	59,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,088,500	*	—	352,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	65,552	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	----
30 Sep. '59	77.8	5.0	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	----------	113.7	703,034	156,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	----	----	—	8	----	----	Northwestern Virginia	5,322,150	*	—	468,505	5,719,229	----------	----------	103.1	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,617,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,828	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	93,823	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.3	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,508	25,553	----------	43.5	1,064,054	168,763	79,595	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,839,648	80.0	----------	240,448	121,063	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	319,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '58	22.0	—	2.5	—	5	4	49	Winchester and Potomac	616,830	59,000	—	200,000	120,000	24,736	----------	22.0	30,000	49,971	14,400	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	—	10	75	Milwaukee and Chicago	1,830,073	*	27,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	----	----	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,055	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	254.4	----------	1,163,734	414,741	—	77½
— — '57	50.0	—	----	85.0	----	----	----	Milw., Watertown & Baraboo	514.238	----------	----------	345,861	132,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	For Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	256,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	16,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	15
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
6 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,856	—	----
31 July, '63	320.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,880	1,649,510	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.0	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	15	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60.0	----------	132,555	56,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	13	180	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	153,415	139,107	87,181	—	—
								NEW GRANADA.													
Dec. *	48.7	—	—	—	11	22	130	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	----------	1,763,294	1,013,444	12	227

New York Stock Exchange.

Actual Sale Prices for the week ending March 23.

	Th.17.	F.18	Sat.19.	M.21.	Tu.22	W.23.
American Coal Co.	108	108	112	113½	114½	115
Buffalo, N. Y. & E., 1M.	....	....	....	....	....	....
California 7s	....	....	131	....	131	....
Canton Co.	64½	66	66	67	67	68
Central Am. Transit	52½	....	50	50	50	49
Chicago & Alton	....	90	90	90	89½	90½
" " pref.	....	....	97	97	....	97½
" " 1 M.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	144	....	142	142	143½	146
" " 8 p.c.	....	....	....	....	....	124
Chic. & Northwest'n	63½	64	65	66½	68½	69½
" " pref.	80½	81	84	85	88½	87
" " 1st M.	....	94½	95	....	95	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	124	125½	125½	124½	124½	127½
" 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	170	175	175	173	....
Clev. and Pittsburg	125	125	124½	124	124½	126½
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	89	90	....	90	....	90
Clev. and Toledo	146	146½	146½	147	146	147½
" " S. F. 7 p.c.	....	....	....	....	....	114
Cumberland Coal, pref.	83½	85	84½	84½	85½	88½
Del. & Hudson Canal	219	218	218	....	220	222
Del., Lack. & West.	225	....	....	....	227	....
" " 1M. 8 p.c. '71-5	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	123½	125½	126½	126	125½	125½
" pref.	109	109½	109	109½	109½	109
" 1 M. 7 p.c. '67	....	109	....	....	108½	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	115	114	....	115	116	....
" 4 M. 7 p.c. '80	....	125½	....	127	....	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	122	122	121½	122	123½	126½
" 1M. 7 p.c. '63	....	....	....	....	....	....
" 2M. 7 p.c. '75	....	....	....	....	....	....
" 1M. Ex. '82	....	....	....	....	....	....
Hann. & St. Joseph.	34½	36	50	55	56	60
" " pref.	58	62	67½	72½	79	85
" " bonds	....	....	....	....	....	....
Hudson River	151	160	157½	157	156½	157
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69-110	110½	112	....	....	....	....
" 2M. S. F.	....	....	....	....	....	....
" 3M. 7 p.c. '75	....	155	....	....	....	153
" conv. bonds	....	....	....	....	....	....
Illinois Central scrip	137½	139	138½	138½	137½	138½
" full stock	128	128	129½	....	128	....
" Can. bd. sc.	....	....	....	125	....	124
" bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	81½	81½	81	83½	90	89
" " 2d "	61	62	62	65	69	67
Mariposa Mining Co.	40	38½	39	....	39	39
Michigan Central	141½	142	141½	141½	141	142½
" S. F. 8 p.c. '82	....	127	132	....	132	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	109	118½	117½	118½	117½	118½
" " guar'd.	148	....	148	145	146	147
" " 1M. S. F.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	73½	75	75½	75	77	77½
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	86½	....	....	....	....	....
" " 1st M.	....	107	108	....	....	....
Minnesota Mining Co.	86½	86	....	87	86	....
Miss. & Mo.	....	55	55	57	58	....
" L. G. bonds.	70	71	71	72	73	74
Missouri 6s	72	72	73½	72½	72	....
" iss. to H. & St. J. R.	88	88	87½	88	90	92
" " Pacific	....	72½	73	74	73½	....
New York Central	137	140½	141	140	139½	140½
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S. F. '76	....	....	....	....	116	....
" " 7s, conv. '76	....	....	....	140	....	....
" " 6s, S. F. '83	....	....	....	....	....	109
N. York & Harlem	147	145½	141	147½	137	135½
" "pref."	....	133	....	....	....	....
" 1M. 7 p.c. '72	....	....	....	....	112	....
" 2M. 7 p.c. '64	....	....	....	....	....	....
" 3M. 7 p.c. '67	....	....	....	....	....	....
Norwich & Worcester	....	....	102	100	....	....
Ohio & Miss. cer.	50	61	62½	68	68	66½
Pacific Mail S.S. Co.	235	233½	232½	231½	229½	230
Panama	227	....	....	....	....	....
Penn'a Coal Co.	204	206	207	....	207½	....
Phila. and Reading	142½	143	141½	142	141½	143
Pitts. Ft. W. & Chicago	132½	133	131½	132½	127½	139½
" " 1M.	112	....	....	....	....	....
" " 2M.	....	107½	....	108½	....	109
" " 3M.	100	....	....	....	....	....
Quicksilver Mining Co.	62½	64	64	68	65½	67½
St. L., Alton & T. H.	79	91	86½	90	90	89½
" " pref.	97	98½	99	99	100	101
" " 1M.	....	....	....	....	100	....
" " 2M. pref.	....	94½	95	....	95	....
" " Inc. b'ds.	....	90	90	91½	92	....
Tennessee 6s, 1890	....	61	....	61½	61	61½
Toledo & Wabash	65	68	69	70	71	73
" " Pref.	84½	89	89½	88	....	90
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	....	105	....
" " 2M.	91	92	93	94	....	95½
" " Int. b'ds.	....	....	....	....	....	....
Virginia 6s	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending March 23.

	Th 17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	108	....
U. S. 5s, 1874, coup.	....	....	....	....	108	....
U. S. 5s, 1865, coup.	....	143	....	144	....	....
U. S. 6s, 1881, reg.	....	....	....	112½	....	112
U. S. 6s, 1881, cou.	112	112½	112	112½	112½	112½
U. S. 6s, '81, O. W. L'y.	....	....	....	....	....	....
U. S. 6s, 1861, " "	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	118	....	....	....	....
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	....	....	....	....	....	....
U. S. 6s, " " new	99½	99½	99½	99	99½	99½
U. S. 6s, 5-20s, coupon	109½	110	109½	110	109½	109½
U. S. 6s, " reg.	109½	109½	....	110	....	109½
7.30 Notes, Feb. & Aug.	....	111	111	....	....	....
" " Ap'l & Oct.	111½	112	112½	112½	....	113
American Gold	161½	163	162	....	....	164½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 22.

	W. 16.	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.
Beaver Meadow	....	....	....	52	....	....
Cattawissa	....	29	27	....	....	23½
" preferred	42½	42½	43½	42½	42½	41½
Camden & Amboy	175½	176	....	177	178	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	....	103	....	....	....	103½
" " 6s, '89	....	....	105	....	....	103½
Ches. & Del. Canal 6s '86	....	....	....	....	99½	100
Del. Div. Canal	....	....	....	46	46	46½
Elmira & W'msport	38	....	....	....	....	....
" " pref.	....	55½	....	....	....	....
" " 7s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	72	72½	....	73	75	....
" " 6s	....	107½	....	....	....	....
" " scrip	....	....	....	69½	70½	....
Lehigh Valley R. R.	....	....	....	....	90	....
" " scrip	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	....	....	50	50½	....	49½
" " 7s	....	....	....	....	....	....
Long Island	47	47	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	....	....	....	64½	....	....
Morris Canal	....	74	....	....	....	75
" " pref.	....	....	....	139½	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	36½	36½	....	37	37½	37½
" " 6s	....	....	....	101½	102	....
" " 10s	....	....	....	....	....	....
Pennsylvania R. R.	75	75½	76	75½	75½	75½
" 1st m.	....	....	....	....	....	....
" 2d m.	....	....	112	....	....	112½
Penn. State, 5s	98½	98½	....	98½	99	....
" " 5s, coupon	....	....	....	....	....	....
" " 6s, "	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	104½	104½	104½
" new	109½	109½	....	....	109½	109½
Philad., Germ. & Nor.	....	61	....	....	....	....
Phila. & Reading	68½	70	71½	71	71	70½
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70-108	....	....	....	....	....	....
Philadelphia & Erie	38	....	38½	38½	....	38½
" " 6s	....	....	....	....	107½	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	35½	36½	37	....	....
" pref.	45½	45½	46	46	46	46
" 6s '82	....	....	97	97	97½	98
" 6s '76	....	....	....	....	....	....
" 6s '72	....	....	....	101½	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	29½	29	29½	29½	29½	29
" " 6s '78	....	....	....	....	70½	70
" " scrip	....	....	....	....	69	....
Union Canal, pref.	7½	7½	7½	....	7	7
" 6s '83	....	....	....	30	....	30
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	100	....	....
Arch street, (Horse)	....	....	....	39	39	38½
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	44½	44½	45	45½	45½
Race and Vine, "	....	20	....	....	....	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	16	16	16	16	16½	16½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 22.

	W. 16.	Th 17.	F. 18.	Sat. 19.	M 21.	Tu. 22.
Baltimore City 6s, 1875	109	109	....	110	111	
" " 1886	107½	....	....	....	....	
" " 1870	....	....	....	....	....	
" " 1890	106	106½	....	109	109	
Balt. and Ohio	110	....	110½	111	112	111
" " b'ds, '62	....	....	....	....	....	108
" " " '67	....	....	....	....	....	102
" " " '75-110	110	....	....	....	110	....
" " " '80	109½	....	....	....	....	....
" " " '85	110	110	....	....	....	....
Northern Central	47½	49	50	50½	50	51
" " b'ds, '85	104	104	....	103½	103½	
" " " 90	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending March 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Boston and Lowell	110	....	....	....	111	....
Boston and Maine	134	....	....	134	134	....
Boston and Providence	....	....	....	....	....	....
Boston and Worcest.	....	....	....	....	144	145
Cheshire, pref.	....	48½	49½	....	....	48½
Concord	....	....	....	....	....	....
Connecticut River	....	....	106½	....	....	....
Eastern, Mass.	....	....	104½	105	105	104½
Eastern, N. H.	....	....	....	105	....	....
Fitchburg	....	....	119	....	119	119
Manchester & Lawr'ce	....	....	....	....	120	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	....	80½	....	81	....
Old Colon. and Fall R.	....	....	....	125	....	124½
Ph., Wil. & Baltimore	71½	71½	71½	....	71½	71½
Portl'd, Saco & Ports.	....	....	....	....	....	....
Vermont & Canada	122	....	....	....	123	....
Vermont & Mass.	41	41½	41½	41½	41½	....
Western	....	....	....	151	151½	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	127½	....	....	....	....
Metropolitan "	66½	....	....	....	67	66½
Middlesex "	....	....	....	....	....	99½
Central Mining Co.	65½	....	....	....	....	....
Franklin "	53	....	51½	51½	....	51½
Isle Royale "	27	....	28½	29	29½	....
National "	31	31	....	....	31	....
Minnesota "	84	....	....	83	....	86
Pewabic "	....	....	58½	....	....	....
Pittsburg "	90	92	95	....	98	100
Quincy "	....	96	96	....	95	94½
Rockland "	....	....	18½	....	....	18

London Stock Exchange.

The following were the closing prices for American Securities on the 11th of March:

Maryland 6s	69	to	71
United States 6s, 1881	65	"	66
Do. 6s, 1874	59	"	61
Virginia State 5s	45	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	79	"	81
Do., Pennsylvania do. do.	81	"	83
Erie shares, $100 (all paid)	68	"	69
Do., 7s, preference	60	"	65
Do., 7s, 1st mort., 1867	67	"	68
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	65	"	70
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	84	"	89
Illinois Central 7s, 1875	69	"	71
Do. do. $100 shares, $90 paid, dis.	15	"	16
Do. do. $100 shares, all paid	72	"	73
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	65	"	68
Do. do. S. F. 1st mort., do., '82, x. c	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	60	"	65
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	62	"	64
Do. do. 7s, 1864	55	"	58
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	76
Do. do. $100 shares	75	"	80
Panama, 1st mortgage 7s, 1885	100	"	102
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	87	"	89
Do. $50 shares	43	"	46
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, March 26, 1864.

Stock Exchange and Money Market.

It is curious and interesting to notice the speculations which continually find their way to the public eye through the newspapers, on the subject of finance. At the bottom lie many sound truths, and on the surface many remarkable opinions, yet we are as far as ever from being unanimous in our verdict after we have heard all the writers have to say. In a cotemporary of Tuesday evening last, a very well written and well intended article on the subject, and the advantage of individual economy, (the argument is well enough in its application) rests entirely on the assertion that the public expenditure has withdrawn very many millions of dollars from the actual capital of the country, and therefore it would have been better to have left it untouched and to have borrowed this amount from abroad paying six per cent interest for it. Now the real

fact is that *the capital of the Country has not been troubled at all.* All the money so called, has been created for the occasion by the Government. It has issued its promises to pay in paper, paying interest for the time being in gold, on that part at least which is in the form of stock in the funded debt. For these promises, the people have given the Government all the material and labor it has wanted. The men of the Army and Navy trusting to the strength, vitality, resources and honor of the nation have taken this paper, much of it without any interest at all, and in return devoted themselves to danger and death, with the same readiness and patriotism as if it were gold. And so the industry of the country with equal zeal and promptness has furnished supplies of all kinds for every arm of our defence, and every want of the field. Our currency, not our capital has provided a million of soldiers, and six hundred vessels of war, while the capital has really remained untouched. It is very evident therefore that any statements of the kind we refer to, must be received with "many grains of allowance."

The real and pressing difficulty of the hour is the disparity between gold and this paper, for strange to say, there are plenty of railway securities where the premium on them in the market more than covers the difference in that price of the two articles, and where the net earnings and dividends are made on the same scale and show the same result. Companies that pay from 12 to 20 per cent. dividends may therefore meet a resumption of specie payments and not expect their shares even then to fall below par. So far as these are concerned no great crash is to be anticipated.

The evil is chiefly felt in the enhanced price of commodities considered as life necessities. The difference between currency and gold pinches most here. When meat and fish and butter rise in the city of New York 250 per cent, something has to be done to save a very large class of persons from actual suffering. If humanity were not interested in the question, policy demands its solution, for it is understood that the Confederates calculate more on the discontent of our poor and middling classes at this moment, than on the justice or strength of their own cause.

There is however a very singular aspect of the case which should not be overlooked, and which must be taken into account in our speculations as to a remedy. A circular has been very recently addressed to our State Legislature which, among other statements, asserts that in Philadelphia, which should be as much affected by the inflation of the currency as New York, at this moment the necessaries of life are there on the average 46 per cent cheaper than they are here. It is further stated that the prices of the New York retail up town dealers are 58 per cent higher than they are at the large down town markets. In Boston, Baltimore, Cincinnati and St. Louis the same if not greater disparity exists in the price of these necessaries. This would show then that in this city we are, according to the prevailing theory, suffering greatly from the condition of the currency, while in the face of that theory in other more favored cities of the Union, no such consequences are visible.

This shows how unsafe it is to adopt a sweeping theory on any subject, and how careful we should be in legislating for remedies in these cases. If it is possible to reconcile the discrepancy, we might attribute this particular disadvantage under which we at present labor, to a fact of a rather temporary character.

New York is the undoubted metropolis of the Country. Here is collected the greatest amount of its exchangeable wealth, and credit, foreign and domestic. Here every large European City is represented by intelligent and active agents, most of them having no real interest in the Country at all, and ready to withdraw from it as soon as their fortunes are secured.

The amount of property in goods, wares and merchandize, lands and tenements, ships, steamers, railways and mines, represented here and for sale is almost inconceivable. It seems to be the universal opinion, that New York is the Dorado, and that fortune here is at the beck of the quickest, shrewd and most adventurous. To add to the great tide which thus breaks upon our island, thousands of strangers, foreigners, refugees and exiles, have poured in upon it the last year or two, until the astounding fact is proclaimed, that the city is no longer able to give its customary shelter to its population. Here then speculation may be expected to entrench itself, and to exert its utmost powers. Here excitement even to turbulence, visible every day at the Exchange, may be naturally looked for, and here colossal fortunes are heaped up as if by magic by some, and every penny of their substance is lost by others. It is no wonder that gold and the gold question are constantly in the mouth of every one who seeks to win, by the turn of the card, the toss of the die by packed hands, or by confederacy, and a secret understanding with associates.

We see plainly enough why gold is the universal charm, and why every one is seeking for the Philosopher's stone.

What then is the remedy for all this abnormal difficulty. We naturally look to the Government and the Treasury, to Congress and Legislation.

And it is to this point we are arrived. We have already on former occasions discussed the propriety of an interference on the part of the Government through the Secretary of the Treasury, to check the speculative operations in the one commodity, which appears to be at least in New York, the master of all the rest. We need not repeat them. We know they have been adopted, and we now look to see what will be the effect of the proposed measures.

One plan approved by the Chamber of Commerce, that of selling gold to importers for duties is already agreed upon.

We approve of this. We do not know but it may be of itself fully effective. If the Secretary will every day undersell the brokers, by even so small a sum as one per cent., the price of that demanded for home consumption at the Customs, would certainly fall; nothing could prevent this. So too, if large amounts were suddenly thrown upon the street, we are quite sure no combinations such as we are acquainted with, certainly not among the margin operators, could sustain themselves against an avalanche. How far foreign agents might continue to purchase for shipment and pay in their bills, depends beyond all question on circumstances not now to be clearly foreseen.

If the balance of trade is against us, if we continue to purchase all and everything foreign countries offer for sale, or if it is the policy of the Government of those countries to obtain all the gold they can from the United States, whether for goods sold, or on the credit of bills of exchange, there must continue a foreign demand, and we see no other remedy but a very large increase of our tariff on articles of luxury and *folly*, with the intent and to the end of equalizing our imports and our exports; in which case the revenue will be still as large, our foreign debt will decrease and bills of exchange will be in less demand. For it is clear that if the present tariff was doubled, and our imports should fall off one half, yet the revenue would be the same, while the balance of trade would be turned by the difference thus created in our favor. If this view be correct, then Congress should lose no time in revising and increasing our customs duties.

So that, just as soon as we can equalize our currency with gold, or lessen the difference, we shall find the expenses of the Government diminish, and the cost of living reduced; at present quite unbearable by those of fixed incomes, and who do not seek to make money by Government contracts, or supplies, or the holding of office. Perhaps we shall be able to take a clearer view of these matters in a few weeks. We have reason to know that Mr. Chase will not fail to do his duty at the present juncture, and it will be performed with his usual ability. Gold sold nominally on Tuesday at 164½, but there was none, however, sold at the regular board for two days, and the rise is attributed to a corner. The demand for money continues brisk, and it is thought the rate will soon be 7 per cent.

The Assistant Treasurer reported on Tuesday as follows:

Amount on hand	$37,032,424
Receipts from customs	259,000
From other sources	4,277,590
Total	$41,569,014
Payments	5,414,539
Balance	$36,154,475

The week's exports of domestic produce and miscellaneous goods (exclusive of specie) from this port, have been to the value of $3,298,035, against $3,522,562 same week last year, and $2,-236,613 the corresponding week of 1862.

On Tuesday the amount of business done at the clearing house was 146 millions.

Government stocks continue firm, and railway shares are generally advancing, and in good demand.

An association of capitalists in this city proposes to obtain a charter from the Legislature for the establishment of a Credit Moblier.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Peninsula R. R., 70; Hannibal and St. Joseph conv., 90; McGregor Western 1st mort., 95; Chicago and Milwaukee R. R., 80; At. & Gt. Western (Ohio div.) 1st mort., 102½; Brooklyn City Water Loan, 107½; North Carolina 6s, 59; Kentucky 6s, 101; Illinois War Loan, 101; Central New Jersey R. R., 175; Illinois coupon bonds, 1862, 100; Illinois Canal bonds, 1860, 98½; Ohio and Mississippi pref. certificates, 95; Quicksilver 1s mort., 95; Central Coal, 95; Ashburton Coal,

48; International Coal, 89½; Copake Iron, 18; Wyoming Valley Coal, 92; Quartz Hill gold, 28½; Hope, gold, 12; Rutland Marble, 22; Bucks Co. Lead, 1½; Canada Copper, 7½; Maryland Copper, 2½; Brunswick City Land, 2; Nicaragua Transit, 2½: 4th National Bank, 102; Am. Ex. Bank, 115½; Metropolitan Bank, 118½; Merchants Ex. Bank, 100; Bank of Commerce, 108½; Shoe and Leather Bank, 110; Bank of Republic, 105; Bank of Commonwealth, 105.

Philadelphia.—Philadelphia and Trenton, 173; Tioga R. R., 55; Huntingdon and Broad Top, 24½; do., 2d mort., 90; Camden and Atlantic, pref., 30; West Chester and Philadelphia pref., 17; Chester Valley, 5; do., 7s, 48; Camden and Amboy mort., 108; Cleveland and Mahoning 7s, 107; Penn. War Loan, 108⅛; Elmira and Williamsport 5s, 78½; Allegheny Valley 7s, 105; Pittsburg City 5s, 70; do., 6s, 95; Allegheny Co. 5s, 80½; do., mort. scrip, 79; Ph. Wil. and Balt. R. R., 71⅛; Lehigh Navigation Loan, 1882, 101½; West Branch Canal, 120; Union Canal, 4; do., Interest bonds, 26; Wyoming Valley bonds, 100; Ridge Avenue R. R., 28⅝; Girard College R. R., 36; 13th and 15th streets R. R., 42; 17th and 19th streets, 21¼; Penn. Mining Co., of Mich., 81; Delaware do., 13; New Creek, 2¼; N. Y. and Middle Coal Fields, 18; Green Mountain, 8¾; Big Mountain, 11; Locust Mountain, 45; Clinton Coal, 1¼; Lehigh Zinc, 65; Butler Coal, 31; Fulton Coal, 9⅞; Hazleton Coal, 70; Alace Iron, 2⅛; Maple Shade Oil, 17; Irving Oil, 17; McClintock Oil, 7; Mineral Oil, 7⅞; Oil Creek, 13; Penn. Mining, 10¼; Girard, 7¼; Mandan, 6⅝; Bohemian, 11; Marquette, 7⅜; Enterprise, 53; Tamaqua, 5; Etna, 20; Empire, 10; Consolidation Bank, 33½; Northern Bank of Kentucky, 110; Farmers' and Mechanics' Bank, 61. The latest quotations are: City 6s, 104@104¼; do., new, 109½@110; State 5s, 98¾@99; do., coupon, 100@101; do., 6s, 1879, 104@109; Phila., Wil. and Balt., 71@72½; Reading, 70⅞@71; do., 6s, 1870, 108½@109; do., 1886, 141¾@142; Camden and Amboy, 178¼@180; Pennsylvania R. R., 75@75½; do., 1st mort., 112¼@112½; do., 2d mort., 111@112; Little Schuylkill R. R., 49½@50; Morris Canal, 75@75½; do., pref., 140@141; bonds, 106@107; do., 2d mort., 102@103; Wyoming Valley Canal, 76@80; do., 6s, 99⅞@100; Susquehanna Canal, 29@29¼; do., 6s, 70@70¼; Sch. Nav., 36⅞@37½; do., pref., 43¾@44; do., 6s, 1882, 97¼@98; Union Canal pref., 7@7⅝; do., bonds, 29½@80; Delaware Div. Canal, 46@46⅜; do., bonds, 95@97; Elmira and Williamsport, 88@88¼; do., pref., 54¾@56; do., 7s, 1873, 110@111; do., 10s, 78½@79; Beaver Meadow, 81@82; Harrisburg, 72@74; Long Island R. R., 47@48; Lehigh Coal and Navigation, 73@73½; do., scrip, 70½@71; North Pennsylvania, 37⅛@37⅜; do., 6s, 101¾@102; do., 10s, 125@130; Philadelphia and Erie, 38⅛@38¾; do., 6s, 107¼@107½; Minehill, 64½@65; Catawissa, 24@24½; do., pref., 41⅛@41⅝; Lehigh Valley, 89@90; do., bonds, 109@112; Fifth and Sixth streets, (horse,) 60@62½; do., 7s, 105¼@106; Second and Third, 75@78¾; do., 7s, 112@114½; Race and Vine, 20@20⅛; West Philadelphia, 71@73; Spruce and Pine, 16¾@16⅞; Green and Coates, 45¼@45¾; do., 7s, 100@110; Chestnut and Walnut, 61⅛@62; Arch, 38¾@39; Thirteenth and Fifteenth, 42¼@42½; Seventeenth and Nineteenth, 21¼; Girard College, 35¾@36; Tenth and Eleventh, 42½@42¾; Norristown, 60@60½.

Boston.—Vermont Central, 1¾; 1st mort., 87; do., 2d mort., 24; Northern (Ogdensburg,) R. R., 2⅛; do., 1st mort., 103; do., 2d mort, 34; Rutland and Burlington 2d mort., 33½; do., 3d mort., 10; N. Y. and Boston Air Line, 6s, 77; South Shore R. R., 14¾; Conn. and Pass. Rivers R. R., pref., 59; do., 6s, 1876, 101½; Newport and Fall River, 129; Boston and Lowell R. R., 6s, 1873, 108¾; Cheshire R. R., 6s, 103½; Old Colony and Fall River R. R., 6s, 1869, 106; Boston, Concord and Mont. R. R., 6s, 1865, 100¾; Western Vermont 7s, 2d mort., 1862, $150; Chelsea, (horse,) R. R., 50; Maine 6s, 1880, 105; Vermont 6s, 1874, 104; do., 1876, 104¼; Rhode Island 6s, 1882, 104¼; Massachusetts 6s, 1872, 125; do., 1876, 126½; New Hampshire 6s, 1867–'75, 103¼@104; Portland city 6s, 1871, 106; Boston 5s, 1874–'86, 118¾; do., 6s, 1867, 127¾; St. Louis 6s, 1883, 100; San Francisco 7s, 1877, 121; Fall River 5s, 1878, 99; Brooklyn 6s, 1882, 106; Bath, 6s, 1891, 103½; Boston, and Newport N. Y. Steamboat Co., 1025; Cary Imp. Co., 10½; Boston Water Power, 48¼; East Boston Land, 14¼; Essex, 103; Maverly 3½; Union Steamship Co., 162; Salem and Danvers Aqueduct, 101; Boston Gas, 860; Malden and Melrose Gas, 68; Cambridge Gas, 110; West Cambridge Gas, 46½; Beverly Gas, 46½; Franklin Coal, 132¼; Lorberry Coal, 70; Farrer Oil, 17; Merchants Bank, 107; Railroad Bank, Lowell, 90; Atlantic Bank, 101¼; Tremont Bank, 121¼; Traders Bank, 101¼; Atlas Bank, 105½; Freeman's Bank, 104½; Bank of Commerce, 103½; National Bank, 100; Acton Mining Co., 4¼; Albany and Boston, 14; Aztec 7; Astor, 6; Algomah, 2; Atlas, 6¾; Acton Vale, 3; Black River, 67c.; Bedford, 2⅞; Bay State, 24½; Boston, 6½; Boston and Bridgeport Coal, 10; Brome, 3; Columbian, 12¼; Copper Falls, 46⅜; Chaudiere Gold, 8¾; Cornwall, 75c.; Canada, 8; Chester, 32c.; Copake Iron, 14; Devon, 4; Durham, 75c.; Dacotah, 5; Dudley, 4; Dunham, 51c.; Eagle River, 8; Excelsior gold, 9¾; Flint Steel, 12¼; Gilbert River, 1⅜: Gt. Western, 4½; Green Mountain, 6¼; Glen Coe, 33c.; Hancock, 12½; Huron, 39; Humboldt, 6¾; Hanover, 4⅝; Hamilton, 8½; Logan, 1⅞; Lake, 62½c.; Madison, 5⅞; Manhattan, 6; Mesnard, 12½; Mandan, 6; Macomb lead, 2½; Native, 2¼; North Cliff, 8⅝; Nelson, 26c.; Northwestern, 13; Naumkeag, 3; Oxford, plumbago, 25c.; Ottawa, 1⅛; Petherick, 16; Superior, 9⅝; Stewart, 2; Sutton, 2¾; South Side, 5; Star, 10; St. Marys 9; St. Flavian, 2½; Tremont, 4⅜; Union lead, 57c.; Victoria Gold, 28c.; Winthrop, 8; West Minnesota, 2½; Wickham, 90c.

Baltimore.—N. W. Va. R. R., 10; do., 3d mort., 28; Marietta and Cincinnati bonds, 100½; Western Maryland bonds, 87; Central Ohio Income bonds, 36¼; City Passenger R. R., 22¾; Maryland Mining, 2.10; Springfield, 2.95; Silver Valley, .30; North State, .20; Balt. and North Carolina, .40; Santa Clara 21½; Bare Hill, 7; Balt. Chrome, 4; North State, .20; Gardner, 1.05; Cambridge, .20; George's Creek, 100; Franklin Bank, 12⅝; Merchants Bank, 108; Bank of Balt., 103; Planters Bank, 31; Peoples Bank, 17; Bank of Commerce, 32½. The latest quotations are: Balt. and Ohio, 112½@114; do., 6s, 1867, 103; do., 1875, 108@110; do., 1880, 109@110; do., 1885, 110@111; Northern Central, 50@51; do., bonds, 1885, 103¾@104; N. W. Va., 10@12; do., 1st mort., 105@108; do., 2d mort., 102¼; do., 3d mort., 27@29; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 54@65; do., income 1857–'60, 35@38; Western Md. bonds, 86¾@88; do., guar., 106; Maryland 5s, 92; do., 6s, coupon, 1870, 104@108; do., Ins., 105@108; do., 1890, 108@110; Baltimore 6s, 1870, 104¼@105; do., 1873, 105@107; do., 1875, 108¾@111; do., 1886, 108; do., 1890, 107½@108¼; do., coupon, 108½@109½; do., 5s, 1838 '70, 90@98; City Passenger R. R., 22@22¼; North Carolina 6s, 58@60; Canton Co., 64½@69; Deep River, .20@.25; Gardner, 1.05@1.10; Guilford, .40@.75; Maryland, 2.00@2.10; North State, .15@.20; Rudisell, .65@.75; Silver Valley, .25@.30; Silver Hill, .20; Springfield, 2.85@2.90; George's Creek, 100@103; Santa Clara, 18¼@18½; Baltimore and Cuba Smelting and Mining, 191; Balt. and North Carolina, .35@.40; Balt. Chrome, 4; Bare Hill, 5.50@6.50.

Montreal.—Champlain and St. Lawrence R. W., 15@16; do., preferential, 90@93; do., 6 per cents, 82½@85; Government 5 per cents, sterling, 92@93; do., currency, 92@93; do., 6 per cents, 1872, currency, 103@104; Montreal City bonds, 6 per cents, 97½@98; do., Water Works, 6 per cents sterling, 97½@98; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $3@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 120@121; City Passenger Railway, 116½@118.

The Connellsville Railroad.

By an advertisement elsewhere, it will be seen that the Directors of the Pittsburg and Connellsville Railroad have decided to put the road between Connellsville and Cumberland under contract at once, and proposals for the construction of the same are now invited. This is a practical step towards the finishing of the line, and we trust the Board, having once begun, will now follow it up until we shall be able in due time to announce the completion of the enterprise. In the meantime, the business on that part of the road already finished, continues to increase beyond even the most sanguine expectations—the receipts for the four months ending the 1st of March, 1864, exceeding those of the corresponding four months of the previous year $33,135 50. This shows an increase of nearly sixty-four per cent., and will give our readers some idea of what the road would do were its eastern connections complete. The following figures are from the company's books:

	1862.	1863.
November	$13,758 54	$19,280 29
December	13,172 06	19,880 65
January	12,252 52	23,406 96
February	12,660 58	22,411 30
	$51,843 70	$84,979 20

Increase for the four months, $33,135 50, or nearly 64 per cent.

☞ We learn from the McGregor *Times* that a convention is to be held shortly in Wisconsin, to urge the construction of the Wisconsin and Fox River ship canal route, in preference to the Illinois River route.

Montgomery and Erie Railroad.

A new railroad enterprise has been initiated, connecting the village of Montgomery, in Orange County, with the Erie Railway at Goshen—ten miles—called the Montgomery and Erie Railway. The capital stock is to be $105,000. The Directors are already appointed, and the subscription books open.

☞ In the Legislature on the 11th inst., a bill was introduced "to incorporate the Green Bay, Shawano and St. Croix Railroad." If this bill becomes a law, we shall have a railroad to St. Croix in less than five years.—*Green Bay Advocate.*

Tax on U. S. Securities.

The following very important decision in reference to the Income Tax on United States Securities has just been made public:

"Holders of United States Securities will be assessed for an income tax of 1½ per centum upon income derived from such securities. Where interest upon such securities *is paid in gold*, only the amount actually received is to be treated as derived from such securities. If the gold is subsequently sold at a premium, the amount of profit thus realized must be returned as income from business, and the tax will be three or five per centum, as the case may be."

☞ Among the Acts passed at the recent session of the Legislature of Kentucky, we find the following:

An act to amend the charters of the Louisville and Frankfort and Lexington and Frankfort railroad companies. Authorizing them to build a road from their road to Covington or Newport.

An act to tax railroads, turnpike roads, and other corporations, in aid of the Sinking Fund. Turnpikes are taxed six per cent. on their dividends; railroads are assessed for taxation at the rate of $20,000 per mile; property held by cities and towns to be assessed as other property; and all insurance companies chartered by the State shall pay upon their capital stock the same rate as may be assessed on real estate.

Opening of the Miami and Erie Canal.

We are informed that the Miami and Erie Canal will be opened from Cincinnati to Toledo on the 1st of April. The lessees have completed the Lewistown Reservoir, which it is calculated will furnish a full supply for the summit level through the season. Boatmen and shippers will therefore be saved the detention, which has heretofore occurred in the midst of the busiest season, from want of water. It will make an essential difference in boat earnings, and in the amount of property for the shipment of which the canal can be relied upon. Last year, from some unexplained neglect, the Indiana portion of the Wabash and Erie Canal was not opened till after the bulk of the spring shipments was over. It is announced that this spring the canal from Toledo to Fort Wayne will be opened on the 15th of this month, and that the Indiana portion will also be ready by that time.—*Cincinnati Gazette.*

Combustion of Water.

It has long been thought by scientific persons that water was yet to play an important part in the production of heat.

Dr. Hagan of Troy, after many years study and experiment, considers that he has at last found out the secret, and that by his invention he is able to unite the vapor of water or steam with the carbon of the ordinary fuel, so as to secure a perfect combustion with increased heat. He is selling large quantities of his apparatus which is adaptable to the warming of dwellings and the use of manufactures.

Canadian Securities in London.

The latest quotations of Canadian Securities in London were: Government five per cents 89 to 91; do., six per cents, 99@103; Grand Trunk Stock, 19½@20½; 1st preference bonds, 73@75; 2d pref., bonds, 66@68; Great Western Shares, 9⅝@9⅞; do., six per cent. bonds, 92@94; Northern Railway 1st pref., bonds, 82@84; Canada Land, 75@80.

☞ We understand that a small force of men has been sent on by the Chicago & Northwestern Railroad Company, and have commenced digging on the line of the road the other side of Devil's Lake about four miles from this place. There seems to remain in the minds of some of our people here a doubt as to the serious intentions of this company. Although we have no means of knowing any more about it than others who are incredulous, we don't believe there is any sham about this matter. Such a Company ought certainly to be above such business. We have great faith in the early completion of the railroad from Chicago to Baraboo.—*Baraboo Republic.*

☞ The conference of the representatives of Galena and Rock Island Railroad Companies and the extended line of the latter Company through Iowa, as well as those of the Chicago, Iowa and Nebraska and Cedar Rapids and Missouri River Companies, has resulted in the definite settlement to unite the Iowa roads at a point not further west than the west branch of the Raccoon River or further east than Marengo, a station upon the Mississippi and Missouri Road, about 50 miles west of Cedar Rapids. The new road will be built by both Companies, and is to form the main line to the point of junction with the great Pacific, the through business on both lines (the Rock Island and Galena) to be joint, both roads participating equally in the profits. Des Moines, Council Bluffs and Omaha are made points in the new road. The one road from the point of junction, instead of two continuous lines, will be built as rapidly as labor and materials can be procured.—*Chicago Tribune.*

Cincinnati and Zanesville R. R.

A meeting of the parties for whose account the road was purchased at the foreclosure sale in August last, was held on the 11th inst., at the office of the company in this city, pursuant to notice.

The meeting was largely attended, and was organized by the appointment of Mr. Henry Amy, of New York, as Chairman, and Messrs. Joel Rodebaugh, of this city, and Chas. C. Goddard, of Zanesville, as Secretaries.

Mr. Charles Moran, of New York, who purchased the road for the benefit of the parties to the reorganization, presented a report stating the time and condition of the purchase of the road, equipment and franchise of the company and the names of the several parties to the reorganization with the amount and nature of the respective interests held by each.

The new Company was then organized under the name of the Cincinnati and Zanesville Railroad Company.

The cost of the road and equipment will be represented in the new organization by $1,300,000 first mortgage and seven per cent. bonds, and about $2,000,000 of stock in shares of $50 each. No other mortgage is to be on the property of the company, except for the purpose of extending the road to Cincinnati, for which purpose the Directors were further authorized to create a new stock to any amount not exceeding the corporate limits of the charter.

The meeting adjourned to 2½ P. M., when the election for Directors took place, forty-three thousand three hundred and seventy votes (equivalent to $2,168,500) having been cast for the following gentlemen:

Erasmus Gest, Charles Reemelin, Robert Brown and S. N. Pike, of Cincinnati.

Richard Von Hoffmann, Henry Amy and Chas. Moran, of New York.

The election of these gentlemen was made unanimous *viva voce.*

The greatest unanimity prevailed, and a strong feeling was apparent of a determination to extend the road into this city.

At a subsequent meeting of the Directors, Mr. Erasmus Gest was elected President, and Mr. David Hull Secretary and Treasurer.—*Cincinnati Commercial.*

Placerville and Sacramento Valley R. R.

We have received the annual report of Francis A. Bishop, Esq., Chief Engineer and General Superintendent of the Placerville and Sacramento Valley Railroad, dated the 5th of January, 1864, which shows the progress of the work during the past year. The road was commenced at Folsom the first day of January, 1863, the line was thoroughly located, and during that month a portion of it was prepared for grading. The Company began the work themselves, the ground was broken by a small force on the 19th of February following, and operations were continued with satisfactory results to the 22nd of June, at which time the grading was taken up by J. R. Myers & Co., under a contract for the remainder of the grading and mason work in the first division, excluding section C (one mile) previously let to Pinney & Abbee. This work was not completed and accepted, however, until the 5th of December, owing to the sickness of the laborers through the malarious influences of the locality. The Engineer Corps also suffered from the same cause, yet notwithstanding these impediments, the work has been thus far successfully carried forward.

A few miles more of grading will complete the first division. The grading of this road, with a trifling exception, is completed from the Sacramento Valley Railroad at Folsom, to a point on Deer Creek, a distance of 10⅔ miles, and aside from 200 feet of low trestle bridging, and some open drains, which have been delayed by non-delivery of timber, the road-bed is ready for the ties and iron for that distance. The entire amount of grading completed on the First Division, is twelve miles. Four trestle bridges have been constructed, having an aggregate length of 176 feet, costing $7 per foot, including timber, iron and labor, assuming that all of the materials cost cash. But as the first cost of the timber was paid for in stock, the actual cash price of the bridges to the company is only $5 per lineal foot.

The obtainment of right of way through various ranches through which the road runs, was not procured without considerable trouble and with greater expense than was anticipated.

With the exception of a short distance in entering the town of Folsom, the land damages have been adjusted for the First Division of the road.

The total amount of land damages thus far arranged is $3,011, and 25½ shares have also been paid in the stock of the company in addition as a satisfaction to the owners.

The number of cubic yards of material removed during the year was 68,602. The total expenditures chargeable to construction amounted to $10,200 94; to engineering, $2,009 77—making the amount of money disbursed by the Superintendent during the year $12,210 71. There are no unpaid accounts against the company to exceed one hundred dollars, with the exception of some claims for land damages.

During the past year the line has been thoroughly located to Placerville and Shingle Springs.

The heavy enbankment at Buckeye Flat and the tunnel through the Forty Mile Hill have been avoided; also a lower crossing obtained at Weber Creek. In making these changes, heavier grades and more curvature were adopted, and, at the same time the line of road has been considerably lengthened. Against this is a reduction in the cost of construction of, perhaps, one half. As this division will be the last one completed, improvements on the present location can be made without much additional cost, and according to the condition of the Company's finances.

An estimate has been made for the second division, between Shingle Springs and Miller's Corral. The cost of grading that division should not exceed $140,000, and can be completed by the 1st of November next. The report recommends that the work be put under contract at as early a day as possible.

The work on the first division is progressing favorably. At Deer Creek the contractors encountered a very hard kind of rock, which they declined taking out at contract prices. The Board of Directors hold the matter in abeyance until the Engineer makes a practical test of the cost of removing it.

The bridges across Deer and Carson Creeks are yet to be built. The estimated cost of the two, including the masonry, is $3,200. There will be no difficulty in getting them ready in time for the iron. Proposals for ties for the first division will shortly be advertised for, and it is believed a superior article can be obtained from that section of the country, at a moderate cost.

In November last, Assistant Engineer Moore made a survey from Placerville to Strawberry Valley, connecting at that point with the surveys made across the mountains to Carson City, N. T., in 1862. The result of Mr. Moore's examinations is highly satisfactory, and places the practicability of a line of railroad across the Sierras on this route beyond a doubt.

The finances of the company are stated to be in a healthy condition and assurances of foreign aid in obtaining iron and rolling stock have been received. The future importance and value of the road are considered to be completely established. Two new and permanent towns are expected to spring up along the line, one, at Miller's corral, offering great advantages as a commercial centre for the rich valley of Cosumnes. The lumber, grain and hay of the adjacent country will there be eagerly exchanged for merchandize. The neighboring copper mines are also becoming important.

Nowhere in California are copper mines located which have the facilities for transporting their ores to market, equal to those adjacent to the line of this road. Cheap carriage will admit of a lower grade of ores being profitably worked, and from this fact alone we may expect a large influx of mining population.

In Amador County copper mining is becoming an interest of the first importance. Many rich mines are now being worked. The ore from these mines, and, in fact, almost the entire freight and passenger transportation of that county, will be drawn to Miller's corral. Stage lines are already projected to connect that point with Mokelumne Hill, in Calaveras County, and Columbia and Sonora, in Tuolumne County.

The business of the line is also expected to be large from the fact, that 3,700 teams passed by this route the last year, and the number is expected to be increased to 6,000 during 1864. From the report of the last and the present year, of which the foregoing is an abstract, it appears this road is progressing rapidly and with the fairest prospects.

Injuries to Employees.—Distinction between Negligence of Fellow-Servant and Employer.

There have been many cases in which railroad companies have been held not liable for accidents and injuries to their own servants when the damages were occasioned by the negligence of other servants of the company, although in the regular course of their duty to the company. The important distinction that exists between these cases, and the comparatively small number of cases in which the railroad companies have been at fault, deserves special mention. It is the duty of every employer to use all reasonable precautions for the safety of those in his service. He should provide them with suitable machinery, and see that it is kept in a condition which shall not endanger the safety of the employed. If the employer knowingly make use of defective and unsafe machinery, when an injury is done to a servant ignorant of its condition, and in the exercise of ordinary care, he must compensate the person thus injured through his neglect. The superior intelligence and determining will of the master demand vigilance on his part, that his servants shall neither negligently or wantonly be exposed to needless and unnecessary peril. The servant is obliged to rely on the judgment of the master that suitable machinery, and the needed requirements are supplied. He has not the means nor the opportunity of knowing whether those furnished may be safe, and he may be wanting in intelligence required for the proper determination of the question. His service is compulsory from the pressure of want. His attention is peculiarly due to the peculiar duties incident to his branch of employment. He assumes the risks more or less hazardous of the service in which he is engaged, but he has a right to presume that all proper attention shall be given to his safety and that he shall not be carelessly and needlessly exposed to risks not necessarily resulting from his occupation, and preventable by ordinary care and precaution on the part of his employer. This principle is discussed in the case of Buzzell against The Laconia Company in the Supreme Court of Maine. The decision, omitting certain formal portions, was as follows:

APPLETON, J.—The rule is well settled that a master is not liable to a servant for an injury caused by the neglect of a fellow servant in the same employ. Each servant assumes the risk of neglect on the part of fellow laborers. The question here presented is, whether the master is liable to a servant for an injury caused by his own negligence and want of ordinary care. In Vose *vs.* Lancashire and Yorkshire Railroad Company, 2 Hurls, and Nor. 728, the cause of action arose from the defective rules of the defendants who were held liable. In Patterson *vs.* Wallace McQueen, 748, "I believe by the laws of England," says Lord Cranworth, "just as by the laws of Scotland, in the actual state of the case with which we have to deal here, a master employing servants upon any work particularly a dangerous work, is bound to take care that he does not induce them to work under the notion that they are working with good and sufficient tackle, whilst he is employing improper tackle and being guilty of negligence occasioning loss to them." The same view of the law was taken by Lord Brougham in that case. The case of Marshall *vs.* Stewart, 33 Eng. L. & Eq., was an appeal heard in the House of Lords, from a Judgment of the Court of Session in Scotland, in an action by the representatives of a miner killed by injuries arising from the shaft of the pit being in an unsafe state, owing to the negligence of the defendant, his employer. The law of Scotland was throughout the case, treated as the same with the law of England. The servant in that case, was killed, while leaving his master's employment without proper cause. "A master," says Lord Cranworth "by the law of England and by the law of Scotland is liable for accident, occasioned by his neglect, to those whom he employs, I quite adopt the argument of the Solicitor General, that he is only responsible while the servant is engaged in his employment; but then we must take a great latitude in the construction of what is being engaged in his employment," and he further adds that the liability of the master continues "whatever he does in the course of his employment according to the fair interpretation of the words *eundo, morando, redeundo;* for all that the master is responsible, and it does not in my opinion make the slightest difference that the workman had, according to the finding of the jury, no lawful excuse for going out, no lawful excuse for leaving their work. "The master" remarks Lord Brougham in the same case, "who let them down is bound to bring them up even if they come up on their own business, and not on his, is answerable for the state of his tackle by which this lamentable accident was occasioned." In Bryden *vs.* Stewart McQueen, 30, Lord Chancellor, *inter alia*, said "the law of both countries (England and Scotland) makes a master liable for accidents occasioned by his neglect towards his servants."

In Dixon *vs.* Rankin, 14 Court of Session Cases, 420, the Lord Justice Clerk held, "the master of men in dangerous occupations is bound to provide for their safety. This obligation extends to furnishing good and sufficient apparatus, and keeping the same in good conditions, and the the more rude and cheap the machinery, and the more liable on that account to cause injury, the greater obligation to make up for its defects by the attention necessary to prevent such an injury."

The English cases cited by the counsel for the defendant are not adverse to these views. In Farrant *vs.* Webb, 86 E. C. L., 796 Jarvis, C. J., says "the rule is now well established that no action lies against the master for the consequences to a servant of the mere negligence of his fellow: that, however, does not negative liability in every case. The master may be responsible when he is personally guilty of negligence," &c. In Ormond *vs.* Holland, 96, E. C. L., 102, the liability of the master to the servant for personal neglect is fully affirmed. "The rule is," remarks Crompton, J., "That the master is not liable unless there be personal negligence on his part, which negligence may be either personally interfering in the work or in selecting servants who do interfere."

The same question has been repeatedly discussed in the courts of this country, and with the same result as in England. In Indianapolis Railroad Company *vs.* Love, 10 Indiana, 554, the court held the corporation liable if they allow an employee to pass over a defective bridge known to the corporation and not to the servant. If the employee knows, or both company and employee know, the company is not liable unless it give special direction. But in the present case it is not necessary to consider the effect of special direction, and as to that we give no opinion. In Keegan *vs.* Western Railroad Company, 4 Seld. 175, a railroad company which continued a defective and dangerous locomotive, was held liable to its servant engaged in running such machine for an injury sustained by him, (without negligence on his part,) in consequence of such defects. In Noyes *vs.* Smith, 28, Vermont 59, it was decided that a master was bound to exercise proper care and diligence in the selection of the agencies, and instruments with, or upon which he employs his servants; and if he fail to do so he will be liable to the servant for any injuries he may sustain therefrom. In Mad River and Erie Railroad Company *vs.* Baker, 5 Ohio, N. S. 541, the court say, "if the defects which caused the injury were actually unknown to the company or the conductor, and were not discoverable by due and ordinary care and inspection, and yet were such as resulted from a neglect of reasonable and ordinary care and diligence on the part of the company, either in procuring or continuing to use cars and machinery beyond the time when they could be safely used the company will be liable." In McGatrick *vs.* Wason, 4 Ohio, N. S. 566, the general rule is declared to be that an employer who provides overseers and controls the operation of machinery, must see that it is suitable, and if a defect unknown to a workman injures him, which ordinary care could have prevented, the employer is liable for the injury. In Byron *vs.* N. Y. Telegraph Company 26 Barb., 39, the plaintiff was employed to climb the poles and regulate the wires. The complaint alleged negligence in providing and using unsound poles, and in not having guards, &c. The company was held liable. Negligence was proved by showing the corporation knew the defect in the pole. The defect in that case was not known to the plaintiff and was not discoverable by inspection. In Hayden *vs.* Smithville Man. Company, 29 Conn., 548, it was held that a servant might maintain an action against his master for an injury caused by defective machinery when the employer knew, or ought to have known of the defect, and the servant did not know it, and had not equal means of knowledge. In Fifield *vs.* Northern Railroad, 42 N. H., 225, the plaintiff, a brakeman in the employ of the defendant's corporation, being injured without fault on his part, by their negligence in permitting the road to be blocked up with snow and ice, and their car to be out of repair, was held entitled to maintain an action to recover compensation for the damages by him so sustained. If the danger is known and the servant chooses to remain, he assumes it would seem, the risk and cannot recover. He might leave if he chose, but choosing to remain, he cannot remain at the risk of the master. Every employer has a right to judge for himself how he will carry on his business, and workmen having knowledge of the circumstances must judge for themselves whether they will enter his service, or having entered, whether they will remain. (Hayden *vs.* Smithville Man. Company, 29 Conn., 548.) "A servant," remarks Pollock, C. B., in Dynen *vs.* Leach, 26 Law Jur., 221, "cannot continue to use a machine he knows to be dangerous, at the risk of his employer." In McNeil *vs.* Wallace, 15 Court of Sessions [cases, 818, a collier sued his employer for an injury received by the fall of the roof of his excavation. It was the custom of the mine for the workmen each to prop his own excavation; the wood for that purpose being furnished by the coal master at the mouth of the mine. No wood was furnished, but the workmen went on to work although it was as the witnesses agreed "a seen danger," and the workmen were warned of it. The court held as he went on to work he assumed the risk himself, and could not recover of his employer.

Neither can the servant recover if his own neglect contributed to the injury. "In England, in Scotland, in every civilized country," remarks Lord Cranworth in Patterson *vs.* Wallace, 28 Eng. L. & Eq., 48, "a party who rushes into danger himself, cannot say, that is owing to your negligence." The master is not liable for the folly, the carelessness or the rashness of his servant. The plaintiff, to recover, must show ordinary care on his part.

Railroad Earnings--Weekly.

The earnings of the Galena and Chicago Union Railroad for the week ending March 15, were:

	1863.	1864.
Freight	$22,010 28	$26,597 40
Passengers	7,829 04	10,690 34
Mails, &c	1,200 00	1,300 00
Total	$31,039 32	$38,587 74
Increase 1864		$7,548 42

The earnings of the Chicago and Northwestern Railroad for the week ending 14, March 1864, were:

Passengers	$16,062 70
Freight	19,712 00
Mail	508 33
Express	352 93
Total	$36,636 64
Same period last year	23,287 93
Increase, 57½ per cent	$13,348 71

The earnings of the Chicago and Rock Island Railroad for the 2nd week in March, 1864, were $38,826 00
Corresponding week of previous year 29,252 00
Increase $9,574 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2nd week of March, were:

	1863.	1864.
Passengers	$20,051 00	$27,060 00
Freight &c.	36,284 00	38,911 00
Total	$56,335 00	$65,972 00
Increase		$9,637 00

The earnings of the Milwaukee and Prairie du Chien railroad for the week ending March 14 were:

	1864.	1863.
Freight	$7,548 20	$5,083 53
Passengers	8,602 04	3,765 21
Mails, rents	981 00	1,040 63
Total	$17,131 24	$9,889 37
Increase 1864		$7,241 87

The traffic of the Great Western Railroad for the week ending March 11th, 1864, was as follows:

Passengers	$21,380 54
Freight and live stock	44,986 10
Mails and sundries	1,252 07
Total	$67,618 71
Corresponding week of 1863	70,937 13
Decrease	$3,318 42

The earnings of the Grand Trunk Railway for the week ending March 5, 1864, were:

Passengers	$25,431 88
Express freight, mails and sundries	2,500 00
Freight and live stock	68,888 56
Total	$96,820 44
Corresponding week, 1863	70,966 86
Increase	$25,853 58

The earnings of the Chicago and Alton Railroad Company for the week ending March, 15, were:

	1864.	1863.
Passengers	$16,632 69	$10,592 18
Freight	24,632 76	12,294 75
Sundries	1,448 28	2,230 77
Total	$42,718 73	$25,117 70
Increase 1864		$17,596 03

The earnings of the Toledo and Wabash Railroad Company for the 2nd week in March, were:

	1863.	1864.
Passengers	$6,708 90	$9,796 50
Freight	16,490 85	21,483 68
Total	$23,199 75	$31,280 18
Increase		$8,080 43

The earnings of the Marietta and Cincinnati Railroad for the 2nd week in March, were:

	1864.	1863.
Passengers	$7,838 19	$3,240 36
Freight	11,400 83	9,026 37
Mail, express & telegraph	899 58	752 00
Total	$20,138 60	$13,018 73
Increase 1864		$7,119 87

The earnings of the Michigan Central Railroad for the 2nd week in March, 1864 were $75,789 29
Corresponding week of previous year 52,813 13
Increase $22,676 16

A Successful Power Brake.

In this progressive age of Railroad improvements and inventions, few things have struck us as having more real merit, or of meeting a greater want in public feeling in regard to the safety of railroad travel, then a very simple and ingenious Power Car Brake invented by J. M. Brown, late of Cincinnati, Ohio, now of Worcester, Mass. Mr. Brown is a practical Engineer, who having been thrown from the track, and having a leg broken because his brakeman fell asleep and did not obey his signal to break up, set about finding out means of placing the Engine and train entirely under the control of the Engineer, independent of the brakeman. The result is a complete success. By a simple arrangement attached to the Engine, the Engineer can instantly apply every brake on the whole train with much more power than can be done by hand, and can as readily release them. Can slacken the speed of the train to any point, then let go again at will. The momentum of the train being used for the purpose of overcoming itself, by winding up a chain on a shaft, and applying the brakes now on every car without at all interfering with the hand brakes. This invention has already been introduced upon several Roads,

among which are the Boston and Maine, Boston and Lowell, Concord and Northern, Worcester and Nashau, Norwich and Worcester, Eastern, Pittsburgh, Fort Wayne and Chicago, Cincinnati, Hamilton and Dayton, Little Miami, etc., and is being fast applied to others. Any information in regard to details can be learned, and a lithograph furnished any Railroad Company, by application to S. HATHAWAY, at this office.

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BENJ. H. LATROBE,
President.

Office P. & C. R. R. Co.
Pittsburgh, March 15, 1864. 3t18

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SEALED PROPOSALS will be received at this office for the grading, masonry and bridging of the extension of the Road of this Company, from Hackettstown to the Delaware River, at Phillipsburg, (a distance of twenty-three miles,) until Saturday, the 26th day of March next.

Maps, profiles, plans and specifications, with blank forms for proposals and approximate estimates of quantities, will be in readiness at this office on and after Saturday, March 12th.

6t8. J. B. BASSINGER, Chief Engineer.

TO RAILROAD CONTRACTORS.

Sealed proposals will be received at the office of the Pacific Railroad, (of Missouri,) in St. Louis, till March 25, 1864, for doing the graduation and masonry of about thirty-five miles of the road, being from Holden, in Johnson County, to a section in Jackson County between the Little Blue and Independence. Profiles, list of sections to be let, giving time as to when they must be completed, forms of bids, specifications, &c., can be seen at the office of the Chief Engineer in St. Louis.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 2, 1864.

Currency of Russia.

It is well known that the currency of Russia consists almost exclusively of paper. Travellers complain of the variety of colored notes which there represent money, and of their ragged and dirty appearance. We are also beginning to know something of the unpleasantness of carrying such symbols about us, since the disappearance of silver small change from circulation. We hear nothing of its being exported in large quantities abroad like gold, unless we take into account the dollars and half dollars which have found their way into the Canadas, and we imagine that it exists among us in shape of hoards not to be seen again in broad day light, till our paper money is again convertible into gold on demand.

Russian finance has at this moment something of the character of our own, and therefore is worthy of notice by all those who are interested in our national finance.

On examining our foreign files we perceive that an article which lately appeared in the *Revue des deux Mondes*, on this subject, created great uneasiness at St. Petersburg, and led to an animated discussion in the leading Russian journals. The motive of the author of the article was charged to have been a malicious one, and among those who have appeared in the conflict to defend the Russian system is M. Raffalovich, a rich banker of Odessa, who to great possessions adds a large experience in business, and a thorough knowledge of the resources of his Country. It is to his views we propose to give our attention, as far as we are able to comprehend them from the translation of his memoir as it appears in the English journals.

Like all other Bankers he is opposed to the issuing of paper money by any but by banking institutions, and yet he considers that the paper currency of Russia is not excessive, not being in all but six hundred and thirty five millions of roubles (the rouble at 75 cts.) while that of England is one thousand millions of francs (20 cents each) that of France something less, so that of Russia is really but a very little greater. Mr. Raffalovich maintains the necessity of this large circulation, from the fact that there is no such system of rapid intercommunication in Russia as exists in France and England, that the distances between commercial centres are enormous, and there is a great lack of a good system of banking. Russia contains seventy millions of people, and to traverse the Empire between its commercial bounds, requires fifty and sixty days. On the contrary, in France and England a man may almost pass from one end to the other in a couple of days and nights. Payments of money in Russia are always made in bank notes, and not in checks or drafts, and these are kept in the pocket ready to be used. Money orders are unknown, the monies received by the Government for taxes are not immediately disbursed, but remain for some time in the districts where they are collected, before they reach the treasury.

It is therefore contended that an immense amount of paper money is constantly withheld from circulation, and that the real quantity passing from hand to hand is but little more than one third of the whole issue.

One of the most curious points discussed by the writer is the effect of paper money on exchange. The article in the *Revue* maintains that the quantity of paper money afloat in a country acts injuriously in its exchange. The Russian banker maintains the opposite, and asserts that exchange depends upon the exportation of products. Thus he says in 1856 and 1857 when the paper currency of Russia was greater than it is now, and could not he exchanged for gold, exchange on Paris was favorable to the Russian bourse, and that it was entirely caused by the increased exportation of Russian products. He asserts that the flow of Russian capital to other markets, in consequence of the reduction of the interest in Bank deposits at home, the increase of imports over exports, *caused partly by the reduction of the tariff*, and the drain of funds to supply the wants of travellers, who are permitted to go abroad with greater freedom than formerly, are the real causes of the unfavorable condition of Russian exchanges at the present moment.

These conditions of Russian finance somewhat resemble our own. We see paper money in quantities unknown before in this Country, and our imports exceeding our exports every week, by a very large difference.

These imports, many of them purely articles of luxury and fashion, find ready purchasers at any price, because paper money is so plentiful, and though it has to be reduced to gold to pay the cost of the imports abroad, there is margin enough left for a large profit to the importers. The business thus transacted is however very much like passing a coal of fire from hand to hand, each one pushing it to his neighbor as quickly as possible, and so rapid is the movement, that no one holds it long enough to burn himself. If by any change our exports were equal to our imports, there would be no balance in gold to be remitted. This simple proposition can not be disputed. How far it would be wise to attempt by legislation to bring about the equalization, remains for consideration. Doubling the duties on all articles of luxury, has been suggested. The effect of this would be to leave the revenue very much as it is. If half our imports were cut off, and the duties on the remainder doubled, the revenue would be the same. Those persons only who are getting rich, or have become rich in paper would be able or willing to

purchase wines at five or ten dollars a bottle, or Smyrna grapes at one dollar a pound. Easy come and lightly go is the motto of the suddenly made rich, but as political economists, we have but little sympathy for their imaginary wants.

It is the hard working, industrious, saving, prudent people who really accumulate the true wealth of the nation, who fill its reservoirs, and keep them full, and not those who with the fury of a suddenly swollen mountain torrent, come rushing over the old land marks of business, sweep on with resistless power, and suddenly disappear from view, leaving wrecks and ruins behind them where they have passed. We are certainly at a very critical moment in our financial affairs, having as we believe issued as much paper for circulation as the Country can bear. Russia congratulates herself on her great and inexhaustible resources, and so may we with even greater cause, for the mines of Russia are surpassed by ours. Our internal transportation, natural and artificial is perfect, our soil is superior, and above all, our enterprise is unchecked, and seizing opportunity generally comes off victorious.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS.

For the half-year ending 31*st December*, 1863.

Earnings of the half-year	£477,839
Deduct ordinary working expenses	275,073
Net balance over ordinary working expenses	£202,766
Deduct renewals of permanent way charged to revenue in the half-year	37,037
Net balance	£165,729

The gross receipts from traffic and all other sources for the half-year have been £477,839, as against £439,361 for the corresponding half of 1862, or an increase of £38,478, or 8.76 per cent. This increase has been obtained in the face of unusually low rates for freight throughout the fall and winter, caused by depressed prices of produce, and by the navigation of the St. Lawrence and the lakes having been kept open, owing to the mildness of the early winter season, until the close of the year. Thus the winter rates, fixed at a higher scale when the navigation is closed, could not be put into operation as heretofore about the first week in November. The estimates formed of the harvest in 1863 in Canada and the Western States have also not been fully realized. From these causes it will be noticed that while the total tonnage of freight carried during the half year has been 372,984 tons, as compared with 325,337 tons in 1862, the receipts have only been £282,067, as against £286,273. Thus, the freight of the December half of 1862 yielded an average receipt of 17s. 7d. per ton, while that of 1863 only yielded 15. 1d. per ton.

The passenger receipts, on the other hand, show a very gratifying increase: the number of passengers of all classes carried having been 529,723, as against 453,926 in the last half of 1862, or an increase of 75,797 or 16.69 per cent. The money earned has been £170,484, as against £127,180, or an increase of £43,304, or 34.05 per cent. Thus, while in 1862 the average receipt per passenger was 5s. 7d., that of 1863 has been 6s. 5d. As the company's local passenger charges have been reduced in many cases, it will be seen that this increase has been caused by the conveyance of a larger proportion of "through" or long distance traffic.

The amount carried into the accounts for "Postal Service" is merely nominal, no settlement having yet been arrived at with the Government of Canada, which is matter of deep regret. This delay has seriously affected the company's financial position, preventing it from giving that increased accommodation which the trade of the Province stands so much in need of, and has also involved great hardship upon the late creditors of the company, who gave up claims and securities in order to promote the interests of the undertaking, and in the confident hope of that just and early arrangement, so often promised, hitherto without accomplishment.

The ordinary working expenses show a total outlay of £275,073, as against £262,307 in 1862, or an increase of £12,766, or 4.86 per cent., expended in earning an increase of £38,478, or 8.76 per cent.

The per centage of ordinary working expenses in 1863 is 57.56 per cent., as against 59.68 per cent. in 1862.

The following statement shows the per centage rate of ordinary working expenses since 1861, inclusive:—

	June Half Year.	Dec. Half Year.
1861	87.32 per cent.	68.64 per cent.
1862	77.23 "	59.68 "
1863	63.87 "	57.56 "

The following statement shows the progress of the net revenue of the company since 1859:—

Year.	Miles open. No.	Earnings. £	Expenses includ'ng renewals. £	Revenue balance. £	Yearly Total. £
1859—June.	880	223,930	203,062	20,867	73,537
" Dec.	880	282,939	230,448	52,490	
1860—June.	978	314,811	268,810	46,000	102,684
" Dec.	978	367,847	311,163	56,684	
1861—June.	1,090	347,110	300,324	46,785	142,492
" Dec.	1,090	419,469	323,701	95,707	
1862—June.	1,090	382,992	319,556	63,436	170,233
" Dec.	1,090	439,361	332,563	106,797	
1863—June.	1,090	434,339	310,166	124,173	269,901
" Dec.	1,090	477,838	312,110	165,728	

From the net profit of the half-year, viz., £165,728 7s. 3d., there has to be deducted the [nominal] amount of £13,104 6s. 11d. for postal and military service receipts, and £20,032 17s. 4d. for loss on American currency, leaving [including the balance carried forward from last half year of £185 19s.] £132,777 3s, which has been applied, or is now applicable, as follows;—

Interest, &c., paid on land			£1,986	1 4
Do. on mortgage to Bank of Upper Canada			4,423	16 2
Do. Promissory notes, European Exchange			1,712	13 6
Do. British American Land Co.'s debentures			616	8 9
Do. Montreal Seminary debentures			616	8 9
Do. Island Pond debentures			2,700	0 0
Half yearly instalment Portland Sinking Fund			2,311	12 4
			£14,367	0 10
Atlantic and St. Lawrence lease	£31,992	4 2		
Detroit Line lease	11,250	0 0		
			43,252	4 2
First preference bond interest for half-year	49,920	15 0		
Second pref., bond interest for half year.	24,715	0 0		
			74,635	15 0
Balance carried forward to next account			532	3 0
			£132,777	3 0

As already announced, the half-year's interest accruing on the First and Second Preference Bonds to the 31st December last, will be paid on and after the 15th April, on the presentation of the coupons at the Company's bankers, and the certificates for the arrears to be capitalized for the first half-year on the 2nd Preference Bonds, and for the whole year on the 3rd and 4th Preference Stock, will be subsequently issued.

The improvement of the Permanent Way by strenthening and renewal has progressed rapidly during the half-year. No less than 80¼ miles of line relaid with heavier rails fished at the joints have been renewed, as against 54¼ miles in the corresponding half of 1862. The total length of line relaid in the year 1863 has been 125¼ miles, or nearly one-eighth of the whole length of the Grand Trunk Railway system. The length laid in 1862 was 80¾ miles. The number of new sleepers or ties, laid in, was in 1862, 302,172, and in 1863, 405,001.

The Board now consider that the time has arrived for distributing the extra charges involved in reconstructing portions of the main line to their proper accounts, and for commencing the proposed "Renewal Account" to be gradually extinguished out of Revenue. Therefore, the sum of £8,622 has been charged to capital for additional weight of iron and for fish plates, and £26,035 has been placed to such "Renewal Account."

Arrangements are in progress for the manufacture, under contract, of steel and steel-headed rails, to be laid down in place of iron rails on the main line; and the information and reports which the Board have received confirm their previous impression of the greatly superior endurance of the proposed new material. The proved results on the London and North Western Line afford most valuable evidence; it has, in fact, been found, as stated by the Chairman of the London and North-Western Company at their recent half-yearly meeting, that the new rails laid down on the busiest portions of their Line have already lasted ten times as long as the ordinary iron rails.

Assuming results at all approaching to these experiences, it may be estimated that a great future economy in cost can be achieved on the Grand Trunk Main Lines, by a comparatively small additional outlay on first cost of Renewal: and it will undoubtedly be so much added to the improved and solid value of the property.

It is proposed for the future to charge direct to Revenue £70,000 a year for Renewals, and to carry the excess outlay in the next two years to the "Renewal Account," and so far as the extra cost of "fishing" and of steel are concerned, to Capital.

The Company's practical officers report that a regular charge to Revenue of £70,000 per annum, equal to the renewal of 80 miles a year of improved and strengthened road, will in the course of five years overtake and extinguish the Renewal Account established. But it will be observed that such an account involves the provision of so much available Capital to meet the first outlay to be so extinguished.

The outlay on Capital Account for additions to the plant and property of the Company has been £47,182, as against £18,142 for 1862. The former sum includes the cost of 99 new freight cars, two new sleeping cars, and two new engines, being part of the additional plant proposed to be provided in the last Report confirmed by the Bond and Shareholders.

The large and steady increase in the traffic will compel further additions to the means of conveyance, and enlarged station accommodation at various points.

The Board are happy to report that the Canadian government have released the £42,500 Second Preference Bonds previously retained, enabling the use of these securities for similar necessary outlay.

As the Equipment Mortgage Bonds authorized by the Arrangements Act of 1862 are to be offered in the first instance to Bond and Shareholders, the Board propose to permit applications for the early issue of a moderate portion of this capital.

An addition to Bond capital for unpaid interest on Bonds has been made in the accounts, under the terms of the Arrangements Act, 1862.

The issue of Postal and Military Service Bonds to the Company's creditors now appears in the Capital Account; as also the issue of Fourth Preference stock.

The long-pending claim of Mr. Turcotte in connection with the Three Rivers Branch has, during the half-year, been amicably settled, and the outstanding claims not disposed of in Canada are now of a very trifling amount.

As the Arrangements Act provides for the General Meetings at which the Accounts are sub-

mitted being held in April and October, it will be necessary, with a view to regularity, to obtain powers from the Canadian Parliament to pay the Bond Interest earned subsequent to the approval of the Accounts by the Bond and Shareholders.

An agreement has been sealed between the Grand Trunk and Buffalo and Lake Huron Companies for mutual facilities of working and interchange of traffic; and powers will be sought in the present Session of Parliament to confirm the same.

The Board believe that the results of the past half-year's working, showing as the do a steady increase of revenue and an important decrease in the per centage of working expenses, will be regarded as very satisfactory by the Bond and Shareholders. The latest accounts received from Canada speak hopefully of the traffic prospects of the current year, and they at the same time afford many evidences of the improved state of the public opinion in Canada in regard to the undertaking.

The Directors who retire by rotation are Messrs. Blake, Cassells, Hodgson and Molson, and the retiring Auditors in Canada are Messrs. Taylor and Morland, and in England, Mr. Newmarch. They are eligible and offer themselves for re-election.

On behalf of the Board.

EDWARD W. WATKIN, *President.*

On the 31st Dec. last, the Company owned 80 passenger, and 147 freight engines; 88 first-class, and 45 second-class cars, as also 12 sleeping cars, "composite;" 38 Post-office and baggage, 22 baggage, 1,853 box, 50 box and cattle, 55 cattle, 1,073 platform and 73 ballast cars. The rolling stock further comprised 57 break-vans and 32 snow-ploughs. The total rolling stock, therefore, comprised 228 engines and 3,450 passenger, freight and other cars. In the half year ending on the 31st December, 2,532,184 miles were run against 2, 324,281 miles run in the corresponding period of the previous year. In the last six months of 1863, 58,113 cords of wood were used against 59,-628 in same period of 1862.

Illinois and Michigan Canal.

The following is an abstract of the Report of the Trustees for the year ending November 30, 1863:

Receipts during the year:	
Sales of lands and lots	$22,352 59
Notes paid for previous sales	7,654 58
Canal tolls December 1st, 1862, to November 30, 1863	210,386 68
Rents of water power, lands and lots.	3,900 60
Sales of old material, &c	1,941 79
Interest on deposits	6,450 15
David Leavitt, repayment of him	32,063 90
Accumulated profits on currency received in Illinois for lands, &c., &c.	5,983 70
Loan of $1,600,000, erroneously over-reported in former reports	3,358 30
Total for year ending Nov. 30, 1863	$294,092 29
Balance reported Nov. 30, 1862	267,850 30
Total to be accounted for Nov. 30, '63	$561,942 59
Expenditures:	
Principal of registered canal bonds	$165,791 66
Premium paid on gold for dividend on bonds payable in London	37,245 24
Maintenance and repairs of canal feeders, &c.	62,715 64
Tolls, expenses of collectors & salaries	6,486 41
Canal property, sales of lands, and expenses	1,206 67
Contingent and general expenses	14,694 21
Interest and exchange on funds remitted to New York for payments there	294 58
Total expenditure for year 1863	$288,434 41

Schedule embracing the entire amounts received from the organization of the Trust in 1845, to November 30, 1863:

Classification.	Receipts.	Expenditures.
1. Loan of $1,600,000 principal and int.	$1,601,891 90	$2,153,771 31
2. Construct'n, canal and feeders	2,132 25	1,429,606 21
3. Canal lands, sales and protection	4,217,851 26	105,291 09
4. Arrears, interest reg. bonds		2,155,622 38
5. Principal reg. b'ds		1,083,373 66
6. Maintainance and repairs, canal, &c.	20,841 85	1,036,291 53
7. Tolls, collection, inspection, &c.	2,768,951 25	103,767 55
8. Canal damages, &c		20,408 32
9. General expenses and contingencies	3 00	315,967 92
10. Premium on gold for dividend on bonds payable in London		87,245 24
11. Int. & exchange.	122,335 85	19,153 97
12. Loss on "wild cat" currency '61.		14,234 58
13. Loss on counterfeit money 1848 to 1863		328 94
Balance in hands of the Treasurer, Nov. 30, 1863		258,944 66
	$8,734,007 36	$8,734,007 36

Some of the leading articles transported upon the canal from 1860 to 1863 are exhibited thus:

	1860.	1861.
Lumber, ft., B. M.	49,070,328	43,096,796
Corn, bush.	4,359,014	11,470,436
Wheat, bu	528,168	636,271
Flour, brls.	9,558	34,409
Oats, bu	780,033	779,674
Salt, brls	12,021	61,629
Coal, tons	11,677	19,923
	1862.	1863.
Lumber, ft., B. M.	57,727,559	50,133,258
Corn, bush.	12,334,914	10,098,948
Wheat, bu	519,670	515,671
Flour, brls.	244,292	159,373
Oats, bu	1,091,473	1,421,438
Salt, brls	145,030	47,861
Coal, tons	24,286	31,827

Terre Haute and Richmond Railroad.

The earnings and expenses of this road for the years ending November 30, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From passengers	$167,570 40	$263,981 89
" U. S. Troops	71,352 32	65,830 36
" freights	286,391 46	383,449 17
" coal	17,125 50	35,686 30
" mail, express, etc.	20,874 47	25,670 76
	$563,314 15	$774,618 48
Expenses, viz:		
Running road	$61,493 01	$80,041 14
Road repairs	38,763 74	88,645 63
Machine shop	51,634 00	68,947 67
Sundries	48,623 63	81,535 56
U. S. Tax	.....	10,174 05
	$200,514 38	$329,344 05
Net earnings	$362,799 77	$445,274 43
Additional exp	1,527 11	137,747 28
Balance	$361,272 66	$307,527 15

The capital stock of the company has been increased to $1,517,450, by the conversion into stock of $77,000 of 7 per cent bonds. The bonded debt has been correspondingly diminished. The aggregate of stocks and bonds remains the same as last year, viz: $1,611,450. Bonds of the St. Louis, Alton and Terre Haute Railroad to the amount of $94,552 59 have been sold for $85,696 06; and $100,000 of the U. S. 5-20's purchased.

The gross receipts from transportation were		$774,618 48
Received from other sources		15,368 65
Total revenue		$789,987 13
Operating expenses	$319,170 00	
Additional "	147,921 33	
		467,091 33
Surplus earnings		$322,895 80
Dividend, May 31, 6 per cent on $1,-491,450, and Gov. Tax	$92,254 63	
Dividend, Nov. 30, 7 per ct. on $1,517,450, and government tax	109,506 69	
		201,761 32
		$121,134 48
St. L., Alton & T. H. R. R. bonds sold.		85,696 06
		$206,830 54
Invested in U. S. 5-20 bonds		100,000 00
Balance		$106,830 54

The number of through passengers carried was 81,972; way passengers, 109,918—total, 191,890, an increase over the previous year of 67,984. Troops transported, 47,409 a decrease of 5,737.

The equipment of the road consists of 21 locomotives; 17 passenger, 6 baggage and mail, and 415 freight, gravel and hand cars.

Miles run by engines with passenger trains, 138,776, with freight trains, 185,171, with other trains 33,355—total 357,302.

GENERAL STATEMENT.

Construction account	$1,585,809 22
Union depot and track at Indianapolis	25,640 78
Evansville and Crawfordsville Railroad stock	24,429 89
Evansville and Crawfordsville Railroad Extension bonds	94,950 00
Indianapolis and Madison Railroad preferred stock	1,300 00
Cincinnati and Indiana R. R. bonds.	50,000 00
U. S. Five-Twenty bonds	100,000 00
State of Indiana loans	15,000 00
United States military road	1,908 41
" " transportation	20,222 31
" mail	12,972 20
State of Indiana military transport'n	5,768 90
Farmers' Loan and Trust Co.	7,826 50
Bills receivable	1,100 00
Real Estate, for wood purposes	5,200 00
" " 1859	10,000 00
" " depot grounds	271 10
Materials	58,283 73
Railroad iron, chairs and spikes	9,000 00
Fuel	8,000 00
Cross-Ties	820 00
Fencing	45 00
Treasurer	293,422 22
	$2,326,955 26
Capital stock	$1,517,450 00
Bonds 7 per cent	94,000 00
Coupons unpaid	7,976 50
Dividends unpaid	3,600 75
Foreign roads military transportat'n	13,362 54
Dividend declared, payable Jan. 1st, 1864, and Government Tax	109,506 69
Surplus account	581,058 78
	$2,326,955 26

President.—E. J. PECK.

Directors.—Chauncey Rose, James Farmington, Demas Deming, Charles Wood, W. K. Edwards, F. Nippert, H. Ross, W. R. McKeen, E. J. Peck.

Secretary.—CHARLES WOOD.

Treasurer.—JOHN SCOTT.

Superintendent.—R. E. RICKER.

Negligence of Parties Injured upon Railroads.—Injuries to an Infant.

In the case of Wright against Malden and Melrose Railroad Company, a jury had rendered a verdict against the company for $3,000. The defendants appealed from the judgment, on the trial that the plaintiff's intestate, a child, was run over by one of the cars of the defendants, on their horse railroad track in Sudbury street, Boston.

The child was two years old and died in consequence of the injury. One of the grounds upon which the plaintiff claimed that the servant of the defendant was negligent, was, that he was driving at a very rapid rate; to wit, as fast as ten or twelve miles an hour.

The defendant's counsel asked the judge to instruct the jury as follows: 1. That it would be negligence to permit a child of the age of this child to go on a public street unattended. 2. That negligence and imprudence of parents or guardians, in allowing a child of the tender years of this child, to be exposed to injury on a public and frequented street, furnishes the same answer to an action by the administrator of the child for such injury as the negligence or other fault of an adult plaintiff. 3. That if the accident would not have happened, had the parents or guardians taken proper care of the child, and the want of such care on their part had a material effect in producing the injury, or substantially contributed towards it, the plaintiff cannot recover. The judge refused to so charge except in a modified form. The following was the decision on appeal.

Hoar, J.—The instructions of the court to the jury were given with great accuracy, and what it was incumbent upon the plaintiff to prove, and the rule as to the burden of proof, were stated with case and exactness. But upon another part of the caae we find greater difficulty. The defendants' counsel asked the court to instruct the Jury, "that it would be negligent to permit a child of the age of this child to go on a public street, unattended."

The presiding Judge did not give this instruction; but said to the Jury substantially as follows: "There is a sense in which I may properly use the language of the request. If the parents, knowing the position of the child and its danger, and the means of preventing the injury, and neglected to use them, and permitting the child to remain in danger, the plaintiff, cannot recover; but I understand the defendants' counsel to desire me to rule that the mere fact that the child was passing across the street unattended, is, in and of itself, necessarily such a want of due care, or such a fault, as to prevent recovery, by the plaintiff. I cannot so rule. It is not necessarily, in and of itself such evidence of fault or neglect, as entitles, the defendants to a verdict."

We fear that this statement of the law by the learned Judge must have given an erroneous impression to the Jury, as well by what it omitted, as by what it directly expressed.

In the sense in which he understood the defendants' request, the instruction asked should certainly not have been given. Cases may undoubtedly be supposad in which the child might have been upon the street, and have been "permitted" to be there unattended, without fault or negligence on the part of his parents, or those having him in charge. The house might have been on fire, and the child might have been put into the street; or his parents might have been disabled by accident or disease, and the child have been sent into the street, as the best alternative for his own safety and preservation. A person having charge of him in the street might have fallen senseless, or met with some injury, which left the child to stray away unattended. True, there is nothing in the report of the evidence, so far as it is contained in the bill of exceptions, to show that any such state of facts was before the jury; but we cannot presume that all the evidence is reported, and the possibility that such things might occur, is enough to show that the instruction asked was too broad. But the Court proceeded to state the sense in which the instruction might properly be given; and in doing this, gave to the jury a definition of what would constitute negligence in the parents, which seems to us much too limited and defective. The jury might well infer from the language of the Court, that it was only when parents knew the position of the child and its actual dangers, and had the means of preventing the injury and neglected to use them, and permitted the child to remain in danger, that they were justly chargeable with neglect. This would lead their minds wholly from the consideration, whether the parents had used reasonable and proper care to prevent the infant from going into the street at all; a question of scarcely less importance, and which may have deserved serious attention. The prayer for instructions rendered it highly proper that some ruling should be given as to what would constitute negligence in the parents, sufficient to defeat the action; and the statement made did not cover the whole field of inquiry, and might mislead the jury. But the direction which followed went further. The jury were told that the mere fact that the child was passing across the street unattended was not necessarily in and of itself, such evidence of fault or neglect as entitled the defendant to a verdict. In this opinion we cannot concur. We think the fact, that a child of two years in passing unattended across a public street in a city traversed by a horse railroad is, "in and of itself necessarily," *prima facie* evidence of neglect in those who have it in charge. It is a fact open to explanation, and not conclusive. But in and of itself, standing alone, unexplained and unaccounted for, it is sufficient to authorize a jury to find that the child was not properly taken care of, and to entitle the defendants to a verdict.

The jury were rightly instructed that the burden of proof was on the plaintiff, to show that a want of care on the part of his parents did not contribute to produce the injury. We cannot regard evidence that he was in the street unattended, and was run over by the cars, as having any tendency to show that proper care of him was exercised, but the contrary. He was incapable of taking care of himself, and he was entitled to the care of others; and this does not show that he received it. There is nothing in the mere fact of his dangerous situation to show that it was necessary or proper, or occasioned by anything else than neglect.

It has been decided by the Supreme Court of Vermont that the question of negligence is a mixed question of law and fact; and that it is the duty of a judge to instruct the jury what will constitute negligence. Trow *vs.* Vermont Central Railroad, Verm. 487. Briggs *vs.* Taylor, 28 Verm. 180, and in several recent cases in this Court it has been held, that where a plaintiff who seeks to recover compensation for an injury occasioned by the carelessness of another offers no evidence that he was himself in the exercise of care, but on the contrary, the whole evidence on which his case rests shows that he was careless, the Court may rightfully instruct the jury as a matter of law, that the action cannot be maintained.

Exceptions sustained.

Railroad from Buffalo to Salamanca.

A railroad convention was held on the 11th ult., at Yorkshire, N. Y., for the purpose of considering the propriety of using all reasonable means to forward the construction of a railroad through the Valley of Great Valley Creek, from the city of Buffalo to same point near Great Valley in the county of Cattaragus. On motion, a committee was appointed to submit to the Convention a plan whereby the towns affected by the proposed railroad from Buffalo to Salamanca may best exert their influeuce to the furtherance of the object. Whereupon the following preamble and resolutions were submitted and unanimously adopted:

Whereas, It is for the benefit of the towns represented in the Convention, that a railroad be constructed between Buffalo and Salamanca through the Valley of the Great Valley Creek; and

Whereas, The towns interested should do everything in their power to aid and assist such an enterprise by donating the right of way, &c., therefore,

Resolved, That a committee of three from each town be appointed to secure the right of way through said towns, and perfect plans to pay for said right of way in such manner as they may think proper, after consultation with their fellow-citizens. Such town committee to act only within the limits of their own towns.

Resolved, That a committee of four be appointed to ascertain the ownership of, and if necessary to procure the franchises of the Buffalo and Pittsburgh and the Buffalo and Alleghany Valley Railroads, and hold them for the benefit of the first company, or any company that will construct a railroad from Buffalo to Salamanca through the valley of the Great Valley Creek.

Under the first resolution, committees were appointed from the towns of Aurora, Holland, Wales Sardinia, Yorkshire, Machais, Ellicottville, and Great Valley.

Under the second resolution, the following gentleman were appointed, viz: Aaron Riley, Aurora; Eleazer Harmon, Ellicottville; L. D. Cobb, Yorkshire, and A. G. Rice, of Ellicottville.

The representatives from the several towns along the line gave assurances that the right of way will be given to any company who will construct the road.

Milwaukee and St. Paul Railroad.

The Milwaukee and St. Paul Railroad Company, have now a considerable number of men at work on that part of the Watertown Division between the Mississippi Junction and Milwaukee. The intention is to have this short section completed and in running order as early as July. We notice the contractors have circulated handbills, calling for more laborers, and offering good wages.

Work is still progressing on the section between Columbus and Portage City, a great portion of the grading having been completed. We presume the next move will be to build the short section between Sun Prairie and Madison, the immediate construction of which would be a great public convenience. We can now hope that it will not long be delayed.—*Watertown Democrat.*

MUNICIPAL SECURITIES LIST.

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Albany, N. Y.:				
5 per cents, municipal	$50,000	M. & N.	1864	
5 " " "	100,000	J. & D.	'70-'74	
6 " " "	225,000	J. & J.	'65-'69	
6 " " water	800,000	F. & A.	'70-'81	
6 " " Alb. N'rth. R.R.	300,000	M. & N.	1879	
6 " " A. & W. S. R.R.	1,000,000	J. & J.	'65-'76	
Alleghany City, Pa.:				
7 per cents, municipal		J. & J.	var.	
6 " " railroad		J. & J.	"	
Augusta, Me.:				
6 per cents, municipal	21,545	var.	'64-'69	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Baltimore, Md.:				
5 per cents, Int. Improv.	4,963,215	Qrtrly.	'38-'70	
6 " " Miscellaneous	400,920			
6 " " Court House	169,754			
6 " " Water	3,500,000			
6 " " New Jail	250,000			
6 " " B. & O. R. R.	5,000,000		1890	
6 " " P. & C. R. R.	1,000,000	J. & J.	1886	
6 " " Park	553,996		1890	
6 " " Float. & D'fens.	225,000		var.	
6 " " Bounty	92,900			
6 " " N.W.Va. guar.	1,500,000	J. & J.	1873	
6 " " Y. & C. "	500,000	" "	1877	
6 " " W.Md.RR. "	200,000	" "	1890	
Bangor, Me.:				
6 per cents, municipal	169,700	A. & O.	'65-'82	
6 " " K. & P. R. R.	740,000	" "	'63-'74	
Bath, Me.:				
6 per cents, municipal	145,242	var.	'64-'73	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Boston, Mass.:				
4½ per cents, municipal	595,205	var.	'78-'84	
5 " " "	1,807,618	"	'63-'70	
5 " " "	2,593,000	"	'71-'80	
5 " " "	364,000	"	'81-'85	
6 " " "	641,000	"	'63-'71	
5 " " water (notes)	400,000	"	'78-'79	
4½ " " " (sterling)	1,949,711	"	'72-'78	
5 " " " (dollar)	758,000	"	'63-'71	
Brooklyn, N. Y.:				
6 per cents, municipal	804,200	J. & J.	'64-'74	
6 " " "	245,000	" "	'75-'85	
6 " " "	403,000	" "	'86-'95	
6 " " "	25,000	M. & N.	'66-'68	
6 " " Williamsburg	429,070	J. & J.	'63-'81	
6 " " water	1,700,000	" "	'68-'81	
6 " " "	749,000	" "	1886	
6 " " "	819,000	" "	1891	
6 " " "	1,432,000	" "	1896	
6 " " "	850,000	" "	1899	
6 " " War Loan	115,000	" "	1865	
Buffalo, N. Y.:				
6 per cents, municipal	216,000	var.	'63-'79	
7 " " "	299,000	"	'65-'82	
Calais, Me.:				
6 per cents, municipal		J. & D.	1876	
Cambridge, Mass.:				
5 per cents, municipal	166,000	var.	'65-'82	
5½ " " " of '50-'51	16,000	"	'65-'71	
5½ " " " of '54-'57	56,000	"	'64-'77	
6 " " " of '56-'62	52,692	"	'64-'69	
6 " " bridge	20,000	F. & A.	1872	
6 " " water	50,000	J. & J.	1881	
Camden, N. J.:				
6 per cents, municipal	38,100	J. & J.	'65-'74	
6 " " "	27,300	" "	'78-'81	
Charlestown, Mass.:				
5 per cents, municipal	50,000	J. & J.	'67-'73	
5½ " " "	52,000	var.	'65-'67	
6 " " "	78,000	"	'68-'77	
5 " " Volunteer Aid	174,000	A. & O.	'77-'83	
5 " " water	202,000	" "	'82-'85	
Chelsea, Mass.:				
5½ per cents, municipal	105,000	A. & O.	'70-'72	
5½ " " "	74,000	" "	'79-'86	
6 " " "	117,000	var.	'63-'77	
Chicago, Ill.:				
7 per cents, municipal (old)	60,000	J. & J.	'55-'75	
7 " " " (new)	511,000	A. & O.	1881	
6 " " " (old)	160,000	J. & J.	'63-'74	
6 " " " (new)	200,000	" "	'75-'76	
7 " " sewerage	913,000	" "	'79-'87	
6 " " "	87,000	" "	1888	
7 " " water	113,000	" "	1888	
6 " " water	1,030,000	" "	1888	
Cincinnati, Ohio:				
6 per cents, municipal		A. & O.	1895	
6 " " water				
7 " " railroads				
Cleveland, Ohio:				
7 per cents, municipal		J. & J.	var.	
8 " " Ohio city		" "	"	
7 " " water		" "	1879	
7 " " sewerage		" "	1890	
Detroit, Mich.:				
6 per cents, hydraulics	50,000	A. & O.	1865	
7 " " sewers	38,545	var.	'69-'71	
7 " " redemptions	167,338	"	'70-'79	
7 " " H. of Correct'n	50,000	J. & D.	1879	
8 " " redemptions	20,000	var.	'70-'71	
7 " " water	650,000	J. & J.	'70-'71	
Dubuque, Iowa:				
8 per cents, municipal	319,547	var.	'68-'72	
7 " " D. & Pac. R. R.	200,000	J. & J.	1875	
7 " " D. & W. R. R.	250,000	" "	1877	
Fall River, Mass.:				
5 per cents, municipal	$165,500	var.	'64-'71	
5 " " (1862-'3)	56,500	"	1872	
Gardiner, Me.:				
6 per cents, municipal		var.	var.	
6 " " K. & P. R. R.	150,000	M. & N.	1870	
Hannibal, Mo.:				
10 per cents, municipal	40,000	var.	var.	
10 " " Pike Co. R. R.	59,000	Feb.	'63-'79	
10 " " " (N.Y.)	141,000	"	'74-'81	
Hartford, Ct.:				
6 per cents, municipal	123,800	var.	'64-'80	
6 " " park	130,000	F. & A.	1882	
6 " " railroad	500,000	J. & J.	1876	
6 " " water	250,000	J. & D.	1883	
6 " " "	125,000	J. & J.	1883	
Jersey City, N. J.:				
6 per cents, municipal	58,925	var.	'63-'74	
6 " " coupon	63,000	"	'63-'81	
7 " " "	118,000	"	'63-'75	
6 " " water	650,000	J. & J.	1877	
Keokuk, Iowa:				
8 per cts., railroad	600,000			
10 " " (sp'l tax)	150,000			
Lawrence, Mass.:				
5 per cents, municipal	13,000	var.	'63-'75	
5½ " " "	150,000	"	'63-'82	
6 " " "	151,550	"	'63-'79	
Lowell, Mass.:				
5 per cents, municipal	58,000	annual.	'64-'67	
5 " " "	60,000	sem.-an.	'72-'82	
5½ " " "	60,000	"	'72-'87	
5 5-6 p. "	42,000	Feb.	'69-'75	
Louisville, Ky.:				
6 per cents, municipal		var.	var.	
7 " " "		"	"	
6 " " water		M. & N.	1887	
7 " " railroads				
Lynn, Mass.:				
5 per cents, municipal	46,000		1882	
5½ " " "	20,000		1874	
5½ " " "	60,000		1879	
5½ " " "	18,800		'64-'69	
6 " " "	76,300		'63-'74	
Manchester, N. H.:				
6 per cents, munic'l (notes)	7,100	sem.-an.	'72-'78	
6 " " " (coupon)	99,500	"	'66-'78	
6 " " " (")	67,500	"	'80-'88	
Marysville, Cal.:				
10 per cents, municipal		J. & J.	var.	
8 " " "		" "	"	
Milwaukee, Wisc.:				
10 per cents, municipal	22,000	var.	due.	
7 " " "	77,500	"	"	
4 " " re-adjust'd	812,000	J. & D.	1894	
Nashua, N. H.:				
6 per cents, municipal	103,185	var.	'64-'80	
Newark, N. J.:				
6 per cents, municipal	216,000	sem.-an.	'70-'88	
7 " " Volunteer Aid	100,000	" "	1873	
New Bedford, Mass.:				
5 per cents, municipal	425,150	A. & O.	'63-'84	
New London, Ct.:				
6 per cents, municipal	150,000	J. & J.	'67-'87	
Newport, Ky.:				
7 per cents, municipal	20,000	F. & A.	1872	
6 " " bridge	37,000	J. & J.	1883	
8 " " "	15,000	" "	1883	
10 " " municipal	19,500	M. & N.	1888	
Newport, R. I.:				
5 per cents, municipal	150,000	A. & O.	'73-'84	
Newburyport, Mass.:				
5 per cents, municipal	205,000	var.	var.	
6 " " "		"	"	
7 " " "		"	"	
New Haven, Ct.:				
6 per cents, municipal	200,000	J. & J.	'70-'81	
New York, N. Y.:				
5 per cents, water	3,000,000		1870	
5 " " "	2,147,000		1880	
5 " " Croton water	900,000		1890	
6 " " " "	100,000		1890	
5 " " Wat. Stk '49 & '54	284,700		1875	
6 " " " '54&'57	1,878,900		1875	
5 " " Build'g Stk No. 3	75,000		1870	
5 " " " No. 4	115,000		1873	
5 " " Fire Indemnity	402,768	F. & A.	1868	
5 " " Central Park	399,300		1898	
6 " " " "	3,066,071		1887	
6 " " " "	275,000		1898	
6 " " Improv.	2,083,200		1887	
6 " " "	1,666,000		1876	
6 " " W. Wash. Mark't	600,000		1873	
6 " " Croton water	1,800,000		1883	
6 " " Floating Debt	2,748,000		1878	
5 " " Publ. B'ld'g No. 3	200,000		'62-'66	
6 " " Docks & Slips	500,000		'67-'76	
5 " " Publ. Education	154,000		1873	
6 " " Tompkins M'k't	119,000	F. & A.	'62-'69	
7 " " Harlem Bridge	80,000	var.	'63-'68	
8 " " Co. Court House	1,000,000	M. & N.	'76-'84	
5 " " Vol. Sold. Aid No. 7	500,000	" "	1871	
Oswego, N. Y.:				
7 per cents, Iron Bridge	24,500	annual.	'64-'70	
Peoria, Ill.:				
7 per cents, school	33,000		'78-'80	
7 " " railroad	215,000		'73-'74	
6 " " "	75,000		'71-'72	
Philadelphia, Pa.:				
5 per cents, consolidated	$689,967	J. & J.	'64-'73	
5 " " "	69,255	" "	'74-'82	
6 " " "	1,152,247	" "	'64-'73	
6 " " "	2,902,406	" "	'74-'83	
6 " " "	9,606,307	" "	'84-'90	
6 " " "	4,237,856	" "	'91-'99	
5 " " Phila. City	552,700	" "	'64-'74	
6 " " " "	489,600	" "	'75-'79	
6 " " " "	1,743,200	" "	'80-'91	
5 " " " " Poor	217,295		'64-'68	
5 " " Southwark	99,150		'64-'81	
6 " " "	110,606		'64-'77	
6 " " Richmond	34,146		'82-'93	
5 " " Spring Garden	17,000		1865	
6 " " " "	726,200		'65-'85	
6 " " Kensington	204,200		'65-'81	
6 " " District of Penn	60,333		'65-'76	
5 " " Moyamensing	6,000		'68-'71	
6 " " Frankford	48,459		'70-'75	
6 " " North Liberties	30,784		'70-'80	
6 " " West Phila.	71,313		'72-'73	
6 " " Germantown	1,000		1875	
6 " " Phila. County	360,117		'70-'75	
Pittsburg, Pa.:				
6 per cents, municipal	1,009,700	J. & J.	var.	
4 " " railroad	1,800,000	" "	1913	
Portland, Me.:				
6 per cents, municipal	907,496	var.	'63-'83	
6 " " A. & St. L. R. R.	1,500,000	"	'68-'70	
6 " " "	500,000	A. & O.	1866	
Portsmouth, N. H.:				
5 per cents, municipal	39,700	M. & S.	'64-'72	
5½ " " "	14,800	" "	'64-'69	
5½ " " "	13,000	" "	'64-'71	
6 " " Volunteer Aid	58,000	A. & O.	'67-'82	
Portsmouth, Ohio:				
7 per cents, municipal	30,000	J. & D.	1871	
7 " " railroad	90,000	" "	1906	
Poughkeepsie, N. Y.:				
6 per cents, municipal	47,677	var.	'64-'86	
6 " " water	14,000	"	'69-'78	
6 " " bounty	48,120	A. & O.		
Providence, R. I.:				
6 per cents, municipal	600,000	M. & S.	1885	
6 " " railroad	500,000	J. & J.	1876	
5 " " war	300,000	" "	1893	
Reading, Pa.:				
6 per cents, municipal	52,000	var.	var.	
Racine, Wisc.:				
10 per cents, plank road, etc.	48,000	var.	var.	
8 " " harbor	25,000			
7 " " railroad	300,000			
Rochester, N. Y.:				
7 per cents, Alms house	20,000	J. & J.	1864	
7 " " Floating	66,000	A. & O.	'74-'82	
6 " " City Hall	70,000	J. & J.	'64-'73	
7 " " Bridge & impr.	135,000	var.	'63-'82	
6 " " " "	60,000	"	'76-'82	
6 " " St'm Fire Eng'e	20,000	"	'81-'82	
6 " " R. & Gen. V. RR.	260,000	J. & J.	'64-'76	
Sacramento City, Cal.:				
6 per cents, municipal S. F.	1,474,800		55-'90	
St. Louis, Mo.:				
6 per cents, Pacific R. R.	457,000	var.	'71-'73	
6 " " O. & M. R. R.	429,900	J. & J.	'72-'74	
6 " " Iron M't'n R.R.	285,000	" "	'74-'77	
6 " " municipal	1,464,000	var.	'65-'83	
6 " " real estate	523,000	"	'64-'90	
6 " " sewerage	425,000	"	'70-'88	
6 " " impr. (old lim.)	254,000	"	'71-'87	
6 " " water	484,000	"	'71-'83	
6 " " harbors	239,000	"	'63-'86	
6 " " wharfs	163,000	"	'67-'81	
6 " " district sewers	15,000	"		
San Francisco, Calif.:				
10 per cents, municipal	1,352,600	M. & N.	1871	
10 " " fire	178,500	J. & J.	1886	
10 " " school	79,500	" "	1870	
7 " " "	242,000	" "	'77-'78	
6 " " municipal	329,000	" "	1875	
6 " " city & county	1,138,500	" "	1888	
Springfield, Ill.:				
10 per cents, municipal	51,467		'64-'82	
8 " " "	55,000		'68-'81	
Springfield, Ohio:				
7 p. cts., Spgfd & Mefd. R.R.	2,000	M. & N.	1886	
Taunton, Mass.:				
6 per cents, town bonds	75,000	J. & J.	var.	
6 " " town notes	10,000	" "	"	
Troy, N. Y.:				
7 per cents, municipal	140,000		'73-'79	
6 " " Schen. & T. R. R.	19,000		'63-'67	
6 " " Troy Un'n R.R.	115,000			
5½ " " Schen. & T. R. R.	167,000		'63-'72	
5 " " water	71,000		'62-'80	
Utica, N. Y.:				
6 per cents, municipal		var.	var.	
Watertown, Wisc.:				
8 per cents, Milw. & W. RR.	80,000	J. & J.	1878	
8 " " W. & Mad. R.R.	200,000	" "	1877	
8 " " C., St. P. & F. du L.	200,000	" "	1876	
Wheeling, W. Va.:				
6 per cents, municipal		M. & S.	1873	
Worcester, Mass.:				
6 per cents, municipal	194,500	J. & D.	'64-'84	
Zanesville, Ohio:				
6 per cents, municipal		J. & J.	var.	

Quarterly, viz. Feb., May, Aug. & Nov.
Quarterly, viz. F., M., A., & N.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED & GUARANTIED STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlan. & St. Law., guar.	$2,494,900	6	6	----
Berkshire, guaranteed	600,000	7	7	----
Bos., Con. & Mont., pref.	800,000	6	—	60
" " " new pref.	554,000	6	—	----
Buff., N.Y. & Erie, guar.	850,000	7	--	----
Camden & At., pref.	620,800	7	—	30
Catawissa, pref.	1,150,000	7	—	43
Chemung, guar.	380,000	---	---	----
Cayuga & Susq., guar.	343,500	---	---	----
Cheshire, pref.	2,017,825	7	—	55
Chicago & Alton, pref.	2,464,336	7	—	100½
Chicago & N. W., pref.	2,400,000	7	—	85
Cochecho, pref.	177,750	8	—	----
Ct. & Pass. Rivers, guar	49,200	6	—	----
" " " pref.	833,000	6	—	59
Cumberland V., 1st pref.	241,900	8	8	----
" " 2d pref.	243,000	8	8	----
Detroit & Mil., pref.	1,500,000	---	—	----
Dubuque & S. City, pref.	1,982,180	7	—	72
Elmira, J. & Can., guar.	500,000	---	—	----
Elmira & W'mep., pref.	500,000	---	—	56
Erie, pref.	8,535,700	7	7	115½
Hannibal & St. Jos., pref.	5,300,528	7	—	68
Harrisburg & Lan., guar.	1,182,100	7	7	----
Housatonic, pref.	1,180,000	8	4	103½
Indianap. & Madis'n, pref	353,900	8	8	----
Kennebec & Port., pref.	247,000	6	—	----
" " new pref.	125,000	6	—	----
Lack. & Bloomsb'g, pref.	500,000	7	—	----
Marietta & Cin., 1st pref.	5,105,384	7	—	87
" " 2d pref.	3,424,169	7	—	68
Mich. S. & N. Ind., guar.	2,893,600	8	—	148½
Mil. & P. du C., 1st pref.	1,051,000	8	8	104
" " " 2d pref.	1,014,000	7	7	88
Mil. & St. Paul, pref.	2,255,000	7	—	----
N. H. & Northamp., guar.	1,010,000	---	4	----
N. Y. & Harlem, pref.	1,500,000	8	—	133
Niagara Br. & Can., guar.	1,000,000	6	6	----
Paterson & Hud., guar.	630,000	---	8	----
Pat. & Ramapo, guar.	248,000	---	5½	----
Peoria & B. V., guar.	1,200,000	---	6	----
Phila. & Reading, pref.	1,551,800	7	7	----
Phila. & Trenton, guar.	1,000,000	---	10	----
Pitts., Ft. W. & C., pref.	2,000,000	7	—	99
Pittsfield & N. A., guar.	450,000	6	6	100
Port., Saco & Ports., guar.	1,500,000	6	6	----
Rutland & Bur. pref.	382,700	8	---	----
" " pref.	608,176	6	---	----
St. L., Alton & T. H., pref.	1,500,000	6	—	98½
Toledo & Wabash pref.	926,200	7	—	87
Troy & Greenbush, guar.	274,400	6	6	----
Vt. & Canada, guar.	1,600,000	8	8	----
Warren, guarantied	1,307,750	7	7	----
White Mountains, guar.	200,000	5	5	----
Wrightsv., Y & G., guar.	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description.	Amount outstanding.	Interest.	Principal payable.	Market Price.
Chesapeake & Del.:				
1st Mortgage	$2,657,343	6	1836	100
Chesapeake & Ohio:				
Maryland Loan	2,000,000	6	1870	----
" sterling	4,375,000	5	1890	----
Preferred bonds	1,700,000	6	18..	----
Bonds guar. by Va.	200,000	6	18..	----
Delaware Division:				
1st Mortgage	800,000	6	1878	97
Delaware & Hudson:				
1st Mortgage	600,000	6	1865	107
2d Mortgage	300,000	6	1870	----
Delaware & Raritan:				
See C. & Amb. R. R.	----------	--	------	----
Erie and Penn.:				
1st Mortgage	752,000	7	1865	----
Interest Certificates	161,990	6	1868	----
Lehigh Navigation:				
1st Mortgage	829,172	6	1870	107½
Unsecured bonds	2,773,726	6	'63-'66	----
Monongahela Nav.:				
1st Mortgage	125,000	6	1863	----
2d Mortgage	57,000	6	1955	----
Morris:				
1st Mortgage	465,500	6	1876	109
North Branch:				
1st Mortgage	590,000	6	1876	40
Schuylkill Nav.:				
1st Mortgage	1,764,550	6	1872	101½
2d Mortgage	3,980,670	6	1882	97
Improvement	568,500	6	1876	90
Susq. & Tide Water:				
Mtd. Sterling Loan	810,000	5	1865	----
Mtd. stg. loan conv.	200,376	5	1865	----
Mortgage bonds	993,000	6	1878	69½
Preferred Int. b'ds.	227,569	6	1878	25
Union, (Pa.)				
1st Mortgage	2,500,000	6	1883	29
West B. & Susq.:				
1st Mortgage, S. F.	450,000	6	1878	73
Wyoming Valley:				
1st Mortgage	750,000	6	1878	99½

CANAL STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal N. Stocks:	$	$	p.c.	$
Chesapeake and Del.	100	1,343,563	—	75
Chesapeake & Ohio.	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	45½
Del. and Hudson	100	7,500,000	7	237
Del. and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Mich.				
Lehigh Navigation	50	2,500,000	6	77
" " scrip	50	1,803,000	6	74½
Monongahela Nav.	50	726,800	3	----
Morris, consolidated	100	1,025,000	—	75
" preferred	100	1,175,000	10	140½
North Branch	100			
Sault Ste Marie	100			
Schuylkill Nav., con.	50	1,932,457	—	38½
" " pref.	50	2,722,607	—	45½
Susq. and T. W.	50	2,048,260	—	27½
Union, preferred	50	2,750,000	—	6½
West Br. and Susq.	100	1,000,000	6	120
Wyoming Valley	100	500,000	6	77½

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton, Ca.	200,000	5	5	4½
Acton Vale, Ca	50,000	5	5	----
Adventure, L. S.	20,000	----	----	----
Ætna, "	20,000	----	----	19½
Albany and Boston, "	20,000	----	14½	14
Algomah, "	20,000	----	2	2½
Allouez, "	20,000	1	----	----
Arizona, Ariz. T.	10,000	100	----	----
Ascot, Ca.	20,000	20	----	----
Astor, L. S.	20,000	----	1	2½
Atlas, "	20,000	----	1	6½
Aztec, "	20,000	----	1	7
Balt. and N. C., N. C	20,000	5	5	45c
Bay State, L. S.	20,000	----	3½	24½
Beaver, "	20,000	----	----	----
Bedford, Ca.	125,000	5	----	3
Black River, "	200,000	2½	2½	65c
Bohemian, L. S.	20,000	----	7½	11
Bolton, Ca.	20,000	5	----	----
Boston, L. S.	20,000	----	5	6½
B. & Corinth, Vt.	20,000	10	----	----
Brome, Ca.	100,000	5	----	----
Cabot, L. S.	20,000	----	----	----
Cambridge, "	20,000	5	5	25c
Caledonia, "	20,000	----	----	----
Canada, Vt.	100,000	1	----	11
Carp Lake, L. S.	20,000	----	----	4½
Cascade, "	20,000	----	----	----
Central, "	20,000	----	5	65½
Chaudiere, Ca.	100,000	1	----	50c
Chester, "	200,000	1	----	30c
Cheticamp,	30,000	5	----	----
Collin, L. S.	20,000	----	¼	----
Columbian, "	20,000	----	4½	12½
Consolidated, "	20,000	----	5	5c.
Copper Falls, "	20,000	----	24½	50
Copper Harbor, "	20,000	----	1	----
Cornwall, Vt.	100,000	1	----	79c
Copper Hill, "	200,000	1	----	----
Dana, L. S.	20,000	----	2½	4
Deep River, N. C.	------	5	----	23c
Dacotah, L. S.	20,000	----	----	5
Devon, "	20,000	----	1	----
Doylestown,	20,000	----	----	----
Dudley, L. S.	20,000	----	¼	3½
Dunham, Ca.	200,000	2	----	52c
Durham, "	200,000	5	----	76c
Eagle River, L. S.	20,000	----	3½	8½
Escot, Ca.	25,000	20	----	----
Essex, L. S.	20,000	----	----	----
Eureka, "	20,000	----	----	----
Everett, "	20,000	----	5	4½
Evergreen Bluff, "	20,000	----	----	9
Flint Steel, "	20,000	----	----	12½
Forest City, "	20,000	----	3	----
Forest Shepherd, "	20,000	----	----	----
Franconia, N. H.	20,000	----	5	----
Franklin, L. S.	20,000	----	6½	54½
French Creek,	100,000	5	----	1½
Gardner Hill, L. S.	20,000	5	5	1½
Glencoe, Ca.	200,000	1	----	----
Globe, L. S.	20,000	----	1	----
Grand Portage, "	20,000	----	1	----
Great Western, "	20,000	----	1	5½
Green Mountain, Vt.	30,000	10	----	5½
Guilford, L. S.	20,000	5	5	10c.
Hamilton, "	20,000	----	----	¾
Hancock, "	20,000	----	6½	13½
Hanover, "	20,000	----	¼	4½
Highland, "	20,000	----	6	7
Hilton, "	20,000	----	----	----
Hope, "	20,000	----	----	2½
Hudson, "	20,000	----	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Humboldt, L. S.	20,000	----	2	8½
Hungarian, "	20,000	----	1	----
Huron, "	20,000	----	16	22½
Indiana, "	20,000	----	----	¾
Isle Royale, "	20,000	----	16½	28½
Jefferson, "	20,000	----	----	----
Kickapoo, "	200,000	----	1	----
King Phillip, "	20,000	----	----	----
Knowlton, "	20,000	----	1	9
Lafayette, "	20,000	----	----	----
Lake, Ca.	200,000	1	----	----
Logan, "	100,000	3	----	2½
Madison, L. S.	20,000	----	1	5½
Malden, "	20,000	----	½	----
Mandan, "	20,000	----	2½	6½
Manhattan, "	20,000	----	2½	6
Maryland, Md.	------	5	----	2½
Mass, L. S.	20,000	----	----	----
Massachusetts, "	20,000	----	----	----
Mendota, "	20,000	----	----	10½
Mesnard, "	20,000	----	5½	12½
Middlesex, "	20,000	----	----	----
Minnesota, "	20,000	----	3½	88
National, "	20,000	----	5½	31
Native, "	20,000	----	■	2½
Naumkeag, "	20,000	----	1	2½
Nelson, Ca.	------	----	----	23c
Nequaket, L. S.	20,000	----	1	----
New England, "	20,000	----	2	3½
N. J. Consol, N. J.	------	----	----	----
Newton, Ca.	200,000	1	----	----
New York, L. S.	20,000	----	----	----
N. Y. & Passaic, N. J.	100,000	5	----	----
North Cliff, L. S.	20,000	----	3	5
North State, "	20,000	5	5	25c.
North Sutton, Ca.	100,000	5	----	----
North Western, L. S.	20,000	----	7½	13½
Norwich, "	20,000	----	----	----
Ogima, "	20,000	----	----	5½
Ontonagon, "	20,000	----	----	----
Ottawa, Ca.	200,000	1	----	1½
Pennsylvania, "	20,000	25	2½	10½
Petherick, L. S.	20,000	----	1½	16
Pewabic, "	20,000	----	3½	58½
Phœnix, "	20,000	----	15	31
Pittsburg & Boston, "	20,000	----	5½	100
Pontiac, "	20,000	----	3½	6½
Prince of Wales, Ca.	------	----	----	----
Providence, L. S.	20,000	----	----	2
Quincy, "	200,000	----	10	95½
Reid Hill, Ca.	100,000	----	----	----
Reliance, L. S.	20,000	----	----	----
Rockland, "	20,000	----	5	18
Rudwell,	------	5	----	----
St. Clair, L. S.	20,000	----	3	19
St. Flavien, Ca.	100,000	5	----	----
St. Mary's, L. S.	20,000	----	8½	9
Sheldon, "	20,000	----	----	----
Silver Creek, "	20,000	----	¼	----
Silver Hill, "	20,000	5	----	15c
Silver Valley, "	20,000	5	----	35c.
South Side, "	20,000	----	3	5
Springfield, Md.	20,000	----	5	3
Star, "	20,000	----	7½	11½
Strafford, "	30,000	10	----	2½
Superior, L. S.	20,000	----	4	10
Sussex, "	------	----	----	----
Sutton, Ca.	100,000	5	----	----
Toltec, L. S.	20,000	----	20	3½
Tremont, "	20,000	----	1	4½
Vermont, Vt.	------	5	----	57c.
Vernon, "	25,000	10	----	----
Victoria, L. S.	20,000	----	1½	----
Waterloo, Ca.	100,000	3	----	1½
Washington, L. S.	20,000	----	4	----
West Minnesota, "	20,000	----	----	----
Wickham, Ca.	200,000	5	----	90c
Wickopee, "	100,000	5	5	5½
Winthrop, L. S.	20,000	----	2½	8
Wyandotte, "	20,000	----	----	----
Lead and Zinc:				
Bucks County, Pa.	------	----	----	1½
Canada, Ca.	50,000	5	----	----
Clute, "	------	----	----	----
Crystal Lake, "	------	----	----	----
Erie, "	------	----	----	----
Gay's River, "	100,000	1	----	----
Hampton, "	100,000	5	----	----
Lancaster, Pa.	------	----	----	----
Mineral Point, "	100,000	5	----	----
Mount Hope, "	80,000	----	2½	----
New Jersey (3), N. J.	12,000	100	----	----
N. Y. & Boston, N. Y.	100,000	5	----	6
Oswegatchie, "	100,000	5	----	----
Placentia Bay, N. F.	------	----	----	----
Ramsay, Ca.	20,000	25	----	----
Rossie, "	100,000	5	----	----
Shawangunk, N. Y.	100,000	5	----	----
Sussex, N. J.	------	----	----	----
Union, "	100,000	5	----	57c.
Plumbago:				
Buckingham, Vt.	50,000	5	----	----
Oxford, "	150,000	2	----	----
Sunapee, "	2,000	50	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake, N. Y.	50,000	50	----	17
East River,	6,000	50	----	----
Georges' Creek, Md.	10,000	100	----	100
Harewood, "	20,000	5	----	----
Kahtadin,	3,000	100	----	----
Lake Superior, L. S.	20,000	25	----	----
Seal Lake,	------	----	----	----
Tyson,	20,000	10	----	----
Coal:				
American, Pa.	37,500	25	----	110
Ashburton, "	------	100	----	48
Baltimore, Md.	------	100	----	----
Bear Valley, "	40,000	12½	----	----
Belmont, Pa.	10,000	50	----	----
Bridgeport, "	30,000	10	----	----
Coal Brook, "	4,000	50	----	----
Cumberland (pref.), "	50,000	100	----	84½
Franklin, "	5,000	100	----	----
Georges' Creek, Md.	10,000	100	----	102
Hazleton, Pa.	32,300	50	----	71
Lawrence, "	2,000	100	----	----
Lorberry, "	4,000	100	----	----
Metropolitan, "	------	100	----	----
Penn. Cannel, "	6,000	50	----	----
Penn, "	160,000	50	----	207½
Pine Knot, "	4,000	50	----	----
Summit, "	40,000	20	----	----
Mineral Land and Mining:				
Mitchell Granite,	2,000	50	----	----
Rutland Marble, Vt.	------	----	----	24
St. Lawrence, N. Y.	10,000	10	----	----
St. Mary's, L. S.	20,000	50	----	----
Saginaw S. & M., Mich.	------	----	----	----
Union,	------	----	----	----
Gold:				
Albion,	100,000	3	----	----
Atlantic,	100,000	2	----	----
Atlantic & Pacific, Nev.	50,000	100	----	----
Central, Col.	50,000	20	----	13½
Chaudiere, Ca.	100,000	5	----	3½
Chebucto, N. S.	100,000	5	----	1½
Colorado, Col.	50,000	10	----	----
Denver, "	100,000	5	----	10½
Etna,	50,000	10	----	----
Excelsior,	30,000	10	----	9½
Gilbert River, Can.	100,000	5	----	----
Gold Hill,	50,000	10	----	----
Gold Field,	50,000	10	----	----
Gold Mining, Col.	------	----	----	4½
Gold River,	100,000	3	----	----
Halifax, N. S.	200,000	2	----	----
Hope, Col.	20,000	25	10	15
Isabella,	------	----	----	----
Mariposa, Cal.	100,000	100	----	45½
Montague,	50,000	10	----	----
Montana, Col.	100,000	5	½	1
New England,	50,000	5	----	3
Nova Scotia, N. S.	100,000	----	----	2½
Oldham,	100,000	2	----	----
Peck,	100,000	5	----	----
Prince Albert,	100,000	2	----	----
Quartz Hill,	------	----	----	29½
Riviere du Loup, Ca.	20,000	10	----	----
Stafford, "	100,000	5	----	----
Stewart,	100,000	5	----	2½
Tascher,	------	10	4	----
Victoria,	100,000	2	----	----
Waverly,	50,000	10	----	----
Silver:				
Am. & Mexican, A. T.	200,000	----	----	----
Fort Fillmore, N. M.	50,000	----	20	----
Santa Rita, Ariz. T.	------	----	----	----
Sonora Ex. & Min.	------	----	----	----
Quicksilver:				
New Almaden, Cal.	------	----	----	----
Quicksilver, "	100,000	100	----	84
Santa Clara, "	------	----	----	21½
Land and Improvement:				
Boston Water Power	------	----	----	48½
Boston & Roxbury Mill	7,000	----	----	41½
Canton (Baltimore)	50,000	100	----	70
Cary Improvement	60,000	5	----	10½
East Boston	------	----	----	14½
Essex (Boston)	10,000	100	----	103
Waverly (Boston)	------	----	----	3½
Express:				
Adams	20,000	100	----	----
American	2,000	500	----	----
National	2,500	100	----	----
Overland Mail	5,000	100	----	----
United States	8,000	100	----	----
Wells, Fargo & Co.	10,000	100	----	----
Steamship & Transit:				
Central Am. Transit	------	----	----	48½
Nicaragua Transit	------	----	----	2½
Pacific Mail Steamship	40,000	100	----	236
Union Steamship (Bos.)	------	----	----	162
Trust:				
Farmers' Loan & Trust	20,000	50	----	----
N. Y. Life Ins. & Trust	10,000	100	----	----
United States Trust	10,000	100	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equi-val'nt in single tr'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	50
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	129
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46¼
30 Nov. '62	12.43	—	123	23	—	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	86
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	65½
30 Nov. '62	6.33	—	290	42	—	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	90½
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	32½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30.000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	100	69	....
30 Sep. '62	24.01	—	—	—	69	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,987	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	—	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Centr'l P'k,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	—	—	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	—	....	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '62	4.63	—	—	—	—	Harlem Br.,Morris'n & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.00	16.00	—	42	—	Ninth Avenue (N. Y.)	413,948	796,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	....	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,490	—	100	75
30 Sep. '62	—	....	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	145
30 Sep. '62	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	....	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& ErieBas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	3.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,086	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	—
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	62
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	39
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,745	7½	....	61
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	65
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	35
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,900	14½	....	45
31 Oct. '62	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	19.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	—	19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	20
31 Oct. '62	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	50	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	22½
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	77
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	12	....	21½
31 Oct. '62	8.35	—	—	17	5	Spruce & Pine (Phil.& Gr'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	16½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	45
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	41½
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	73
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	....	31,549	239,059	21,058	—	....	22½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	....	....	....	....	....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	....	....	....	....	....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	....	....	....	....	....	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	....	....	....	....	....	....	....
						MISSOURI.									
30 Nov. '62	5.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	....	....	....	....	....	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	....	....	....	....	....	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	....	....	....	....	....	....	....
30 Nov. '62	10.20	—	—	—	—	St. Louis	208,604	205,604	....	....	....	....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	106
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	110
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	114½
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest Rate.	Interest Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	119
" " " .....coupon		6	" "	1867	----
Loan of Dec. 31, 1848 .....registered	8,908,342	6	" "	1868	110
" " " .....coupon		6	" "	1868	112
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	145
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	108
" " " .....coupon		5	" "	1874	108
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	102
" " " .....coupon		5	" "	1871	100
Oregon War Debt of June, 1861.....coupon	1,026,000	6	" "	1881	109
" " " " " .....coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	113
" " " .....coupon		6	" "	1881	113
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	112
" " " .....coupon		6	" "	1881	112
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	110½
" " " (5-20s).....coupon	350,000,000	6	" "	1882	109⅞
Treasury Notes of Feb. & Aug. 1861..coupon	52,931,000	7.3	Feb. & Aug.	1864	111
" " Apr. & Oct. 1861..coupon	86,989,500	7.3	April & Oct.	1864	112½
Treasury Notes of 1863 (legal tender),coupon	50,000,000	6	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	----	----------	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
" "	70,814,639	3.65	" "	notice	----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	103
" " .....(currency)		6	" "	1 year	99½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)...coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State).. "	610,000	6	paid for	1868	----
" — " " (" ").. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	134
" " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	----------	----------	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds ..... "	1,322,085	6	" "	1877	103½
" —Interest stock.....	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,137,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	102
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	102
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	85
" — " " ..... "	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	85½
" — " " special stock "	1,216,787	5	" "	------	----
" — " Deferred stock..... "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	8	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	101
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	----------	d'm'd.	69
" — " " (R. R. etc.)... "	3,902,000	6	----------	'67-'99	----
" — " " (banks)..... "	5,398,533	6	----------	----------	----
" — " " (war loan)... "	670,000	6	----------	----------	----
Maine—State bonds .....coupon	----------	6	Mar. & Sept.	'63-'77	104
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	105
Maryland—State bonds (st'k'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" — " " (st'k'g conv.)... "	200,376	5		1865	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	5		1890	----
" — " " (")..... "	100,000	4½		1883	----
" — " " (")..... "	767,560	5		'42-'58	----
" — " " (")..... "	399,408	5		1880	----
" — " " (")..... "	148,711	5		'89-'90	103
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.)... "	503,380	6	" "	'88 '90	----
" — " " (" ").dollar	416,500	5	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	108½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	5	" "	1870	----
" — " " (Cons. Stat se.) "	150,000	5	" "	1870	----
" — " " (Buildings se.) "	200,000	6	June & Dec.	'68-'77	122½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest Rate.	Interest Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120
" — " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1883	108½
" —Coast Defence Loan... "	1,000,000	5	" "	1883	112½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1886	103
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	68½
" — " " " " "	199,000	6	" "	1863	73½
" —Capitol Loan of 1857.....	100,000	6	April & Oct	1863	----
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R...coupon	200,000	6	" "	1883	----
" — " " S.W. Branch... "	7,000,000	6	" "	'72-'88	76
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri .. "	3,000,000	6	" "	'73-'87	92
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton ... "	3,501,000	6	" "	'78-'89	----
" — " " Platte Co. .... "	650,000	6	" "	'87-'89	----
" —Revenue bonds	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds.....coupon	780,000	----	----------	----------	----
" " —Notes	535,100	6	Feb. & Aug.	1876	104½
New Jersey—State stock .....registered	200,000	6	----------	----------	----
" " —State bonds (war loan)..coupon	95,000	6	Jan. & July.	Var.	----
" " — " " (" "). "	531,820	6	" "	'65-'71	----
New York—General F'd: Astor Debt.....	200,000	6	" "	1871	----
" " — " " Deficiency Loans..	561,500	5	Jan. & July.	pleas.	----
" " — " " " " " ..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1888	107
" " — " " " " " ..	1,189,781	5	Jan. & July	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	112½
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " " ..	421,003	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " —Canal Fund Loans.....	100,000	6	" "	1867	----
" " — " " " "	6,922,274	5	" "	'63-'74	104
" " — " " " "	15,889,025	6	" "	'64-'76	114
" " — " " " "	1,200,000	7	" "	1854	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58½
Ohio—State bonds (foreign debt) ....coupon	1,608,905	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	6	" "	1865	94
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	105
" — " " (" ") .... "	1,600,000	6	" "	1875	106½
" — " " (" ") .... "	4,095,309	6	" "	1881	106
" — " " (" ") .... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	275,385	6	" "	1863	108
" — " " (war loan)..... coupon	299,704	6	" "	1866	----
" — " " (" ")..... "	290,900	6	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,760,095	5	Jan. & July.	due.	99½
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	106½
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1904	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	101½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	108
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	104
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	----------	----
" —Relief Notes in circulation....	97,360	----	----------	----------	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1892	106½
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates ...	1,708,017	6	----------	'65-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1892	61½
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	45
" — " " (railroads) ... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	608,000	6	----------	1890	45
" — " " (Hermitage) . "	48,000	6	----------	1890	----
Texas—Had no debt in 1861	----------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'85-'93	50
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'86-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----------	----
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'78-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,957	868,641
1861	81,531	75,621	78,361	65,353	75,250	63,761	73,474	136,697	141,174	122,487	104,234	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,309	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,501	167,056	157,332	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	148,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,553	138,374	119,947	117,986	146,268	161,503	138,795	135,595	1,423,489
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	198,152	202,014	1,999,492
1864	155,034	168,151	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,560	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,240	55,831	55,003	42,101	400,4[illegible]
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	50,819	108,737	71,331	53,554	675,[illegible]
1861	43,326	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	61,296	55,199	885,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,966	124,283	115,861	106,491	172,972	210,476	153,868	153,522	1,488,197
1864	98,123	111,495	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,873	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,985	50,386	66,573	84,003	94,106	82,467	82,400	889,499
1861	85,239	70,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,638	102,176	112,567	117,294	104,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,913	144,800	134,289	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,703	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,295	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,168	714,211	6,214,182
1862	699,097	601,595	688,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,206	903,859	8,400,034
1863	845,695	839,949	956,445	948,059	848,753	770,148	731,243	687,092	816,501	965,294	1,024,049	1,035,521	10,469,481
1864	984,837	914,133	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,948	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,924	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	106,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,258	76,859	101,600	103,795	165,707	162,823	145,389	150,359	209,276	221,326	172,700	122,809	1,730,296
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	158,370	206,375	159,539	148,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,943	212,946	143,517	163,245	261,494	287,122	228,407	201,716	2,193,295
1864	143,906	173,029	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,983,434
1860	212,714	209,422	161,047	134,606	156,231	129,996	140,860	167,220	189,000	193,951	160,549	220,370	2,075,922
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,263	2,023,527
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	265,100	302,174	295,750	484,550	3,726,440
1864	501,231	472,240	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,811	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,302	250,742	199,322	2,128,666
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	221,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,483	177,829	189,280	268,953	289,862	284,620	243,249	221,401	2,899,612
1862	190,180	236,637	181,084	191,648	206,246	289,282	261,079	352,756	414,543	419,236	372,593	359,163	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	493,143	437,079	424,531	4,571,028
1864	318,200	406,595	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,663	29,384	37,271	56,687	46,152	61,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,564	77,112	89,059	76,764	68,863	710,225
1864	56,540	77,874	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,062	48,797	37,429	60,229	139,761	103,615	90,900	44,895	709,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	150,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,869	122,272	61,535	1,163,734
1863	67,180	76,132	44,925	83,177	106,967	111,260	71,587	69,352	155,417	205,054	155,342	90,000	1,224,345
1864	102,748	115,125	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	199,495	152,172	1,754,819
1860	131,467	119,833	166,464	170,942	175,481	134,653	127,273	196,821	233,851	253,722	203,492	124,972	2,038,896
1861	140,925	116,933	153,170	186,051	170,262	161,391	126,558	178,773	235,600	276,181	231,265	189,077	2,189,077
1862	163,162	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	315,818	305,284	279,539	[illegible]
1863	243,784	230,508	254,208	267,693	263,961	237,982	188,141	235,512	300,822	371,561	326,650	341,608	2,967,250
1864	250,163	299,890	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,527	226,677	181,617	122,649	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	122,085	128,593	193,540	251,423	290,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,992	226,843	301,833	242,059	209,134	2,121,814
1862	230,159	159,658	161,992	175,696	186,039	174,001	172,189	210,624	295,958	322,369	307,475	278,523	2,650,701
1863	242,073	246,857	236,432	238,495	236,453	206,221	215,449	215,149	348,169	375,487	339,793	396,126	3,108,604
1864	252,435	278,848	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,513	504,217	591,920	743,599	709,071	607,792	520,996	6,303,703
1860	397,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	720,726	623,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,078	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	723,114	610,417	749,571	752,841	892,744	1,018,873	908,228	1,062,796	9,003,244
1863	920,272	790,167	867,690	911,397	839,126	841,165	818,512	840,450	1,079,851	1,065,196	1,045,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	96,666	88,598	90,463	89,577	93,378	100,659	104,118	105,478	111,173	99,161	100,141	1,176,708
1861	108,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,256	97,858	91,111	99,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,867	103,223	99,435	107,693	96,135	125,715	1,220,610
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	128,121	119,851	131,304	1,472,365
Philadelphia and Reading:													
1859	149,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,077	2,735,296
1860	163,551	171,841	257,810	248,110	266,011	278,270	314,806	337,496	339,911	309,956	321,108	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	265,917	270,051	289,957	266,358	294,450	276,299	291,763	278,219	2,905,889
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,924	463,573	468,557	454,526	4,488,837
1863	326,635	361,884	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	529,069	[illegible]
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	215,838	286,544	231,253	191,138	2,235,354
1861	217,282	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,880	307,525	401,209	364,534	370,883	3,745,710
1863	337,350	366,598	461,322	464,357	418,730	383,514	348,003	404,998	467,321	508,145	469,370	475,027	[illegible]
1864	390,676	451,835	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,743	71,854	112,384	93,766	67,721	85,359	95,960	118,857	129,166	125,615	[illegible]
1863	109,808	110,603	129,310	123,115	113,798	123,779	118,077	130,378	155,479	144,705	145,748	162,921	1,547,702
1864	190,872	147,485	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,670	67,946	67,428	84,879	122,765	146,160	125,027	77,599	51,296	926,765
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	135,722	152,857	162,558	137,056	53,574	1,172,190
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	178,480	172,870	147,048	132,240	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,754	116,379	127,595	151,602	134,563	94,[illegible]	1,424,[illegible]
1864	79,725	95,842	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
st. Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	‖	----	----	1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	----
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'69-'76	----
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6	----		'63-'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	104
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	110
" " " 1850	700,000	6	Jan. & July.	"	1880	110
" " " 1855	1,128,500	6	Jan. & July.	"	1875	110½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	102
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1856	101½
2d Mortgage	164,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	103
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	----	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----	----	'73-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	----
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	799,600	6	"	"	1870	107½
" " $675,000	675,000	6	"	"	1875	103½
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	103
Consolid. Mort. Loan $5,000,000	----	---	"	"	----	109
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1555	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1561	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1895	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	65
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Chesapeake:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	‖	Jan. & July.	New York.	1883	128½
" " " inconvertible	3,034,000	‖	" "	" "	1883	119
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1901	----
" " " 2d Mort.	83,000	‖	May & Nov.	" "	1906	----
" " " Plain	25,000	‖	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	110½
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1952	96
Chicago and Milwaukee:						
1st General Mort.	----	7	Jan. & July.	New York.	1925	----
1st " " (C. & M.) conv.	----	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----	8	Jan. & July.	" "	18...	----
2d " " (")	----	8	" "	" "	18...	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,507,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,800,000	7	" "	" "	1895	96
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	100
2d Mortgage	2,000,000	6	" "	" "	1890	90
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	200,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	334,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	103
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1900	----
2d Mortgage	574,000	7	Feb. & Aug.	----	----	----
3d Mortgage	158,000	7	----	----	----	----
Income	250,500	7	----	----	----	----
Tunnel Right	1,000,000	7	----	----	----	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----	1864	100
3d Mortgage	658,200	8	" "	----	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1892	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----	----	1550	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1550	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	105
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	90
River Line bonds	20,000	7	----	----	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	234,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----	1864	----
C. and T. Income (convertible)	169,000	7	" "	----	1864	----
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,077,000	7	Jan. & July.	" "	1885	115
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	----
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	---	April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	114
2d Mortgage	2,616,500	---	March & Sept.	" "	1891	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1563	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	----	----	----	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'55-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----	----	----	----
Endorsed by State of Tennessee	150,000	---	----	----	----	----
Mortgage (ordinary)	790,688	---	----	----	----	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----	----	----	----
Endorsed by State of Tennessee	200,000	---	----	----	----	----
1st Mortgage (after State)	100,000	---	----	----	----	----
Redeemable in Stock	66,950	---	----	----	----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	143,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,555,000	7	----	----	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----
Florida and Alabama:						
Internal Improvement (State)	----	7	----	----	1891	----
Free Land, 2d Mortgage	----	8	----	----	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	113½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	92
Land Security	3,344,600	7	April & Oct.	" "	1861	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	90
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	112
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	155
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	122½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	----	110
Income	20,500	---	----------	----------	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	555,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----	----
1st Mortgage	280,000	7	----------	----------	----	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	600,000	7	----------	----------	----	----
Guaranteed by Covington	200,000	6	----------	----------	----	----
Cincinnati (exchanged)	100,000	6	----------	----------	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	----	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	----	----
City of Keokuk	200,000	8	----------	----------	----	----
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	993,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†	----------	----------	----	----
Unsecured Bonds	1,785,000	†	----------	----------	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1892	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	100½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1910	----
1st Mortgage	1,800,000	7	----------	----------	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----	----
Michigan Central:						
1st Mortgage Sterling	437,489	8	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	5,598,000	8	" "	N. Y. & Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	136
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	105
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	193,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	111
2d General Mortgage	2,656,500	7	" "	" "	1877	107
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	----	10
2d Mortgage	600,000	8	----------	----------	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	108
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,365	7	----------	----------	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----	----
Oskaloosa Division	500,000	6	----------	" "	----	----
1st Land Grant	2,000,000	7	----------	" "	----	79½
2d Land Grant	700,000	---	----------	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	----	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	----
Tennessee State Loan	674,860	6	----------	----------	----	----
Alabama State Loan	339,410	5	----------	----------	----	----
Income	1,508,970	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	459,000	8	----------	----------	1886	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	----	----
1st Mortgage	500,000	10	----------	----------	----	----
1st Mortgage	2,235,000	6	----------	----------	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	600,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----	----
New Orleans City Subscription	1,500,000	5	----------	----------	----	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	109
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	102½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	116
Exchanged St'ks (S. F.) B'ds	663 000	6	May & Nov.	" "	1883	102½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	" "	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	101
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug	" "	1876	110
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	105
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	110
2d Mortgage	4,000,000	7	March & Sept	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	117
4th Mortgage	5,120,000	7	April & Oct	" "	1880	125½
5th Mortgage	1,739,500	7	June & Dec	" "	1888	124
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug	"	1954	106
3d Mortgage	980,300	7	Jan. & July	"	1867	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct	"	1873	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000	---				
2d Mortgage	224,500	---				
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	103⅝
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	104
2d Mortgage	3,077,000	7†	" "	" "	1861	34½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	102½
Chattel Mortgage	360,000	10	" "	"	1887	130
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	8,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71- 87	76
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	112½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	111½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				----
1st Mortgage (1850-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,500	8	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1858, (unconvertible)	409,000	5	Jan. & July.	Philadelphia.	1867	----
" 1886, "	192,000	5	" "	"	1890	103
" 1858, "	3,084,600	6	April & Oct.	"	1870	108
" 1861, "	273,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1843, "	124,000	6	" "	"	1880	110½
" 1849, "	85,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	142
" 1856, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,493,500	6	Jan. & July	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turt'le Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	113
" " (series B)	875,000	7	Feb. & Aug	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	110
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	95
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	200,000	6	May & Nov.	Chicago.	1866	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	767,000	8		" "	1875	25
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1861	74½
2d Mortgage	937,500	7	" "	"	1863	33
3d Mortgage	440,000	7	" "	"	1863	10½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7			1886	----
3d Mortgage	1,000,000	7			1875	----
Six per cents	422,324	6			1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1868	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1905	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	111
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	96½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	93
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	108
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	66
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7			------	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	87
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	26½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	26
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1550	----
Western (Mass.):						
Sterling (£899,900)	4,219,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	110
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1865	----
Sterling, issued in 1858	144,500	6			1868	----
Company's endorsed by State.	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$		M.	M.	$	$	p. c.	
								ALABAMA.														
30 Jun. '60	85.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,736	*	—	877,853	503,500	105,255	1,515,704	54.0	------	101,162	87,8[illegible]	—	----
28 Feb. '59	80.2	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,966	30.5	------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,022	109.6	------	207,629	111,29[illegible]	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	------	------	------	------	57.0	236,791	76,775	21,906	—	----
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	------	—	—	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	------	------	------	------	—	------	1,402,858	635,870	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,605	116.9	------	505,156	260,269	6	----
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	------	------	—	------	------	------	------	—	------	—	—	—	----
								ARKANSAS.														
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	------	------	—	------	------	------	------	—	------	—	—	—	----
30 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,521	446,000	10,725	811,949	—	------	—	—	—	----
								CALIFORNIA.														
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	------	230,251	104,594	—	----
								CONNECTICUT.														
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	26,619	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,884	122.4	229,088	301,402	126,918	—	----
31 Aug. '63	61.4	1.6	5.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,[illegible]	599,157	17	142
31 Dec. '62	74.0	—	5.0	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,238	124.0	------	284,485	70,197	4	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,860	1,031,800	358,050	26,924	1,594,661	62.0	------	200,429	97,700	6	----
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,396	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	8	—	New Haven and Northampton	1,774,465	38,023	—	1,010,000	650,000	—	1,512,476	oper	ated by	N. Y.	& N. H	4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	896,527	66.0	156,90[illegible]	151,731	88,766	5	90
31 Mar. '63	61.3	1.0	5.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,063,457	454,096	12	201
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,17[illegible]	358,864	158,927	—	101½
								DELAWARE.														
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.2	136,631	139,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	------	27,288	10,290	9	----
— — '62	154.2	—	----	150	---	---	-----	*Florida*	------	------	—	------	------	------	------	—	------	—	—	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,485	195,000	75,894	619,112	32.0	------	7,857	3,536	—	----
— — '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	------	------	—	------	------	------	------	—	------	—	—	—	----
— — '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	------	------	—	------	------	------	------	29.4	------	—	—	—	----
								GEORGIA.														
30 Jun. '60	56.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	------	419,030	265,827	8	125
— — '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	------	------	—	------	------	------	------	30.0	------	—	—	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	------	53.0	------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	------	—	------	31.0	------	—	—	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,175	229.0	879,468	1,715,023	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	------	1,159,16[illegible]	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,67[illegible]	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	------	------	------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	------	------	388,859	18	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	------	832,340	454,541	—	----
								ILLINOIS.														
31 Dec. '62	220.0	—	----	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	97[illegible]	1,225,001	457,794	—	94½
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,309,146	2,412,821	1,206,039	8	144
31 Dec. '58	45.0	—	—	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,095	2,050,065	45.3	14 mo.	245,282	135,284	—	80
1 Apr. '63	242.0	—	29.0	36	23	705		Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	------	1 0[illegible]	44[illegible]	—	63
31 Mar. '63	181.8	—	—	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,029	228.4	1,030,584	1,528,141	515,100	6	120
10 Nov. '62	33.2	—	—	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	------	84.0	------	—	—	—	----
31 Dec. '63	121.0	133.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10 952,115	341.7	1 484,065	2,201,481	1,078,40[illegible]	6	127
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,34[illegible]	180.0	------	742,097	317,47[illegible]	—	65½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,97[illegible]	708.3	5,010,697	4,571,028	2,[illegible]18,847	6	138½
— — —	—	—	61.5	—	—	—	—	Illinois River	------	------	—	------	------	------	------	—	------	—	—	—	----
— — —	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	------	------	148.0	------	—	—	—	----
— — —	46.6	—	----	—	---	---	-----	Peoria and Bureau Valley	------	------	—	------	600,000	------	------	ope.	by Chic.	& R. I.	125,000	—	----
— — —	—	—	129.0	—	---	---	-----	Peoria and Hannibal	------	------	—	------	------	------	------	—	------	—	—	—	----
— — '62	186.0	—	----	—	---	---	-----	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	------	------	186.0	------	—	—	—	----
31 Dec. '62	100.0	—	----	—	---	---	-----	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	------	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	----
— — —	1.0	—	----	—	---	---	-----	Rock Island Bridge	------	------	—	------	------	------	------	oper	by Chic.	& R. I.	—	—	----
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400 000	------	------	3,700,000	6,700,000	—	10,400,000	203.0	------	1,117,99[illegible]	568,020	—	84½
								INDIANA.														
— — —	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	------	1,106,679	1,006,125	------	------	108.0	------	—	—	—	----
— — —	29.0	—	----	73.0	---	---	-----	Cincinnati, Peru and Chicago	------	------	------	------	------	------	------	29 0	------	—	—	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.(	------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	256	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	------	442,893	158,541	—	72
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,262,284	140,689	3,458,108	110 0	------	448,868	230,834	9	100
31 Dec. '62	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	------	459,979	247,898	—	----
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,166	—	----
— — '59	64.0	—	----	—	---	---	-----	Lafayette and Indianapolis	1,850,000	*	------	1,000,000	600,000	------	2,000,000	64.0	------	—	—	—	----
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	------	1,538,763	132 0	------	285,974	104,951	—	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.(	------	645,327	371,40[illegible]	—	364
— — '58	74.0	—	----	—	---	---	-----	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	------	—	—	—	----
30 Nov. '62	73.0	—	----	—	18	17	295	Terre Haute and Richmond	1,611,450	*	215,232	1,440,450	171,000	—	2,288,622	73 0	219,251	563,214	361,273	12	125
								IOWA.														
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,765	50.0	------	—	—	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860 000	360,084	------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '62	111.0	—	----	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,992,427	300,000	222,601	3,179,833	111.0	------	228,560	122,931	—	----
— — —	—	—	----	438.0	---	---	-----	Iowa Central Air Line	------	------	—	245,000	755,000	------	------	—	------	—	—	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	51	Keok., Ft. Desmoines & Minn.	1,037,376	82,499	—	921,449	570,000	------	------	38.5	11 mo's.	458,821	21,356	—	----
1 Jun. '59	11.2	—	----	57.3	---	---	-----	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,668	11..	------	—	—	—	----
— — '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,[illegible]0,000	4,600,000	16,000	------	230.6	------	—	—	—	92
								KENTUCKY.														
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,99[illegible]	111.8	------	426,40[illegible]	227,584	—	----
30 Jun. '57	20.0	—	----	113.0	---	---	-----	Lexington and Big Sandy	694,024	*	—	old 1859,	for $26.0 00.	------	------	20 0	------	—	—	—	----
— — '58	13.0	—	----	22.0	---	---	-----	Lexington and Danville	765,500	------	—	694,444	71,000	------	------	13 0	oper. by	Cov. &	Lex.	—	----
30 Jun. '62	29.0	—	—	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	180.000	------	746,068	29.0	215,031	76,98[illegible]	26,704	2	80
30 Jun. '62	65.1	—	----	—				Louisville and Frankfort	1,296,229	126,735	6,540	1,104,587	402,519	------	1,685,854	65.1		179,361	62,423	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	70,715	9,797,911	268.0	595,258	1,777,98[illegible]	1,062,165	—	----
— — '59	18.8	—	----	70.2	---	---	-----	Maysville and Lexington	------	------	—	------	------	------	------	18.8	oper. by	Cov. &	Lex.	—	----
								LOUISIANA.														
— — —	22.5	—	----	—	---	---	-----	Clinton and Port Hudson	750,666	*	—	------	------	------	------	22 0	------	—	—	—	----
— — —	27.0	—	----	—	---	---	-----	Mexican Gulf	662,911	*	—	------	------	------	------	27.0	------	—	—	—	----
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,230	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,543	—	----
31 Mar. '61	266.0	—	----	205.0	45	37	511	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	------	2,665,000	1,150,717	------	206.0	------	1,232,624	555,434	—	----
1 Aug '60	68.7	—	----	135.3	---	---	-----	*Vicksburgh, Shreveport & Texas*	1,062,001	*	—	1,[illegible]2,011	248,909	109,424	1,710,319	44.7	------	------	------	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. Second and Third Tracks and Sidings.	Road in progress or projected.	Equipment. Cars. Locomotives	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,658	206,584	757,881	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	26.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	837,734	—	2,494,900	3,068,491	—	7,963,475	149.0	oper. by	Gd. Tk.	.....	—	65
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,926	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 Dec. '59	—	—	.....	14.0	..	..	..	Penobscot	328,412	—	178,014	180,497	300,000	75,000	.....	.....	.....	.....	.....	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	130½
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,408	28,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	110
30 Sep. '60	30.0	—	.....	—	7	35	167	Washington Branch	1,660,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	188.0	4.0	16.4	—	51	28	1,647	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	55
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	28.7	1.8	43.6	—	21	37	692	Boston and Lowell	2,245,14-	183,845	—	1,830,000	440,000	21,046	2,765,815	70.9	336,565	421,9-9	136,191	6½	118
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,980,350	490,463	493,903	4,076,974	—	—	5,026,338	119.3	630,840	945,980	450,302	8	134
30 Nov. '62	47.0	7.0	32.5	—	25	40	20	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,402,989	61.8	435,121	702,222	355,562	8	146
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	144
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	c4
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	288,152	133,854	6	110
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912 600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	106½
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	65,601	15,103	—	87
30 Nov. '62	50.9	42.6	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,590	254,146	6	120
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234.774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	8.0	—	3	3	—	Hampshire and Hampden	577.283	28,748	—	292,951	303,014	—	606,181	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332.885	30,275	—	260 000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	387	Nashua and Lowell	553,919	93,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,700	54,214	14,000	500,000	200,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,383	—	—	220,540	234,900	140,902	597,386	....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	25
30 Nov. '62	79.5	7.8	26.5	—	24	64	486	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,068	4,187,740	102.1	388,585	580,150	312,031	6	124½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	282,815	—	1,000,000	97,000	—	1,697,000	44.4	206,064	327,457	161,857	8	137½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381.470	82,545	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462.367	89,226	—	259,685	150 000	1,456	531,715	11.5	22,218	64,425	20,484	—	14½
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	441.600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usaton.	31,409	7	100
30 Nov. '62	11.1	0.8	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250.000	—	—	239,740	11.7	51,210	134,018	23,376	9	119
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	156.1	17.3	126.6	—	78	61	1,179	Vermont and Massachusetts	3,209,557	207,343	—	2,214,225	990,525	—	3,516,900	77.8	112,242	216,068	115,241	—	42
30 Nov. '62	45.7	—	9.3	—	10	12	145	Western (incl. Alb. & W. S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,434,472	218.0	1,257,201	2,095,922	984,564	8	155
								Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	184,248	200,744	92,979	5½	90
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	109	*Bay de Noquet and Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
— —	—	—	—	—	—	—	—	*Flint and Pere Marquette*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— —	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '63	284.8	—	29.4	—	98	85	1,550	Michigan Central	13,805,576	*	—	6,057,436	7.999,489	—	14,834,955	329.3	1,448,558	2,946,580	1,674,200	8	151
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,918,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	116
— —	—	—	—	59.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	603.5	2	2	10	*Minnesota and Pacific*	1,460,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254.894	159,018	—	798,285	456,949	275,050	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	88.2	—	.....	60.4	...	...	...	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	—	—	—	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	.....
31 Aug. '63	208.8	—	13.2	—	31	34	525	*Hannibal and St. Joseph*	12,983,749	*	—	7,153 838	7,177,600	.....	206.8	579,324	1.047,567	420,026	—	62	.....
31 Dec. '62	168.8	—	17.7	68.0	21	26	367	*North Missouri*	6,398 779	504,983	—	2,489,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	...	*Platte County*	1,200 000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	198.0	—	14.4	97.3	24	30	420	*Pacific*	11,162,670	662,617	—	3,496,916	7,000,000	187,019	20,455,420	196.7	507,040	679,966	227,398	—	.....
28 Feb. '63	77.0	—	3.9	200.0	—	—	—	*South-Western Branch*	4.775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	94,371	241,452	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	.....	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	283,236	65,259	—	.....
								NEW HAMPSHIRE.													
31 Mar '62	28.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,600	—	.....
31 Mar. '63	93.5	—	5.6	—	11	16	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	19½
30 Nov. '62	53.6	—	.....	—	11	11	504	Cheshire (preferred)	2,389,712	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	55
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,100	*	—	.....	.....	57,461	867,462	28.1	.....	84,046	10,492	—	.....
31 Mar. '62	24.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	53½
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	120
31 Mar. '62	14.0	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	.....
30 Nov. '62	16.5	—	2.1	—	—	—	—	Eastern	525,205	*	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Mass.	—	4	101
31 Jan. '62	20.7	—	1.7	25.9	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26 120	12,857	—	.....
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,035,245	*	—	1,000,000	12,300	20,904	.....	r. by C'd		162,426	74,885	7	121
30 Nov. '62	29.3	—	2.5	—	—	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	84,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	13	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	81
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,780	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76 0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	—	—	—	Camden and Amboy	6,070,238	*	3,971,080	5,009,200	8,620,181	—	.....	124 2	.....	3,040.148	1,728,548	10	178
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,558	1,037.376	117,095	2,155,024	60.2	.....	144,386	88,128	—	18
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 118	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	175
31 Dec. '62	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	240,000	—	1,756,710	53.0	147,000	226,446	101,520	7	.....
31 Dec '62	93.3	—	.....	—	—	—	—	New Jersey	3,583 951	397,378	1,397,974	4,397,800	678.000	400,017	5,695,704	33.8	512,349	1,111 087	552,124	10	.....
31 Dec. '62	21 3	—	—	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	264 200	77,798	438,798	21.2	.....	90,618	29,592	—	100
31 Dec. '62	13 5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,402	8	.....
31 Dec '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	246,000	100,000	476	350,000	ope	r. by Er	ie R. R.	20,500	5½	.....
31 Dec '62	.....	—	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,208,553	1,250,000	143,004	2,597,161	—	(2 mos.	10,583	.....	—	25
1 May, '62	.....	—	.....	.....	.....	.....	.....	South Branch	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Dec, '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,207,750	600,000	—	1,907 750	24.0	.....	259,589	124,742	6½	110
31 Dec. '62	38.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,484	212,500	31,749	821,984	—	82,963	90,123	46,125	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	
								NEW YORK.														
30 Sep. '62	2.0	—	—	187.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075							
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	—							
30 Sep. '62	43.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940		48.9	140,556	224,413	123,939	—	—
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217							
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	260,000	27,500	324	236,036		5.4	454,073	52,327	16,231	3	—
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,987	807,217		14.5	503,720	127,843	10,867	—	48
30 Sep. '62	28.3	—	28.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,332,506		28.3	2,681,216	491,629	118,390	6	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000		5.3	273,289	30,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852		176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,858	506,576	149,000	1,977,950	949,000	—	2,926,956		83.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517		10.5	132,036	21,457	.....	—	60
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365		6.3	2,455,019	369,995	121,565	12	—
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000		incl.	in Erie.	.....	30,000	6	—
31 Dec. '62	460.0	97.0	320.0	—	243	109	5,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569		307.9	5,888,687	10,169,461	3,511,414	7½	125½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,788,486	9,363,750	298,424	13,820,040		140.0	1,152,545	2,027,529	1,269,954	—	161
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,925,454		109.5	256,511	293,457	149,157	2½	48
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,092,991	5,646,077	791,965	24,209,000	13,779,048	284,411	42,569,880	654.9	5,092,238	11,897,631	3,994,869	7	145½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	567,973	1,164,063	456,698	—	126
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000		incl.	in N.Y. Central.	89,498	19,429	—	—
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774		5.0	779,880	492,433	176,753	—	2
30 Sep. '62	113.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,456	728,524	—	4,571,900	1,494,000	16,375	6,066,800		121.8	341,704	140,634	77,580	7	—
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	206,500	—	615,161		38.1	75,623	276,276	66,845	6½	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,950	157,048	—	610,000	244,750	—	990,028		27.2	.....	.....	.....	—	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684		incl.	in Ren. & Sar.	.....	.....	—	—
30 Sep. '62	40.9	6.6	8.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337		51.3	111,286	146,227	52,258	—	—
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500		8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317		4.0	1,891,960	558,033	88,285	10	135
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708		13.0	50,277	37,010	.....	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457		88.6	229,424	280,871	172,757	—	—
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000	—	1,757,029		8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	803,500	271,097	1,686,508		50.0	247,898	271,158	134,958	—	—
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500		----	oper. by	Vt. Co.	.....	—	—
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601		----	oper. by	the 4	Comp'a.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089		34.9	61,344	71,590	6,387	—	—
								NORTH CAROLINA.														
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401		94.9	.....	103,953	38,572	—	—
-- -- '58	223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—		223.0	.....	.....	.....	—	—
-- -- '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,500	126,200	—	—		97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,000	1,130,470	1,045,000	61,300	2,934,509		171.9	.....	469,455	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954		171.0	325,069	477,564	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	234,072		—	—	—	—	—	—
								OHIO.														
-- -- '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	866,939	.....	77,294	.....		52.0	.....	.....	.....	—	—
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	5,125	3,576,935	118.2	.....	.....	541,150	224,720	—	—
1 Aug. '61	187.0	—	.....	—	41	39	508	Central Ohio	5,579,506	922,670	106,133	1,628,256	2,673,000	1,123,458	5,810,452	151.0	.....	.....	699,716	290,551	—	12
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	451,088	91,947	2,155,800	1,334,000	—	3,648,120	198.3	.....	.....	877,404	434,416	10	125
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc.	.....	.....	.....	.....	.....	.....	.....	52.0	.....	.....	.....	.....	—	—
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,811	*	.....	2,441,176	2,032,000	228,672	.....	131.8	304.168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	.....	6,444,130	191.2	926,038	1,724,917	1,033,637	20	170
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,102	298,789	23,340	1,036,065	1,752,400	125,857	2,917,322	67.0	248,387	375,269	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,152,143	590,144	.....	3,300,000	1,580,000	.....	.....	98.7	484,297	1,561,628	975,923	35½	180
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,536,694	*	.....	3,852,712	4,324,808	94,329	8,271,646	203.5	.....	.....	1,436,517	552,800	—	127
31 May '63	109.2	70.4	.....	—	32	40	498	Cleveland and Toledo	6,760,495	530,727	55,025	3,526,800	3,667,595	.....	7,510,858	166.6	668,371	1,361,537	747,562	4	149
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,692	*	.....	369,073	575,250	632,480	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	.....	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,336	246,565	541,249	1,490,800	282,000	.....	2,078,092	oper. w. Lit.	.....	Miami.	229,585	15	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	329,553	5,500	2,432,217	2,664,199	810,424	6,599,826	144.0	414,779	663,705	451,540	—	—
31 Aug. '60	36.6	—	.....	—	5	3	87	Dayton and Western	992,175	104,912	—	307,246	716,000	80,845	.....	36.6	.....	.....	.....	—	—
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,490	—	—	427,838	422,668	—	1,104,086	16.0	40,061	64,000	33,000	—	—
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	409,762	728,858	152,594	.....	15.9	.....	125,170	33,412	—	—
-- -- '59	36.0	—	.....	84.0	.....	.....	.....	Fremont and Indiana	.....	.....	.....	.....	.....	.....	1,358,867	.....	.....	.....	.....	.....	—	—
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	.....	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	.....	—	—
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,800	*	.....	118,865	50,000	8,965	.....	13.0	24,000	31,126	10,460	.....	—	—
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,108	492,979	442,283	2,981,267	1,490,000	.....	4,879,806	138.0	846,382	1,052,488	632,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	.....	10,379,554	373,487	53,065	11,104,820	226.0	145,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,803,614	745,475	*	6,246,950	9,870,000	4,345,042	20,549,429	192.3	.....	829,982	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	.....	1,206,736	2,400,000	466,215	.....	125.0	.....	.....	.....	.....	—	—
30 Jun. '63	163.9	52.0	.....	—	51	26	422	Sandusky, Dayton and Cinc.	3,986,568	595,490	232,179	2,697,200	2,488,825	7,500	5,441,088	265.9	418,028	589,880	115,700	—	—
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,300,419	*	.....	848,770	1,013,800	105,810	2,068,227	125.0	214,404	259,355	82,086	—	—
30 Nov. '58	55.6	—	.....	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	.....	403,975	500,000	100,000	.....	55.0	50,000	110,000	33,135	—	—
31 Aug. '58	19.5	—	.....	25.5	.....	.....	.....	Springfield and Columbus	346,500	.....	.....	100,000	150,000	3,500	3,500	oper. by C.	.....	C. & C.	.....	.....	—	—
30 Nov. '58	49.8	—	.....	62.5	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	.....	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	.....	—	—
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,165	*	14,068	2,335,550	6,211,618	19,590	8,566,878	250.0	1,614,932	1,938,302	950,462	—	65
								PENNSYLVANIA.														
31 Oct. '62	45.0	—	3.0	126.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	873,455	58,811	.....	45.0	.....	103,924	55,629	.....	—	—
31 Oct. '62	88.0	—	.....	—	.....	.....	.....	Atlantic and Great Western	5,500,000	*	.....	2,000,000	3,500,000	.....	5,500,000	88.0	.....	.....	.....	.....	—	—
31 Oct. '62	24.5	—	23.8	—	15	3	1,203	Beaver Meadow	1,042,842	317,320	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	3	84
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	140.0	548,040	977,886	.....	.....	—	38½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	55,545	1,282,945	.....	.....	276,536	103,427	9	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	3,249,235	*	—	5,596,200	4,428,000	637,114	10,662,314	292.1	1,167,800	1,800,000	736,433	6	227
31 Oct. '62	35.8	1.1	8.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,100	506,500	27,475	1,118,185	29.7	2,700	347,822	133,499	—	38
31 Oct. '62	78.0	—	8.6	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,042,155	78.0	2,700	1,000,000	98,654	—	—
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	128,400	224,000	33,826	10	—
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	r. by	Penn.	R.R.Co.	7	74½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,240	—	1,899,585	500,000	100,000	2,499,585	32.0	92,473	19,799	5,079	—	—
31 Oct. '62	31.3	19.2	3.6	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	670,961	1,166,000	289,188	2,026,149	31.3	150,984	194,484	164,134	—	25
31 Dec. '63	80.0	—	16.0	—	18	4	1,246	Lackawanna and Bloomsburg	3,528,993	*	—	1,335,000	2,128,565	292,457	3,756,013	80.0	.....	1,111,821	277,440	.....	—	—
31 Oct. '62	44.0	26.0	18.5	—	22	8	966	Lehigh Valley	3,378,022	554,363	—	2,297,250	1,465,000	21,547	3,927,385	76.0	367,230	822,921	469,516	8	90
31 Oct. '62	24.1	6.5	6.0	—	10	—	61	Little Schuylkill	1,371,866	*	—	2,256,100	960,000	72,600	3,288,700	32.8	62,155	125,316	68,801	—	49½
31 Oct. '62	24.5	106.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	5,252,265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,916	174,425	—	64½
0 Nov. '62	55.6	18.2	8.6	—	18	25	677	North Pennsylvania	5,485,476	606,187	—	3,147,854	3,106,360	280,000	6,447,750	66.4	266,884	597,186	.....	.....	—	—
Dec. '62	355.6	55.8	318.0	—	258	157	3,871	Pennsylvania	19,306,347	3,582,004	—	13,274,100	3,527,400	—	18,924,216	411.6	.....	10,301,891	.....	8	—
Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,620	236,289	—	1,243,600	437,000	—	1,854,606	24.0	220,654	276,260	.....	6	—
Oct. '62	100.0	—	10.5	98.0	15	1	255	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,450	6,937,500	157	12,124,957	154.0	515,574	413,477	304,00	—	—
Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,782,390	3,765,774	657,130	11,548,929	12,936,100	91,000	25,028,164	365.0	2,988.16	3,911,5	.....	.....	—	7½
Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,510	—	215,000	675,000	4,122	894,122	4.9	8,218	7,415	20,261	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Cars. Engines.	Passengr.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,979,924	744,125	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	73½
31 Oct. '62	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,639	72.0	202,746	215,587	103,350	—	12
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pitsb'g, Ft. Wayne & Chicago	17,736,358	*	—	5,709,592	12,935,173	312 399	19,451,676	468.3	2,694,467	3,745,311	1,802,596	—	145½
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	0,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & Reading		5	----
31 Oct. '62	28.0	—	6.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,778	112,824	—	500,000	791,597	5,659	1,297,256	----	57,925	159,534	99,060	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,828	797,913	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	297,700	415,309	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	457,117	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	132.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----------	----------	----------	—	—
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	334,000	----------	----------	109.6	----------	283,268	151,536	6	----
— — '58	40.3	—	----	—	—	—	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----------	----------	40.3	----------	----------	----------	—	----
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	----------	341,190	125,871	—	----
31 Aug. '58	22.5	—	----	—	—	—	----	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	----------	----------	----------	5	----
31 July '58	32.0	—	----	—	—	—	----	Laurens	543,403	*	—	400,000	106,218	----------	575,729	32.0	----------	27,568	8,527	—	----
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----	----------	1,499,636	701,943	7	----
31 July '58	26.1	—	----	41.9	---	---	----	Spartanburg and Union	----------	----------	----------	----------	----------	----------	----------	25.1	----------	----------	----------	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.8	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,264	3,809,949	2,659,000	280,112	7,027,797	291.0	----------	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	148,000	----------	----	----------	----------	----------	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,255	554,949	519,518	----------	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.8	—	4	5	48	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	36	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	960,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.6	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'rdo	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	----
— — '58	56.0	—	----	134.0	---	---	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	----
1 May '60	70.0	—	6.0	280 0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	----
— — '59	28.0	—	----	766 0	---	---	----	Southern Pacific	----------	----------	----------	----------	----------	----------	----------	28.0	----------	----------	----------	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	5	12	199	Connect. & Passumpsic Rivers	1,788,542	195,647	—	1,230,400	800,000	----------	----------	90.7	99,630	208,867	----------	—	52½
31 Aug. '62	119.6	—	18.6	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	668,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,586	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	38	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713,418	191,466	—	2½
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,676,500	----------	----------	1,378,500	----------	----------	1,378,500	ope	r. by Vt.	Central	----------	4	120
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.5	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	56,188	88,131	1,534,194	—	----------	----------	----------	—	----
30 Sep. '59	77.8	8.9	3.9	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	466,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	17
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	18	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,551,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	----
30 Sep. '59	52.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,965,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	138	Richmond and Petersburg	1,222,523	*	—	535,750	204,508	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	780 649	634,081	359.130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,233,271	214.9	480,193	749,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----------	----------	----------	—	----
31 Dec. '61	199.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	320,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,850,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----------	----------	----------	42.0	10 mos.	60,066	----------	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	77½
— — '57	80.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----------	----------	345,861	182,000	----------	----------	50.0	----------	121,401	----------	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	----------	----------	----------	----------	----------	operated	by	Fox Riv	er Vall.	----------	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----------	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	242,798	117,842	—	15
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----------	----------	----------	----------	----------	----------	----------	48.0	----------	----------	----------	—	----
0 Jun. '63	1,096	137.0	----	78.0	204	150	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	1½	----
— — '62	24.0	—	----	—	2	—	52	London and Port Stanley	----------	----------	----------	----------	----------	----------	----------	24.0	----------	----------	----------	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	237	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	93.0	----------	----------	----------	—	----
— — '62	54.0	—	----	—	5	8	116	Ottawa and Prescott	----------	----------	----------	----------	----------	----------	----------	54.0	----------	----------	----------	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----------	----------	----------	----------	750,000	----------	----------	25.0	----------	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,383	—	1,380,000	18,100	126,000	1,709,232	60.0	----------	132,555	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	----
								NEW GRANADA.													
Dec. '	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,558	5,000,000	3,575,000	—	10,763,728	48.7	—	1,743,294	1,013,444	15	137

New York Stock Exchange.

Actual Sale Prices for the week ending March 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W 30.
American Coal Co.	115	....	....	....	111	110
Buffalo, N. Y. & E., 1M.	....	....	....	110	....	....
California 7s	....	....	....	131	135	134
Canton Co.	70½	....	70	71	69½	70
Central Am. Transit	49	....	....	48	48½	....
Chicago & Alton	95	....	96½	96	95	94½
" " pref.	98	....	98½	100	....	100½
" " 1 M.	....	....	....	....	109½	110½
" " Inc. b'ds	....	....	....	....	....	96
Chicago, Burl. & Q.	145½	....	....	144	144½	144
" " " 8 p.c.	126	....	128	....	....	128½
Chic. & Northwest'n	68½	....	67	69½	68	68
" " pref.	87	....	85½	85	....	....
" " 1st M.	95	....	95½	96	96	96
" " 2d M.	....	....	96	....	....	....
" " S. F.	....	....	....	106	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	127	....	125	126	125	126
" " 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	178	170	....
Clev. and Pittsburg	128½	....	126½	127	126½	127
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	90	90	....	90
Clev. and Toledo	149½	....	149½	152	149½	149
" " S. F. 7 p.c.	....	....	....	....	....	115
Cumberland Coal, pref.	88	....	86	85	83	84½
Del. & Hudson Canal	226	....	235	238	237	237
Del., Lack. & West.	227	....	....	....	....	....
" " 1M. 8 p.c. '71-5	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	125½	....	125½	125	125	125½
" pref.	109½	....	111½	114½	114½	115½
" 1 M. 7 p.c. '67	....	....	....	110	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	116	....	116	116½	117	....
" 4 M. 7 p.c. '80	....	....	126	....	126½	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	125	....	124½	126	126½	127
" 1M. 7 p.c. '63	....	....	....	....	....	....
" 2M. 7 p.c. '75	110	....	....	....	....	....
" 1M. Ex. '82	....	....	....	....	....	....
Hann. & St. Joseph	61	....	62	....	....	....
" " pref.	....	....	76½	76	....	68
" " bonds	101	....	101	101	....	....
Hudson River	157	....	156	156½	157½	161½
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69	110½	....	....	....	....	....
" 2M. S. F.	....	....	....	....	....	....
" 3M. 7 p.c. '75	154	....	155	156	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central scrip	138½	....	147	152	150	151
" full stock	....	....	131	135	133½	135
" Can.bd.sc.	....	....	125	129	131½	131
" bonds	....	....	....	....	122½	....
Marietta & Cin. 1st pref.	88	....	87	87	....	....
" " 2d "	68	....	....	....	....	....
Mariposa Mining Co.	39½	....	40	....	42	43½
Michigan Central	143½	....	143½	152	148	151
" 8F. 8 pc. '82	....	....	....	135	....	136
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	117	....	116½	117½	116½	116½
" " guar'd.	149½	....	....	149	148	148½
" " 1M. S. F.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	78½	....	79	86	85	85½
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	88½	....	90	....	90	88
" " 1st M.	....	....	108	....	108	....
Minnesota Mining Co.	87	....	89	87	88	....
Miss. & Mo.	59	....	62	63	....	62
" L.G. bonds	74	....	74½	77	79	79½
Missouri 6s	73	....	73½	74½	74	73½
" iss. to H. & St. J. R.	91	....	....	92½	....	....
" " Pacific	73½	....	75½	75½	75½	76
New York Central	140½	....	140½	144	144	145½
" " 7s, 1864	....	....	....	....	....	102½
" " 7s, S. F. '76	....	....	116	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S. F. '83	109½	....	109½	....	....	109
N. York & Harlem	137	....	117½	109	126½	126
" " "pref."	....	....	....	....	....	....
" " 1M. 7 p.c. '73	....	....	....	....	....	....
" " 2M. 7 p.c. '64	....	....	....	....	....	....
" " 3M. 7 p.c. '67	....	....	....	104	....	....
Norwich & Worcester	100	....	....	101	....	101½
Ohio & Miss. cer.	64½	....	63½	65½	65½	66½
Pacific Mail S.S. Co.	228	....	228	230	233½	236
Panama	....	....	....	....	237	....
Penn'a Coal Co.	210	....	212	216	217	....
Phila. and Reading	142½	....	142½	147	148	153
Pitts. Ft. W. & Chicago	139½	....	143	146½	143½	145½
" " 1M.	112	....	....	....	....	113
" " 2M.	....	....	109	109½	110	....
" " 3M.	....	....	99	....	....	....
Quicksilver Mining Co.	68	....	69	78	78	84
St. L., Alton & T. H.	89	....	87½	87	85	84½
" " pref.	100½	....	98	100	99½	98½
" " 1M.	....	....	....	112	111	....
" " 2M. pref.	95	....	96	96	....	95½
" " Inc. b'ds.	95	....	....	93	....	....
Tennessee 6s, 1890	61	....	....	....	....	61½
Toledo & Wabash	72	....	71	72	57	69½
" " Pref.	90	....	....	88	87	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	108	108	....
" " 2M.	0	....	97	97	....	96
" " Int. b'ds.	....	....	....	....	....	....
Virginia 6s	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending March 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	145	....	....
U. S. 6s, 1881, reg.	....	....	....	112½	113	....
U. S. 6s, 1881, cou.	112½	....	112½	113	112	113
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " 4y.	....	....	....	....	....	109
U. S. 6s, 1867, reg.	....	....	....	119	....	119
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	....	....	....	....	....	....
U. S. 6s, " new	99½	....	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon	109½	....	109½	110	110	109½
U. S. 6s, " reg.	....	....	110	110½	110½	....
7.30 Notes, Feb. & Aug.	....	....	....	....	....	....
" " Ap'l & Oct.	113	....	112½	113	....	112½
American Gold	166½	....	169½	....	165½	163½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 29.

	W. 23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.
Beaver Meadow	....	....	83½	....	84	84
Cattawissa	....	....	24½	23½	....	....
" preferred	41½	41½	41	40½	40½	43
Camden & Amboy	....	....	....	....	....	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	107	....	107½	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	....	....	....	....	....	....
" " 6s, '89	....	....	....	....	....	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	46	....	45½	....	45½
Elmira & W'msport	41	....	....	....	....	38
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	110
" " 10s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	75	75	....	....	....	....
" 6s	....	....	....	....	....	....
" " scrip	....	73	73	....	74	74½
Lehigh Valley R. R.	....	90	89½	90	....	90
" " scrip	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	....	52	50	....	40½	....
" " 7s	....	....	....	....	....	....
Long Island	48	....	....	48	....	48
" " 6s	....	....	....	....	....	....
Minehill	64½	....	64½	64½	....	....
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	37½	37	....	36	....	36½
" " 6s	....	100	....	....	....	102½
" " 10s	....	....	....	....	....	....
Pennsylvania R. R.	75	75	75	74½	74½	75
" 1st m.	....	....	....	....	....	....
" 2d m.	....	111½	....	....	....	....
Penn. State, 5s	....	99	99	....	98½	99½
" " 5s, coupon	....	....	....	....	102	101½	101½
" " 6s, "	....	....	....	....	....	....	....
Philadelphia City, 6s	104	....	....	104	104	105
" new	109½	....	....	....	110	110
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	71	71½	71½	73½	73	....
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	108	108	....	108	....
Philadelphia & Erie	38	38½	38½	37½	....	38
" " 6s	107½	....	107½	108	....	....
Philad. & Sunbury, 7s	108	....	....	....	....	....
Schuylkill Navigation	36½	36½	38	38	38½	....
" " pref.	....	45	46½	46½	....	45
" " 6s '82	....	....	....	....	97½	97
" " 6s '76	....	....	88	....	90	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	29	....	29	28½	28	27½
" " 6s '78	....	....	....	....	....	....
" " scrip	....	....	....	....	....	....
Union Canal, pref.	7	....	....	....	....	6½
" " 6s '83	....	....	29½	29½	29	....
West Br. Canal 6s '75	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	77½	....	....
Arch street, (Horse)	39	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	45	....	....	....	....	....
Race and Vine, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	....	16½	....	16	15½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.
Baltimore City 6s, 1875	111	112	....	....	....	....
" " 1886	....	....	109	....	110½	....
" " 1870	104	....	....	....	....	....
" " 1890	110	110	....	....	....	....
Balt. and Ohio	....	....	111½	110	....	....
" " b'ds, '62	....	....	....	....	....	110
" " " '67	....	....	....	....	....	....
" " " '75	....	....	110	110½	110½	....
" " " '80	....	....	....	....	110	....
" " " '85	....	....	....	....	....	....
Northern Central	....	51	51½	52	53	55
" " b'ds, '85	....	....	....	....	....	....
" " " 95	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending March 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
Boston and Lowell	....	....	....	....	113	....
Boston and Maine	134	....	....	....	....	....
Boston and Providence	....	....	....	....	....	....
Boston and Worcest.	144	....	....	....	146	....
Cheshire, pref.	....	49½	....	50	55	....
Concord	64½	66	67	....	....	....
Connecticut River	110	110	....	....	....	....
Eastern, Mass.	106	105	105½	105½	106½	106½
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	....	....	....	120	....	....
Manchester & Lawr'ce	....	....	121	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	....	80	....	....	81
Old Colon, and Fall R.	....	....	....	124½	....	....
Ph., Wil. & Baltimore	72½	72½	73	74	....	73½
Portl'd, Saco & Porta.	110	....	....	....	....	110½
Vermont & Canada	121	120	....	....	....	....
Vermont & Mass.	41½	41½	42	41½	41½	42
Western	....	....	....	155	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	129	....	125½	....	....
Metropolitan "	66½	....	66½	66	65½	65½
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Franklin "	52½	53	53½	54	54	54½
Isle Royale "	29½	29½	....	....	....	28½
National "	....	....	....	....	....	....
Minnesota "	88	....	....	....	....	....
Pewabic "	59	59	59	59	59½	58½
Pittsburg "	100	....	....	....	....	....
Quincy "	96½	96	....	95½	....	96½
Rockland "	....	....	18½	....	....	18

London Stock Exchange.

The following were the closing prices for American Securities on the 15th of March:

Maryland 5s	69	to	71
United States 6s, 1881	63	"	65
Do. 5s, 1874	59	"	61
Virginia State 5s	45	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	80	"	82
Do., Pennsylvania do. do.	80	"	82
Erie shares, $100 (all paid)	66	"	67
Do., 7s, preference	60	"	65
Do., 7s, 1st mort., 1867	62	"	65
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	65	"	70
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	84	"	80
Illinois Central 7s, 1875	69	"	71
Do. do. $100 shares, $90 paid, dis.	17	"	18
Do. do. $100 shares, all paid	72	"	73
Marietta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 8s, Convertible, 1869	65	"	68
Do. do. S. F. 1st mort., do., '82, x. c	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	60	"	65
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	62	"	64
Do. do. 7s, 1864	55	"	58
Do. do. 7s, S. F., 1876	63	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	75	"	78
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	87	"	89
Do. $50 shares	43	"	46
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, April 2, 1864.

Stock Exchange and Money Market.

It will be perceived that the Assistant Treasurer, Mr. Cisco, has announced under instructions from the Treasury Department, that he will deliver to the importers all the gold they may require for the payment of duties, at ¼ per cent. less than the price asked for it in the street; they are not to use the certificates issued by him for any other purpose. The effect of this measure, though but a few days old, has been to stagger the market, and produce a decline from the previous rates. It has been asserted however, that there exists a combination, having at command as much as seven millions of currency, composed, we are sorry to hear, of persons who have been loud proclaimers of their loyalty to the country, and have been considered as confidential friends of Mr. Chase, yet form the nucleus of this combination. We also understand that their connection with numer-

ous banks in this city, now glutted with deposits, is so intimate and strong, that they feel able to obtain on their own names all the additional amounts necessary to control the market.

How true this is we are not able to say; but of this we are sure, the parties engaged in any such transaction, conscious as they must be of the comparative depreciation of the National currency, and the consequent enhancement of the prices of the necessaries of life and the cost of living, cannot justly claim the credit of being loyal men or the friends of the people. As we believe in "the eternal fitness of things," we venture to predict that operations such as we have alluded to will finally end in the discomfiture of those who may engage in them. We shall see in a few days the further effects of the benign intentions of Congress in attempting the relief of the importers. A regular daily underselling of the street price of gold by the Treasury will at all events try the metal of the operators, and perhaps prove a corrective which will be sufficient without the necessity of further reproof.

We have learned from parties who ought to know, and one extensively engaged in the manufacture of cotton, that there is a larger stock of this article on hand in this city than the public generally are aware. We have heard the number of bales stated at 40,000, which at $500 per bale, would be equal to two millions, and this sent to Europe would make a large difference in favor of our exporters, not only in the amount to be realized but in the profits of exchange. It may be well enough to mention in this place, that several hundred bales of S. American cotton, known scientifically as *Gossipium arboreum*, have recently been received in this city, and though unginned, brought the shippers upwards of sixty cents per lb. This cotton though of a short fibre is very strong and workable. It is also very abundant in the country of its origin, and still further we may say, that considerable numbers of cotton gins have been sent out to the shippers at their request, so that the article may be more carefully prepared for this market. It is noticeable, says our informant, that there is a reduction in price of many articles of which cotton is a component part, of at least 20 to 25 per cent. from what was demanded a few months since.

We must also remember that with the exception of small quantities of cotton which now and then slip out of Wilmington, the main bulk of this article is now surely and rapidly coming into the Union lines. And many persons are of the opinion that the quantity to come is so large, that it will yet change the balance of trade in our favor. This is certainly a most desirable event, and we hope to be able to have the pleasure of recording the *fact*.

The Secretary of the Treasury has been expected in New York for some days past, not to negotiate new loans beyond those already announced and become popular, but to consult with our wisest and most disinterested citizens on the financial policy of the Government generally, and to listen to such suggestions as may naturally be offered him.

It is useless to recur to what other plans of finance might have been adopted. We are of the opinion of those who believe that on the whole, the Treasury department has done its best to rely on the credit of the nation at home rather than to trust to the tender mercies of foreign capital. Evidently the people approve of the policy which has prevailed. There is one unanswerable reply to those objectors who maintain that the money should have been borrowed abroad at any price, and it is this, it would have been utterly impossible to have borrowed sixteen hundred millions of dollars anywhere in Europe. England, the richest of foreign nations could not now on her own account raise any such sum. It has taken her hundreds of years to get trusted for what she now owes, and it is absurd to suppose we could have raised the sums necessary for this war by applications to foreign bankers. What we have to do is to tax heavily, pay our interest in gold regularly, and trust to the industry of the people, and the unexampled resources of the country to bring everything right in the end. We are engaged in a struggle on which hang the hopes of freedom and humanity throughout the world. It is now to be decided whether we are able to govern ourselves, protect ourselves, sustain ourselves, and preserve to future generations the blessings we inherited from our forefathers. The cause is worth all our sacrifices, and finance, as an element of power is to be treated as such, and not as the final principle of Government and States.

The railway share market continues remarkably steady, with several exceptions where the prices have suddenly advanced or declined through particular causes.

There can be but one opinion as to the ultimate and fixed value of most of our great lines. Population and production are doing their work silently but surely. Common prudence in selection, is all that is required by those who wish to invest and secure future incomes.

Money is plentiful but the rates do not fall much below 7 per cent., and will not while so many new and inviting investments are offered to the public. We repeat our previous opinions that coal and other mineral stocks which are actually capable of large production deserve consideration. Especially in coal and iron may money be safely placed, for the consumption of these is largely increasing, and must increase as the country advances in population, manufactures and commerce.

There are some things which may be demonstrated and this is one of them, that the production of fuel and the useful metals must increase with the increase of numbers. Faith in this truth if it could have been exercised thirty or forty years ago, would have made the fortunes of many men, towns and cities, and it is not too late to see the future as it is to be.

Government stocks continue strong, and subscriptions to the new 10-40's are coming in rapidly. More than half a million were received on Tuesday last. They are likely to be as popular as any similar loan yet put upon the market.

The week's exports of domestic produce and miscellaneous goods (exclusive of specie) from this port, have been to the value of $3,177,025, against $4,534,075 same week last year, and $2,320,060 the corresponding week of 1862.

The total value of imports of foreign goods at the port of Boston for the week ending March 25, was $972,758, against $903,920 for the corresponding week last year. The total value of exports from Boston for the week ending March 25, was $360,580 63, against $570,685, for the corresponding week last year.

The total value of exports from the Port of Baltimore for the week ending March 25th, was $147,879.

The business of the Sub-Treasury on Tuesday was: receipts, $3,954,290 17—for customs, 257,000; payments, $5,025,259 85; balance, $32,704,383 79.

Money was more active during the weeek, and 7 per cent. was readily obtained. Some of the banks complain of a scarcity of plain legal tenders, and have paid over their counters 5 per cent. notes with nearly a month's interest, a fact which proves the scarcity beyond all question.

Several houses in the street hitherto foremost in the gold market, have under the influence of the present Treasury movement withdrawn their attention from that commodity, to other operations more promising.

In addition to our usual tables we give the present week another of a novel and interesting character, showing the condition of all the mining companies that are now known in the market, and we think we may without hesitation assert, that no person can safely invest or deal in any of the securities now afloat, public or private without consulting our tables, prepared with great care and a necessity of the times.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1860, 102; do., 1886, 110½; Illinois coupon bonds, 1862, 101½; Georgia 6s, 60; New York state 5s, 1874, 104; Illinois War Loan, 102; Indiana War Loan, 98; Illinois Canal bonds, 1860, 100; North Carolina 6s, 58½; Chicago and Milwaukee, 83; Peninsula R. R., 70; Long Island R. R., 96; At. & Gt. Western (Ohio div.) 1st mort., 104; Detroit, Mon. and Toledo bonds, 105; Sandy River Coal and Oil, 1st mort., 100¼; Mariposa 1st mort., 82; Canton Co., 70; Central Coal, 93; Copake Iron, 17; Wyoming Valley Coal, 95; Canada Copper, 11; Central Mining Co. of Col., 18¾; International Coal, 104; Lehigh and Susq. Coal, 19½; Hope, gold, 15; Briggs gold, 125; Bucks Co. Lead, 1¼; Rutland Marble, 24; Quartz Hill gold, 29¼; Nashua Copper, 1¼; Mendota Mining, 10¼; Maryland Copper, 2¼; Denver Mining, 10¼; Ashburton Coal, 48; Bank of Commonwealth, 108; Merchants Bank, 112: Bank of Commerce, 113; Ocean Bank, 100; Am. Ex. Bank, 117; Continental Bank, 104½; Importers and Traders Bank, 110; Phœnix Bank, 106; Metropolitan Bank, 121; Merchants Ex. Bank, 103; Corn Ex. Bank, 110; Park Bank, 138; 4th National Bank, 101.

Philadelphia.—Huntingdon and Broad Top, 25; do., 7s, 103½; Elmira Chattle 5s, 80½; Chester Valley, 4¾; do., 7s, 50; Penn. War Loan, 6s, 107½; Camden and Amboy mort., 108; Belvidere Delaware 2d mort., 100; North Branch bonds, 40; Union Canal, 3½; Wyoming Valley Canal 6s, 99¾; Delaware Division, 45½; 5th and 6th streets, 61; Girard College R. R., 35; 13th and 15th streets R. R., 41½; Ridge Avenue, R. R., 22⅜; 5th and 6th streets, 61; Allegheny Co. 5s, 80½; Pittsburg 5s, 77; Oil Creek, 12¾; Hazleton Coal, 71; N. Y. and Middle Coal Fields, 18; Fulton Coal, 15¼; Big Mountain, 11½;

Green Mountain, 10; Etna Mining, 19¼; Girard, Mining, 7½; Keystone Oil, 6¼; Rock Oil, 5; Connecticut Mining, 2½; Howes Eddy, 5½; Huron Silver lead, 4¼; Alsace Mining, 5; Venango, 2⅝; Clinton Coal, 8; Penn. Oil, 12; New Creek, 2¼; Tamaqua Mining, 6⅜; Mineral Oil, 7⅜; McClintock Oil, 11⅞; Perry Oil, 11; Marquette, 10⅜; Lehigh Zinc, 65; Empire, 8; Bohemian, 11; Irving Oil, 17⅛; Mandan, 6⅝; Coulter, 8½; Butler Coal, 50; East Mahanoy, 50; New Grenada, ¼; Penn. Mining, 10⅛; Bank of North Am. 168; Mechanics' Bank, 29½; Girard Bank, 49½; Western Bank, 80½; 1st National Bank, 118; Bank of Commonwealth, 49½; City Bank, 55½; Bank Kentucky, 95. The latest quotations are: City 6s, 104@104¼; do., new, 109¾@110; State 5s, 99¼@100; do., coupon, 101½@102; do., 6s, 1879, 106½@109; Phila., Wil. and Balt., 70½@72; Reading, 74½@75; do., 6s, 1870, 108@108½; do., 1886, 149¾@150; Camden and Amboy, 178@180; Pennsylvania R. R., 74½@75; do., 1st mort., 113@114; do., 2d mort., 112½@113; Little Schuylkill R. R., 49@49¼; Morris Canal, 75@75½; do., pref., 140@140½; bonds, 107@109; do., 2d mort., 102@104; Wyoming Valley Canal, 75@78; do., 6s, 99@100; Susquehanna Canal, 27⅝@27¾; do., 6s, 69@69¼; Sch. Nav., 38@38¼; do., pref., 45¼@45¾; do., 6s, 1882, 97@97½; Union Canal pref., 6½@7; do., bonds, 28½@29; Delaware Div. Canal, 45¼@45½; do., bonds, 69¼@70; Elmira and Williamsport, 38@38¼; do., pref., 55@56; do., 7s, 1873, 109@110; do., 10s, 80¼@81; Beaver Meadow, 84@84¼; Harrisburg, 74@74½; Long Island R. R., 48@48½; Lehigh Coal and Navigation, 75½@77; do., scrip, 73¾@75; North Pennsylvania, 36@36¼; do., 6s, 102@103; do., 10s, 125@130; Philadelphia and Erie, 37½@38; do., 6s, 108@110; Minehill, 64½@65; Catawissa, 24@25; do., pref., 42@42½; Lehigh Valley, 89¾@90; do., bonds, 108@110; Fifth and Sixth streets, (horse,) 61@61½; do., 7s, 105¼@106; Second and Third, 76@77; do., 7s, 113@114½; Race and Vine, 19@20; West Philadelphia, 72@73; Spruce and Pine, 16@16½; Green and Coates, 43¾@44; do., 7s, 100@110; Chestnut and Walnut, 61@62; Arch, 38@38½; Thirteenth and Fifteenth, 41@41¾; Seventeenth and Nineteenth, 21¼; Girard College, 34½@35; Tenth and Eleventh, 41@45; Norristown, 65@68⅞.

Boston.—Northern (Ogdensburg,) 2; do., 1st mort., 104; do., 2d mort, 84½; Rutland and Burlington 1st mort., 74½; 2d mort., 33; do., 3d mort., 10⅛; Vermont Central, 2¼; 1st mort., 87; do., 2d mort., 26½; Vermont and Massachusetts R. R. 6s, 103½; Taunton Branch R. R., 119; Newport and Fall River, 126½; Boston, Concord and Montreal pref., 60; do., new stock 19½; Bear Valley and Summit Branch R. R., 20; Essex R. R., 6s, 1881, 100; Western Vermont R. R., 7s, 3d mort., 1860, $65; Vermont 6s, 1874, 104; Rhode Island 6s, 1871, 101½; Ohio State (Fairfield Co.,) 7s, 1872, 99¾; Brooklyn City 6s, 1864, sewerage, 100; do., 1882, 106; do., 7s, 1865, Municipal, 100; do., 1871, 101½; Dorchester 5½s, 1874, 100¼; Gardiner 6s, 1870, 101¼; Union Steamship Co., 165; Boston Water Power Co., 48; Cary Imp. Co., 11¼; Waverly Land, 3½; Lorberry Coal, 69½; Franklin Coal, 132¾; Beverly Gas, 44½; Malden and Melrose Gas, 65½; Revere Bank, 109; Safety Fund Bank, 114; Bank of Commerce, 107; Mt. Vernon Bank, 104; Continental, 100; Acton Mining Co., 4½; Algomah, 2¼; Astor, 6½; Atlas, 6¾; Boston, 6⅝; Bedford, 3; Bay State, 24¾; Black River, 65c.; Copper Falls, 50; Canada, 11; Chebucto, Gold, 1½; Cornwall, 79c.; Chester, 30c.; Chaudiere, 50c.; Chaudiere Gold, 3¾; Champlain, 35c.; Columbian, 12¾; Dunham, 52c.; Durham, 76c.; Dacotah, 5; Dudley, 3½; Dana, 4; Eagle River, 8¾; Everett, 4½; French Creek, 1¾; Gt. Western, 5⅛; Gilbert River, 1½; Green Mountain, 5¼; Hancock, 13½; Huron, 28¼; Hope, 2½; Hanover, 4½; Humboldt, 8¼; Highland, 7; Logan, 2¼; Madison, 5⅝; Mandan, 6¼; Manhattan, 6¼; Mesnard, 12½; Macomb lead, 2¾; North Cliff, 9; Northwestern, 13½; New England, Gold, 3; Native, 2¼; Nelson, 23c.; N. Sutton, 1½; Ottawa, 1.10; Phœnix, 31; Petherick, 16; Pontiac, 6½; Star, 11½; Superior, 10⅝; Stratford, 2¾; Stewart, Gold, 2¼; South Side, 5; Tremont, 4¼; Waterloo, 1½; Winthrop, 8.

Baltimore.—N. W. Va., 17; do., 1st mort., 108; do., 3d mort., 45; Western Maryland bonds, 88¼; Central Ohio Income bonds, 38; City Passenger R. R., 22¾; Maryland Mining, 2.10; Springfield, 3.10; Silver Valley, .35; Silver Hill, .15; North State, .25; Balt. and North Carolina, .45; Santa Clara, 19; Bare Hill, 6.25; Balt. Chrome, 2.75; Gardner, 1.05; Cambridge, .25; George's Creek, 102; Deep River, .25; Bank of Commerce, 23½; Citizens' Bank, 11¼; Union Bank, 70¼; Marine Bank, 31; Merchants' Bank, 108¾; Bank of Baltimore, 103; Franklin Bank, 12⅝. The latest quotations are: Balt. and Ohio, 112@114; do., 6s, 1875, 110@111; do., 1880, 109½@110; do., 1885, 110@111; Northern Central, 55@56; do., bonds, 1885, 104½@108; N. W. Va., 16½@17; do., 1st mort., 107@108; do., 2d mort., 103; do., 3d mort., 43@44; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 54@65; do., income 1857–'60, 36@38; Western Md. bonds, 81¼@90; do., guar., 106; Maryland 5s, 92; do., 6s, coupon, 1870, 104@108; do., Ins., 105@108; do., 1890, 105; Baltimore 6s, 1870, 104@105; do., 1873, 105@107; do., 1875, 112; do., 1886, 111; do., 1890, 110¼; do., coupon, 108½@109½; do., 5s, 1838 '70, 100; City Passenger R. R., 22½@22⅞; Canton Co., 68@69; Deep River, .20@.25; Gardner, 0.90@1.00; Guilford, .45@.75; Maryland, 2.10@2.15; North State, .25@.30; Rudisell, .65@.75; Silver Valley, .30@.35; Silver Hill, .20@.25; Springfield, 3.05@3.10; George's Creek, 100; Santa Clara, 18½@19; Baltimore and Cuba Smelting and Mining, 185; Balt. and North Carolina, .40@.45; Balt. Chrome, 3.35@3.75; Bare Hill, 6.00@6.15.

Montreal.—Champlain and St. Lawrence R. W., 13½@15; do., preferential, 90@93; do., 6 per cents, 82½@85; Government 5 per cents, sterling, 92@93; do., currency, 92@93; do., 6 per cents, 1872, currency, 103@104; Montreal City bonds, 6 per cents, 97½@98; do., Water Works, 6 per cents sterling, 98@98½; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $3@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 120@121; City Passenger Railway, 120@122½.

☞ The people of Allegheny County and also of Dansville, are again agitating an extension of the Genesee Valley Railroad in both directions.

Massachusetts Bank Dividends.

The Boston Banks have declared the following dividends, payable April 1: Atlantic, 3 per cent.; Atlas, 4; Blackstone, 5; Boston, 4; Boyleston, 5; Broadway, 4; City, 4; Columbian, 3½; Commerce, 4; Continental, 4; Eagle, 4; Eliot, 4; Exchange, 5; Fanuel Hall, 5; Freeman's, 4; Globe, 4; Granite, 4; Hamilton, 8; Hide and Leather, 4; Howard, 4; Market, 4; Massachusetts, 4; Maverick, 3½; Mechanics', 4; Merchants', 3½; Mt. Vernon, 4; Mutual Redemption, 4; National, 4; New England, 4; North, 3; North America, 3½; Republic, 3½; Revere, 4; Shawmut, 4; Shoe and Leather, 5; State, 3½; Suffolk, 5; Traders', 3; Tremont, 4; Union, 4; Washington, 4; Webster, 4. The banks in Worcester have declared the following net dividends, payable April 1: Central 4 per cent.; Citizens' 5; City, 4; Mechanics', 4; Quinsigamond, 4; Worcester, 5. The Railroad Bank of Lowell pays 5 per cent., April 1: Asiatic, Salem, 3; Ocean Bank, Newburyport, 5; Charles River, Cambridge, 4; Peoples', Roxbury, 4; Warren, South Danvers, 4; Andover, 3½; Northborough, 3½; Grand, Marblehead, 4; Merchants', Salem, 3½; Rockland, Roxbury, 4; Fairhaven, 5; Spickett Falls, Methuen, 4; Hingham, 4; Bristol County, Taunton, 4; Merchants', Newburyport, 4; Quincy Stone, 4; Old Colony, Plymouth, 3; Plymouth, 4; Laighton, Lynn, 3½; Bank of Brighton, 3; Village Bank, Danvers, 4 per cent.; Haverhill, 3; Lancaster, 4; Brighton Market, 4; Agawam, Springfield, 4; Mechanics', New Bedford, 3½; Lee, 3½; Rockport, 4; Cabot, Chicopee, 4; Chicopee Bank, 5; Cambridge City, Cambridgeport, 4; Neponset, Canton, 5; Hadley Falls, Holyoke, 5; Framingham, 5; Abington, 5; Fitchburg, 4; Lowell, 4; Holliston, 3½; Harvard, Cambridge, 4; Oxford, 4; Southbridge, 4; Bay State, Lawrence, 4; Marblehead, 3 9-17; Woburn, 5; Bunker Hill, Charlestown, 5; Commercial, Salem, 4; Essex, Haverhill, 3; Union, Haverhill, 3½; Lynn Mechanics', Lynn, 5; Pacific, Nantucket, 4; Falmouth, 3½; Provincetown, 4; Holyoke, Northampton, 5.

Proposed Railroad Routes at Lake Superior.

The Houghton *Gazette* of 11th ult., says there is considerable excitement there over proposed railroad routes, and surveys are now making for three routes—one from Eagle Harbor, to come on the range somewhere near the Madison, by Mr. Webster, one from Copper Harbor, around by Lake Fanny Hoe, and out on the range east of the Star mine, by Mr. Pickel, and another from Lac la Belle, through the south range into the Montreal river valley, opposite Mosquito Lake, by Mr. Green, late of the Portage.

☞ The Treasurer of the Philadelphia and Reading Railroad Company gives notice that the transfer books of the common stock, will be closed on the 31st, March, to be re-opened on the 14th of April, at which time stockholders who have New York certificates are requested to return them to the Farmers' Loan and Trust Company, New York, who will give a receipt for the same, and furnish in a few days thereafter certificates from the Philadelphia office in exchange for said receipts. The transfer office in New York for the preferred stock will be closed permanently on the 31st of March. That for both the preferred and common stock in Boston will be permanently closed on the 31st of March.

Milwaukee, Winnebago and St. Paul R. R.

The charter of the Milwaukee, Winnebago and St. Paul Railroad Company has been amended so as to remove all obstacles to its organization. The southern part of this route contemplates a line from Richmond, on the La Crosse Road, to Fond du Lac and Oshkosh, by the way of West Bend. The distance from Richmond to Fond du Lac is forty-two miles through a finely settled portion of the State, over a route that affords easy grades, most of which has been already surveyed, where there are no large streams to cross, and where timber and other materials for construction are convenient. The importance of this road to this city, and to those places named, is very great, and needs only to be appreciated to insure its construction.

Its completion to Fond du Lac alone would bring back to this city all of the trade of that beautiful section of country of which it is the centre, which has been entirely diverted since the building of the Northwestern Road. It would restore the trade of the Wolf River country, which finds its outlet at Oshkosh, and which has been for several years lost to us. The whole trade tributary to Oshkosh and Fond du Lac rightfully belongs to this city, and can be regained by a tithe of the enterprise our neighbors have shown in taking it from us.

The interchange of commodities between those cities and this should not occupy more than a day in transit each way. But such are the difficulties now, that from one to three weeks are consumed in transportation, and all this trade is for that reason sent around to Chicago.

This condition of affairs should not be suffered to continue. The trade of that section which this road should control, is very great, and will soon be so thoroughly settled into its present channel, that we cannot divert it. We hope there is enterprise enough in this large and growing city to secure the building of this road, and the business that will come over it.—*Milwaukee Sentinel.*

Railroad Earnings--Weekly.

The earnings of the Chicago and Northwestern Railway for the week ending March 21, 1864, were $32,404 65
Corresponding week of 1863 ..... 19,978 08

Increase $12,426 57

The earnings of the Cleveland and Toledo Railroad for the 3d week in March, 1864, were $39,501 00
Corresponding week of 1863 ..... 38,913 00

Increase $588 00

The earnings of the Michigan Central Railroad for the 3d week in March, 1864, were .. $74,813 86
Corresponding week of previous year .. 54,569 60

Increase $20,244 26

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of March, 1864, were $61,411 72
Corresponding week of previous year. 56,842 46

Increase $4,569 26

The earnings of the Chicago and Rock Island Railroad for the 3rd week in March, 1864, were $45,416 00
Corresponding week of previous year .. 29,799 00

Increase $15,617 00

The earnings of the Marietta and Cincinnati Railroad for the 3d week in March, were:

	1864.	1863.
Passengers	$7,364 03	$3,669 08
Freight	11,216 84	9,525 79
Mail, express & telegraph	899 58	752 00
Total	$19,480 45	$13,946 87
Total this month to date.	61,343 18	$41,497 34

The earnings of the Galena and Chicago Union Railroad for the week ending March 22, were:

	1863.	1864.
Freight	$22,609 33	$25,919 57
Passengers	8,394 81	13,137 84
Mails, &c	1,250 00	1,300 00
Total	$32,254 14	$40,357 41
Increase 1864		$8,103 27

The earnings of the Chicago and Alton Railroad Company for the week ending March, 23, were:

	1864.	1863.
Passengers	$16,522 20	$13,485 28
Freight	20,438 63	13,295 42
Sundries	2,103 68	2,292 27
Total	$39,064 51	$29,072 97
Increase 1864		$9,991 54

The traffic of the Great Western Railroad for the week ending March 18th, 1864, was as follows:

Passengers	$22,399 29
Freight and live stock	50,705 16
Mails and sundries	2,121 82
Total	$75,226 27
Corresponding week of 1863	72,776 69
Increase	$2,449 58

The earnings of the Grand Trunk Railway for the week ending March 12, 1864, were:

Passengers	$25,858 53
Express freight, mails and sundries ...	2,500 00
Freight and live stock	72,071 07
Total	$100,429 60
Corresponding week, 1863	80,392 23
Increase	$20,037 37

The following is a statement of earnings of the Toledo and Wabash Railway for the week ending March 21, 1864, were $25,494 58
Corresponding week of previous year. 24,658 64

Increase $835 94

The earnings of the Milwaukee and Prairie du Chien railroad for the week ending March 21 were:

	1864.	1863.
Freight	$6,893 66	$4,063 95
Passengers	10,354 21	4,396 67
Mails, rents	981 00	1,035 97
Total	$18,228 87	$9,496 59
Increase 1864		$8,732 28

Missouri State Bonds.

The following is the law passed by the Legislature of Missouri to provide means for the payment of the bonds of that State that matured in 1862, and 1863:

Section 1. The Governor of this State is hereby authorized to issue the bonds of the State of one thousand dollars each, payable in either of the cities of New York or St. Louis, and redeemable at the pleasure of the State, at any time after twenty years, and with coupons attached, bearing interest at the rate of six per centum per annum, payable semi-annually.

Sec. 2. The bonds hereby authorized to be issued shall not exceed in the aggregate four hundred and two thousand dollars, and shall be signed by the Governor, sealed with the seal of the State and countersigned by the Secretary of State, and registered in the office of the Auditor of Public Accounts.

Sec. 3. The Governor is authorized to negotiate for the exchange of said bonds in renewal of the bonds of the State which matured in 1862, and which shall mature in the year 1863, and all such bonds so taken up or renewed as aforesaid shall be cancelled by the Auditor; and the Governor is further authorized to negotiate a sale of said bonds through the Bank of the State of Missouri, or other agents, at his discretion, and he shall apply the proceeds therefor to the payment of said State bonds, issued for State purposes, due and to become due in 1863, as aforesaid, which shall not be renewed or extended as hereinbefore provided; and said bonds, when paid, shall be delivered to the Auditor and cancelled by him in his office.

Sec. 4. The interest coupons for semi-annual interest on said bonds shall be paid out of the appropriations for State interest, and the same shall be included in the general appropriation bill for the support of the State government, as heretofore, to pay interest on State bonds issued for State purposes. The faith of the State is hereby pledged for the punctual payment of the interest and principal of the bonds authorized to be issued under this act.

The Gold Market.

In compliance with the act of Congress the Secretary of the Treasury has taken the first steps to bring down the price of gold, admitted to have been enhanced by combination rather than the exigencies of commerce. Mr. Cisco the agent of the Treasury in this city has issued the following notice:

United States Treasury,
New York, March 28, 1864.

By direction of the Secretary of the Treasury, notice is hereby given that, until further ordered, I will issue to importers, for payment of duties on goods imported by them, certificates of deposit of gold coin, to the credit of the Collector of any port as desired, in exchange for notes, at a quarter of one per centum below the current market value of gold.

These certificates are not assignable, but will be received by the Collector from the party to whom they are issued. J. J. Cisco,

Assistant Treasurer of the United States.

He also publishes the following form of the receipt to be given to those importers who have occasion to apply for the coin.

UNITED STATES TREASURY.

No.— New York, ———, 186—.

I Certify, that ——— ha— this day deposited to the credit of the Collector of the port of New York, ——— in gold coin. This Certificate is receivable only for duties on imports from the part— to whom it is issued, and upon —— endorsement.

$ ——

Assistant Treasurer U. S.

These receipts are to be printed on gold colored paper, and are not assignable, nor to be used for any other purpose than the payment of duties. Whatever may be the price demanded in the street the Government will now undersell it.

Root River Railroad.

The City Council of La Crosse have resolved to procure from the Legislature authority to subscribe and pay for stock in the Root River or Southern Minnesota Railroad to the amount of $50,000; $100,000 more can be easily raised between La Crosse and Rochester. The road for nearly 25 miles is nearly graded and bridged, so that only about $300 per mile will have to be expended in order to prepare the line for the rails. The present cash value of the work performed on the line, is not far from a quarter of a million dollars. The work already done, and the available subscriptions will amount to over $400,000. This will supply ample basis for an issue of bonds, with which to purchase the iron and rolling stock for a considerable distance into the most productive and populous portion of Minnesota.—*La Crosse Rep.*

Winona and St. Peter Railroad.

The Winona *Republican* of the 23d ult., says that work on the road west of St. Charles is being carried on as rapidly as circumstances will admit, and strong hopes are entertained that the line will be in running order to Rochester sometime in July next. The requisite quantity of iron for laying the track to that point has been purchased in New York and paid for, and will be delivered in Winona soon after the opening of navigation. When the cars reach Rochester, the company will begin to realize something from their immense outlay but scarcely before, notwithstanding a brisk traffic has already been inaugurated. Meantime the region of country through which the road runs, and in fact all that portion of the State from Winona west as far as Mankato and St. Peter, will be greatly benefitted even by the extension of the line to its present western terminus.

Interest and Dividends.

The Chicago and Rock Island Railroad Company have declared a semi-annual dividend of three per cent (and the United States Government Tax on the same) payable at the office of the Company, in the City of New York, on and after the 11th day of April.

The semi-annual interest, due April 1, on the first mortgage preferred bonds of the St. Louis, Jacksonville and Chicago Railroad Company will be paid at the office of Messrs. M. K. Jesup & Co., No. 59 Exchange-place, New York.

The coupons of the New Land Bonds of the Hannibal and St. Joseph Railroad Company, due April 1, will be paid on presentation at the office of Duncan, Sherman & Co.

The coupons of the first mortgage bonds of the St. Louis, Alton and Terre Haute Railroad Company, Series B, due on the 1st April, 1864, will be paid on presentation at the Bank of North America.

The Panama Railroad Company will pay 5th of April a quarterly dividend of 4 per cent. from the earnings of the road, and one per cent. from those of the steamers.

The coupons of the Atlantic and Great Western Railway due on the 1st of April will be paid at the office of McAndrew & Wann, No. 12 Pine st.

The Cincinnati, Hamilton and Dayton road will pay April 1, at the Bank of America, a dividend of 5 per cent., free of tax.

The Chicago and Great Eastern Railway Company will pay, 1st April, the coupons of the first mortgage bonds at the office of Schuchardt & Gebhard 21 Nassau street.

The coupons of the income bonds of the Chicago and Alton Railroad Company, due 1st of April, will be paid at the office of G. S. Robbins & Son, No. 54 William street, New York.

The Cleveland and Toledo Railroad Company, have declared a semi-annual dividend of four per cent, free of Government Tax, payable on the 23d day of April, at the office of Messrs. Vermilye & Co., No. 44 Wall street, New York City, and until the 21st day of May, and after the latter date at the Company's office in Cleveland.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of $3 free of Government tax, payable April 1, at the Union Bank, New York.

The interest on the mortgage bonds of the New York and New Haven Railroad Company, due April 1, will be paid at the Bank of the Republic.

The Philadelphia, Wilmington and Baltimore Railroad Company have declared a semi-annual dividend of five per cent, payable on the 1st of April, clear of the usual Government tax.

The Philadelphia, Germantown and Norristown Railroad Company have declared a semi-annual dividend of four per cent, clear of all taxes, payable on the 1st of April.

The Champlain and St. Lawrence Railway Company have declared a semi-annual dividend of five per cent., on the new preferred stock of the company payable April 1.

The Georges Creek Coal and Iron Company have declared a dividend of three per cent, payable April 4.

The Franklin Coal Company has declared a monthly dividend of $3 per share, payable April 6.

The Lowell and Lawrence Railroad have declared a dividend of $3 per share.

Cornwall Copper Mining Company.

This mine is located near the thriving village of Strafford, in the State of Vermont, in the immediate vicinity of the well known Corinth, Vershire, Copperas Hill and Green Mountain Mines, and upon the same veins of those mines, all of which have been successfully worked. The Company own seventy acres of mining land, with a large dwelling house and other buildings thereon. The Mine is located upon elevated land, affording an excellent drainage, and should it be deemed advisable an adit could be driven into the vein at a low level. There is also a fine stream of water running through the property, giving a sufficient supply of water at all times, for mining purposes; and the neighborhood is thickly settled, and an abundance of labor can be obtained at a low rate. The smelting furnace of the Copperas Hill Mine is only three-fourths of a mile distant, where the ores could be dressed at low rates. Being upon the same vein with, it is not too much to predict for this mine a success equal to the mines above mentioned.—*Boston Post.*

Bridging the Mississippi River.

We learn from the Milwaukee *Wisconsin*, that the bill granting power to the Milwaukee and Prairie du Chien Railway, to bridge the Mississippi River, has finally passed the Legislature. A bill had already passed the Iowa Legislature; so the bridge is now in a fair way of construction, as well as the much needed Southern Wisconsin Railroad. By the bridge to be build at Dubuque, Milwaukee, will be in running connection with the whole system of railroads of Northern Iowa.

Massachusetts Railroads.

The following statement of the condition of the steam railroads of Massachusetts and their operations in 1863, is gathered from the last annual returns:

Capital stock	$69,362,052
Capital paid in	57,546,563
Cost of roads and equipment	66,809,802
Total length of miles in main roads and branches, (single and double tracks)	1,941
Total income in 1863	11,950,739
Working expenses	6,571,066
Net earnings	5,379,673
Interest paid	1,017,837

Among the dividends declared for 1863 were the following: Boston and Lowell, 7 per cent; Maine, 8; Providence, 8; Worcester, 9; Connecticut River, 6; Eastern, 6; Fitchburg, 6; Fitchburg and Worcester, 6; Nashua and Lowell, 8; New Bedford and Taunton, 6; Norwich and Worcester, 5½; Old Colony and Newport, 6; Providence and Worcester, 8; Taunton Branch, 8; Western, 9; Worcester and Nashua, 6.

The Gold Bill.

The following is an official copy of the resolution authorizing the Secretary of the Treasury to dispose of the surplus gold:

Resolved, That the Secretary of the Treasury be authorized to anticipate the payment of interest on the public debt by a period not exceeding one year from time to time, either with or without a rebate of interest upon the coupons as to him may seem expedient, and he is hereby authorized to dispose of any gold in the Treasury of the United States not necessary for the payment of interest of the public debt.

Provided, That the obligation to create a Sinking Fund by the act of February 25th, 1862, shall not be impaired thereby.

The act alluded to provides that the duties on imports shall be paid in coin or old demand notes; and the coin so paid shall be set apart as a *special fund* (1) to the payment of interest in coin on the bonds and notes of the United States; (2) to the purchase or payment of one per centum of the entire debt of the United States to be made within each fiscal year after the 1st day of July, 1862, which is to be set apart as a sinking fund; and (3) the residue thereof to be paid into the Treasury of the United States.

The Albany and Boston Railroad.

A bill has been pending before the Legislature to secure the relaying of the track between Waterford Junction and Eagle Bridge, with a favorable prospect of its passage. The opponents of the measure, however, have effected an agreement which, if carried out, will induce the friends of the bill to withdraw it, and further movements to secure its passage will be suspended for the present, to afford an opportunity to carry out the new proposition. The Troy and Boston, the Rutland Burlington, the Cheshire, the Fitchburg, Rutland and Washington, and the Albany and Boston Railroads, will enter into an agreement whereby a continuous and through connection shall be secured from Albany to Boston over those roads. For this purpose, a track will be laid from the track of the Northern road, in West Troy, over the bridge into the depot of Troy. If this project shall be consumated, and trains run from Boston into this city without change of cars, over the roads named, the friends of the measure now pending in the Legislature will, it is said, be satisfied. —*Albany Evening Journal.*

Steel Boilers.

Some interesting experiments have been made in Prussia with steel steam boilers, an account of which has been published in *Dingler's Polytechnic Journal*. A steel boiler of the egg-end shape, four feet in diameter and thirty feet in length, without flues, was tried. It had a steam drum two feet in diameter and two feet in hight, and the plates were one-fourth of an inch in thickness. Beside it there was placed another boiler, similar in every respect, excepting that the plates were of iron 0,414 of an inch in thickness. The steam boiler was tested by hydraulic pressure up to 195 pounds on the inch, without leakage, and both the iron and steel boilers were worked under a pressure of 65 pounds on the inch for about one year a half. During this period the steel boiler generated twenty-five per cent. more steam than the iron one, and when they were thoroughly examined after eighteen months' practical working, there was less scale in the steel than in the iron boiler. The former evaporates 11.66 cubic feet of water per hour; the iron boiler 9.87 cubic feet. The quantity of coal consumed was on an average 2,706 ponnds for the steel one in twelve hours, and 2,972 pounds for the iron boiler. The plates of the steel boiler over the fire were uninjured, while those of the iron one were worn out. In Prussia several

worn out plates of iron boilers have lately been replaced with steel, which, it is stated, lasts four times as long. As steel is twice as strong as iron, thinner plates of the former may be employed for boilers, and more perfect riveting can be secured. A greater quantity of steam can also be generated in the steel boiler on account of its thin plates, and thus much fuel may be economized. Such steam boilers should engage the attention of all who make and use steam boilers for engineering and manufacturing purpose.

Platt County Railroad.

The Missouri Democrat of the 11th ult., says that the Platte County Railroad "is attracting much attention now. Since it has been advertised for sale, parties have begun to inquire into its value. Its net receipts last year are said to be over $100,000, and its passenger receipts alone for February last, were $6,900. As the minimum price of the road is $826,000, its value as an investment is operating on our capitalists, and you need not be surprised if a company of St. Joseph men become the purchasers. The road is to be sold for cash, but the coupons on the bonds issued to it by the State are to be received as cash. Agents are in New York negotiating for the coupons. The bondholders are ignorant of the value of the road, and will no doubt eagerly embrace the opportunity of converting their coupons into cash at almost any figures. It is to be hoped our Western men may for once steal a march on their sharp Eastern brethern."

Minnesota Railroad Matters.

The La Crosse *Republican*, in speaking of Minnesota railroad matters, as bearing upon La Crosse, says:

Mr. Chamberlain intends to build the Minnesota Central (formerly known as the Cedar Valley Railroad) as far south as the Iowa and Minnesota State line, to a point that is nearly one hundred miles west from La Crosse, there to connect with a line extending down through Iowa. The Minnesota Central intersects the Winona and St. Peter Railroad, at Owatonna, about the same distance west from the Mississippi.

Unless La Crosse secures the early construction of a more direct road, *via* Root River, to some point on the Winona and St. Peter Railway, the Milwaukee and St. Paul Railroad Company, and the Minnesota Central Railway Company, both of which are owned by the same capitalists, will supply the intermediate link to complete a continuous railway connection *via* Winona.

☞ The Lehigh Coal and Navigation Company have determined to issue a new mortgage loan, having twenty years to run, from the first of April, 1864, at 6 per cent. per annum, payable quarterly, for which the holders of the existing loan will be permitted to exchange at par, provided notice of their intention to do so is given before the 19th of April, 1864. The exchange of the old or existing bonds, which have six years to run, for the proposed new bonds, having twenty years to run, is entirely optional with holders of the existing bonds.

☞ The Pittsburg *Commercial* gives the following as the quotations for local bonds in that city:

Allegheny County Compromise 5s	80½
Pittsburg Compromise 5s	75
Pittsburg Municipal 6s	95
Allegheny County (to Railroad), with back coupons	95
Pittsburg (to Railroad), with back coupons	90
Pittsburg and Conn. R. R. mortgage 6s	81
Allegheny Valley 1st mortgage 7s	105
Allegheny County Bounty Bonds	90
Allegheny City 4s	67

Dansville and Genesse Valley Railroad.

The following gentleman have been selected as directors of this company: George Hyland, James Faulkner, Chas. Shepard, James C. Jackson, Jesse Angell, Hugh McCartney, Sidney Sweet, Alonzo Bradner and Orville Tousey, Dansville; Hugh T. McNair, West Sparta; Anson D. Smith, Mt. Morris; Isaac Butts and William Kidd, Rochester.

The road, when constructed, will be 15 miles in length, extending from Dansville to Mt. Morris. The amount of capital stock is $150,000.

Extensive Coal Depot.

We understand that proposals have been made by agents authorized by the New York Central Railroad Company, for the purchase of the premises at Niagara, formerly known as the Car Factories and grounds. The ostensible design is to construct there a mammoth coal yard for the supply of Western Canada. The road is soon to be completed to Fort Erie, by the assistance of the New York Central, and the coal is to be transported from the American side to Fort Erie, and thence to Niagara. The intention is to have no change of cars, as the coal cars will be ferried across the river at Fort Erie.—*St. Catharines (Canada) Journal.*

Marietta and Cincinnati Railroad.

The engineer has completed the surveys for the bridge over the Ohio River from Belpre to Parkersburgh, and is now engaged on the plan and drawing. It is expected that the work on this important structure will be commenced this Spring.

Copake Iron Mines.

The Copake Iron Company, whose mines are situated in Columbia Co., N. Y., expect during the Spring to mine and forward two or three hundred tons of iron ore daily. Mr. D. B. Martin recently an engineer in the employ of the Erie Railroad Company, has been engaged as Superintendent. The demand for this ore is sufficient to warrant the yearly production of one hundred thousand tons. On the 17th, a large meeting was held at Poughkeepsie, to take measures to build a railroad from the latter place to Copake.

☞ A company has been formed in France to supply steamers for the navigation of its canals. Sixteen vessels of 16 horse power are being constructed by it at Argentuil. Three of the same description are already at work, and are said to be profitable.

☞ A meeting of the first and second mortgage bondholders of the Pittsburg, Fort Wayne and Chicago road has been called by Winslow Lanier & Co., of New York, for the 7th of April, in pursuance of the provisions of the deeds of trust, for the purpose of considering certain modifications of the present financial system of the Company, to which the consent of a majority in interest of each of these classes of bondholders, by a vote at a meeting, is necessary. The principle of the proposed measures was submitted to the annual meeting of the corporation held at Pittsburg on the 16th ult., at which were represented a majority of the stockholders, and of each class of the bondholders, and was unanimously approved.

☞ Gen. McCallum, Inspector of Railroads, has taken possession, in the name of the United States, of all the unfinished locomotives of the Portland Company's works. They were being constructed for the Grand Trunk Railway.

Fulton Coal Co.

We have several communications in respect to this company, in reply to which we say, that the original corporation was "The Northumberland Improvement Company," with a capital of $300,000, dividend into shares of $50 each, and organized in 1854, on 4000 acres of land. In 1857 the capital stock was reduced from $50 to $10 per share. In 1859, by virtue of an act of Assembly, the shares were again reduced to $5 each, thereby saving in tax on capital. The name was at the same time changed to "The Fulton Coal Company." The company now own about 1856 acres of land, nearly the whole of which the report of geologists and engineers say is underlaid with very large amounts of white and gray ash anthracite coal. Whether any portion of the lands referred to have been sold we cannot say. The same report states that five of the veins can be worked above water level. The Philadelphia and Sunbury Railroad runs through the lands. The Company is represented as not only clear of debt, but owns 3000 shares of its own stock, equal, at Saturday's prices, to about $52,500.—*Phila. Ledger.*

Lake Ontario and Hudson River Railroad.

The project of a railroad penetrating the wilderness of Northern New York, which has successively been known as the Sacketts Harbor and Saratoga, and Lake Ontario and Hudson River Railroad, and more recently as the Adirondac Company, now exhibits signs of vitality which promise a speedy and successful issue. New surveys of the route are nearly completed, and we are assured that preparations are in progress to put the work in hand with the least possible delay. The Eastern terminus of the road—which will be either at Saratoga Springs or Ballston Spa—is now the most important question remaining unsettled, and it is one of no little interest to the company and to the people of this vicinity.

The natural terminus of the road is Albany, and here is where it will terminate. The road should, we trust will, be speedily completed. The Saratoga meeting adopted the following:

Resolved, That in order to facilitate this location, a committee, to consist of Augustus Bockes, J. M. Davison, John Denton, H. H. Hathorn and W. J. Hendrick, be appointed to negotiate with the land owners in the towns of Greenfield and Saratoga Springs, along the several routes pointing to this village, and to secure the right of way, conditionally, upon the most favorable terms—*Saritogian.*

☞ The first locomotive engine was landed last month at Ceylon from the ship Palmerston. It was sent ashore on a bamboo raft, and was to be drawn to the railway station by a team of three elephants.

☞ J. N. McCulough, Esq., lately appointed General Superintendent of the Pittsburgh, Fort Wayne and Chicago Railroad, and Cleveland and Pittsburgh Railroad still retains the Presidency of the latter road; the Vice-President, James F. Clark, discharging the duties of President in his absence.

☞ T. B. Blackstone, Esq., has been made President of the Chicago and Alton Road, in place of Hon. James Robb, resigned.

☞ Robt. Hale, Esq., late President of the Vermont and Massachusetts Railroad, takes the position of General Superintendent of the Chicago and Alton Railroad.

☞ E. A. Chapin, Superintendent of the Rutland and Burlington Railroad has resigned his position for that of Superintendent of the New York and Harlem Railroad, upon which he enters the 1st of April.

Ohio and Mississippi Railroad.

We learn from the Cincinnati *Gazette* that the Ohio and Mississippi Railroad Company have "purchased transfer grounds at Storr's, three-fourths of a mile in length, embracing all the land south of the canal and west of Mill Creek, with an unimportant exception. It is above high water, and arranged for five miles of side tracks, intended for the storage of cars of the Atlantic and Great Western, the Cincinnati, Hamilton and Dayton, the Ohio and Mississippi, and such other roads as may desire to use them. The Ohio and Mississippi Railroad Company have recently removed the buildings on these grounds, and are now erecting a warehouse 800 feet in length by 65 feet in width with two tracks running through it, and two adjacent, all of which are arranged for the wide and narrow gauges. Four of the longest freight trains can occupy the building at the same time, and transfer their freight to each other. Trains on the inside tracks can be housed in perfect safety if necessary. The Ohio and Mississippi Railroad Company have shown a wise foresight in securing such an eligible location for the purpose, and are pursuing to completion, with commendable energy, the necessary buildings for the accommodation of the immense transfer business now done at this point."

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BENJ. H. LATROBE,
President.

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Pittsburgh, March 15, 1864. 3t13

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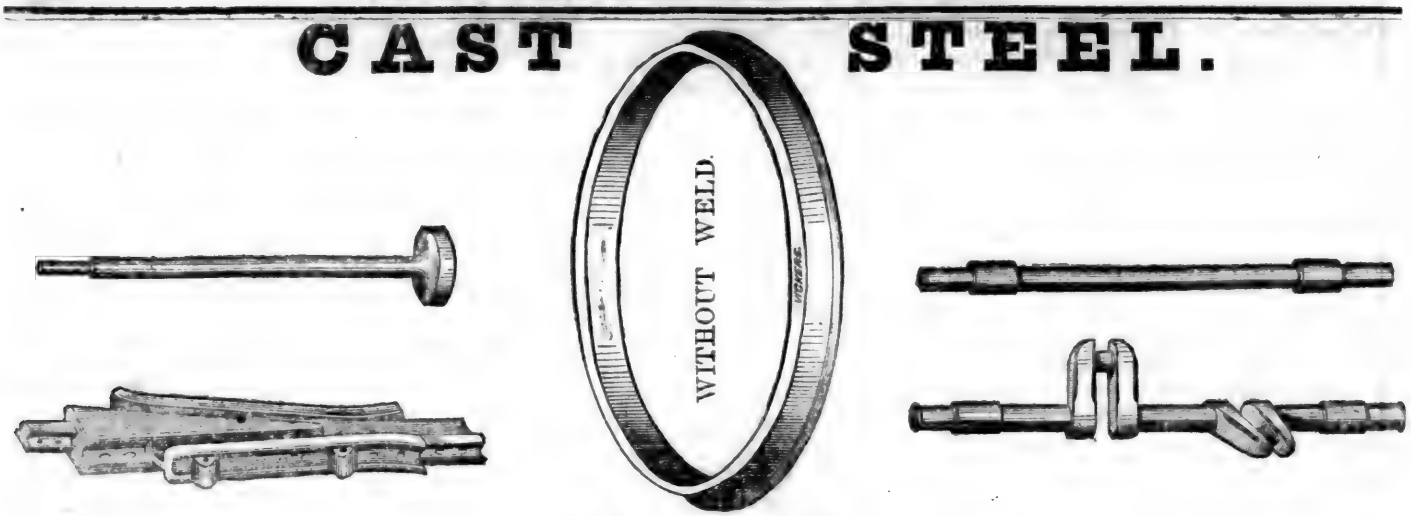
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CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of EUGENE KELLY & CO., No. 36 Wall street. 1md21.

PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 51 Beekman st., (up-stairs,) New York.

OFFICE OF THE

COLUMBIAN (MARINE) INSURANCE COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL.....$1,000,000

Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.

LOSSES PAID IN GOLD

Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 3d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,

MARKED with initials of Road, with chains and keys. **EXTRA LOCKS AND KEYS**—when ordering Locks and Keys to match others, enclose key in letter.

WILLIAMS & PAGE,
67 Water street,
BOSTON.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 9, 1864.

British Balance of Trade.

We have received by the late arrivals some interesting information with regard to the value of the exports and imports of Great Britain for the past year, and if arithmetical balances indicate whether a nation gains or loses by its foreign trade, then we might if we adopt a very common theory, declare that the commercial transactions of that country for the last three years have been a loss to it of many millions of dollars. Nor will the difference be made up (other than in goods, wares and merchandize of any description,) by imports of gold. Even if all the gold remitted to that country belonged to it as the price of its products, enough of it has not gone forward to equalize the import and export columns, and moreover we know that large quantities of the precious metals are sent abroad on foreign account, and held there by timid capitalists who are waiting to see what is next to happen.

We give the following abstracts from the report of the Board of Trade for 1863, and in addition give a return for the two previous years:

	Imports (exclusive of gold & silver.)	Exports.	Apparent loss.
1861	£179,248,161	£125,102,814	£54,143,747
1862	184,787,507	123,992,264	60,795,243
1863	203,826,363	146,489,763	57,336,000
Total.	£567,862,031	£395,584,831	£172,277,200

According to these figures then, and in accordance with the received theory, upon which we are constantly reminded by our lugubrious cotemporaries that our own country is rapidly going to ruin, the foreign trade of Great Britain has been conducted for the last three years at a loss of upwards of eight hundred and sixty millions of dollars, about half the amount of our National war debt, accumulated during the same period. In other words, the balance of trade as appears from the official report is against Great Britain by that large amount, and its three years of peace have been nearly as damaging as our three years of war. This is the inevitable conclusion if we adopt the usual balance of trade theory.

But it may be said that this difference between the imports and exports of merchandize was made up by importations of the precious metals. But we are able to show from the same authority that this was not the case. As follows:

	Imports of gold and silver.	Exports of the same.
1861	£18,747,045	£20,811,648
1862	31,656,476	29,326,191
1863	30,030,794	26,544,040
	£80,434,315	£76,681,879

The difference between these columns is £3,752,436. In other words, all the gold and silver which Great Britain has been able to retain out of the vast amounts remitted that country, is only about eighteen millions of dollars! No one will pretend that this small sum accounts for the difference, or makes up the balance of the eight hundred millions appearing at the footing of the import and export columns above stated.

We come to the conclusion, irresistable in this case, that according to the prevailing theory of the day, the balance of trade against Great Britain for the last three years, after deducting the amount of gold and silver received and retained in the country, is almost exactly eight hundred and forty-two millions six hundred and twenty-three thousand eight hundred and twenty dollars. After all that British industry and enterprise have effected, after draining all the gold possible from the United States and Australia, the three years work has ended in this enormous loss!

We now call upon the balance of trade theorists to explain this if they can. If their positions are correct, then England is rapidly losing by her foreign commerce; if they assert that the difference is in fact a profit, as some of the English papers would like to believe, then the theory is untrue. If a profit, then we may claim for the United States that we are making money rapidly by our foreign commerce, for in 1863–'64, our imports were $147,687,791, and our exports $116,540,756, (exclusive of specie,) showing by the same rule that we have made a profit of $31,147,035.

Nor will it answer to give another explanation as regards this difference of imports and exports, which we find in a Liverpool paper evidently confounded by its own figures, viz., that the difference may be attributed to the circumstance that much of the imports are British property coming from British possessions. This would, however, account for but a very moderate portion of the imports; the largest and best part of the trade being with the United States and South America, and so far as it goes amounts to nothing, for profits made in Australia or Canada, enure to the benefit of those countries precisely as much as if they were foreign possessions. We therefore for the present leave these facts to be explained by that school of political economists who have two ideas with which they are forever combatting their weak brethren, and we must admit often to their discomfiture—Bullion and balance of trade.

Some other features in the report of the Board of trade are worthy of notice. There has been the last year an increase in the exports of the following articles:

Manufactures of wool and worsted stuffs	£350,000
" linen and linen goods	100,000
" cotton	1,200,000

Among the other exports the increase stands in round numbers:

Manufactures of silk	£35,000
Haberdashery and millinery	83,000
Metals	240,000
Hardware and cutlery	40,000
Glass	11,000
Earthenware and porcelain	6,000
Coal, cinders, &c	53,000
Carriages, railway and others	16,000
Beer ale	35,000
Empty bags	31,000

There is a decrease in the following items:

Apparel and slops	£21,000
Firearms (small)	122,000
Machinery, steam engines	36,000
Wrought iron	28,000
Thrown silk	10,000
Twist and yarn	11,000
ugar	36,000
Woollen and worsted yarns	66,000
Woollen clothes of all kinds, &c	20,000

It is especially to be remarked that the exports of cotton manufactures to most of the continental markets are diminishing in quantity. France, Portugal, the Neapolitan dominions, and the Austrian territories are the chief exceptions. Even some of the South American Republics have taken reduced amounts. The cotton growing countries are those from which the greatest inquiry has been experienced: the increased export to India amounts to 400 per cent., and to the British West Indies to 100 per cent. China has taken goods representing 100 per cent. increase over the export thither in January, 1863. The demand for Brazil has increased 325 per cent.

The imports of goats' hair and wool have decreased two millions of pounds.

In regard to the substitutes for cotton two very important facts appear. That the demand for flax has not led to an adequate increase in the supply, was shown by the returns lately issued by the Board of Trade for the past year. Those now published for the first month of 1864 seem to indicate that the stocks of wool have become much reduced. As the cultivation of flax is expensive, there is strong probability that it will not be extended on a scale equal to the present rate of consumption, and it is quite as likely that the production of wool will not keep pace with the want now experienced.

Abroad, wool has been greatly used where cotton was formerly employed. Blankets, coverlets, rugs, and many similar articles, were manufactured abroad of coarse cotton, but woollens are now almost universally substituted. The arrivals of cotton, as reported in the returns, are small, but greater quantities are expected this season. In beet root sugar there has been a large falling off. So also in coffee and prices have advanced.

The return for the year relating to navigation are chiefly remarkable for the falling off in the tonnage and in the number of vessels of the United States. The total tonnage entered in the year 1862 was 10,740,090 tons, and in 1863 11,137,946. The total increase is 400,000 tons. The decrease in American is 480,000 tons and 646 vessels. The increase in English ships is 1,417, with 700,000 tons, and that in the tonnage of foreign other than American 180,000 tons. The English ships cleared out outnumber those of the previous year by 560 and 552,000 tons. The vessels cleared out belonging to the United States of America are fewer by 545, with tonnage 455,000 tons.

We have thus given our readers some idea of the condition of British Foreign Commerce formed from official documents. They are suggestive of the following considerations. May not the theory of the balance of trade be without the usual foundation given to it by our political economists. Is not Great Britain getting rich in spite of the larger balance exhibited against it on the Great Ledger.

Of what value then is the croaking, what truth in the disparagement, what sense in the wailing which we observe just now in those journals which seem to have but the single idea, that the times are out of joint. "O cursed spite that only they were born to set them right."

Northern Central Railway.

The earnings of this road for the fiscal year ending December 31, 1863, was as follows:

From freight and tolls		$1,263,561 00
" passengers		592,676 50
" U. S. mails		26,100 00
" express		50,932 79
" troops (collected)		122,375 19
" " (uncollected)		185,864 11
" rents		6,870 90
" individuals and companies		49,438 83
" sundry sources		10,129 79
		$2,307,448 30

The expenses were:

Conducting transport'n	$456,494 62	
Motive power	447,207 60	
Maintenance of cars	300,076 40	
" way	449,868 31	
General expenses	33,220 48	
		1,686,867 41
Balance net earnings		$620,580 87

The total receipts of the Northern Central railway, including Wrightsville branch, for the year were $2,122,084 19; and the working expenses, $1,686,867 41—leaving net revenue, $435,216 78.

The principal expenditures, in addition to working expenses, have been:

Payment of interest on funded debt	$295,500 00
Instalments for the year on sinking fund	35,000 00
Purchase of real estate in Baltimore	105,063 52
Construction main line	174,470 06

The working expenses of the road as shown by the above statement, have been 78.1 per cent. of the receipts. This, however, includes the following items which do not properly belong to working expenses, are extraordinary, but should be continued until the road is in perfect order and fully equipped.

4 new locomotives	$46,865 00
New passenger, baggage, express and freight cars	158,690 69
Partial renewal of bridge destroyed	55,000 00
	$260,555 69

Which would reduce the working expenses to 61.81 per cent. of the earnings, showing an increase over the expenses of the preceding year of 10.1 per cent. This increase is to be attributed to the advance in price of labor and materials of every description, and might have been met by a corresponding increase of rates on transportation had your managers not deemed it due to the interest of the City of Baltimore to keep the rates so as to attract trade to Batimore, which under a different policy might have been sent to other cities.

At the last annual meeting, in the report then submitted to you, the propriety of continuing the second track north from Relay upon its completion to that point was suggested, and a resolution passed sanctioning that policy. The Board has ordered the laying of the second track as far north as Parkton, 29 miles from Baltimore, which we hope to have completed during the present year. This has become a necessity to the safe and economical management of the trains, and every effort should be made to have it completed at an early day. The laying of the track is finished to Relay, and the track graded to Cockeysville. The ballast is being distributed, and the iron contracted for, we hope to have it in running order to that point by the first of June, when it is our intention to pu on an additional train to accommodate the local trade which is rapidly increasing, and is of such a character that the utmost promptness is requisite and cannot be satisfactorily done by our through trains, which are now overloaded and are frequently detained by the numerous connections we make with other roads between Buffalo and Baltimore. It has been customary to discontinue the local trains during the winter season, until last year, when the experiment of running a train during the entire year was tried and found to succeed so well, that a second train placed on the road last spring has been continued during the present winter. The revenue from this local passenger business in December last, showed an increase of 20 per cent. on the revenue from the same business, over the corresponding month of the preceding year. It is the intention of the Company to provide every necessary facility for this local travel, and we do not doubt but that the revenue derived therefrom will in a very short time suffice to pay the increased expenses.

We regret that we cannot report any progress upon the Canton Extension. The work has been delayed, not by the desire of the Company, for we are convinced that after the termination of the war a large tonnage of Coal may be shipped from Baltimore, which otherwise will be shipped from the Delaware, or some point on the lower Susquehanna, thereby depriving this road of the profit in the carrying of the Coal from Harrisburg to Baltimore, and the City of Baltimore also, the profit arising from the trade. It has been interfered with by circumstances entirely beyond the control of the Company, and growing out of a difference of opinion as to the validity of a supplement to the ordinance of the City of Baltimore of 1854, and which the City Council made an effort to correct by an ordinance passed in 1862. The Mayor of the City interposed his veto o this. Too late, however, in the opinion of the Counsel of this Company, to prevent its becoming a law. As he objected to it, it was thought that if an attempt was made to proceed with the work it would lead to litigation between the City and Company, which it was desirable to avoid. The Council again passed an ordinance in September, 1863, which was also vetoed by the Mayor, for reasons which he gave in his message and which we are assured were founded not upon any desire to prevent the completion of the line to Canton, but upon the erroneous impression which had become prevalent in this City, that the Company did not intend to construct the line, but was only desirous of having the time for its completion postponed. A committee of the Board has lately had several interviews with Mayor Chapman, and at his suggestion a new route is being surveyed, which he thinks will be more advantageous to the City than the one fixed upon by the Company, and less expensive to build. After the survey and estimated cost of both routes are completed, we hope to be able to make such arrangements with the city authorities as will enable us to proceed with the work and insure its early completion. Not anticipating the delay just referred to, we purchased and paid for a considerable amount of Real Estate in Baltimore, to secure the right of way for the line to Canton and Calvert Station, and for the increase of our depot and siding facilities. So far, we have not been able to make use of these purchases, but they when made available will be of great benefit to the Company, by enabling us to receive and discharge freight more promptly than our limited space will now permit.

The following resolution was unanimously passed at the last meeting of the Stockholders:

Resolved, That the incoming Board are hereby authorized, if they deem it judicious, to lease the road and property of the Shamokin Valley and Pottsville Railroad Company, and to make such arrangements, leases and contracts as in their judgment may be needful to secure a perfect line, with a policy in harmony with the interests of the Company between Baltimore and Lakes Erie and Ontario.

Acting in accordance with this resolution, your board have leased for 999 years, the Shamokin Valley and Pottsville Railroad, and the Elmira and Williamsport Railroad upon terms, which at the time were considered favorable, and for the purpose of ascertaining the propriety of our action in this matter, we have had the accounts of the two leased roads kept accurately and independent of those of the main line. The result has been satisfactory.

The gross receipts of the Shamokin Valley and Pottsville Railroad from February 1, 1863, the date at which we took possession of the road, until December 31, 1863, were		$144,728 17
The expenditures	$57,615 63	
The rental	60,856 58	
		188,472 21
Leaving a net balance of		$26,255 96

Being over 3 per cent. on the entire amount of the capital stock of that road.

The gross receipts of the Elmira and Williamsport Railroad from the 1st of May to the 31st of December, 1863		$297,391 04
Amount due from the U. S. uncollected		37,399 47
Total earnings		$334,790 51
Expenses	$224,421 88	
Rental	108,000 00	
		332,421 88
Showing a surplus of		$2,368 63

In addition to the leases just referred to, and in order to fully carry out the wishes of the stockholders in reference to the control of a complete line to the lakes, we have entered into a contract with the Erie Railway Company of the State of New York, for the operation of the Baltimore and Philadelphia trade over the Buffalo, New York and Erie Railroad (which has been leased by the Erie Railway Company) from Buffalo and Rochester. As to the loss or gain growing out of this contract, we are not able to give any accurate statements, owing to our not having received full reports of the receipts and expenditures from the Erie Railway Company, who have the control of the accounts.

The business of all the roads under our control or that we have an interest in by contract, has been limited by our inability to move any more trains over a single track, showing the necessity of our extending the double track in justice to the trade dependent upon our line for an outlet to market, and in justice to the State of Maryland and the City of Baltimore, from both of which the road in its early history received many liberal favors.

It is due to the stockholders as well as to the operating officers of the road, that some reference should be made to the numerous delays that have occurred during a portion of the year. Upon a thorough investigation, we find that there has been no want of ability or energy upon the part of the officers in charge of the transportation, maintenance of way and machinery departments in the discharge of their duties, and believing that the men in their employ have been industrious and faithful, we think the delays are to be attributed to the fact, that the officers in endeavoring to accommodate the business of the Government, which at times has been very heavy, together with the local traffic, have taxed the road and its equipment beyond its capacity, and so long as the war continues we shall be subject to the same annoyances.

We cannot close this report without a reference to our non-compliance with the resolution passed at your last meeting, recommending the Board to decline a dividend out of the profits of the last year of 6 per cent. on the capital stock. We have not done so, because upon entering upon the present year, to fully carry out your wishes with regard to the improvement of the company's property, we made arrangements to have a large amount of work done upon the road, including new bridges and extension of double track and sidings; made contracts for a large supply of shop and road materials, anticipating an advance in prices and difficulty of obtaining them when wanted for use, and for the increase of our rolling stock, so as to obtain sufficient for the wants of the trade, in which, notwithstanding the large amount purchased, we are still far short, expecting after making these heavy contracts, that we should have a sufficient revenue left to make a dividend on the capital stock which would be satisfactory to all parties interested. But our expectations were frustrated by the Rebel invasion in June and July last, when the actual loss of trade in those two months amounted to $108,792 83, sufficient to have made a dividend such as you recommended, independent of the loss sustained by the destruction of the bridges on the main line and Wrightsville Branch, thirty-three in number.

We could not have declared a dividend after having arranged for the heavy expenditures just referred to, without creating a floating debt, which you would have condemned. It would be well in this connection, to say that the cost of building the road having been materially increased by a large part of the payment therefor being made in bonds at par, irrespective of their depreciated market value at the time of payment, it is proper that this extra cost should be liquidated by applying a corresponding amount of the sum now appearing to credit of profit and loss before any stock dividend can be made.

The General Superintendent in his report recommends an expenditure of $1,500,000, as requisite to place this road and its equipment in the condition necessary to do the business now offering, and for the trade of uncompleted connecting roads. We would recommend that his suggestions be adopted, as there scarcely can be a doubt but that the true interests of the road as it now exists, from Buffalo to Baltimore, will be best secured by putting it in such good condition as will enable it to compete successfully with other roads for the great trade of the lakes.

During the year there have been transported northward 255,875 passengers, travelling an average distance of 45.2 miles, equal to 83,869 through passengers; and southward 215,677 passengers, an average distance of 44.9 miles, equal to 70,045 through passengers. Of the above, 276,846 were local passengers, an increase of 67,855, and from connecting roads 194,706, an increase of 51,165.

Of the 762,735 tons of freight moved during the year, 563,538 tons were in the cars of the company, and 199,197 tons were in the cars of individuals; a total increase for the year of 111,717 tons.

The engine mileage for the year was 1,012,096 miles, at a cost of 9.66 cents per mile, an increase of 69,538 miles run, at an additional cost of 1.1 cent, or 13.5 per cent., hauling 20 per cent. increased tonnage.

The equipment of the road consists of 53 locomotives; 29 passenger, 3 baggage, 9 baggage and mail, 5 express, 687 freight, 947 coal, 159 lime and lumber, and 8 tool and drover cars. Two engines worn out or destroyed have been replaced by new ones. Contracts have also been made for ten first class freight engines, two of which were delivered in March, and two are to be delivered each month until the contract is completed. Contracts have been made for 225 house freight, 215 gondolas, and 200 8-wheel coal cars, to be delivered previous to Sept. 1st; also for 11 first class passenger cars; and it is proposed to build two baggage cars in the company's shops. The equipment added during the year has been 4 passenger, 1 baggage, 4 express, 102 house freight, 135 gondolas, and 20 stock cars. There have been renewed 8 passenger, 2 baggage, 73 house freight, 1 stock, 15 gondolas, and 118 coal cars, all worn out.

There have been used in repairs of track, 4,007 tons of 64 lb. rail, 42,344 cross ties, 16,446 chairs, and 141,248, lbs. spike.

The receipts and expenditures of the company during the year have been as follows:

Balance cash assets Dec. 31, 1862		$777,349 07
Earnings main line and branch		2,122,084 19
" Shamokin division		144,728 17
" Elmira division		297,391 04
Interest on bonds, debt and stock of W. Y. & G. R. R. Co		7,555 03
Interest on bonds of L. & B. R. R. Co.		2,755 83
" " " N. C. R. R. Co.		698 40
" " " S. F. investm'nts		15,476 00
		$3,368,037 73
Expenses main line and branch		$1,686,867 41
" Shamokin division		57,615 63
" Elmira division		224,421 88
Interest on funded debt		295,500 00
Interest, discount and exchange		29,024 80
Interest W. Y. & G. R. R. Co.		4,570 82
Dividends " " "		6,341 00
Interest S. V. & P. R. R. Co		44,916 66
Dividends " "		15,939 92
Interest E. & W. R. R. Co		62,666 67
Dividends " "		47,500 00
Construction main line		174,470 06
" Canton extension		1,020 41
" Elmira division		581 00
Real estate main line		105,063 52
" Elmira division		100 00
Sinking funds		50,463 50
Second mort. bonds redeemed		300,000 00
Balance of Assets Dec. 31, 1863		260,974 45
		$3,368,037 73

The equipment of the Elmira division consists of 16 locomotives; 7 passenger, 3 baggage, 96 freight, 541 coal, and 7 caboose cars. The mileage of engines was 196,907 miles, at an expense of 7.51 cents per mile for repairs. The number of passengers transported for the eight months was 26,655 northward, an average distance of 51.8 miles; and 26,943 southward, an average distance of 57.3 miles. The number of tons of freight moved was 117,968. The condition of this road was anything but satisfactory, and has required extensive renewals. One thousand tons of new rails have been put on the road, many new ties, and nearly every water station has been overhauled, and one new tank built; nearly two miles of new iron pipe have been laid in place of defective wooden pipe. Fourteen of the engines are modern built truck engines, but too light for the grades of the road, and two of the engines may be called useless. The freight cars are in fair order. The coal cars will require very extensive repairs, 60 of which are now out of service. One passenger car has been entirely rebuilt, two are running but require a general overhauling, and the remaining four are condemned as unfit for service. Two baggage cars are laid up for rebuilding. It will be necessary to expend the entire receipts of the road over rental and operating expenses in the general improvement of the road and equipment.

The equipment of the Shamokin division consists of 5 locomotives; 1 passenger and baggage, 5 freight, 39 lime and lumber, and 439 coal cars. The engine mileage was 40,476 miles at a cost of 9.71 cents per mile run. The tonnage was: through, 1,778; local eastward, 173,877; do., westward, 148,942—total, 324,597 tons. The con-

dition of this road on Feb. 1, was most excellent, and has been fully maintained during the year. The only limit to the tonnage of this road, holding a large portion of one of the anthracite coal fields of the State, is a want of facilities for its movement. By early summer the Northern Central will have more than doubled its coal equipment for this trade, and it is hoped that prompt transportation can be furnished for all tonnage offered.

CONDENSED BALANCE SHEET.

Construction—main line		$7,175,518 30
" Canton extension		318,399 09
" Elmira division		581 00
Real estate—main line		421,646 04
" Elmira division		100 00
Equipment		774,568 00
		$8,690,812 43
Sinking funds		300,103 13
Cash	$229,611 85	
Post office department	9,767 50	
Bills receivable	1,000 00	
Due from agents, etc	178,107 50	
B'ds W. Y. & G. R.R. Co.	52,000 00	
Debt " "	24,180 43	
Stock " "	125,765 37	
Bonds L. & B. R. R. Co.	70,700 00	
" N. C. R. R. Co	7,000 00	
Stock " "	216,750 00	
U. S. 5-20 coupon bonds	5,000 00	
Materials and supplies	271,050 72	
U. S. balance military transportation to Dec. 31, 1862	164,383 44	
		1,355,316 81
		$10,346,232 37
Capital stock		$2,260,000 00
Loans secured by mortgage (see Bond List)		4,850,000 00
Debt to City of Baltimore		850,000 00
Bills payable	$182,610 83	
Interest coupons	92,537 66	
Pay rolls	99,480 14	
Vouchers	249,989 71	
Div. W. Y. & G. R.R. Co.	3,408 29	
Foreign roads account to Dec. 31, 1862	225,892 02	
Balance of loan of 300,000, not presented	7,100 00	
nterest and dividends, S. V. & P. R. R. Co.	27,662 08	
ndividuals and corporations	5,661 63	
U. S., advance for military transportation, furnished principally in 1863	200,000 00	
		1,094,342 36
Profit and loss account		1,291,890 01
		$10,346,232 37

President.—J. D. CAMERON.
Vice President.—C. G. MILLER.
Secretary.—ROBERT S. HOLLINS.
Treasurer.—JOHN S. LEIB.
Auditor.—STEPHEN LITTLE.
General Superintendent.—J. N. DUBARRY.

Commerce in the Sandwich Islands.

The prosperity of the Sandwich Islands is steadily on the increase. During the year 1863 he imports amounted to $1,175,492 25, and the exports to $1,025,852 74. In 1861 the imports were: $761,109 57; exports, $659,774 72—showing a difference in the exports of $366,078 02, or over 50 per cent. in favor of 1863. The export of domestic produce was $476,872 74 in 1861, and $744,413 54 in 1863. More than half the duty-paying goods came from the United States.

The Great Canada Law Case.

The Court of Appeals of Canada West has rendered a decision in the famous case of the Commercial Bank *vs.* the Great Western Railway. The suit was brought by the Bank for the recovery of $1,300,000, including interest, claimed to have been loaned to the Railway Company for the completion of the Detroit and Milwaukee Line, but which the Great Western Company contend was loaned to the above named Line direct. The latter being bankrupt, the question was who should be the loser, the bank or the corporation through whose agency the money was borrowed. The decision of the Court was against the Great Western to the amount of $650,000, about one-half the amount claimed, thus apparently intending to divide the loss between the two parties. It is thought that an appeal may be taken by one or the other of the parties. The Railway Company can ask a new trial in respect to the amount adjudged by the Court, by paying costs, and the bank can have one without costs. If the Bank carries the appeal to England, it must give a bond for the payment of costs. The Great Western Company will be compelled to give a bond for the entire sum involved, should it conclude to have the case adjudged by the English Courts.

Chicago and Northwestern Railway.

Mr. H. Palmer has a communication in the Lodi *Herald*, to the effect that he recently went to Chicago to see Mr. Ogden about the extension of the Northwestern Railway through that place, and Mr. Ogden being absent he saw Perry H. Smith, who informed him that their purpose was to build their railroad from Chicago to St. Paul *via* Lodi and Baraboo, passing through the gorge of the Baraboo Bluffs (in which is situated the Devil's Lake.) Mr. Palmer adds:

"The first portion finished will be from St. Paul this way to Hastings. This they agreed to complete first, in order to secure the immediate completion of 500 miles of railroad beyond St. Paul, on the Pacific line or survey, which passes through the northern portion of the gold mines of the Northwest.

"In view of the importance of this great thoroughfare to our country, both as a commercial and a military highway, and the local importance to each of us, I would advise all living on, or near the line of said road, to render all assistance in their power to the agents employed by the company to build this road.

"The bill for a railroad from Madison or Watertown *via* Lodi to Baraboo has been slightly amended in the Assembly, which sends it again to the Senate, after having once passed that body. This will delay the passage of the bill a number of days. The ultimate success of the bill to Lodi (provided the N. W. R. R. is built) is very important. The reasons why are for the present contraband, as military men would express it.

☞ A type printing telegraph is in use between Manchester and Liverpool, invented by Bonelli. The message is first set up in large Roman letters; it is then placed on a travelling bed and made to pass under small moveable wires which come in contact with certain projecting parts of the types and make and break the electric circuit. These deliver at the other end of the wire an exact reproduction of the printed message. It is now intended to enlarge the capital of the company and extend its operations. We confess we have long wondered at the continued use of the needle system in England when Morse's & House's instruments are so decidedly superior.

Northwestern Virginia Railroad.

In the first branch of the city council, on the 31st ult., Mr. Dukehart, chairman of the committee of ways and means, reported a resolution "authorizing the commissioners of finance to sell the city's interest in the Northwestern Virginia Railroad Company, for $1,100,000, payable in cash, or at a period not later than January 1, 1873, with interest to be paid semi-annually on the first day of January and July in each year, and with all necessary stipulations to secure an early completion of said road, and of a bridge to connect it with the Marietta and Cincinnati Railroad." The city's original investment in this road was $1,500,000, and the arrears of interest due the city amount to $360,000. It is understood that the sale of the city's interest in the road on the above terms to the Baltimore and Ohio Railroad Company has already been effected, and that the object of the resolution is to confirm the sale.

Rutland Marble Company.

The Rutland Marble Company has issued a pamphlet, from which the following description of the property is taken:

The quarries of the company have a range of about 1,600 feet. For the past ten years an opening at the south end has been worked, having a length of 140 feet on the range, and a breadth of about 80 feet, covering a surface of about one-fourth of an acre. This one opening has annually supplied the mills of Mr. W. Y. Ripley, and Messrs. Clement & Son, with 150,000 feet each of two-inch marble, or 300,000 for the two. This has been worth, at a low average, 50 cents per foot. Thus, in ten years, this one opening of one-fourth of an acre has produced $1,500,000 worth of marble, exclusive of the sales of blocks to other parties. These for six months, ending Oct. 1, 1863, were $21,364. What they were for the ten years we do not know.

The opening is now worked at a depth of 70 or 30 feet, and gives no sign of exhaustion; and the deeper it is worked, the finer is the marble. If ten years have not begun to exhaust one-fourth of an acre, or one sixty-fourth of the company's marble lands, it is difficult to say how many centuries would be required to exhaust the whole. The Rutland quarry holds just that desirable position on the ledge which yields marble of the finest grain and texture, with the highest degree of perfect soundness. It is thus the only marble now known in this country which can be used for statuary, mantle pieces, furniture, monuments, and the various purposes for which Italian marble has been heretofore used, and is now preferred by marble dealers to the best Italian. One great advantage it has over the Italian is its entire freedom from even the smallest unsound spot or blemish.

New Railroad Project.

The citizens of Stark and surrounding counties in Indiana are considering the practicability and expediency of constructing a railroad from Goshen, Elkhart Co., on the Michigan Southern and Northern Indiana Railroad, to Gillam, Iroquois Co., to form a junction with the Logansport, Peoria and Burlington, and Chicago Branch of the Illinois Central. It is said a road could be easily built, and the character of the country such as to render it a paying institution from the start. It is represented that the people along the proposed route are ready to subscribe liberally to the construction of this road in order to secure facilities for reaching a desirable market, and such they regard the eastern termini of the Michigan Southern road.

At a meeting of those interested in the proposed road, held on the 21st ult., a committee was appointed to obtain subscribers to the stock and organize a company, said committee to report to a meeting to be held on the 7th of May.—*Toledo Blade.*

MUNICIPAL SECURITIES LIST.

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Albany, N. Y.:				
5 per cents, municipal	$50,000	M. & N.	1864	
5 " " "	100,000	J. & D.	'70–'74	
6 " " "	225,000	J. & J.	'65–'69	
6 " " water	800,000	F. & A.	'70–'81	
6 " " Alb. N'rth. R.R.	300,000	M. & N.	1879	
6 " " A. & W. S. R.R.	1,000,000	J. & J.	'65–'76	
Alleghany City, Pa.:				
7 per cents, municipal		J. & J.	var.	
6 " " railroad		J. & J.	"	
Augusta, Me.:				
6 per cents, municipal	21,545	var.	'64–'69	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Baltimore, Md.:				
5 per cents, Int. Improv.	4,963,215	Qrtrly.	'38–'70	
6 " " Miscellaneous	400,920			
6 " " Court House	169,754			
6 " " Water	3,500,000			
6 " " New Jail	250,000			
6 " " B. & O. R. R.	5,000,000		1890	
6 " " P. & C. R. R.	1,000,000	J. & J.	1886	
6 " " Park	563,996		1890	
6 " " Float. & D'fens.	225,000		var.	
6 " " Bounty	92,900			
6 " " N.W.Va. guar.	1,500,000	J. & J.	1873	
6 " " Y. & C. "	500,000	" "	1877	
6 " " W.Md.RR. "	200,000	" "	1890	
Bangor, Me.:				
6 per cents, municipal	169,700	A. & O.	'65–'82	
6 " " K. & P. R. R.	740,000	" "	'63–'74	
Bath, Me.:				
6 per cents, municipal	145,242	var.	'64–'73	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Boston, Mass.:				
4½ per cents, municipal	595,205	var.	'78–'84	
5 " " "	1,807,618	"	'63–'70	
5 " " "	2,593,000	"	'71–'80	
5 " " "	364,000	"	'81–'85	
6 " " "	641,000	"	'63–'71	
5 " " water (notes)	400,000	"	'78–'79	
4½ " " " (sterling)	1,949,711	"	'72–'73	
5 " " " (dollar)	758,000	"	'63–'71	
Brooklyn, N. Y.:				
6 per cents, municipal	804,200	J. & J.	'64–'74	
6 " " "	245,000	" "	'75–'85	
6 " " "	403,000	" "	'86–'95	
6 " " "	25,000	M. & N.	'66–'68	
6 " " Williamsburg	429,070	J. & J.	'63–'81	
6 " " water	1,700,000	" "	'68–'81	
6 " " "	749,000	" "	1886	
6 " " "	819,000	" "	1891	
6 " " "	1,432,000	" "	1896	
6 " " "	850,000	" "	1899	
6 " " War Loan	115,000	" "	1865	
Buffalo, N. Y.:				
6 per cents, municipal	216,000	var.	'63–'79	
7 " " "	209,000	"	'65–'82	
Calais, Me.:				
6 per cents, municipal		J. & D.	1876	
Cambridge, Mass.:				
5 per cents, municipal	166,000	var.	'65–'82	
5½ " " " of '50–'51	16,000	"	'65–'71	
5½ " " " of '54–'57	56,000	"	'64–'77	
6 " " " of '56–'62	52,692	"	'64–'69	
6 " " bridge	20,000	F. & A.	1872	
6 " " water	50,000	J. & J.	1881	
Camden, N. J.:				
6 per cents, municipal	38,100	J. & J.	'65–'74	
6 " " "	27,300	" "	'78–'81	
Charlestown, Mass.:				
5 per cents, municipal	50,000	J. & J.	'67–'73	
5½ " " "	52,000	var.	'65–'67	
6 " " "	78,000	"	'68–'77	
5 " " Volunteer Aid	174,060	A. & O.	'77–'83	
5 " " water	202,000	" "	'82–'83	
Chelsea, Mass.:				
5½ per cents, municipal	105,000	A. & O.	'70–'72	
5½ " " "	74,000	" "	'79–'86	
6 " " "	117,000	var.	'63–'77	
Chicago, Ill.:				
7 per cents, municipal (old)	60,000	J. & J.	'63–'68	
7 " " " (new)	511,000	A. & O.	1881	
6 " " " (old)	160,000	J. & J.	'63–'74	
6 " " " (new)	200,000	" "	'75–'76	
7 " " sewerage	913,000	" "	'79–'87	
6 " " "	87,000	" "	1888	
7 " " water	113,000	" "	1888	
6 " " water	1,030,000	" "	1888	
Cincinnati, Ohio:				
6 per cents, municipal		A. & O.	1895	
6 " " water				
7 " " railroads				
Cleveland, Ohio:				
7 per cents, municipal		J. & J.	var.	
8 " " Ohio city		" "	"	
7 " " water		" "	1879	
7 " " sewerage		" "	1890	
Detroit, Mich.:				
6 per cents, hydraulics	50,000	A. & O.	1865	
7 " " sewers	38,545	var.	'69–'71	
7 " " redemptions	167,338	"	'70–'79	
7 " " H. of Correct'n	50,000	J. & D.	1879	
8 " " redemptions	20,000	var.	'70–'71	
7 " " water	650,000	J. & J.	'70–'71	
Dubuque, Iowa:				
8 per cents, municipal	319,547	var.	'63–'72	
7 " " D. & Pac. R. R.	200,000	J. & J.	1875	
7 " " D. & W. R. R.	250,000	" "	1877	
Fall River, Mass.:				
5 per cents, municipal	$165,500	var.	'64–'71	
5 " " " (1862–'3)	56,500	"	1872	
Gardiner, Me.:				
6 per cents, municipal		var.	var.	
6 " " K. & P. R. R.	150,000	M. & N.	1870	
Hannibal, Mo.:				
10 per cents, municipal	40,000	var.	var.	
10 " " Pike Co. R. R.	59,000	Feb.	'63–'79	
10 " " " (N.Y.)	141,000	"	'74–'81	
Hartford, Ct.:				
6 per cents, municipal	123,800	var.	'64–'80	
6 " " park	130,000	F. & A.	1882	
6 " " railroad	500,000	J. & J.	1876	
6 " " water	250,000	J. & D.	1883	
6 " " "	125,000	J. & J.	1883	
Jersey City, N. J.:				
6 per cents, municipal	58,925	var.	'63–'74	
6 " " coupon	63,000	"	'63–'81	
7 " " "	118,000	"	'63–'75	
6 " " water	650,000	J. & J.	1877	
Keokuk, Iowa:				
8 per cts., railroad	600,000			
10 " " " (ep'l tax)	150,000			
Lawrence, Mass.:				
5 per cents, municipal	13,000	var.	'63–'75	
5½ " " "	130,000	"	'63–'82	
6 " " "	151,550	"	'63–'79	
Lowell, Mass.:				
5 per cents, municipal	58,000	annual.	'64–'67	
5 " " "	60,000	sem.-an.	'72–'82	
5½ " " "	60,000	" "	'72–'87	
5 5-6 p. "	42,000	Feb.	'69–'75	
Louisville, Ky.:				
6 per cents, municipal		var.	var.	
7 " " "			"	
6 " " water		M. & N.	1887	
7 " " railroads				
Lynn, Mass.:				
5 per cents, municipal	46,000		1882	
5½ " " "	20,000		1874	
5½ " " "	60,000		1879	
5½ " " "	18,800		'64–'69	
6 " " "	76,300		'63–'74	
Manchester, N. H.:				
6 per cents, munic'l (notes)	7,100	sem.-an.	'72–'78	
6 " " " (coupon)	99,500	" "	'66–'78	
6 " " " (")	67,500	" "	'80–'88	
Marysville, Cal.:				
10 per cents, municipal		J. & J.	var.	
8 " " "		" "	"	
Milwaukee, Wisc.:				
10 per cents, municipal	22,000	var.	due.	
7 " " "	77,500	"	"	
4 " " "re-adjust'd	812,000	J. & D.	1894	
Nashua, N. H.:				
6 per cents, municipal	103,185	var.	'64–'80	
Newark, N. J.:				
6 per cents, municipal	216,000	sem.-an.	'70–'83	
7 " " Volunteer Aid	100,000	" "	1873	
New Bedford, Mass.:				
5 per cents, municipal	425,150	A. & O.	'63–'84	
New London, Ct.:				
6 per cents, municipal	150,000	J. & J.	'67–'87	
Newport, Ky.:				
7 per cents, municipal	20,000	F. & A.	1872	
6 " " bridge	37,000	J. & J.	1883	
8 " " "	15,000		1883	
10 " " municipal	19,500	M. & N.	1888	
Newport, R. I.:				
5 per cents, municipal	150,000	A. & O.	'73–'84	
Newburyport, Mass.:				
5 per cents, municipal	205,000	var.	var.	
6 " " "		"	"	
7 " " "		"	"	
New Haven, Ct.:				
6 per cents, municipal	200,000	J. & J.	'70–'81	
New York, N. Y.:				
5 per cents, water	3,000,000	Quarterly, viz. F., M., A., & N.	1870	
5 " " "	2,147,000		1880	
5 " " Croton water	900,000		1890	
6 " " " "	100,000		1890	
5 " " Wat. Stk '49 & '54	284,700		1875	
6 " " " '54 & '57	1,878,600		1875	
5 " " Build'g Stk No. 3	75,000		1870	
5 " " " No. 4	115,000		1873	
5 " " Fire Indemnity	402,768	F. & A.	1868	
5 " " Central Park	399,300		1898	
6 " " " "	3,066,071	Quarterly, viz. Feb., May, Aug. & N.	1887	
6 " " " "	275,000		1898	
6 " " Improv.	2,083,200		1887	
6 " " "	1,666,000		1876	
6 " " W. Wash. Mark't	600,000		1873	
6 " " Croton water	1,800,000		1883	
6 " " Floating Debt	2,748,000		1878	
5 " " Publ. Bld'g No. 3	200,000		'62–'66	
6 " " Docks & Slips	500,000		'67–'76	
5 " " Publ. Education	154,000		1873	
6 " " Tompkins M'k't	119,000	F. & A.	'62–'69	
7 " " Harlem Bridge	60,000	var.	'63–'68	
6 " " Co. Court House	1,000,000	M. & N.	'75–'84	
5 " "Vol. Sold. Aid No. 7	500,000	" "	1871	
Oswego, N. Y.:				
7 per cents, Iron Bridge	24,500	annual.	'64–'70	
Peoria, Ill.:				
7 per cents, school	33,000		'78–'80	
7 " " railroad	215,000		'78–'84	
6 " " " "	75,000		'71–'72	
Philadelphia, Pa.:				
5 per cents, consolidated	$689,967	J. & J.	'64–'73	
5 " " "	69,255	" "	'74–'82	
6 " " "	1,152,247	" "	'64–'73	
6 " " "	2,902,308	" "	'74–'83	
6 " " "	9,606,307	" "	'84–'90	
6 " " "	4,237,856	" "	'91–'99	
5 " " Phila. City	552,700	" "	'64–'74	
6 " " " "	489,600	" "	'75–'79	
6 " " " "	1,743,200	" "	'80–'91	
5 " " " " Poor	217,295		'64–'68	
5 " " Southwark	99,150		'64–'81	
6 " " "	110,608		'64–'77	
6 " " Richmond	34,146		'82–'93	
5 " " Spring Garden	17,000		1865	
6 " " "	726,200		'65–'85	
6 " " Kensington	204,200		'65–'81	
6 " " District of Penn	60,333		'65–'76	
5 " " Moyamensing	6,000		'68–'71	
6 " " Frankford	48,459		'70–'78	
6 " " North Liberties	30,784		'70–'80	
6 " " West Phila.	71,313		'72–'78	
6 " " Germantown	1,000		1875	
6 " " Phila. County	360,117		'70–'75	
Pittsburg, Pa.:				
6 per cents, municipal	1,009,700	J. & J.	var.	
4 " " railroad	1,800,000	" "	1913	
Portland, Me.:				
6 per cent, municipal	907,406	var.	'63–'83	
6 " " A. & St. L. R. R.	1,500,000	"	'65–'70	
6 " " " "	500,000	A. & O.	1866	
Portsmouth, N. H.:				
5 per cents, municipal	39,700	M. & S.	'64–'72	
5½ " " "	14,800	" "	'64–'69	
5½ " " "	13,000	" "	'64–'71	
5 " Volunteer Aid	58,000	A. & O.	'67–'82	
Portsmouth, Ohio:				
7 per cents, municipal	30,000	J. & D.	1871	
7 " " railroad	60,000	" "	1866	
Poughkeepsie, N. Y.:				
6 per cents, municipal	47,677	var.	64–'86	
6 " " water	14,000	"	69–'78	
6 " " bounty	48,120	A. & O.		
Providence, R. I.:				
6 per cents, municipal	600,000	M. & S.	1885	
6 " " railroad	500,000	J. & J.	1876	
5 " " war	300,000	" "	1893	
Reading, Pa.:				
6 per cents, municipal	52,000	var.	var.	
Racine, Wisc.:				
10 per cents, plank road, etc.	48,000	var.	var.	
8 " " harbor	25,000			
7 " " railroad	300,000			
Rochester, N. Y.:				
7 per cents, Alms house	20,000	J. & J.	1864	
7 " " Floating	66,000	A. & O.	'74–'82	
6 " " City Hall	70,000	J. & J.	'64–'73	
7 " " Bridge & impr.	135,000	var.	'63–'82	
6 " " " "	60,000	"	'76–'82	
6 " " St'm Fire Eng's	20,000	"	'81–'82	
6 " " R. & Gen. V. RR.	260,000	J. & J.	'64–'76	
Sacramento City, Cal.:				
6 per cents, municipal S. F.	1,474,800		'88–'90	
St. Louis, Mo.:				
6 per cents, Pacific R. R.	457,000	var.	'71–'73	
6 " " O. & M. R. R.	429,900	J. & J.	'72–'74	
6 " " Iron M't'n R.R.	285,000	" "	'74–'77	
6 " " municipal	1,464,000	var.	'65–'83	
6 " " real estate	524,000	"	'64–'80	
6 " " sewerage	425,000	"	'70–'88	
6 " " impr. (old lim.)	254,000	"	'71–'87	
6 " " water	484,000	"	'71–'83	
6 " " harbors	239,000	"	'62–'86	
6 " " wharfs	163,000	"	'67–'81	
6 " " district sewers	15,000	"		
San Francisco, Calif.:				
10 per cents, municipal	1,352,600	M. & N.	1871	
10 " " fire	178,500	J. & J.	1866	
10 " " school	79,500	" "	1870	
7 " " "	1,242,000	" "	'77–'78	
6 " " municipal	323,000	" "	1875	
6 " " city & county	1,138,500	" "	1888	
Springfield, Ill.:				
10 per cents, municipal	51,467		'64–'82	
8 " " "	55,000		68–'81	
Springfield, Ohio:				
7 p. cts. Spgfd & Mfd R.R.	2,000	M. & N.	1866	
Taunton, Mass.:				
6 per cents, town bonds	75,000	J. & J.	var.	
6 " " town notes	10,000	" "	"	
Troy, N. Y.:				
7 per cents, municipal	140,000		'73–'79	
6 " " Sch'n & T. R.R.	19,000		63–'67	
6 " " Troy Un'n R.R.	115,000			
5½ " " Schen. & T. R.R.	167,000		'63–'72	
5 " " water	71,000		'62–'80	
Utica, N. Y.:				
6 per cents, municipal		var.	var.	
Watertown, Wisc.:				
8 per cents, Milw. & W. RR.	80,000	J. & J.	1878	
8 " " W. & Mad. R.R.	200,000	" "	1877	
8 " " C., St. P. & F. du L.	200,000	" "	1876	
Wheeling, W. Va.:				
6 per cents, municipal		M. & S.	1873	
Worcester, Mass.:				
5 per cents, municipal	194,500	J. & D.	'64–'84	
Zanesville, Ohio:				
6 per cents, municipal		J. & J.	var.	

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED & GUARANTIED STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlan. & St. Law., guar.	$2,494,900	6	6	----
Berkshire, guaranteed	600,000	7	7	----
Bos., Con. & Mont., pref.	800,000	6	—	60
" " " new pref.	554,000	6	—	----
Buff., N.Y. & Erie, guar.	850,000	7	—	----
Camden & At., pref.	620,800	7	—	21
Catawissa, pref.	1,150,000	7	—	42½
Chemung, guar.	380,000	—	—	----
Cayuga & Susq., guar.	343,500	—	—	----
Cheshire, pref.	2,017,825	7	—	58½
Chicago & Alton, pref.	2,464,336	7	—	108
Chicago & N. W., pref.	2,400,000	7	—	83¼
Cochecho, pref.	177,750	8	—	----
Ct. & Pass. Rivers, guar.	49,200	6	—	----
" " " pref.	833,000	6	—	61½
Cumberland V., 1st pref.	241,900	8	8	----
" " 2d pref.	243,000	8	8	----
Detroit & Mil., pref.	1,500,000	—	—	----
Dubuque & S. City, pref.	1,987,614	7	—	72
Elmira, J. & Can., guar.	500,000	—	—	----
Elmira & W'msp., pref.	500,000	—	—	55½
Erie, pref.	8,535,700	7	7	113
Hannibal & St. Jos., pref.	5,309,528	7	—	75
Harrisburg & Lan., guar.	1,182,100	7	7	----
Housatonic, pref.	1,180,000	8	4	103½
Indianap. & Madis'n, pref	353,900	8	8	----
Kennebec & Port., pref.	247,000	6	—	----
" " new pref.	125,000	6	—	----
Lack. & Bloomsb'g, pref.	500,000	7	—	----
Marietta & Cin., 1st pref.	5,105,384	7	—	87
" " 2d pref.	3,424,169	7	—	65
Mich. S. & N. Ind., guar.	2,893,600	8	—	156½
Mil. & P. du C., 1st pref.	1,051,000	8	8	112
" " 2d pref.	1,014,000	7	7	91
Mil. & St. Paul, pref.	2,256,000	7	—	----
N. H. & Northamp., guar.	1,010,000	—	4	----
N. Y. & Harlem, pref.	1,500,000	8	—	133
Niagara Br. & Can., guar.	1,000,000	6	6	----
Paterson & Hud., guar.	630,000	—	6	----
Pat. & Ramapo, guar.	248,000	—	5½	----
Peoria & B. V., guar.	1,200,000	—	6	----
Phila. & Reading, pref.	1,551,800	7	7	----
Phila. & Trenton, guar.	1,000,000	—	10	----
Pitts., Ft. W. & C., pref.	2,000,000	7	—	101
Pittsfield & N. A., guar.	450,000	6	6	100
Port., Saco & Ports., guar.	1,500,000	6	6	----
Rutland & Bur. pref.	382,700	8	—	----
" " pref.	608,176	6	—	----
St. L., Alton & T. H., pref.	1,700,000	6	—	100½
Toledo & Wabash pref.	926,200	7	—	88½
Troy & Greenbush, guar.	274,400	6	6	----
Vt. & Canada, guar.	1,600,000	8	8	----
Warren, guaranteed	1,307,756	7	7	----
White Mountains, guar.	200,000	5	5	----
Wrightsv., Y & G., guar.	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description.	Amount outstanding.	Interest.	Principal payable.	Market Price.
Chesapeake & Del.:				
1st Mortgage	$2,057,343	6	1886	100
Chesapeake & Ohio:				
Maryland Loan	2,000,000	6	1870	----
" sterling	4,375,000	5	1900	----
Preferred bonds	1,700,000	6	18..	----
Bonds guar. by Va.	200,000	6	18..	----
Delaware Division:				
1st Mortgage	800,000	6	1878	95
Delaware & Hudson:				
1st Mortgage	600,000	6	1865	110
2d Mortgage	300,000	6	1870	----
Delaware & Raritan:				
See C. & Amb. R. R.				
Erie and Penn.:				
1st Mortgage	752,000	7	1865	----
Interest Certificates	161,990	6	1868	----
Lehigh Navigation:				
1st Mortgage	829,172	6	1870	107½
Unsecured bonds	2,773,726	6	'63-'65	----
Monongahela Nav.:				
1st Mortgage	125,000	6	1863	----
2d Mortgage	57,000	6	1865	----
Morris:				
1st Mortgage	465,500	6	1876	109
North Branch:				
1st Mortgage	500,000	6	1876	55
Schuylkill Nav.:				
1st Mortgage	1,764,550	6	1872	102
2d Mortgage	3,980,670	6	1882	100
Improvement	538,500	6	1876	90
Susq. & Tide Water:				
Md. Sterling Loan	816,000	5	1865	----
Md. stg. loan conv.	200,376	5	1865	----
Mortgage bonds	993,000	6	1878	67½
Preferred Int. b'ds.	227,569	6	1878	25
Union, (Pa.)				
1st Mortgage	2,500,000	6	1883	30
West B. & Susq.:				
1st Mortgage, S. F.	450,000	6	1878	78
Wyoming Valley:				
1st Mortgage	750,000	6	1878	100

CANAL STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal N. Stocks:	$	$	p.c.	$
Chesapeake and Del.	100	1,343,563	—	75
Chesapeake & Ohio.	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	45
Del. and Hudson	100	7,500,000	7	250
Del. and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Mich.	—	—	—	----
Lehigh Navigation	50	2,500,000	6	78
" " scrip.	50	1,803,000	6	74
Monongahela Nav.	50	726,800	3	----
Morris, consolidated	100	1,025,000	—	76
" preferred	100	1,175,000	10	140½
North Branch	100	—	—	----
Sault Ste Marie	100	—	—	----
Schuylkill Nav., con.	50	1,932,457	—	41½
" " pref.	50	2,722,607	—	47½
Susq. and T. W.	50	2,048,260	—	28
Union, preferred	50	2,750,000	—	6½
West Br. and Susq.	100	1,000,000	6	125
Wyoming Valley	100	500,000	6	77

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton Ca.	200,000	5	5	4
Acton Vale Ca.	50,000	5	5	----
Adventure L. S.	20,000	—	—	----
Ætna "	20,000	—	—	19½
Albany and Boston "	20,000	—	14½	16
Algomah "	20,000	—	2	2½
Alloucz "	20,000	1	—	3
Arizona Ariz. T.	10,000	100	—	----
Ascot Ca.	20,000	20	—	----
Astor L. S.	20,000	—	1	6½
Atlas "	20,000	—	1	7
Aztec "	2,000	—	1	10½
Balt. and N. C. N. C	20,000	5	5	40c
Bay State L. S.	20,000	—	3½	24½
Beaver "	20,000	—	—	----
Bedford Ca.	125,000	5	—	2½
Black River "	20,000	2½	2½	64c
Bohemian L. S.	20,000	—	7½	11
Bolton Ca.	20,000	5	—	1
Boston L. S.	20,000	—	5	6½
B. & Corinth Vt.	20,000	10	—	----
Brome Ca.	100,000	5	—	3
Cabot L. S.	20,000	—	—	----
Cambridge "	20,000	5	5	25c
Caledonia "	20,000	—	—	----
Canada Vt.	100,000	1	—	9
Carp Lake L. S.	20,000	—	—	4½
Cascade "	20,000	—	—	----
Central "	20,000	—	5	65½
Chaudiere Ca.	100,000	1	—	50c
Chester "	200,000	1	—	40c
Cheticamp	30,000	5	—	----
Collin L. S.	20,000	—	½	----
Columbian "	20,000	—	4½	13½
Consolidated "	20,000	—	5	5c.
Copper Falls "	20,000	—	24½	56
Copper Harbor "	20,000	—	1	----
Cornwall Vt.	100,000	—	—	83c
Copper Hill "	200,000	1	—	----
Dana L. S.	20,000	—	2½	4½
Deep River N. C.	—	5	—	20c
Dacotah L. S.	20,000	—	—	6
Devon "	20,000	—	1	----
Doylestown Pa.	20,000	—	—	----
Dudley L. S.	20,000	—	¼	¼
Dunham Ca.	200,000	2	—	55c
Durham "	200,000	5	—	80c
Eagle River L. S.	20,000	—	3½	0
Escot Ca.	25,000	20	—	----
Essex L. S.	20,000	—	—	----
Eureka "	20,000	—	—	----
Everett "	20,000	—	5	3½
Evergreen Bluff "	20,000	—	—	9
Flint Steel "	20,000	—	—	17½
Forest City "	20,000	—	3	----
Forest Shepherd "	20,000	—	—	----
Franconia N. H.	20,000	—	5	----
Franklin L. S.	20,000	—	6½	58½
French Creek Pa.	100,000	5	—	2½
Gardner Hill L. S.	20,000	5	5	1
Glencoe Ca.	200,000	1	—	35c
Globe L. S.	20,000	—	1	----
Grand Portage "	20,000	—	1	----
Great Western "	20,000	—	1	5½
Green Mountain Vt.	30,000	10	—	5½
Guilford L. S.	20,000	5	5	50c
Hamilton "	20,000	—	—	5½
Hancock "	20,000	—	6½	13
Hanover "	20,000	—	¼	4½
Highland "	20,000	—	6	7
Hilton "	20,000	—	—	----
Hope "	20,000	—	—	2½
Hudson "	20,000	—	—	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper.				
Humboldt L. S.	20,000	—	2	10
Hungarian "	20,000	—	1	----
Huron "	20,000	—	16	49½
Indiana "	20,000	—	—	6
Isle Royale "	20,000	—	16½	23½
Jefferson "	20,000	—	—	----
Kickapoo "	200,000	—	1	----
King Phillip "	20,000	—	—	----
Knowlton "	20,000	—	1	9
Lafayette "	20,000	—	—	----
Lake Ca.	200,000	1	—	29c
Logan "	100,000	3	—	2½
Madison L. S.	20,000	—	1	1
Malden "	20,000	—	½	----
Mandan "	20,000	—	2½	6½
Manhattan "	20,000	—	2½	7
Maryland Md.	—	5	—	2
Mass L. S.	20,000	—	—	----
Massachusetts "	20,000	—	—	----
Mendota "	20,000	—	—	9
Mesnard "	20,000	—	5½	12
Middlesex "	20,000	—	—	----
Minnesota "	20,000	—	3½	83
National "	20,000	—	5½	32½
Native "	20,000	—	3	4½
Naumkeag "	20,000	—	1	2½
Nelson Ca.	—	—	—	28c
Nequaket L. S.	20,000	—	1	----
New England "	20,000	5	2	3½
N. J. Consol N. J.	—	—	—	----
Newton Ca.	200,000	1	—	----
New York L. S.	20,000	—	—	----
N. Y. & Passaic N. J.	100,000	5	—	----
North Cliff L. S.	20,000	—	3	9
North State "	20,000	5	5	25c.
North Sutton Ca.	100,000	5	—	1½
North Western L. S.	20,000	—	7½	14½
Norwich "	20,000	—	—	----
Ogima "	20,000	—	—	5½
Ontonagon "	20,000	—	—	----
Ottawa Ca.	200,000	1	—	1½
Pennsylvania L. S.	20,000	25	2½	12½
Petherick "	20,000	—	1½	16½
Pewabic "	20,000	—	3½	64
Phœnix "	20,000	—	15	35
Pittsburg & Boston "	20,000	—	5½	100
Pontiac "	20,000	—	3½	7½
Prince of Wales Ca.	—	—	—	----
Providence L. S.	20,000	—	—	2
Quincy "	200,000	—	10	97
Reid Hill Ca.	100,000	—	—	----
Reliance L. S.	20,000	—	—	----
Rockland "	20,000	—	5	18½
Rudnell	—	5	—	70c
St. Clair L. S.	20,000	—	3	4½
St. Flavien Ca.	100,000	5	—	----
St. Mary's L. S.	20,000	—	8½	23½
Sheldon "	20,000	—	—	----
Silver Creek "	20,000	—	½	----
Silver Hill "	20,000	5	—	25c
Silver Valley "	20,000	5	—	35c
South Side "	20,000	—	3	3½
Springfield Md.	20,000	—	5	5
Star "	20,000	—	7½	10½
Strafford	30,000	10	—	2½
Superior L. S.	20,000	—	4	11½
Sussex "	—	—	—	----
Sutton Ca.	100,000	5	—	3½
Toltec L. S.	20,000	—	20	3½
Tremont "	20,000	—	1	4½
Vermont Vt.	—	5	—	57c.
Vernon "	25,000	10	—	----
Victoria L. S.	20,000	—	1½	----
Waterloo Ca.	100,000	3	—	1½
Washington L. S.	20,000	—	4	----
West Minnesota "	20,000	—	—	3
Wickham Ca.	200,000	5	—	85c
Wickopee "	100,000	5	5	5½
Winthrop L. S.	20,000	—	2½	8½
Wyandotte "	20,000	—	—	----
Lead and Zinc:				
Bucks County Pa.	—	—	—	1½
Canada Ca.	50,000	5	—	----
Clute	—	—	—	----
Crystal Lake	—	—	—	----
Erie	—	—	—	----
Gay's River	100,000	1	—	----
Hampton	100,000	5	—	----
Lancaster Pa.	—	—	—	----
Mineral Point	100,000	5	—	----
Mount Hope N. Y.	80,000	—	2½	----
New Jersey (Z) N. J.	12,000	100	—	----
N. Y. & Boston N. Y.	100,000	5	—	6
Oswegatchie "	100,000	5	—	----
Placentia Bay N. F.	—	—	—	----
Ramsay Ca.	20,000	25	—	----
Rossie "	100,000	5	—	----
Shawangunk N. Y.	100,000	5	—	----
Sussex N. J.	—	—	—	----
Union "	100,000	5	—	57c.
Plumbago:				
Buckingham Vt.	50,000	5	—	----
Oxford "	150,000	3	—	----
Sunapee "	2,000	50	—	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake N. Y.	50,000	50	—	17
East River	6,000	50	—	----
Georges' Creek Md.	10,000	100	—	100
Harewood	20,000	5	—	----
Kahtadin	3,000	100	—	----
Lake Superior L. S.	20,000	25	—	----
Teal Lake	—	—	—	----
Tyson	20,000	10	—	----
Coal:				
American Pa.	37,500	25	—	111
Ashburton "	—	100	—	40
Baltimore Md.	—	100	—	----
Bear Valley "	40,000	12½	—	----
Belmont Pa.	10,000	50	—	----
Bridgeport "	30,000	10	—	----
Coal Brook "	4,000	50	—	----
Cumberland (pref.) "	50,000	100	—	86
Franklin "	5,000	100	—	132
Georges' Creek Md.	10,000	100	—	102
Hazleton Pa.	32,300	50	—	71
Lawrence "	2,000	100	—	----
Lorberry "	4,000	100	—	69
Metropolitan "	—	100	—	----
Penn. Cannel "	6,000	50	—	----
Penn "	160,000	50	—	224
Pine Knot "	4,000	50	—	----
Summit "	40,000	20	—	----
Mineral Land and Mining:				
Mitchell Granite	2,000	50	—	----
Rutland Marble Vt.	—	—	—	23
St. Lawrence N. Y.	10,000	10	—	----
St. Mary's L. S.	20,000	50	—	----
Saginaw S. & M. Mich.	—	—	—	----
Union	—	—	—	----
Gold:				
Albion	100,000	3	—	2
Atlantic	100,000	2	—	----
Atlantic & Pacific Nev.	50,000	100	—	33
Central Col.	50,000	20	—	17½
Chaudiere Ca.	100,000	5	—	2½
Chebucto N. S.	100,000	5	—	1½
Colorado Col.	50,000	10	—	4
Denver "	50,000	20	12½	15
Etna	50,000	10	—	----
Excelsior	30,000	10	—	10½
Gilbert River Can.	100,000	5	—	1½
Gold Hill	50,000	10	—	----
Gold Field	50,000	10	—	----
Gold Mining Col.	—	—	—	9
Gold River	100,000	3	—	----
Halifax N. S.	200,000	2	—	----
Hope Col.	80,000	25	10	12
Isabella	—	—	—	----
Mariposa Cal.	100,000	100	—	41½
Montague N. S.	50,000	10	—	----
Montana Col.	100,000	5	½	1
New England	50,000	5	—	5½
Nova Scotia N. S.	100,000	—	—	2½
Oldham	100,000	2	—	----
Peck	100,000	5	—	----
Prince Albert	100,000	2	—	----
Quartz Hill	—	—	—	31
Riviere du Loup Ca.	20,000	10	—	----
Stafford "	100,000	5	—	----
Stewart	100,000	5	—	2½
Tascher	—	10	4	----
Victoria	100,000	2	—	----
Waverly	50,000	10	—	----
Silver:				
Am. & Mexican A. T.	200,000	—	—	----
Fort Fillmore N. M.	50,000	—	20	----
Santa Rita Ariz. T.	—	—	—	----
Sonora Ex. & Min. "	—	—	—	----
Quicksilver:				
New Almaden Cal.	—	—	—	----
Quicksilver "	100,000	100	—	83
Santa Clara "	—	—	—	20½
Land and Improvement:				
Boston Water Power	7,000	—	—	48½
Boston & Roxbury Mill	7,000	—	—	41½
Canton (Baltimore)	50,000	100	—	72
Cary Improvement	60,000	5	—	11½
East Boston	—	—	—	15½
Essex (Boston)	10,000	100	—	109½
Waverly (Boston)	—	—	—	3½
Express:				
Adams	20,000	100	—	----
American	2,000	500	—	----
National	2,500	100	—	----
Overland Mail	5,000	100	—	----
United States	8,000	100	—	----
Wells, Fargo & Co.	10,000	100	—	----
Steamship & Transit:				
Central Am. Transit	—	—	—	56
Nicaragua Transit	—	—	—	2½
Pacific Mail Steamship	40,000	100	—	230
Union Steamship (Bos.)	—	—	—	166
Trust:				
Farmers' Loan & Trust	20,000	50	—	----
N. Y. Life Ins. & Trust	10,000	100	—	----
United States Trust	10,000	100	—	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—				Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	50
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	54
30 Nov. '62	8.21	—				Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	128
30 Nov. '62	6.99	—				Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	—
30 Nov. '62	4.39	—				Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—				Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—				Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	86
30 Nov. '62	3.51	—				Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—				Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	65
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	96
30 Nov. '62	2.87	—				Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—				Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—				Somerville	50,000	50,000	—	—	2,500	2,500	5	....	32½
30 Nov. '62	2.50	—		2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—				West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—				West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—				Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—				Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	....	....	28	Broadway (Brooklyn)	250,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	....	....	69	25 Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Centr'l P'k, N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,689	—	—	—	—	—
30 Sep. '62	17.25	—	....	....	....	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '62	12.67	3.67	....	....	--	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	....	....	....	....	Fourteenth Street (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	4.52	—	....	....	--	Grand St. & Newtown (W'g)	....	....	....	....	....	....	8	....	....
30 Sep. '62	4.63	—	....	....	--	Harlem Br., Moris'n & Ford'm	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '62	10.00	16.00	....	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	—	—
30 Sep. '62	16.00	—	....	....	....	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	—	185
30 Sep. '62	5.37	—	533	50	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,082	88,184	10	100	145
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	210
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	—	—
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	....	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec. '62	4.20	—	....	....	....	Orange and Newark	....	....	....	....	....	....	....	....	....
31 Dec. '62	5.80	—	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	63
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,584	5½	....	37½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	53
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,481	—	....	66
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	34
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,053	31,990	14½	....	53
31 Oct. '62	11.00	—	....	....	--	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '62	11.17	—	....	....	....	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,963	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	....	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	....	....	....	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	20
31 Oct. '62	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,967	12,296	8	....	21
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	288,896	131,645	24½	....	75
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	21½
31 Oct. '62	8.36	—	....	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	15½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	55
31 Oct. '62	6.26	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	39
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	72
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,068	—	....	24½
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.63	—	....	....	....	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	3.33	—	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.48	—	....	....	....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	10.20	—	....	....	—	St. Louis	298,004	298,004	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	106
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	110
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	114½
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	23,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	120
" " " coupon		6	" "	1867	----
Loan of Dec. 31, 1848 registered	8,903,342	6	" "	1868	110
" " " coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850 coupon	3,461,000	5	" "	1865	154
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	108
" " " coupon		5	" "	1874	108
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	102
" " " coupon		5	" "	1871	100
Oregon War Debt of June, 1861 coupon	1,028,600	6	" "	1881	109
" " " " coupon		6]	Yearly.	1881	107
Loan of Feb. 8, 1861 registered	10,415,000	6	Jan. & July.	1881	113
" " " coupon		6	" "	1881	114½
Loan of July 17, 1861 registered	50,000,000	6	" "	1881	113½
" " " coupon		6	" "	1881	112
Loan of Feb. 26, 1862 (5-20s) registered	40,230,000	6	May & Nov.	1882	111⅛
" " " (5-20s) coupon	350,000,000	6	" "	1882	111
Treasury Notes of Feb. & Aug. 1861 coupon	52,931,000	7.3	Feb. & Aug.	1864	112
" " Apr. & Oct. 1861 coupon	86,980,500	7.3	April & Oct.	1864	111½
Treasury Notes of 1863 (legal tender) coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	----	----	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
" "	70,814,039	5	" "	notice	----
Certificates of Indebtedness (coin)	157,093,241	6	" "	1 year	103
" " (currency)		6	" "	1 year	99½

[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
STATE LOANS.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State) "	610,000	6	paid for	1868	----
" — " " (" ") "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July.	1878	135
" — " " 1860 "	198,500	7	" "	1880	----
" —War bonds "	610,004	7	" "	1872	----
Connecticut—War Fund bonds coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " "		6	" "	'81-'82	105½
" — " " " "	1,000,000	6	" "	1883	----
Florida—State bonds coupon	143,000	7	----	----	----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) "	2,073,750	6	" "	'63-'80	99
" — " " (R. R.) "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock inscribed	1,970,987	6	Jan. & July.	1870	103
" — " " bonds "	1,322,085	6	" "	1877	102
" —Interest stock "	737,222	6	" "	1860	100
" —Refunded stock coupon	2,187,000	6	" "	'63-'80	106
" —War bonds "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling) "	1,778,423	6	" "	1870	100
" — " " (dollar) "	1 969,397	6	" "	1870	102
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	85
" — " " "	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock "	4,079,500	5	Jan. & July.	------	85½
" — " " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock "	1,243,000	5	" "	----	----
" — " " special stock "	479,545	5½	" "	----	----
Iowa—State stocks coupon	200,000	7	Jan. & July	1868	----
" — " (war loan) "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " (domestic) "	65,000	6	July.	1883	----
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " " "		5	" "	'81-'91	----
" — " " " "		5	" "	'81-'96	----
" — " " (bank) "	600,000	5	" "	1891	----
" — " " " "	67,500	6	" "	'91-'96	101½
" — " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	----	d'm'd.	60
" — " (R. R. etc.) "	3,902,000	6	----	'67-'96	----
" — " " (banks) "	5,398,533	6	----	----	----
" — " " (war loan) "	670,000	6	----	----	----
Maine—State bonds coupon	-------	6	Mar. & Sept.	'63-'77	104
" — " " (war loan) "	1,000,000	6	Jan. & July.	'81-'83	104½
Maryland—State bonds (st'l'g) coupon	816,000	5		1885	----
" — " (st'l'g conv.) "	200,376	5		1865	----
" — " " (st'l'g) "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) "	2,490,569	5		'89-'90	108
" — " " (dollar) inscribed	500,000	3		1899	----
" — " " (") "	100,000	4½		1888	----
" — " " (") "	767,560	5	Chiefly	'42-'68	----
" — " " (") "	399,408	5	quarterly.	1880	----
" — " " (") "	148,711	5		'89-'90	103
" — " " (") "	133,689	6		pleas.	----
" — " " (") "	3,000,000	6		1870	107
" — " " (") "	35,000	6		1885	----
" — " " (") "	600,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) "	503,380	6	" "	'85-'00	----
" — " " (" ") dollar	416,500	6	" "	'90-'91	121
" — " " (" ") "	300,000	5	" "	1893	108½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'n.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	122½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip "	200,000	6	" "	'64-'66	----
" — " " "	247,000	6	June & Dec.	'68-'72	----
" — " " "	58,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71-'76	120
" " — " " "	600,000	5	" "	'77-'78	117½
" " —Bounty Fund Loan "	500,000	5	May & Nov.	1893	119
" " —Coast Defence Loan "	1,000,000	5	" "	1883	118½
" " —Back Bay Loan "	168,000	5	" "	1880	----
Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan (" ") "	567,000	7	" "	1886	103
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) "	2,275,000	7	" "	1893	----
Mississippi—State bonds (Banks) coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	68½
" — " " " "	199,000	6	" "	1863	73
" —Capitol Loan of 1857	100,000	6	April & Oct.	1868	----
" —Renewal Loan of 1853	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R. coupon	200,000	6	" "	1883	----
" — " " S. W. Branch "	7,000,000	6	" "	'72-'85	77½
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri "	3,000,000	6	" "	'73-'87	93
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton "	3,501,000	6	" "	'73-'80	----
" — " " Platte Co. "	650,000	6	" "	'87-'90	----
" —Revenue bonds "	700,000	6	" "	1890	----
" —State Defense warrants coupon	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds coupon	780,000	----	----	----	----
" " —Notes "	535,100	6	Feb. & Aug.	1876	103½
New Jersey—State stock registered	200,000	6	" "	----	----
" " —State bonds (war loan) coupon	95,000	6	Jan. & July.	Var.	----
" " " " (") "	531,820	6	" "	'65-'71	----
New York—General F'd: Astor Debt	200,000	6	" "	1871	----
" " — " " Deficiency Loans	561,500	5	Jan. & July.	pleas.	----
" " — " " " "	348,107	5	" "	pleas.	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1908	107
" " — " " " "	1,189,781	6	Jan. & July	pleas.	----
" " — " " " "	1,300,000	6	" "	'68-'78	115
" " — " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " "	14,230	6	----------	d'm'd.	----
" " — " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1884	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1905	----
" " —Canal Fund Loans	100,000	6	" "	1867	----
" " — " " " "	6,922,274	5	" "	'63-'74	104
" " — " " " "	15,889,025	6	" "	'64-'76	114
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) coupon	1,608,905	6	Jan. & July.	1860	110½
" — " " (" ") "	1,015,000	6	" "	1865	94
" — " " (" ") "	379,866	6	" "	1868	----
" — " " (" ") "	2,183,532	6	" "	1870	105
" — " " (" ") "	1,600,000	6	" "	1875	106½
" — " " (" ") "	4,095,309	6	" "	1881	105
" — " " (" ") "	2,400,000	6	" "	1886	106
" — " " (domestic debt)	275,385	6	" "	1863	108
" — " " (war loan) coupon	299,704	6	" "	1866	----
" — " " (" ") "	280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July.	due.	99
" — " " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	106½
" — " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,283	6	Feb. & Aug.	due.	107½
" —State bonds coupon	200,000	4½	Jan. & July.	1882	102
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July.	1905	----
" — " " " "	2,277,755	5	" "	1908	----
" — " " " "	1,766,214	5	" "	1870	101½
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	102
" — " " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan "	400,000	6	April & Oct.	1879	104
" —State bonds coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----------	----	----
" —Relief Notes in circulation	97,360	----	----------	----	----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	105½
South Carolina—State bonds (stg) coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'65-'90	----
" " —State b'ds (railroads) coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) coupon	1,125,000	6	----------	1882	70
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	45
" — " " (railroads) "	12,799,000	6	----------	Var.	----
" — " " (capitol) "	608,000	5	----------	1890	45
" — " " (Hermitage) "	48,000	6	----------	1890	----
Texas—Had no debt in 1861	-------	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) coupon	88,000	6	----------	'62-'63	----
" — " " (" ") "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'93	50
" —State bonds (railroad) coupon	12,624,500	6	" "	'83-'93	----
" — " " (sterling) "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----------	----	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) "	100,000	6	" "	1877	----
" — " " (") "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	935,641
1861	81,531	75,621	78,361	65,358	75,250	62.761	73,474	136,897	141,174	122,487	104,254	80,296	1,096,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	96,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	167,056	157,332	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,939	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,219	118,753	1,261,050
1862	120,776	90,607	76,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	198,152	202,014	1,999,492
1864	155,034	168,151	198,119	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	[illegible]
1860	32,192	33,408	46,346	48,919	62,392	45,935	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	[illegible]
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,204	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,286	66,573	84,603	94,406	52,467	82,400	889,499
1861	85,239	76,918	86,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	[illegible]
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	162,130	140,013	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,890	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,019	515,948	719,354	734,168	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	992,706	962,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,857	914,133	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,904	122,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,858	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,570	203,775	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	257,122	228,407	201,716	2,193,295
1864	143,906	173,029	177,066	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,978	170,157	157,443	232,023	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,922
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,291	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,760	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,160	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	159,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	419,336	372,593	359,463	3,445,927
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,037	48,452	81,229	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	85,069	76,764	68,863	710,225
1864	56,540	77,874	90,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	120,184	67,990	1,152,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,969	122,272	61,895	1,163,794
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,362	155,417	205,054	139,342	90,000	1,224,343
1864	102,748	116,135	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859	104,345	106,823	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	223,561	273,722	263,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	159,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,050	341,008	3,267,250
1864	250,163	299,890	333,058	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,977	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,152	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,569	307,475	288,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,186	3,168,064
1864	252,435	278,848	348,802	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1859	380,340	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,945	544,494	692,382	868,985	811,458	760,736	523,047	7,154,622
1861	489,065	420,798	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	962,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,756	9,093,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,038,496	1,043,515	.....	.....
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,113	105,473	111,173	86,681	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,963	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,425	107,093	99,135	125,715	1,225,010
1863	129,775	128,706	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,366
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,643	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	348,756	321,208	249,092	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,957	265,353	294,456	277,293	241,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	466,873	466,557	454,826	4,086,847
1863	336,685	361,834	396,771	429,929	505,517	464,569	461,884	574,486	714,302	815,892	746,955	526,069	6,324,083
1864	436,741	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	266,844	231,253	191,133	2,335,854
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,631	270,086	352,971	302,790	291,958	3,031,787
1862	293,420	274,258	295,778	282,696	277,000	261,210	249,419	277,390	397,525	441,299	364,331	370 983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	487,642	5,152,934
1864	290,676	451,835	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,616	1,117,603
1863	109,808	110,603	120,310	123,115	113,795	123,779	118,077	130,378	153,470	144,736	145,748	162,921	1,554,743
1864	100,872	147,485	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,670	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,689	47,043	62,551	76,274	79,278	80,074	93,404	138,722	142,537	162,858	137,086	92,574	1,172,160
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,210	170,380	172,870	147,543	139,529	1,403 147
1863	86,321	91,971	103,050	132,111	134,272	152,585	105,754	116,379	120,606	151,062	134,563	96,204	1,424,863
1864	79,735	95,842	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'65-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	804,600	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'65-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	100½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1922	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	111
" " " 1850	700,000	6	Jan. & July.	"	1880	110½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	111½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1880	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	104
Income ⅓ in '90, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1850	
Converted Sterling Loan	798,200	5	"	"	1903	
American Loan	762,000	6	"	New York.	1804	105
Extra Dividend Loan	334,458	6	"	"	1804	
Loan for $500,000	500,000	6	"	"	1867	105
" " $300,000	790,600	6	"	"	1870	107½
" " $675,000	675,000	6	"	"	1875	103½
" " $1,700,000	1,700,000	6	"	"	1883	103
" " $2,500,000	867,000	6	"	"	1889	105
Consolid. Mort. Loan $5,000,000			"	"		112
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	55
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	128½
" " inconvertible	3,034,000	8	" "	" "	1883	119
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.		1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1500	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	110
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1906	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18..	
2d " " ½ ('14)		8	" "	" "	18..	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	110
General 1st Mortgage	3,600,000	7	" "	" "	1885	95½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	102
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	168,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1900	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	107
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	90
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1861	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1886	117
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	
2d Mortgage	250,000	7	June & Dec.	" "		50
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (R. Extension)	1,499,000		" "	" "	1876	114
2d Mortgage	2,516,500		March & Sept.	" "	1891	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'94	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenne's	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,955					
Eaton and Hamilton:						
1st Mortgage	757,784	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	113½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	112
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	93
Land Security	3,344,000	7	April & Oct.	" "	1881	102
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1856	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'65-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	158
Convertible	1,002,000	7	" "	" "	1867	158
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	119
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	110
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	33
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	292,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	* 160,000	6	----	----	----	----
1st Mortgage	280,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	800,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	111
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	363,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,785,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,800	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	550,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,975	7	Feb. & Aug.	New York.	1891	106
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,000,000	7	----	----	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	95½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1859	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	136
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	114
2d General Mortgage	2,666,500	7	" "	" "	1877	108
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----	----	----	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	110½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1902	----
1st Mortgage	350,000	7	" "	----	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oakaloosa Division	500,000	7	----	" "	----	----
1st Land Grant	2,000,000	7	----	" "	----	77½
2d Land Grant	700,000	---	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1883	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	105½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	109½
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	102½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	117
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	108
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	109
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	" "	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	102½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	143
Bonds of Dec. 1862, (S. F.)	----	6	June & Dec	" "	1887	105
New York and Erie:						
1st Mortgage	3,600,000	7	May & Nov.	New York.	1867	114
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118½
3d Mortgage	6,000,000	7	" "	" "	1883	117½
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	123
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	125
Buffalo Branch	200,000	7	Jan. & July.	" "	1901	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	115
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1904	101
3d Mortgage	950,200	7	Jan. & July.	"	1907	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,086,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	106
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	104
2d Mortgage	3,077,000	7†	" "	" "	1861	39
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	102½
Chattel Mortgage	360,000	10	" "	"	1857	130
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1860	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	77½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	60
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	110
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106
" 1861, "	273,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	155½
" 1856, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	114
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	112
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	101
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,752	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	----	----	----	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	1876	85
Raleigh and Gaston:						
Coupon	100,000	----			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1800	----
Richmond and Petersburg:						
Coupon	159,000	----			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1893	75
2d Mortgage	937,500	7	" "	"	1893	36
3d Mortgage	440,000	7	" "	"	1863	11
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7			1856	----
3d Mortgage	1,000,000	7			1875	----
Six per cents	422,224	6			1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	128,053	7			1873	----
South Carolina:						
State Loan	187,000	5			1925	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	----			------	----
South-Western (Ga.):						
1st Mortgage	631,000	----			1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	----			------	----
2d Mortgage	450,000	----			------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	----			------	----
St. Louis County Subscription	1,000,000	----			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	95½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	91
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	----			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1860	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1885	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1885	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	95½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7			------	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	88½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	28½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1554	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1885	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	100
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'70	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	113
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1861	----
Sterling, issued in 1858	£144,500	6	----	----	1863	----
Company's endorsed by State.	180,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.0	...	...	....	*Alabama and Florida*	1,451,936	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	336,010	109,500	21,032	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	.....	.....	.....	.....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,492,858	605,370	—	....
29 Feb. '60	88.5	28.4	....	....	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
								ARKANSAS.													
— — '62	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	552,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	....
								CONNECTICUT.													
1 Feb. '63	22.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,256	302,511	—	1,938,740	2,037,500	211,674	4,443,554	122.4	229,088	301,402	126,918	—	....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,285	78.0	404,297	958,469	[596,153	17	142
31 Dec. '62	74.0	—	8.0	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,476	operated by N. Y. & N. H.				4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	88,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,332	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,096	12	121
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	383,664	158,927	—	102
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	879,000	271,877	1,607,684	84.3	138,631	139,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	—	150	...	...	....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,585	—	....
— — '62	59.9	—	5.0	—	...	...	....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.0	10.0	153.5	...	...	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,386	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	....	Brunswick and Florida	755,000	*	—	151,687	—	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	10	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,858	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832 343	464,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225.001	457,794	—	99½
30 Apr. '63	138.0	—	28.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,560	263.0	1,308,146	2,412,821	1,206,039	8	145
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,045	2,050,065	45.0	14 mo.	243,282	185,284	—	85
1 Apr. '63	242.0	—	....	29.0	50	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	67½
31 Mar. '63	181.8	—	....	—	61	57	980	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	125
10 Nov. '62	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	—	580,000	—	.....	54.0	.....	.....	.....	—	....
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,116	341.7	1,484,066	2,201,481	1,279,408	6	131
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	703.3	3,010,697	4,571,028	2,118,847	6	151½
— — —	—	—	—	81.5	—	—	—	Illinois River	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — —	149.0	—	....	—	—	—	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
— — —	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	.....	.....	—	.....	600,000	.....	.....	oper. by Chic. & R. Is.		125,000	.....	—	....
— — —	—	—	....	129.0	—	—	—	Peoria and Hannibal	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	186.0	—	....	—	...	...	....	Peoria and Oquawka	5,400.000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '62	100.0	—	....	—	...	...	....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	.....	2,000,000	100.0	oper. by Chic.	Bur. & Quincy.		—	....
— — —	1.0	—	....	—	...	...	....	Rock Island Bridge	.....	.....	—	.....	.....	.....	.....	oper	by Chic. & R. Is.	.....	.....	—	....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,416	704,660	—	86
								INDIANA.													
— — —	108.0	—	....	—	—	—	....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
— — —	29.0	—	....	73.0	...	...	....	Cincinnati, Peru and Chicago	.....	.....	—	.....	.....	.....	.....	29 0	.....	.....	.....	—	....
31 Aug. '57	100.0	—	....	—	—	—	—	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,288,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	28,641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	168,541	—	72
31 Dec. '58	80.8	20.2	....	—	23	19	318	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	443,858	230,834	9	100
31 Dec. '62	84.0	—	....	—	—	—	—	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,225	108.0	312,859	527,863	268,156	—	....
— — '59	64.0	—	....	—	—	—	—	Lafayette and Indianapolis	1,850,000	*	—	1,000,000	600,000	—	2,000,000	64.0	.....	.....	.....	—	....
31 Mar. '63	86.0	46.0	3.0	—	17	10	283	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132 0	.....	285,974	104,951	—	100
— — '58	288.0	—	....	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40..	—	36½
— — '58	74.0	—	....	—	—	—	—	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73.0	357,202	774,615	307,527	11	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	—	—	—	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	80.0	—	....	—	—	—	—	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	80 0	7 mo's.	85,239	48,771	—	....
31 Dec. '63	100.0	—	....	260.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134.831	276,197	155,889	—	....
— — —	—	—	—	436.0	—	—	—	Iowa Central Air Line	.....	.....	—	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	98.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
— — '62	136.0	95.0	....	312.0	...	...	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	97
								KENTUCKY.													
31 Oct. '59	90.0	—	....	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,000.	.....	.....	20.0	.....	.....	.....	—	....
— — '58	13.0	—	....	22.0	...	...	....	Lexington and Danville	765,500	.....	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '62	75.0	—	....	}	13	10	220	} Lexington and Frankfort	596,723	52,300	—	514,573	130,000	—	746.068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	63.1	—	....	}				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	82.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	263.0	.....	1,777,985	1,062,165	—	....
— — '59	18.8	—	....	70.2	—	—	....	Maysville and Lexington	.....	.....	—	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	—	—	....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
— — —	27.0	—	....	—	—	—	—	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	208.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,670,452	1,040,752	—	.....	2,665,000	1,160,717	.....	208.0	.....	1,232,824	586 434	—	....
31 Aug '60	55.7	—	....	135.3	...	...	....	*Vicksburg, Shreveport & Texas*	1,662,091	*	—	1,233,015	248,959	108,434	1,710,819	55.7	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	P. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	8	4	74	Androscoggin	1,050,000	*		151,838	444,658	205,554	787,381	38.6	76,244	79,761	45,461	—	—
30 Jun. '62	140.0	—	23.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	567,754		2,494,900	3,068,491		7,983,475	149.0	oper. by	Gd. Tk.	.....	—	66
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	—	—
30 Sep. '61	83.0	9.5	8.0	—	12	11	129	Kennebec and Portland	2,871,264	*		1,287,779		271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,950,860	3,068,491	139,362	4,259,303	109.2	156,240	321,022	174,028	—	—
31 Dec. '59	—	—	—	14.0	...	...	...	Penobscot	328,412		78,014	180,497	300,000	75,000	.....					—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000			1,632,446	51.3	.....	283,197	170,276	6	134½
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	25,404	—	—
31 May, '61	18.5	—	.....	33.5	...	...	...	York and Cumberland	1,090,000	*		870,000	450,000	270,000	1,090,000	13.5	.....	26,386	.....	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,333	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	110
30 Sep. '60	59.0	—	.....	—	7	30	167	Washington Branch	1,650,000	*		1,650,000			1,824,806	59.0	187,427	462,880	290,840	9	127
31 Dec. '63	136.0	4.0	10.4	—	53	29	1,818	Northern Central	7,916,244	774,508	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	66
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	...	...	...	Berkshire	500,000	100,000		600,000			600,000	21.2	.....	42,000	42,000	7	—
30 Nov. '62	28.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345		1,830,000	440,000	21,046	2,755,815	70.9	338,565	421,969	136,191	5½	113
31 Mar. '63	74.3	8.8	51.1	—	35	72	484	Boston and Maine	3,880,350	400,463	490,993	4,076,974			5,026,336	119.3	630,840	945,980	450,502	8	133
30 Nov. '62	47.0	7.0	32.5	—	26	40	200	Boston and Providence	2,952,600	207,400		3,160,000	122,720		3,462,989	61.8	435,121	702,222	356,362	8	142
30 Nov. '62	44.6	24.0	60.1	—	60	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000		95,554	5,335,584	85.6	564,117	1,006,130	490,304	8	145
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	997,760	123,865		681,654	141,600		1,085,074	47.1	75,219	102,627	50,053	2½	70
30 Nov. '62	60.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558		1,591,100	250,000		1,900,919	62.4	170,018	268,152	133,854	6	114½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,800	30,000	4,766,000	82.0	452,168	635,829	315,734	—	108
								Essex	742,592	4,416		299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	19.0	1.3	3.8	—	...	...	...	Fitchburg	3,189,851	350,149		3,540,000			3,829,341	90.4	342,542	580,580	254,146	6	122½
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg and Worcester	234,774	40,226		219,826	64,100	5,846	289,772	20.4	33,739	58,588	4,619	9	105
30 Nov. '62	14.0	—	7.5	—	4	4	56	Hampshire and Hampden	577,933	28,748		292,951	303,014		606,681	29.8	27,424	16,344	1,233	—	—
30 Nov. '62	29.5	—	3.0	—	3	3	—	Lowell and Lawrence	332,385	30,275		200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	12.4	—	2.3	—	2	4	26	Nashua and Lowell	558,919	95,684		600,000			802,401	71.0	148,515	188,183	48,540	8	125
30 Nov. '62	14.5	—	17.2	—	11	19	337	New Bedford and Taunton	602,760	54,214	14,000	500,000	300,000		800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	Newburyport	597,386	.....		220,340	234,900	140,902	597,386	.....	oper. by	B. & M.	Co.	—	—
30 Nov. '62	27.0	—	2.4	—	...	...	...	N. York and Boston Air Line	832,464	46,269		293,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	25
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	Old Colony and Fall River	3,008,445	354,503		3,015,100	350,500	134,058	4,187,740	102.1	558,535	580,150	312,031	6	126
30 Nov. '62	79.5	7.8	20.5	—	24	64	485	Providence and Worcester	1,409,086	262,815		1,600,000	97,000		1,697,000	44.4	206,064	327,457	161,357	8	137½
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247		450,000			450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Salem and Lowell	381,470	82,543		243,508	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	16.9	—	1.7	—	...	...	...	South Shore	462,367	39,226		259,685	150,000	1,456	531,715	11.5	22,218	64,425	20,484	—	14½
30 Nov. '62	11.5	—	0.4	—	2	9	17	Stockbridge and Pittsfield	444,600	4,100		448,700			448,700	ope	r. by Ho	usaton.	31,409	7	100
30 Nov. '62	21.9	—	1.1	—	...	...	...	Taunton Branch	250,000			250,000			239,740	11.7	51,210	134,018	23,376	9	119
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Troy and Greenfield	1,756,370			923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	6.1	—	.....	36.6	...	...	...	Vermont and Massachusetts	2,214,225	207,343		2,214,225	990,525	—	3,516,000	77.3	112,242	216,065	115,241	—	46
30 Nov. '62	89.3	8.0	5.5	—	11	13	189	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712		5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	158½
30 Nov. '62	166.1	17.3	126.0	—	73	61	1,179	Worcester and Nashua	1,147,044	123,353		1,141,000	141,600	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	90
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	...	...	...	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,960,000	4,250,000	.....	9,008,569	188.6	.....	340,898	.....	—	—
— —	—	—	—	—	...	...	...	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
— —	—	—	—	183.0	...	...	...	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 May, '63	284.8	—	23.4	—	98	85	1,559	Michigan Central	13,805,576	*		6,057,436	7,999,489	—	14,334,955	329.3	1,448,558	2,946,500	1,674,200	8	161
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,663,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	116
— —	—	—	—	52.8	...	...	...	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	150.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	72.0	—	—	—	*Root River Valley*	.....	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,859	236.0	.....	584,342	326,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	85.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	53.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	—
31 Aug. '63	206.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	62
31 Dec. '62	168.8	—	17.7	88.0	21	26	307	*North Missouri*	6,398,779	504,963	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	...	...	...	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	8.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,906,277	90.1	232,631	253,235	65,238	—	.....
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	...	...	...	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	10½
31 Mar. '63	88.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,586	93.5	.....	247,279	124,406	—	85
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	53.6	265,394	298,056	104,843	—	—
30 Nov. '62	23.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	—	—	57,461	867,462	23.1	.....	34,045	10,492	—	—
31 Mar. '62	34.5	—	.....	—	21	22	404	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	66½
30 Nov. '62	49.5	2.5	.....	—	...	...	...	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con	25,000	24,500	7	129
31 Mar. '62	14.6	—	0.6	—	...	...	...	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	—
30 Nov. '62	16.5	—	2.0	—	...	...	...	Eastern	525,295	—	—	482,500	—	42,795	525,295	ope	r. by Eas	tern Ma	ss.	4	101
31 Jan. '63	20.5	—	1.3	26.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	—
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,385	7	120½
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	548,000	—	.....	52.7	.....	34,916	12,395	—	—
30 Nov. '62	69.2	11.0	12.5	—	24	14	434	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	86½
31 Mar. '62	24.7	—	2.2	—	5	2	58	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	65,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,562	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,453	—	—
31 Dec. '62	53.5	32.5	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	154.2	.....	3,040,148	1,728,548	10	181½
31 Dec. '62	50.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	50.2	.....	144,380	65,128	—	18
31 Dec. '62	84.0	—	48.0	—	3*	26	540	Central of New Jersey	4,915,252	606,542	672,113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	175
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,167,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	12.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	675,000	400,017	5,995,704	33.8	512,349	1,111,087	652,124	16	.....
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	160
31 Dec. '62	13.6	—	.....	—	...	...	.....	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	55,400	8	.....
31 Dec. '62	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	.....
31 Dec '62	.....	—	.....	—	...	...	.....	Raritan and Delaware Bay	2,460,417	*	—	1,206,553	1,250,000	143,008	2,507,161	—	[2 mos.	10,588	.....	—	25
1 May, '62	.....	—	.....	—	...	...	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
												1,207,750	600,000		1,907,750	24.0	.....	239,889	124,742	6½	110

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passengers.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075						
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—	—	600,000	incl.	in Re	ns. & S	arat.	—	.....
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,000	—	.....
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope	r by Ti	oga.	44,100	—	.....
30 Sep. '62	5.1	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	.....
30 Sep. '62	14.5	—	9.5	—	2	69	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,943	10,867	—	55
30 Sep. '62	28.3	—	28.9	1.9	—	160	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,382,506	28.3	2,631,216	491,629	118,330	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.2	273,289	30,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,388	—	100
30 Sep. '62	58.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	427,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	.....	—	60
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	.....
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	.....	70,000	6	.....
31 Dec. '62	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	206,929	20,105,200	19,961,000	—	42,841,569	507.0	5,358 687	10,469,481	3,511,414	7½	125
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,363	1,363,931	—	3,758,466	9,363,750	296,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	163
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,102	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	60
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	664.9	5,692,223	10,897,634	3,994,999	7	144
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,696	—	166
30 Sep. '62	95.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	.....
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	85,498	19,429	—	.....
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,455	176,755	—	15
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	.....
30 Sep. '62	25.2	—	2.0	—	7	11	55	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,845	6	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g	3,092,378	368,306	—	1,499,100	1,925,000	64,292	3,486,392	189.6	309,922	458,512	220,210	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	a. & Sar.	.....	—	.....
30 Sep. '62	40.9	2.0	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	8.0	—	8.0	—	—	—	61	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	.....	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	—	89	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000	—	1,089,317	4.0	1,891,960	358,033	88,286	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	80,277	37,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	.....
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	490,000	—	1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	.....
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	.....	oper. by	Vt. Co.	.....	—	.....
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	.....	oper. by	the 4	Comp'a.	—	.....
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,890	6,387	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,668	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	236,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
— — '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	—	—	322,000	—	77,294	.....	—	—	—	—	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,125	3,876,255	118.2	.....	541,150	234,220	—	.....
1 Aug. '61	137.0	—	.....	—	41	39	598	Central Ohio	6,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	220,551	—	12
31 Mar. '63	60.5	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,156,800	1,234,000	—	3,988,193	198.3	.....	877,404	464,415	10	132
31 Dec. '60	30.0	—	.....	69.1	—	—	—	Cinc. and Indianapolis Junc	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
1 May, '59	131.8	—	.....	81.0	16	10	332	Cinc., Wilmington and Zanesv	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,637	20	173
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,367	375,209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	—	3,300,000	1,500,000	—	.....	96.7	484,297	1,551,628	975,923	53	150
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,900	—	129
31 May '63	109.3	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	4	156
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin	1,574,693	*	—	389,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,700	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	.....
31 Aug. '60	30.0	—	.....	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	.....	36.6	.....	62,025	1,565	—	.....
31 Aug. '58	16.0	—	.....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,338	422,658	.....	1,104,086	16.0	40,004	64,000	33,000	—	.....
31 Dec. '61	45.0	—	.....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	162,694	.....	45.0	.....	128,170	33,412	—	.....
— — '59	34.0	—	.....	84.0	—	—	—	Fremont and Indiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '61	32.0	—	.....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	.....	47.0	.....	69,352	.....	—	.....
30 Nov. '58	13.0	—	.....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	.....	13.0	24,000	31,126	10,460	—	.....
30 Nov. '62	85.5	—	37.8	—	25	22	437	Little Miami	3,544 158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,862	1,632,488	830,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	18,863,614	745,475	*	6,246,950	9,870,000	4,345,042	20,549,420	192.3	.....	829,932	119,082	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	228	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	305.9	418,528	599,580	115,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	219,395	82,988	—	.....
30 Nov. '58	55.0	—	.....	74.0	7	3	84	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	.....	55.6	70,000	110,200	53,100	—	.....
31 Aug. '58	19.5	—	.....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.	C. & C.	.....	—	.....
30 Nov. '58	49.8	—	.....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	.....	.....	—	.....
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	960,462	—	70
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	5.0	136.2	4	6	97	Alleghany Valley	.....	.....	.....	.....	378,455	58,811	.....	45.0	.....	106,924	55,029	—	.....
31 Oct. '62	88.0	—	.....	—	.....	.....	.....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	.....
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	565,365	210,817	3	84
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	276,880	.....	—	234
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56,545	1,384,456	74.5	.....	255,560	165,427	8	.....
31 Oct. '62	110.7	4.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,336	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	235
31 Oct. '62	25.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	508,500	27,478	1,118,168	36.9	130,602	173,393	95,554	—	.....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd to	North'n	Cen.	196.907	334,790	110,368	—	38
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126.490	223,530	33,826	10	.....
31 Oct. '62	56.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,582,560	*	—	1,182,550	700,000	.....	1,882,550	56.5	oper. by	Penn.	R.R.Co.	7	77
31 Oct. '62	32.0	—	1.3	44.5	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	.....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	25
31 Dec. '63	80.0	—	16.0	—	18	4	1,240	Lackawanna and Bloomsburg	3,528,993	*	—	1,335,000	2,128,565	232,487	3,767,913	80.0	.....	511,824	257,440	—	.....
31 Oct. '62	46.0	25.0	18.5	—	23	8	956	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,827,385	76.0	[illegible]	822,927	460,516	5	90
31 Oct. '62	25.3	5.5	5.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	[illegible]	—	49
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	139.0	—	451,918	174,455	8½	84
30 Nov. '62	55.6	13.2	8.8	—	18	25	677	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	289,000	6,447,780	66.4	263 334	397,196	218,960	—	37
31 Dec. '62	356.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,52[illegible]	—	18,224,313	411.4	.....	10,304,991	4,872,218	8	79
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., German'n & Norrist'n	1,521,520	[illegible]	—	1,243,500	[illegible]	—	1,852,696	24.0	229,958	262,333	129,742	6	60
31 Oct. '62	190.0	—	10.5	95.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,450	6,[illegible]	187,789	12,124,857	190	213,574	413,472	[illegible]	—	37
30 Nov. '62	147.4	5.5	187.8	—	143	87	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	355.0	[illegible]	3,911,830	2,095,775	—	82
31 Oct. '62	31.0	—	9.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	215,000	675,000	5,000	920,000	1.0	8,[illegible]	7,416	20,561	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Line	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,264	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	620	Phila., Wilmington and Balt.	6,919,924	744,425	351,129	5,620,500	2,579,000	—	9,503,406	200.5	582,615	2,250,862	1,080,995	9	73
31 Oct. '63	59.5	—	6.4	89.5	11	10	81	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,629	72.0	209,745	215,587	105,356	—	12
31 Dec. '63	468.3	—	74.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	154
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,406	1,374,555	58.5	82,809	79,618	9,338	—	.....
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	.....	oper. by	Ph. & Reading		5	.....
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northn	Cen.	40,476	144,728	87,112	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,828	797,913	29.6	81,934	134,788	97,862	9	45
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	958,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	75
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	108	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	.....	.....	62.0	297,700	416,309	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	457,917	8,500	—	.....	13.6	23,954	25,594	6,739	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	20	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
— — '58	40.3	—	.....	—	—	—	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	.....	.....
21 Aug. '58	22.5	—	.....	—	—	—	.....	Kings Mountain	196,230	*	—	200,000	—	—	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	—	—	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	935,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
31 July '58	25.1	—	.....	41.9	—	—	.....	Spartanburg and Union	.....	.....	.....	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,486	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	670,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	293,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	54.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	134.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275,000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,565	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
— — '59	28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	99,639	208,867	.....	—	52½
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	.....
31 Aug. '62	62.5	.....	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	188,250	140,886	24,579	—	.....
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713,416	191,466	—	2
30 Jun. '62	47.0	6.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	1,378,500	ope	r. by Vt.	Central	.....	4	124
30 Jun. '62	23.7	—	0.9	—	3	0	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	.....
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	33,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	5.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	469,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	21
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,800	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,961	279,945	140,285	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	—	—	—	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	260 958	634,081	350,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,462,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,967	—	.....
30 Sep. '59	22.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	.....	32.0	30,000	49,971	14,469	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	122.9	—	24.9	—	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	122.9	.....	756,476	329,550	—	.....
31 Dec. '58	40.0	—	.....	—	5	10	76	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	206,565	1,908,555	40.0	74,243	159,456	82,182	—	.....
— — '57	42.0	—	.....	27.8	—	—	—	Milwaukee and Horicon	919,757	*	—	1,101,200	—	—	.....	42.0	10 mos.	60,666	.....	—	.....
31 Dec. '62	191.9	42.5	28.2	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	88
— — '57	50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,228	5,692,471	142.0	364,331	344,769	83,839	—	.....
— — '58	10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	—	—	—	—	—	operated	by	Fox Riv	er Vall.	.....	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,795	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
— — '62	37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	.....
0 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,128,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,164,855	—	.....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	28,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
— — '62	24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	.....	.....	.....	—	.....
31 Dec. '62	95.0	1.0	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	95.6	.....	.....	.....	—	.....
— — '62	54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	.....	.....	.....	—	.....
31 Dec. '62	25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	750,000	.....	.....	25.0	.....	100,000	19,576	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.6	5.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	.....
1 July, '61	80.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	80.0	.....	132,555	36,570	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	188,107	37,161	—	—
								NEW GRANADA.													
Dec. '62	48.7	—	—	—	11	22	120	Panama	5,000,000	*	615,658	5,000,000	3,376,000	—	10,763,723	48.7	—	1,745,294	1,018,444	12	237

New York Stock Exchange.

Actual Sale Prices for the week ending April 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
American Coal Co.	111	110	----	111	----	
Buffalo, N. Y. & E., 1M.	110	----	----	110½	----	
California 7s	134	134	----	135	----	
Canton Co.	70	70	72½	73½	73½	72
Central Am. Transit	49	49	49	50	55	56
Chicago & Alton	95½	96½	99½	99½	99½	99½
" " pref.	100	104	----	108	108	108
" " 1 M.		110	----	----	----	----
" " Inc. b'ds.	----	----	----	94	----	91½
Chicago, Burl. & Q.	145½	146	145	145½	146	148
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	67½	68½	67½	68	68	67½
" " pref.	84	----	----	----	83½	----
" " 1st M.	96	90	95½	95½	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	110	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	102	----	102	102
Chicago & Rock Isl.	125½	125	123½	125½	124	125
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	173	----	----	----	170½	171
Clev. and Pittsburg	125½	129	126½	129½	128	128
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	107
" " 4 M.	90	90	----	90	90	----
Clev. and Toledo	149½	149½	150	149½	151	155½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	84	84	85	84½	87	86
Del. & Hudson Canal	236	236	236	237	240	250
Del., Lack. & West.	----	----	----	----	----	235
" " 1M. 8 p.c. '71-5.	----	----	----	----	114	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	124½	124½	124½	125½	126½	125½
" pref.	113	116	113½	112½	112½	113
" 1 M. 7 p.c. '67.	----	----	----	----	114	----
" 2 M. 7 p.c. '79.	----	----	118½	----	----	----
" 3 M. 7 p.c. '83.	117½	----	----	----	----	----
" 4 M. 7 p.c. '80.	----	----	----	----	123	----
" 5 M. 7 p.c. '88.	----	----	----	----	----	----
Galena and Chicago	125½	126	126½	127½	127½	131
" 1M. 7p.c. '63	----	----	----	----	----	----
" 2M. 7p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Joseph.	54	54	53½	54	60	59
" " pref.	68	70	70	75	----	----
" " bonds.	102	----	----	----	----	----
Hudson River	161	164	162½	164	164	163½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69.	112	----	112	----	113	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	158	158	----	----	----	----
" conv. bonds	158	----	----	----	----	----
Illinois Central scrip	148½	149	148½	150	152	151½
" full stock	135	136	136	137	137½	----
" Can. bd. sc.	----	----	131	130	----	----
" bonds	----	----	----	----	119	119
Marietta & Cin. 1st pref.	82½	84	84	88	89	87
" " 2d "	63	63½	65	64	64	65
Mariposa Mining Co.	42	43	41½	38	37	41½
Michigan Central	149	150	150	150½	150	151
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	117½	118½	118	118½	116½	116
" " guar'd.	147½	149	150	151½	153½	156½
" " 1M. S.F.	----	----	114	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	88	89	87½	87½	86½	88
" " 1st pref.	----	----	----	----	112	----
" " 2d pref.	90	95	98	95	----	94½
" " 1st M.	108	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	83
Miss. & Mo.	61½	----	61	62	63	67
" L. G. bonds.	79½	79½	79½	----	78½	77½
Missouri 6s	73½	73½	73½	74½	73½	73
" iss. to H. & St. J. R.	----	----	93	----	93	----
" " Pacific	75½	76	76	76	76½	77½
New York Central	143½	144	143½	144½	144	144½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76.	----	----	----	----	117	----
" " 7s, conv. '76.	----	----	----	----	----	----
" " 6s, S.F. '83.	110	----	100†	----	----	----
N. York & Harlem	125	138	139	138	141½	156
" " "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '75	----	115	----	----	----	----
" " 2M. 7p.c. '64	----	----	101	----	----	101
" " 3M. 7p.c. '67	----	----	----	----	----	----
Norwich & Worcester	----	----	102	----	----	----
Ohio & Miss. cer.	67½	69	68	67½	67	66½
Pacific Mail S.S. Co.	235	230½	231	231	230½	230
Panama	----	----	----	----	----	----
Penn'a Coal Co.	219	219	----	222½	224	----
Phila. and Reading	153½	156½	157½	160½	159	164
Pitts. Ft. W. & Chicago	143½	146	145½	145½	147½	154
" " 1M.	----	----	113½	----	115	114
" " 2M.	109½	----	111½	112	----	----
" " 3M.	----	101½	----	101	----	----
Quicksilver Mining Co.	91	87	88	88½	86	85
St. L., Alton & T. H.	88	88	88	88	86½	86
" " pref.	98½	99½	99	100½	100½	100½
" " 1M.	----	110	----	----	----	----
" " 2M. pref.	95½	----	----	99	95½	----
" " Inc. b'ds.	----	----	92	91	----	----
Tennessee 6s, 1890	----	61½	61½	----	61½	61½
Toledo & Wabash	70	69½	68	68	68½	70
" " Pref.	86	87	----	85	86	88½
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	96	----	----	----	95	95½
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	50	----	50	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending April 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	102	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	150	150	----	150½	----	154
U. S. 6s, 1881, reg.	----	114½	114½	----	----	----
U. S. 6s, 1881, coup.	113	113½	113½	----	114	113½
U. S. 6s, '81, O. W. Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 4y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	120	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	120	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " new	99½	99½	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon	110	110½	110½	110½	111½	111½
U. S. 6s, " reg.	----	111	----	111	111	----
7.30 Notes, Feb. & Aug.	----	----	112	----	----	----
" " Ap'l & Oct.	----	----	111	----	111½	111½
American Gold	164½	166½	166½	166½	167½	168½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	24½	----	24	23½	----
" preferred	42	42	----	41½	41½	----
Camden & Amboy	180½	181	180½	181	181½	----
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	----	----	——	105
" " 6s, '89.	----	----	----	----	——	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	45	45	----	----
Elmira & W'msport	----	----	38	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	77	----	----	----	77	----
" 6s	110½	----	----	110	----	----
" " scrip	----	74	----	----	----	----
Lehigh Valley R. R.	----	89½	89½	89½	90	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	49½	49	49½	49½	49½
" " 7s	----	----	----	----	----	----
Long Island	----	49	----	49	48½	----
" " 6s	----	----	103	----	----	----
Minehill	----	----	----	64½	----	----
Morris Canal	76	----	----	----	----	----
" " pref.	140½	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	36½	36½	36½	37½	----	----
" " 6s.	96	----	----	102½	102½	----
" " 10s.	----	----	----	----	----	----
Pennsylvania R. R.	75	76	----	77½	79	79½
" 1st m.	----	----	115	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	99½	99½	99	99½
" " 5s, coupon	101½	----	----	----	101½	102
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	104½	104½	----	104½	----	104½
" " new	----	110	----	110	110½	110½
Philad., Germ. & Nor.	----	50½	50½	60	60	60½
Phila. & Reading	76½	76½	79	80½	80½	79½
" " 6s, '86.	----	----	157½	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	37½	38	----	37½	----	----
" " 6s.	----	----	----	----	107½	108½
Philad. & Sunbury, 7s.	----	----	----	----	----	108½
Schuylkill Navigation	38½	----	38½	39½	41½	41½
" " pref.	46	45½	47½	47½	48½	47½
" " 6s '82	----	97	98	98½	99½	100
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	102	----
Sunbury and Erie, 7s.	----	----	----	----	----	----
Susq. Canal	----	27½	27½	28	28	----
" " 6s '78.	----	68	----	67½	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	6½	6½	6½	----	----
" " 6s '83	----	29	29	30	----	30
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	77	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	35	37½
Chestnut & Wal. "	----	----	----	----	----	63
Green & Coates, "	----	----	43	----	----	----
Race and Vine, "	----	----	----	----	20	----
2d and 3d streets, "	----	----	----	----	----	75
Spruce & Pine, "	----	15½	----	15½	----	15½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.
Baltimore City 6s, 1875	----	113	----	113½	114	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	110	----	113½	----	113½
Balt. and Ohio	----	----	113	----	114½	----
" " b'da, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	110½	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	60	60	60½	61½	66	----
" " b'da, '85	----	----	----	105½	----	106
" " " 90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending April 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Boston and Lowell	----	----	113	----	----	----
Boston and Maine	----	133	----	----	----	----
Boston and Providence	----	----	----	----	143	----
Boston and Worcest.	----	----	145	----	----	----
Cheshire, pref.	57	58½	58½	59½	----	58½
Concord	----	----	----	----	----	66½
Connecticut River	114½	----	----	----	----	----
Eastern, Mass.	107½	107½	----	108	108	
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	123	----	125½	123	123½	
Manchester & Lawr'ce.	120½	----	----	120½	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	83	84	----	86½	----
Old Colon. and Fall R.	125	125	----	----	125½	126
Ph., Wil. & Baltimore	73½	73½	----	73½	73	72
Portl'd, Saco & Ports.	----	110½	----	----	----	----
Vermont & Canada	----	124	----	----	----	----
Vermont & Mass.	42½	45	47	47	46½	46
Western	157	----	----	----	----	158½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	129	----	128	----	----
Metropolitan "	----	65½	----	65½	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	98	98	98
Franklin "	----	54½	55½	57	59	61
Isle Royale "	27½	----	27½	30½	29½	28½
National "	----	----	----	32½	----	----
Minnesota "	87	----	----	----	----	----
Pewabic "	58½	59	62½	59	67	64
Pittsburg "	----	----	----	----	----	----
Quincy "	95½	95	96	96½	97	----
Rockland "	18½	----	----	18½	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 26th of March:

Maryland 6s	69	to	71
United States 6s, 1881	64	"	66
Do. 5s, 1874	59	"	61
Virginia State 5s	45	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	80	"	81
Do., Pennsylvania do. do.	81	"	82
Erie shares, $100 (all paid)	67	"	69
Do., 7s, preference	60	"	65
Do., 7s, 1st mort., 1867	62	"	63
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	84	"	89
Illinois Central 7s, 1875	66	"	68
Do. do. $100 shares, $90 paid, dis.	18	"	17
Do. do. $100 shares, all paid	72	"	74
Marietta and Cincinnati Railroad Bonds	72	"	73
Michigan Central 8s, Convertible, 1869	65	"	70
Do. do. S. F. 1st mort., do., '82	70	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	60	"	66
Do. do. do. $100 shares			
New York Central 6s, S. F., 1883	62	"	64
Do. do. 7s, 1864	55	"	58
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	75	"	78
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	37	"	38
Do. $50 shares	43	"	46
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, April 9, 1864.

Stock Exchange and Money Market.

The most interesting financial spectacle at present is the condition of the gold market, as affected by the action of the Treasury, in underselling the street. The prices there have been touched beyond all question, but not so much so either by the reduction first made to the importers of a quarter per cent, or as it afterwards stood on Tuesday at 2½ per cent below the market price. This we think is susceptible of explanation. The operations in the street are not really legitimate in their character. The importers have withdrawn from purchasing there, and have no need to do so, for they find at the Sub-Treasury department a sensible relief in the price. They would of course be insane to give three or four per cent more for gold to the speculators, than they can obtain it for at the Sub-Treasury. They will do no such thing. Who then remain to purchase the com-

modity? Only one single class of persons, viz: the bill drawers; and those in large credit may draw and renew a dozen times in succession, by paying interest and commissions without remitting gold for the bills at all, except at the expiration of their credit. It must also be remembered that our exports weekly are by millions, and the proceeds of these generally go to the credit of these very bill drawers, being transferred as far as they will go by their customers here. The speculation in gold is therefore inevitably left in the hands of those who trade in it as they do in any other article in the street which offers the largest profit. In this case it is believed there has been what may be called a corner, and a good many must have been caught in it. The shorts are at the mercy of the longs, and it is quite possible the quotations will be higher till these are fully matured and liquidated. The public, however, have not the slightest interest at present in the struggle. The importers are clear of it entirely. The loss to many and the gain to the few in this, is a matter which we may record but without any sympathy. It must end, because the fuel will be expended, and the real merchants will not care to keep up a fire to burn themselves. Indeed if it grows too warm for those, who are watching the cauldron, no one would feel particularly regretful. We should not therefore be in the least surprised, if the demand for gold falling off at the Importing houses, the whole affair would flicker out. Further, it will be observed that the demand for export has fallen off lately in a very large degree. The export for the last week was small. It will also have been noticed that the exports of the precious metals for the past year have largely declined.

It has been suggested that the excess of our imports of late may be attributed to a belief in certain leading mercantile quarters, that the tariff will be so increased as to effect the prices of imported goods very considerably, and therefore it is best to anticipate the change, and lay in stocks in advance. This no doubt is an explanation, but as there is in human affairs a compensating principle in some form or other for every change from their normal condition, we may find one in this. When prices rise from extraordinary causes, the consumers need not purchase. Already it is well known that persons of fixed incomes even in large amounts, and certainly those in moderate circumstances, have already adopted a system of economy based on the advance. At the largest retail shop in this Country it is remarked that where dozens of certain articles were formerly sold to customers, a single one is now the usual sale. And this economy can fortunately be practised in a great many cases, where these articles come under the head of *luxe*. Again, a decisive victory on our part would make a most material change in our financial system. It would at once bring the whole remaining cotton product of the South into the exchange market, and bring that down in sixty days to near its former rates. For it would only require three or four weeks to place the whole of it at our ports of shipment, where commercially and financially it would be the same as if it had actually reached Liverpool or Havre. Here in New York as we stated last week we have, it is believed at least 40,000 bales, worth at the present prices *twenty* millions of dollars (not "two" millions as incorrectly stated by us last week). It is observable even now that scarcely a steamer ascends the Mississippi without being loaded with liberated cotton. Red river, will add enormously to the quantity even now finding its way to our home markets.

The disposal then of this large amount of the staple, in affecting exchange would affect gold as well, and this is the danger that prudent importers will do well to consider before they venture on very heavy imports, based on the prospect of a protracted war. Peace came suddenly in 1815, and those who thought it never would come, and did business on that principle were very generally broken down. We repeat it, one great decisive battle ends the war; for the confederates, if they have plenty of corn and whiskey, have no more soldiers or money. Gen. Grant it is expected will not move at all till by absolute superiority in the field, he shall be as sure of Lee and Richmond, as he was of Pemberton and Vicksburg.

There is one other view of our finances worthy of notice, and that is the opinion prevailing in certain quarters that the National Banks will flood the Country with paper. It must be remembered that the capital of the whole of them as yet established is only about forty five millions, and that they cannot issue to this extent by the restricting force of the law. And this will be but a drop in the bucket, compared with the whole currency of the Country, and will not count much more. These Banks will have to return to specie payments just as soon as the Treasury can retire its own legal tenders, and this it can do just as soon as the war ceases. As long as this lasts new loans must be made. When it stops, the treasury will be able to pay its interest, support the civil list, the reduced army and navy list, and attend to the sinking fund. A foreign demand already begun for the leading public securities and beginning to tell upon prices here, within a few weeks with considerable effect, will continue, and we shall find the greater portion of them bought up in Europe to be held, and at a premium which would enrich the American holders by *hundreds of millions*.

It is thus plain that at this moment there is nothing more important to secure our entire financial triumph, but a statesmanship at Washington, which is wise enough not to attempt any more generalship. These qualities do not exist in the same persons usually. The greatest military reverses in all ages have followed the interference of politicians with the management of armies.

A law amending the present National Banking Act is before Congress, clogged with all sorts of amendments. One of these most pertinaciously pressed, gives permission to such old institutions as desire it, to retain their former names. We think this is a mistake. There is much in a name good or bad, but we think it will be seen that these Banks which prefer to retain their old designations will find their circulation affected unfavorably by the retention. In the broad comprehensive word National, there is a charm which will give currency to a bill in all the States. On the contrary, a mere local appellation gives but a local popularity, and detracts from the apparent value. The remedy we proposed months ago, to soothe the pride of the local bankers, was merely to have placed across the face of the new bills, the words "formerly the Bank of." We are confident our anticipations on this subject will prove correct.

Money rules pretty strongly at 7 per cent. There are so many new channels offering profit to adventure, that large numbers of persons are embarking their means in them, and are prepared to go with the current.

The accumulation of gold continues both in the Sub-Treasury and the City Banks. Government securities are firm and in demand. The five-twenties are rising with inquiry for European account. A single foreign House took $400,000 by the last steamer for its foreign correspondents.

The business of the Sub-Treasury on Tuesday was: Receipts, $3,658,504 20—for Customs, $383,000; payments, $4,279,825 98; balance, $37,845,396 82.

State stocks are firm, so are Bank shares, and railway bonds in good repute. The railway share market is pronounced irregular with a tendency to higher figures. The particular fluctuations will be found on examining our tables corrected for the week.

The subscriptions to the ten-forty loan at the Sub-Treasury on Tuesday amounted to $168,850, and at the First National Bank to $409,000.

The aggregate value of the exports of produce and merchandise from this port during the past week was $3,766,748.

The total value of imports of foreign goods at the port of Boston, for the week ending April 1, were $334,164, against $774,377 for the corresponding week of last year. The total value of exports for the same period were $289,660, against $730,520 in the corresponding week of 1863.

The total value of foreign exports from the port of Baltimore for last week was $161,805.

Exchange is firm at 181¾.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Milwaukee, 85; Cincinnati, Hamilton and Dayton, 132; Peninsula R. R., 75; Long Island R. R., 100¼; Pacific R.R. 7s, 60; Hannibal and St. Joseph, convertible, 98; At. & Gt. Western (Ohio div.) 1st mort., 100½; Kentucky 6s, 101½; Georgia 6s, 60; North Carolina 6s, 58; Illinois coupon 6s, 1870, 103; do., 1877, 102; do., 1862, 101½; Illinois War Loan, 101½; Brooklyn 6s Water Loan, 108; Citizens Gas, Brooklyn, 112½; Mariposa 1st mort., 70; Copake Iron, 17; Wyoming Coal, 104; Lehigh and Susq. Coal, 18; International Coal, 115; Ashburton Coal, 40; Carbondale Coal, 11¼; Central Coal, 90; Quartz Hill gold, 31; Hope, gold, 12; Briggs gold, 127; Gregory gold, 30; Atlantic and Pacific gold, 33; Denver gold, 15; Central Mining Co. of Col., 17½; Gold Mining Co. of Col., 9; Mendota Copper, 9; Canada Copper, 9; Passaic Copper, 3¾; Maryland Copper, 1½; Bucks Co. Lead, 1¼; Rutland Marble, 23; Sandy River Coal and Oil 1st mort., 101; Ocean Bank, 100; Bank State of New York, 110; Am. Ex. Bank, 120; Continental Bank, 105; Hanover Bank, 105; Atlantic Bank, 100; Importers and Traders Bank, 112½; 4th National Bank, 100; Bank of Republic, 111; Bank of Commerce, 118; Park Bank, 140; Phœnix Bank, 110; Merchants Ex. Bank, 105; Bank of North America, 111; Bank of Commonwealth, 108; Merchants Bank, 112; Metropolitan Bank, 122.

Philadelphia.—Huntingdon and Broad Top, 25;

do., bonds, 104; Chester Valley, 4; do., 7s, 51; Camden and Atlantic pref., 21; Camden and Amboy mort. 6s, 112; Penn. War Loan 6s, 107½; Allegheny Co. 5s, 80¼; Wyoming Valley Canal 6s, 100; West Branch Canal, 125; North Branch Canal bonds, 38; Union Canal, 3⅝; Ridge Avenue R. R., 21; West Philadelphia, 72; 13th and 15th streets R. R., 39; 5th and 6th streets, 63; Lehigh Zinc, 66½; Keystone Zinc, 5; Hazleton Coal, 71; Fulton Coal, 15; Clinton Coal, 2½; Butler Coal, 50; Locust Mountain, 48; Green Mountain, 9¼; Big Mountain, 11⅝; N. Y. and Middle Coal Fields, 17¾; New Creek, 2⅛; Mill Creek, 33; Oil Creek, 11⅛; McClintock Oil, 8; Rock Oil, 7; Mineral Oil, 6; Penn. Central Oil, 3¾; Perry Oil, 11; Irving Oil, 14; Penn Mining, 12⅛; Alaee, 5¾; Connecticut, 2⅛; Venango, 2; Amygdaloid, 36; N. Carbondale, 11¼; Marquette, 9½; Tamaqua, 4⅝; Farmers' and Mechanics' Bank, 61½; Commercial Bank, 56; Mechanics' Bank, 29¾; Girard Bank, 49⅜; Bank of Kentucky, 95. The latest quotations are: City 6s, 104⅛@104⅜; do., new, 110¼@110½; State 5s, 100@100⅛; do., coupon, 101@102; do., 6s, 1879, 103⅛; Phila., Wil. and Balt., 71@72; Reading, 79¼@79⅜; do., 6s, 1870, 105@106; do., 1886, 158@158¾; Camden and Amboy, 181@181¾; Pennsylvania R. R., 78¼@79; do., 1st mort., 120; do., 2d mort., 110; Little Schuylkill R. R., 49¾@50; Morris Canal, 76@80; do., pref., 140@141; bonds, 105@109; do., 2d mort., 102@104; Wyoming Valley Canal, 75@76; do., 6s, 99½@100; Susquehanna Canal, 27⅝@27¾; do., 6s, 67¾@68½; Sch. Nav., 40⅝@41¼; do., pref., 47¼@47½; do., 6s, 1882, 100@100½; Union Canal pref., 6½@7; do., bonds, 29¾@30⅛; Delaware Div. Canal, 45¾@46½; do., bonds, 95; Elmira and Williamsport, 38@38½; do., pref., 54@55½; do., 7s, 1873, 111¼@113; do., 10s, 78; Beaver Meadow, 83@84; Harrisburg, 77@77½; Long Island R. R., 49½@50; Lehigh Coal and Navigation, 77@78; do., scrip, 75@77; North Pennsylvania, 36⅝@37; do., 6s, 102@102½; do., 10s, 125@130; Philadelphia and Erie, 37⅛@37⅝; do., 6s, 107@110; Minehill, 64½@65; Catawissa, 23@24; do., pref., 42¾@42⅞; Lehigh Valley, 89¾@90; do., bonds, 109½@111; Fifth and Sixth streets, (horse,) 61@62; do., 7s, 105⅛@106; Second and Third, 74¾@75¼; do., 7s, 113@114; Race and Vine, 19@20; West Philadelphia, 70@72; Spruce and Pine, 15@16; Green and Coates, 40@43; do., 7s, 100@113; Chestnut and Walnut, 61@63; Arch, 36@37; Thirteenth and Fifteenth, 35@38⅞; Seventeenth and Nineteenth, 21¼; Girard College, 33@34; Tenth and Eleventh, 50@55; Norristown, 58½@60.

Boston.—Northern (Ogdensburg,) 1⅞; do., 2d mort, 39; Rutland and Burlington 1st mort., 75; do., 2d mort., 36; do., 3d mort., 11; Vermont Central, 2; do,, 1st mort., 88¼; do., 2d mort., 28½; Conn. and Pas. Rivers pref., 61¼; Concord and Portsmouth guar., 129¼; Taunton Branch 119; Cape Cod Branch, 70; Pittsburg, Maysville and Cincinnati 1st mort. 7s, 82; Mad River and Lake Erie R. R. 6s, 1900, 71; N. Y. and Boston Air Line 6s, 76; Bear Valley and Summit Branch R. R., 20½; Boston, Newport and New York Steamboat Co., 122½; Rhode Island 6s, 1871, 101; do., 1893, 104¾; Vermont 6s, 1874, 104; Massachusetts 5s, 1883, 118¾; do., 1891, 119; New Hampshire 6s, 1875, 103¾; Maine 6s, 1883 104¾; Portland 6s, 1871, 105; Chicago 7s, 111½; Bath 6s, 1891, 103½; Boston 5s, 1871, 121; do., 1886, 119⅞; Roxbury 5s, 1879, 99¾; Boston Water Power Co., 48½; Cary Imp. Co., 11⅜; East Boston, 15⅜; Essex 109½; Saco Water Power, 207½; Union Land, 55c.; Union Steamship Co., 166; Lorberry Coal, 69; Franklin Coal, 132; Cambridge Gas, 108; Charlestown Gas, 115; Bank of Commerce, 107; Bank of Republic, 100; Mt. Vernon Bank, 100¼; Bank of North America, 99; Traders Bank, 98½; Maverick Bank, 98; 2d National Bank, 117; Merchants Bank, 104½; Tannel Hall Bank, 126¼; Peoples Bank, (Roxbury,) 55; Bank of Commerce, 106¾; Granite Bank, 118¼; Shawmut Bank, 102; Acton Mining Co., 4¼; Albany and Boston, 16; Astor, 6½; Aztec, 10½; Albion Gold, 2; Allouez, 3; Algomah, 2¾; American Gold, 1; Acton Vale, 2½; Atlas, 7; Boston, 6½; Bolton, 1; Bay State, 24¼; Bedford, 2¾; Black River, 64c.; Broome, 3; Chaudiere Gold, 3¾; Copper Falls, 56; Cornwall, 83c.; Chebucto, Gold, 1½; Colonial Gold, 55c.; Colorado Gold, 4; Canada, 10; Columbian, 13½; Chester, 40c.; Champlain, 30c.; Chaudiere 50c.; Dana, 4¾; Dunham, 55c.; Durham, 80c.; Dacotah, 6; Dudley, 4; Eagle River, 9; Everett, 3½; Excelsior Gold, 10½; Flint Steel, 17; French Creek, 2½; Gt. Western, 5⅝; Green Mountain, 5¾; Glencoe, 33c.; Gilbert River Gold, 1¼; Hancock, 13; Huron, 49½; Humboldt, 10; Hanover, 4½; Logan, 2⅛; Lenoxville, 3⅛; Lake, 29c.; Manhattan, 7; Macomb lead, 4; Madison, 6; Mandan, 6¼; Mesnard, 12; North Cliff, 9; Native, 4¼; New England, Gold, 3½; Northwestern, 14½; National, 32½; N. Sutton, 1⅝; Nelson, 28c.; Ottawa, 1.30; Phœnix, 35; Pontiac, 7¼; Petherick, 16½; South Side, 4¾; Superior, 11½; Star, 10¾; Sutton, 3⅞; Stewart, 2⅞; St. Clair, 4½; St. Mary's, 8¾; S, Bedford, 32c.; Stratford, 2⅞; Toltec, 3¼; Tremont, 4¼; Winthrop, 8¼; West Minnesota, 3; Waterloo, 1½; Wickham, 85c.

Baltimore.—N. W. Va., 21; do., 3d mort., 40; Central Ohio Incomes, 40; Marietta and Cincinnati bonds, 106; Western Maryland bonds, 90; Maryland state 6s, 1870, 112; City Passenger R. R., 24½; Canton Co., 69; Bare Hill, 6.75; Balt. and North Carolina, .40; Springfield, 3.05; Gardner, 1; Md. Copper, 2.15; Santa Clara, 20½; Cambridge, .25; North State, .25; Deep River, .20; Balt. Chrome, 3.05; Rudisell, .70; Silver Lake, 1.50; Marine Bank, 31½; Union Bank, 70½; Merchants' Bank, 108½. The latest quotations are: Balt. and Ohio, 116@120; do., 6s, 1875, 110@111½; do., 1880, 110@110½; do., 1885, 110½@111; Northern Central, 66@69; do., bonds, 1885, 105@108; N. W. Va., 21½@25; do., 1st mort., 108; do., 2d mort., 105; do., 3d mort., 40@40½; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 52@55; do., income 1857-'60, 38@40; Western Md. bonds, 89@90; do., guar., 106; Maryland 5s, 92; do., 6s, coupon, 1870, 112@113; do., Ins., 109@113; do., 1890, 112; Baltimore 6s, 1870, 104@105; do., 1873, 105@107; do., 1875, 114; do., 1886, 112½; do., 1890, 111¾@114; do., coupon, 108½@109½; do., 5s, 1838 '70, 100; City Passenger R. R., 23½@24½; Canton Co., 72@74; Deep River, .15@.25; Gardner, 1@1.05; Guilford, .45@.50; Maryland, 2.15@2.20; North State, .20@.25; Rudisell, .65@.75; Silver Valley, .15@.35; Silver Hill, .20@.25; Springfield, 3.05@3.15; George's Creek, 95@102; Santa Clara, 18½@20½; Baltimore and Cuba Smelting and Mining, 185; Balt. and North Carolina, .30@.40; Balt. Chrome, 3.25@3.95; Bare Hill, 6.50@6.80.

Montreal.—Champlain and St. Lawrence R. W., 13½@15; do., preferential, 99@101; do., 6 per cents, 82½@85; Government 5 per cents, sterling, 92@92½; do., currency, 92@92½; do., 6 per cents, 1872, currency, 103@104; Montreal City bonds, 6 per cents, 97½@98; do., Water Works, 6 per cents sterling, 98@98½; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $2½@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 120@120½; City Passenger Railway, 120@122½.

The New Territory of Montana.

The act before Congress defines the new territory by this name as follows: Commencing at a point formed by the intersection of the 27° L. W. from Washington with the 45° N. L.; thence due West on said 45th degree to a point formed by its intersection with the 34th degree W. from Washington; thence due South along said 34th degree of longitude to its intersection with the 44th degree and 30 minutes of N. L.; thence due west along said 44th degree and 30 minutes of N. L. to a point formed by its intersection with the crest of the Rocky Mountains; thence following the crest of the Rocky Mountains northward till its intersection with the Bitter Root Mountains; thence northward along the crest of said Bitter Root Mountains to its intersection with the 39th degree of longitude W. from Washington; thence along said 39th degree of longitude northward to the boundary line of the British possessions; thence eastward along said boundary to the 27th degree of longitude W. from Washington; thence southward along said 27th degree to the place of beginning. This makes it the northernmost territory next the States east of the Missouri Valley.

Canadian Securities in London.

The latest quotation of Canadian Securities in the London market were: Government five per cents 89@91; do six per cents 99@103; Grand Trunk Stock 19@20; do 1st preference bonds 73@75; do 2nd preference bonds 65@67; do 3rd preference stock 49@51; do 4th preference stock 26@28 Great Western Shares 9⅛@9¾; do 6 per cent bonds 92@94. Atlantic and St. Lawrence Shares, 57@59 x. d. Buffalo and Lake Huron Shares 5½@6; Northern Railway 82@84; Hudson's Bay 18½@19; Canada Land 74@77.

New York Canals.

The Canal Commissioners have resolved to open the canals on the 30th inst.

Northern (Ogdensburg) Railroad.

A dispatch from Albany states that the Legislature has finally passed the bill giving the Ogdensburg Railroad to the second mortgage bondholders.

Wabash Canal.

Water was let into the Wabash Canal on the 31st of March. The canal is now open for the season of 1864.

☞ The bulk of the nickel used by the U. S. Government in making cents comes from the Lancaster County mines in Pennsylvania.

Railroad Extension in America.

Proposals have been issued to the existing holders of bonds of the Atlantic and Great Western Railway for subscriptions for £405,000 additional bonds at the price of 70, to which will yield interest in sterling at the rate of nearly nine per cent per annum, and for which they are entitled to a preference. The line has been completed within its estimated cost, and these bonds will constitute the whole of the mortgage debt to be created on the New York and Pennsylvania divisions. Hitherto the road although only partially opened, has yielded unusual profits, owing partly to the fact of its being in connection with the great oil district, but more especially from its forming the most convenient and direct route for the large and constantly increasing Western traffic from New York. On its complete opening in May next express trains will be run from New York to St. Louis, one thousand two hundred miles, in forty hours, without break of gauge or change of carriages. A large business on the line is likewise being opened up for the supply of coal to Canada. The present bonds are to be redeemable in sterling at par by means of a sinking fund in nineteen years.—*London Times*, March 24.

The Quicksilver Mine Case.

WASHINGTON, April 4.—In the case of Chas. Fossalt, appellee, *vs.* the United States, the opinion of the Supreme Court was delivered by Justice Nelson to-day, establishing the southern and eastern boundaries of Fossalt's grant, as including the mine. The southern boundary is the Great Sierra, which defeats the pretensions of the United States. The eastern boundary is the straight line by the east base of the Low Hill, thus throwing the mine Berreyesas on Fossalt's ranch. The Court orders a decree confirming the survey of December, 1860, and filed January following.

Pittsburg and Connellsville Railroad.

Benjamin H. Latrobe, Esq., president of this road, invites proposals for the gradation, masonry, bridge superstructure, ballast, cross-ties and track-laying of the Pittsburg and Connellsville Railroad, between Connellsville and Cumberland, embracing a distance of about eighty-seven miles, in sections of about one mile each. Specifications are now ready, and proposals will be received until the 28d of this month.

U. S. Securities Abroad.

The following is an abstract from a late commercial letter from Frankfort, Germany, touching the large demand on the continent of Europe for United States Stocks:

"Transactions in United States Stocks are large and increasing. On one day in March the Rothschilds bought all that was offered in the Bourse, and their purchases that day amounted to over $100,000. They have again been buying. Another firm, P. N. Schmidt, sent over to New York, and subscribed for $100,000 of the 5-20's just before the subscription closed. Capitalists are selling Austrian securities and investing in American. Two other firms in Frankfort are bringing out large amounts for sale to supply numerous orders coming in from various towns in Germany. These banking houses are M. A. Grunebaum & Ballin, and Speyer, Ellisson & Co., who, perhaps, do the largest business in this line. They have branch houses in New York. It is probable that the extensive orders for U. S. 5-20's will have a favorable influence in lowering the ratio of exchange on Europe. The quotations now are 66¾ for 5-20's, and for those of 1861, 66½. The calculation is made that over $6,000,000 have been purchased in Southern Germany alone, within the last four or five weeks, while in Holland a still larger amount has been taken by the bankers. Rate of interest is now 3 to 3½ per cent., and money bundant."

Albion Gold Mining Company.

This is a company that has just been organized under the statutes of the Commonwealth, with a capital of three hundred thousand dollars, with twenty thousand shares in the treasury, and a cash fund of ten thousand dollars, thus giving it quite a strong working capital. The mine is located in the Montague District, near Halifax, N. S., and consists of the well known O'Connor, Farrell, McQuary and Robinson & Co. claims, together with about seven hundred and eleven acres of mining land adjoining them, and embraces the best lands in the Montague District. These claims have produced as high as 60 ounces of gold to the ton; and in December, 1863, four men at work on this property divided in five weeks, after paying all expenses, $1,200 in gold as the proceeds of their labor, with simple pick and drill. Prof. Silliman advised the purchase of this property, after carefully examining the Gold Fields of Nova Scotia, and states in his report upon the same, that his facts in relation to the Montague District were collected from his investigations upon this property.—*Com. Bulletin.*

New England Mining Company.

The New England Mining Company of Colorado has 50,000 shares, par value $5. Capital $250,000; has a valuable, unencumbered property in a productive condition, with $15,000 in the treasury—has no liabilities and not subject to assessment. A. H. Potter, *President;* J. Wetherbee, Jr., *Treasurer;* Hon. Rodney French, *Superintendent.*

Astor Mining Company.

This is one of the new Companies recently formed, and from its prospectus, vouchers and management, it promises to be one of the best Companies on Lake Superior. It is on the Great Bay State and Phenix veins, and nearly adjacent to these mines. There are now $20,000 in the treasury of the Company, as a working capital; and with the known integrity and ability of the management of this Company, their good standing in the community. and the fidelity and good practical common sense and judgment of their Superintendent at the Lake, and the business character of the Stockholders, this appears to be as promising and remunerative an investment as is now offered—*Boston Post.*

Montezuma Gold Mining Company.

The property of this company is situated in Nevada District, Colorado Territory, about four hundred feet from Nevada Gulch, only one-fifth of a mile from Central City, and easily accessible by good roads: it was discovered and worked as early as February, 1860, and secured by the owners as among the most promising developments of the gold bearing region. The original owners, it is stated, divided $40,000 in gold as the net proceeds of eighteen months work by rude processes of extraction, without the aid of machinery or engines. The present Company intend to put up a 36 stamp quartz mill fitted up with all the recently improved fixtures and gold saving apparatus, and of power sufficient to work off three cords of ore a day, producing from six to nine hundred dollars of gold per cord. A letter from Hon. H. A. Johnson, Judge of the Supreme Court of Colorado, speaking from personal observation of the property, says:

"I believe the yield will be more than tripled by the operations of such new and improved machinery as your Company will erect."

The following is a list of the officers of the company: President, R. S. S. Andros; Treasurer, F. B. Webster; Directors, R. S. S. Andros, Andrew McKinney, Jesse A. Locke, F. B. Webster, Francis Bush, W. H. Hollister and Stillman B. Allen.—*Com. Bulletin.*

The New Coinage.

The act now before Congress creating new one cent and two cent pieces, provides that the alloy shall consist of 95 per cent. copper, and 5 per cent. tin or zinc. The weight of the cent is to be 48 grains, that of the 2 cent piece 96 grains or 1-5th of an ounce Troy.

Atlantic and Great Western Railway.

Mahoning Division.—The Cleveland and Mahoning Railroad, which since its lease to the A. & G. W. Railway has been known as the "Mahoning Railroad," and operated as a partly independent line under the Superintendency of C. L. Rhodes, will, on and after April 1st be merged into the Atlantic and Great Western Railway, and be operated as the "Mahoning Division" of that line. Mr. Rhodes retires, and the entire line will be under the General Superintendency of Mr. H. F. Sweetser, and all the rules and regulations of the Mohoning line that vary in any degree from those in force on the main line, are abolished. Returns of all descriptions are to be furnished direct to the general officers of that line. Cleveland is now, in name as well as in fact, the present terminus of the Northwestern trunk line of the Atlantic and Great Western Railway.—*Cleveland Herald.*

Exports of Petroleum.

The foreign exports of petroleum from the United States from January 1, to April 1, 1863 and 1864, have been as follows:

From		1864.	1863.
Boston,	gallons.....	354,986	908,165
Philadelphia	"	987,174	1,374,835
Baltimore	"	211,652	360,163
Portland	"	976	155,463
New York	"	4,044,486	6,873,861
Totals		5,599,274	9,672,487
Decrease in gallons.....			4,073,213

☞ The Laconia (N. H.) *Democrat* states that the Directors of the Boston, Concord and Montreal Railroad are consulting with committees of the inhabitants of Whitefield, Dalton, Lancaster, &c., upon the propriety of making the attempt to extend the railroad from Littleton to the Grand Trunk Railroad, at Northumberland. The people there think they can build about ten miles of road a year by having a little assistance from the lower roads or the people below. The whole distance is twenty-eight miles.

☞ The Baltimore City Councils have resolved to extend the time for receiving proposals for the sale of the dividend stock in the Baltimore and Ohio Railroad Company belonging to the city until Monday, April 11th at noon, or until such time as the commissioners of finance may determine.

☞ The City Council of Louisville, Ky., has passed an ordinance granting the privilege of building street railroads, and awarding the contract to Gen. Boyle and others.

Coal at One Mill per Bushel.

A member of Council, one of the late Coal Committee, has received a letter from a gentleman owning coal lands in Perry county, on the Cincinnati, Wilmington and Zanesville Railroad, offering to contract with the city to furnish coal, in the mines, at one mill per bushel! At this rate, we would think that by proper management, we need never have another "coal famine."—*Cin. Gaz.*

☞ The Logansport, Peoria and Burlington Railroad was sold in Chicago by H. W. Bishop, Jr., esq., Master of Chancery of the U. S. Circuit Court for the Northern District of Illinois (upon a decree of said court), to Chas. L. Frost, Edward Weston, and Henry G. Marquand of New York. The purchasers own a large majority of the bonds against the road.

☞ Hon. George Wells has resigned the office of President of the Annapolis and Elkridge Railroad Company, and Joshua Brown Esq., who has been connected with the road as Superintendent, from a very early period after its completion, has been unanimously chosen by the board of directors to fill the vacancy.

Western Maryland Railroad.

In view of the interest which the city has in the Western Maryland Railroad, at the instance of Mr. Evans, of the City Council, a very comprehensive resolution of inquiry was adopted, and addressed to Mr. Robert J. Irwin, president of the road, a few days since. He has returned an answer, embodying facts in relation to its financial condition, construction, prospects, &c. The funded debt is $600,000, represented by the bonds of the company, $200,000 whereof have been guaranteed by the mayor and City Council of Baltimore, and these were sold at par, the rate of interest being six per cent., which was paid up to November 1st, 1862, the time at which the road was placed under the control of the company by the contractors for building and equipping it, and since that date it has been paid from the net earnings of the road, and at no time has the capital been invaded for such a purpose. As to whence they expected to realize the funds for the future payment of the interest, they refer to the rapidly increasing monthly savings from the part of the road now completed.

There is no interest in arrears, and the floating debt is $37,000, upon which the company is chargeable with six per cent. interest, and the indebtedness is held by various individuals and corporations in Carroll County. The road was constructed for $700,000, under contract, not inclusive of the costs of right of way and other matters not immediately connected with construction.

The road has been constructed in the mode used in an undulating country, with grade light, comparing favorably with other roads, and the general construction is of a permanent character. The rolling stock is in good order, and is estimated to be worth $82,000—at present prices their cost would largely exceed that amount. There is $20,000 of subscribed stock outstanding, for which suits have been instituted, and the questions of law have been decided in favor of the road by the Superior Court of Baltimore City. The test case has been taken to the Court of Appeals by the defendant.

Reference is made to the enthusiastic and encouraging meetings which have been held in favor of the road, especially in Washington County, where its terminus will be, at Hagerstown. It will cross the South Mountain, but at what point has not yet been determined. It is intended to press the construction to Hagerstown at the earliest practicable time. The general route which would be adopted by the company for an extension to the city, independently of the Northern Central Railway, would be upon the line of Gwynn's Falls, from Owings's Mills to the western or northwestern section of the city, or from the Relay House in the southeastern section of the city. The length of the former line would be about twelve miles, and of the latter eight miles. Neither of these routes have yet been surveyed, nor has any estimate been made. After alluding to what has already been done, an earnest appeal is made to the Council to consider the importance of this enterprise at this time, and not to permit its safety to be imperiled by any attack, open or insidious. —*Baltimore Sun, April* 2.

Coal in Minnesota.

The St. Peter's *Tribune* of the 16th instant says: "Coal has been found between Lakes Jefferson and Washington, Minnesota. The coal was found some ten feet beneath the level of either of the above lakes, and if these beds of coal prove as fine and rich as the land in that vicinity would indicate, it will be an immense resource to the State. These beds, without doubt, extend to the valley of the Minnesota River, and in this direction some eight miles; and toward the east to the Cannon River, or even to the Zumbro, or perhaps to Root River, but there it will be found to a much greater depth if the dip is there found. We have no doubt it will be found in that direction when boring is introduced and properly used."

Railroad Earnings--Weekly.

The earnings of the Chicago and Alton Railroad Company for the week ending March 31, were:

	1864.	1863.
Passengers	$17,591 54	$13,230 65
Freight	24,935 76	17,968 00
Sundries	1,830 48	2,292 27
Total	$44,357 78	$33,490 32
Increase 1864		$10,867 46

The traffic of the Great Western Railroad for the week ending March 25th, 1864, was as follows:

Passengers	$21,621 17
Freight and live stock	52,316 30
Mails and sundries	1,241 18
Total	$76,178 65
Corresponding week of 1863	71,498 17
Increase	$4,680 48

The earnings of the Grand Trunk Railway for the week ending March 19, 1864, were:

Passengers	$26,105 00
Express freight, mails and sundries	2,500 00
Freight and live stock	77,177 12
Total	$105,782 12
Corresponding week, 1863	83,751 39
Increase	$22,030 73

The earnings of the Michigan Southern and Northern Indiana Railroad for the 4th week of March, 1864, were $133,905 00
Corresponding week of previous year. 82,346 00

Increase $51,559 00

The earnings of the Galena and Chicago Union Railroad for the week ending March 31, were:

	1863.	1864.
Freight	$22,080 00	$44,497 53
Passengers	10,870 67	18,219 14
Mails, &c	5,636 27	1,300 00
Total	$38,586 94	$64,016 67
Increase 1864		$25,429 73

The earnings of the Marietta and Cincinnati Railroad for the 4th week in March, were:

	1864.	1863.
Passengers	$11,645 64	$6,391 75
Freight	16,776 89	11,631 30
Mail, express & telegraph	1,089 19.	1,019 69
Total	$29,511 72	$19,042 74

Interest and Dividends.

The New York, Providence and Boston Railroad Company have declared a quarterly dividend of three per cent., free of Government tax, payable on demand.

The Beaver Meadow Railroad Company have declared a quarterly dividend of 2½ per cent., payable April 7th.

The Housatonic Railroad Company has declared a dividend of $4 per share on the preferred stock, payable on the 15th inst.

A dividend of three per cent. on the capital stock of the Potomac Coal Company has been declared, payable on the 15th of April next, to the holders of stock April 1st, at the office of the Treasurer, No. 18 City Exchange, Boston.

☞ The Oswego *Times* says: "The work on the Oswego and Rome Railroad is progressing most favorably, and we shall soon enjoy the benefits of its completion. The gentlemen having the matter in charge deserve commendation for the very energetic and thorough manner in which the work has been prosecuted."

☞ The officers of the Northern Central Railroad Company are making preparations for the location of another track on that portion of their road between Dauphin and Sunbury, a distance of about forty-five miles. This is rendered necessary not only by the immense tonnage now carried over the road, but the additional heavy trade that will be thrown upon it on the completion of the Philadelphia and Erie road, the ensuing summer.

☞ The bondholders of the Pittsburg, Fort Wayne and Chicago road, at their meeting in this city on the 7th inst., acceded to the request of the stockholders in regard to the sale of stocks for new work, and applying earnings to dividends after proper deductions for sinking funds.

☞ The Philadelphia, Wilmington and Baltimore Railroad Company are pushing forward the grading and bridging for the double track as rapidly as the weather will permit. It is now graded some distance south of Charlestown.

Railroad Franchise.—Injury to Adjacent Real Estate.

The case of Milhau and others against Sharp and others, recently decided in the New York Court of Appeals, involving the right of property holders along the line of a proposed railroad to be constructed under a grant from the City of New York, to enjoin the construction of such road, and also involving the determination of the question of franchise is worthy of attention as differing in some important particulars from previous cases in the same court. The plaintiffs, property holders in the City of New York obtained the judgment of the Supreme Court, restraining and enjoining the construction of the road. The defendants, the grantees of the franchise appealed. The other facts sufficiently appear from the following abstract of the opinion:

By the Court:—Selden, J.—In the present aspect of the case there are but two material questions presented for consideration: 1. Had the Common Council authority to grant to the defendants the right to construct and maintain a railway through Broadway, upon the terms specified in their resolution of Dec. 30, 1853. 2. If that grant was not valid, have the plaintiffs shown such prospective special injury to their rights as entitles them to the relief granted by the Supreme Court.

The first question was distinctly presented to this Court, and decided adversely to the validity of the grant, in the case of Davis *vs.* the Mayor, &c., of New York, (14 N. Y., 506.) In determining that question, the provisions of the resolution granting those privileges must be regarded as indivisible. I allude only to the essential features of the plan. The thirteenth and fourteenth articles, which assume to authorize the creation of a joint stock association, and to provide for the transfer and forfeiture of shares and the general management of the affairs of such association, may be disregarded without touching upon the main objects of the resolution. I, therefore, lay out of view those articles, as having no bearing upon the question as to the validity of those parts of the resolution upon which the defendants rely. The provisions giving the right to lay the track of the railway, determining its location, width and manner of construction, the quality of the cars, the times of their running, the motive power to

be used, the maximum rates of toll to be charged, the amount of license fees to be paid, and the duration of the privileges granted, are all parts of a single scheme which are incapable of separation. The whole scheme is valid, or no part of it. These privileges, whether they create a monopoly or not, constitute a franchise. The definition of a franchise by Bouvier, is "a privilege conferred by grant from the Government and vested in individuals." Kent says, (3 Com., 458): "The privilege of making a road or establishing a ferry, and taking tolls for the use of the same, is a franchise." Railroads certainly do not form an exception (3 Paige, 45; 14 N. Y., 523.) Monopoly is not an essential feature of a franchise. A corporation with banking powers would be no less a franchise if there were no law restraining private banking, which alone gives to banking corporations the character of monopolies.

The granting of franchises was a part of the prerogatives of the British Crown (Finch's law, 164,) which on the severance of the colonies from Great Britain became vested in the people, and no franchise can be created in this State without authority to create it derived from the people through the Legislature. The corporation of New York can grant ferries, (or at least could do so prior to the act of May 14, 1845, on this subject,) because that power has been expressly granted to it (1 Hoff. Est. and rights of the corporation of N. Y., 275, 281, 286; Benson *vs.* the Mayor, &c., 10 Barb., 223,) but neither the Common Council has been authorized to create a franchise of the character of that described in the resolution under consideration. It follows that the resolution, relating to a subject not within the powers of the body passing it is merely void.

The remaining question is, whether the plaintiffs have shown such prospective special injury to their rights as likely to result from the construction of the railway, if such construction should be allowed, as to entitle them to the perpetual injunction granted by the judgment appealed from.

The material facts found by the judge at the trial bearing upon this question are as follows, viz: "that the plaintiffs were severally owners and occupants of buildings fronting on Broadway and of the lots of land upon which said buildings were erected, as particularly set forth in the complaint, and that the establishment of a railroad in Broadway would be specially injurious to said property of the plaintiffs, and other property similarly situated in the same part of Broadway. The defendants do not deny that they design to construct the railway, and threaten to enter upon Broadway and take up the pavement for that purpose as alleged in the complaint, and they claim to justify their action in this under the resolution of the Common Council.

There is no express binding either way upon the question (upon which the parties in their pleadings are at issue,) whether the plaintiffs own the fee simple of the lands in front of their respective buildings to the centre of the streets, or not. If it should be considered that such title in the plaintiffs was necessary to justify the finding that the railroads would be specially injurious to their property, this Court would be bound to infer, in support of the finding, that that fact was established. (Carman *vs.* Pultz, 21, N. Y.; Grant *vs.* Morse, 22 id., 313.) It was held by this Court in the case of The People *vs.* Kerr, *supra*, that the plaintiffs had no title to the lands over which the streets passed in front of their lots, and therefore could not maintain an action to prevent the construction of a railroad in such streets. It appeared, however, in that case that the land in front of the plaintiffs' lots were taken for the streets, under the act of 1813, and it was held that where streets were opened under that act, the fee of the lands was vested in the Corporation. In the present case it appears that all that part of Broadway which is below Union place was opened as a street prior to 1813, and no evidence is furnished to us of the extent of interest taken by the Corporation in streets so opened. We must, therefore, hold in accordance with the general rules that the proprietors of the adjoining lands own to the centre of the street.

Assuming, therefore, as we must, from the case, that the defendants were about to construct a railroad along Broadway in front of the plaintiffs' building, over lands of which they had the title, subject to the easement of the street, and that such railroad when constructed, would be specially injurious to the plaintiffs' property, the right of the plaintiffs to a perpetual injunction to prevent such injury would appear to be free from doubt. Judge Story, speaking of private nuisances which will justify the interference of a Court of equity, says: "There must be such an injury as from its nature is not susceptible of being adequately compensated by damages at law, or such as, from its continuance or permanent mischief, must be a constantly recurring grievance, which cannot be otherwise prevented but by injunction." (2 Story's Eq. §, 925.) In the case of Williams *vs.* The New York Central Railroad Company (16 N. Y., 91—111), which was a case similar to the present, except that the railroad had been built and was in use, and damages were claimed for past injuries as well as perpetual injunction against their continuance, it was said, in the opinion of the Court, "although the plaintiff had a remedy at law for the trespass, yet, as the trespass was of a continuous nature, he had a right to come into equity, and to invoke its restraining power to prevent a multiplicity of suits, and can, of course, recover his damages as incidental to this equitable relief." The application in such cases is as appropriate to prevent injury where it is threatened as to arrest it after it has been commenced. (Corning *vs.* Lowerre, 6 John, ch 439; Angel on Highways, § 283; 2 Story's Eq., §§ 825, 826 and 924.)

It is insisted by the defendants' counsel that the finding of the Judge at the special term shows that the injury complained of was a public and not a private nuisance, and that consequently a private action to prevent or restrain it could not be maintained. It is not an available objection to actions of this nature that the wrong complained of constitutes a public nuisance, provided the plaintiffs are subjected by it to any special injury, not common to the public, or to large classes of people. (Doolittle *vs.* Supervisors of Broome County, 18 N. Y., 160; Corning *vs.* Lowerre, 6 John, ch 439; 2 Story's Eq., § 924. a; 2 Waterman's Ed. on Injunctions 267-8.) This principle is not controverted, but it is insisted that the finding that the railroad "will be specially injurious to the property of the plaintiffs, and other property similarly situated in the same part of Broadway," shows the case to be one of public nuisance only, without any special injury to the plaintiffs; that the finding of a special injury to one and to others similarly situated, is the finding of a common and like injury to all, and that "such a common injury is a common or public nuisance." This is not a fair interpretation of the finding at the special term; and is entirely inadmissible under the liberal rule applicable to such cases, laid down in Carman *vs.* Pultz, and Grant *vs.* Morse, above referred to. The fair meaning of the language is, that the railroad would be specially injurious to the property of each of the plaintiffs, in severalty, and in like manner specially injurious to the separate property of others similarly situated, that although the cause of the injury would be common, the special injury of each would be several and direct, and not merely consequential. This interpretation of the languarge in question, which is the natural and obvious one, when it is read in connection with the other facts of the case, answers the objections of the defendants' counsel, and renders it unnecessary to examine particularly the numerous cases referred to on the argument. In none of them has it been held that an injunction to prevent a public nuisance could not be obtained by a private individual suffering, or likely to suffer, a special injury from it, not common to other people, under circumstances which would entitle the same person to an injunction if the nuisance were a private one merely.

The judgment of the Supreme Court should be affirmed.

☞ At the recent session of the Maine Legislature an act was passed relating to the foreclosure of railroad mortgages, which provides that the second mortgage holders or later mortgage bondholders may come in and redeem and hold for the benefit of themselves. This gives an extension of one year to those who may wish to avail themselves of the act.

An act was also passed providing means for the defense of the northeastern frontier. This act grants to the European and North American Company the timber on ten townships of land, all the claims of the State against the United States up to 1860, and, in case Massachusetts will surrender the claims held jointly with Maine against the general government and assign to the company the balance due her for public lands bought of her by the State in 1853, all the State lands on the Aroostook and St. John, the proceeds to go into the State Treasury and be paid out to the company after they shall complete the road to Lincoln, in the proportion of $10,000 for every mile completed beyond that point. All the lands in Piscataqus county are set apart for the construction of a branch line to the Brownville slate quarries and Katahdin iron works.

The amount of appropriations made for the current fiscal year is $4,707,911 55. Among the items are the following: Temporary loan of February 3, $500,000; war purpose, $50,000; State prison, $12,200; military purposes, $1,500,000; reform school, $10,000; insane hospital, $17,000; soldiers' allotments, $500,000; aid to families of volunteers, $661,374 66; interest on public debt, $242,900; bounties to volunteers, $2,350,000; refunding bounty advanced to towns, $100,000; public debt, $53,000, balance due on school funds, $89,515 55; salaries of public officers, $34,000.

☞ The three west spans of the Troy and Greenfield Railroad bridge over the road and Green river, just south of Greenfield, fell from their own weight on Saturday.

PROPOSALS.

SEALED PROPOSALS will be received at the office of the Minnesota Central Railway Company, in Minneapolis, Minnesota, until the 5th day of May, 1864, at 12 o'clock noon, for the grading, masonry and bridging on the branch line of said road from Mendota to St. Paul.

This work comprises a large amount of sand rock excavation, and the masonry and superstructure of a bridge across the Mississippi River.

Notice is hereby given that on or about the same date, the work of completing the grading, masonry and bridging on the main line of said road, from Farribault to the Iowa State line, (57) fifty-seven miles, will be contracted for.

The work upon the branch line is of a very heavy character and is worthy the attention of responsible contractors.

Payments will be made monthly, in cash, and bids received for the work in small or large quantities, the company reserving the right to reject any bids not satisfactory as to price or as to the responsibility of the parties making the same.

For information with regard to said work, application may be made to the company's Chief Engineer, at Minneapolis, Minnesota.

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D. S. SHEPARD, Chief Engineer. 4t15

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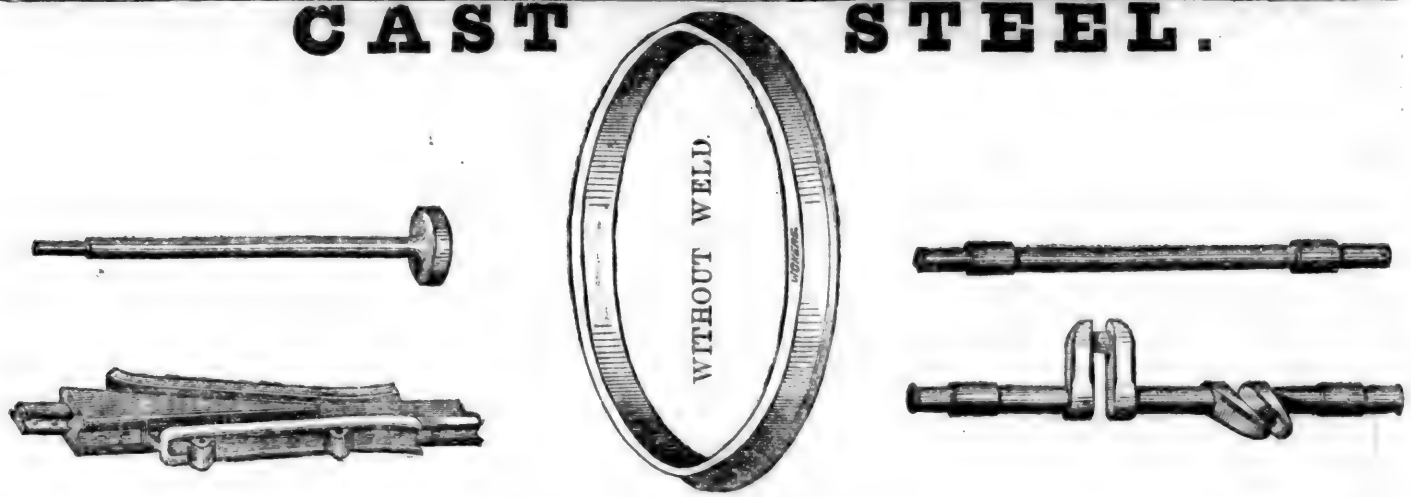
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No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1842.

ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.

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CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

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OFFICE OF THE

COLUMBIAN (MARINE) INSURANCE COMPANY,

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Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,661 03.

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B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 3d Vice-Pres't & Sec'y.

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MARKED with initials of Road, with chains and keys. EXTRA LOCKS AND KEYS—when ordering Locks and Keys to match others, enclose key in letter.

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67 Water street,
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, April 16, 1864.

St. Louis, Alton and Terre Haute Railroad.

The company owning this line of railroad was incorporated under a special charter granted by the Legislature of Illinois on the 28th January 1851, and in conformity with the provisions of "An act to provide for a general system of railroad incorporations" approved on the 5th November 1849.

THE TERRE HAUTE AND ALTON RAILROAD CO. —as it was originally called—was by the above acts created a body politic and corporate for the term of fifty years, and authorized to construct and maintain a railroad, from the state line of Indiana in a direction from Terre Haute westward through Paris, Charleston, Shelbyville, Hillsboro and Bunker Hill to Alton on the Mississippi River.

The capital stock of the company was fixed at $2,000,000, and the company was also authorized to borrow money on its bonds to bear interest not exceeding 8 per cent per annum.

The charter also authorized the company by and with the consent of the State of Indiana, to extend said railroad to Terre Haute or to make a connection with any Company that might be formed for that purpose.

Authority to extend the road from the State line to Terre Haute was granted by the Legislature of Indiana, by an act passed on the 11th February, 1851. The same act authorized the company to construct a bridge across the Wabash River at or near Terre Haute.

On the 12th February 1853, an act was passed by the Illinois Legislature, authorizing the company to increase its capital stock from time to time as might be necessary to complete the road, but not to exceed in all $4,000,000.

By another act passed 28th February, 1854 the company was authorized to construct a branch from Paris, in an easterly or northerly direction to such point on the eastern line of the State as might be deemed advisable, and to form a connection with any railroad company in the State of Indiana. For this purpose the company might issue stock or bonds for the necessary means; and was also authorized to consolidate said branch road with any company in Indiana with which it might connect. Power was also granted the company to take stock in or loan its credit to connecting companies.

In 1855 (Feb. 14,) an act was passed authorizing a connecting road between the Chicago and Mississippi Railroad, and the Terre Haute and Alton Road in the City of Alton, and the leasing or purchase by either company of the Belleville and Illinoistown Railroad etc.

The above named laws in connection with the general law of 1849, and its amendments present the chief legal points connected with the administration of the affairs of the company.

The charters granted by Illinois and Indiana required as a preliminary to an organization of the company, a subscription of $500,000 to its capital stock. The first object of the company therefore, was to secure this amount. The city of Alton, and the counties of Montgomery, Shelby, Coles and Edgar through which the road was to be located, voted liberal subscriptions, and the requisite amount having been obtained, the organization of the company was perfected by April 1852.

Immediately thereafter the president of the company, Simeon Ryder, closed a contract for the construction and equipment of the entire line of the road from Terre Haute to Alton a distance, by the original survey (made by Mr. Crocker), of 173 miles, but which might possibly be reduced by modifying the location of the line to 170 miles. The contractors were to complete and equip the road by May 1855, for the sum of $3,000,000 and to receive in payment therefor seven-eighths of the amount in cash, and the remainder in stocks and bonds.

The work of construction was commenced within a month after the organization of the company. The first fiscal year ended 1st June, 1853. During the intervening period operations had been successfully carried on, the grading, masonry and bridging upon 98 miles of the road had been completed viz., from Alton to Hardinsburg 38 miles, and from Terre Haute to the Chicago Branch of the Illinois Central Railroad, at a cost of $455,049, and the iron chairs, spikes, etc., for the entire length of the road purchased and 9,000 tons delivered. The total cost of labor and materials to date had been $1,788,549, and at this time the sum required to complete the said 98 miles was estimated at $390,000. The remaining portion of the line between Hardinsburg and the Chicago Branch, was about to be finally located and sub-contracted and it was promised that the whole line should be completed in the year 1854.

The means employed to forward the work were a call of 30 per cent on the stock capital, and an issue of bonds and credits furnished by the contractors. Other bonds had been prepared but were not yet brought into the market for special reasons, one and the most important of which was the demonstration of certain parties to construct a parallel line from Terre Haute to St. Louis. This affair, however, was negatived by the Legislature six times and ultimately died a natural death.

The resources of the company at this time consisted of:

1. Subscriptions to the capital stock of the company including stock issued for labor and the city and county subscriptions $2,025,000
2. Seven per cent mortgage bonds redeemable in 1862, 1867, and 1872, convertible into stock, negotiated in the purchase of rails 1,000,000
3. Eight per cent mortgage bonds redeemable in 1865, to be issued, convertible into stock 1,000,000

Total resources $4,025,000

These two mortgages were secured on the whole

road and equipment, and may be described as follows:

	1st mort.	2d. mort.
Amount	$1,000,000	$1,000,000
Interest	7 per cent	8 per cent
Interest periods	1 Feb. & 1 Aug.	1 F. & 1 A.
Principal payable 1863.	$200,000	$———
" " 1865.	———	1,000,000
" " 1867.	400,000	———
" " 1872.	400,000	———

The road as finally located, is 173 miles in length. Starting from the station of the Terre Haute and Richmond Railroad at Terre Haute, and connecting there with that road it passes through the extensive station grounds secured for the use of this company in the city, and crosses the Wabash and Erie Canal, and the Wabash River, upon a bridge 550 feet in length, and sustained upon abutments and piers of the most substantial nasonry, a turning draw affording two openings of 65 feet each, for the passage of steamboats which ply upon that river. From the Wabash River the line proceeds by St. Mary's, across the State line at Sandford's, to Paris; thence by Grandview, Midway and Ashmore to Charleston; thence to the junction of the Chicago Branch, affording an important connection with that city; thence by Cochran's Grove to Shelbyville, crossing the Kaskaskia River in the south part of the town, and thence to a junction with the main line of the Illinois Central Railroad. From the junction the line proceeds by Audubon to Hillsboro and thence by Litchfield, Gillespie, Bunker Hill and Bethalto to the city of Alton.

Nearly 160 miles of the entire distance is perfectly straight, leaving only 13 miles upon which curves are found and these are of large radii.

The grade of 40 feet to the mile was originally adopted by the company as its maximum. A large portion of the line is far below this maximum grade, and much of it is entirly level.

From this description it will be seen that the line passes through the seats of the different counties upon its route, embracing some of the most populous and fertile portions of the State, and well adapted to secure a large and valuable local traffic. Its freedom from curves, and its moderate gradients adapt it to safe, rapid and economical transportation of passengers and merchandize; and the unsurpassed fertility of the soil (and there is scarcely an acre of land unfit for cultivation upon the entire route) secures for the road an almost unlimited supply of the great staples of country.

The city of Alton, the western terminus of the main line of the road, enjoys a most favorable position for an extensive commerce. Situated on the Mississippi a short distance from St. Louis, and immediately at the mouth of the Missouri with an ample depth of water for the largest steamboats, it affords facilites for transshipment not enjoyed by any other place on these waters, when considered in reference to its connection with the Eastern markets. The high limestone bluffs at Alton, approaching to the very edge of the river point out a fitting place for the erection of a bridge over the Mississippi, a project entirely feasible, and requiring nothing but the development now going forward in the west to render it indispensable. A charter for this purpose was many years ago granted by the Illinois Legislature.

The second annual report of the company brings matters down to Jan. 1st 1855. At this time the branch of the Belleville and Illinoistown Railroad, was being constructed between Illinoistown and Alton. The new road indeed was nearly ready for the rails, and was expected to be completed, simultaneously with the completion of the Terre Haute and Alton Railroad.

The condition of the Terre Haute and Alton Railroad at this time was thus. There were in actual operation about 82 miles, viz., from Terre Haute westward about 45 miles, and from Alton eastward 37 miles. The rails had been laid beyond those points, and parties were actively engaged in laying down the track, with a view of completing the road to the two junctions of the Illinois Central, from each end of the line at the earlicst practicable day.

The line between Alton and Illinoistown was looked upon as a most beneficial and promising adjuct to the Terre Haute road.

The equipment of the Terre Haute and Alton road at this time, consisted of 9 locomotives, 10 first class passenger cars and 198 freight cars.

The financial condition of the company on the 1st of January, 1855, shows that the capital stock had been increased to $2,943,950, of which $2,281,420 had been paid in. This with the 1st and 2d mortgages of $1,000,000 each made the total resources of the company $4,943,950, but of this sum $744,000 (2d mort. bonds) remained in the Treasury. To complete and equip the road, however, it would require another $1,000,000, and this was to be raised by increasing the 2d mortgage issue by that amount. These were subsequently issued and made payable in 1870.

The first estimate of the cost of the road was made when rails could be purchased at a price nearly 50 per cent. lower than the company had subsequently to pay when its organization and finances enabled it to contract and pay for them. Other items in its construction varied with the state of the money market, and were found to exceed the cost originally estimated. The estimates as presented in the report of January 1, 1855, were as follows:

Expenditures to date	$3,537,324
Estimate for completing and equipping the line	1,364,583
Cost as per engineer's estimate	$4,901,907
Add for contingencies, interest, discounts, etc.	348,093
	$5,250,000
Which deducted from the total resources of the company, (including $1,000,000 additional 2d mortgage bonds)	$5,943,950
Which leaves to the future wants of the company	$693,950

The report concludes as follows:—

"At the rate of progress now making in the construction we may anticipate that the road may be opened throughout its whole extent, including the extension to St. Louis during the ensuing autumn. It has been urged forward through a season of unparallelled difficulty in the financial world, which has borne with severity upon the railroads of the Western States. Thus far it has been accomplished without creating a floating debt against the company. The interest coupons upon its bonds have been promptly paid as due," etc., etc.

During the year 1855 the road was opened from Grandview to Mattoon 28 miles, and Litchfield to Pana 39 miles. The year 1854 had been unprecedented in the general failure of the staple crops of the country; and from the opening of the first section of the road on the 13th of November of that year until the fall of 1855, there was scarcely anything along the line for transportation. The absence of all connections rendered the travel entirely local. Notwithstanding these discouraging prospects, the road was operated in portions and completed regardless of its unfit condition until the 1st of March, 1856, when it was so far completed as to admit of the passage of a daily train over its entire length. The bad condition of the track on the newly worked portions required the greatest care and prudence to get the trains through; and but for the favorable character of the spring, the company could not have succeeded in opening the road at the period stated. Subsequently, on the 1st of April, one freight and two daily passenger trains were placed upon the road.

The road was constructed in two divisions—the Eastern extending from Terre Haute to Pana; and the Western from Alton to Pana. The dates at which the different portions of the road were opened for local business were as follows:

EASTERN DIVISION.

Terre Haute to Paris	19 miles.	Nov. 13, 1854
" to Grandview.	28 "	Dec. 3, 1854
" to Embarras R.	42 "	Jan. 26, 1855
" to Mattoon	56 "	July 2, 1855
" to Pana	96 "	March 1, 1856

WESTERN DIVISION.

Alton to Litchfield	38 miles.	Dec. 11, 1854
" to Hillsboro	49 "	June 25, 1855
" to Pana	77 "	Nov. 12, 1855

The results of the partial operation of the line the 13th Nov., 1854, to the 1st March, 1856, show the gross earnings to have been $163,345 97, and the operating expenses during the period $81,964 67, or about 50 per cent. of the gross earnings. The sum thus realized was expended upon the road as earned, and included in the construction account.

At a meeting of the directors in 1856, the contractors surrendered the road to the company, by mutual agreement—in its then unfinished condition. According to the terms of the agreement the amount of work remaining to be done to complete their contract was furnished by the company, and the cost deducted from the contract.

The Belleville and Illinoistown Railroad of which mention has heretofore been made, was incorporated by the Legislature of Illinois, June 21, 1852, originally for the construction of a line from Belleville to Illinoistown opposite the city of St. Louis—a distance of 15 miles. This portion of the road was completed and put in operation early in the fall of 1854. Under a close of the charter the road was extended from Illinoistown to Wood River Junction, a point of the Terre Haute and Alton Railroad 4½ miles east of Alton. This extension was completed in October, 1856. The great importance of this connection to the Terre Haute and Alton Railroad in furnishing an outlet for its business to St. Louis, induced that company to acquire a controling interest in the stock of the Belleville company. The extension formed part of the through line from Terre Haute to St. Louis, and was operated wholly as such from the commencement of its through business.

The lower portion of the road extending from Illinoistown southeasterly to Belleville, relied upon its coal and local traffic.

Belleville is a thrifty place, of 10,000 inhabitants, and the business between St. Louis and that point is large and increasing. The chief value of the line will eventually, as now, be derived from coal transportation. The coal fields commence at the bluffs of the American Bottom—7 miles east of St. Louis—and extend to Belleville. The coal is of good bituminous character well adapted for manufacturing and domestic purposes, inexhaustible in quantity and easily worked. The Belleville company owned 1,080 acres of these coal lands, the development of which, and of other coal interests furnished a large business to the road. The company also held the franchise of the St. Clair Ferry and other privileges at St. Louis, which are estimated of much prospective value.

By resolutions of the directors of the Terre Haute and Alton, and the Belleville and Illinoistown Companies, the executive committees thereof respectively, were now authorized to agree upon terms of consolidation, and submit the same by circular to the stockholders of both interests. An agreement was accordingly made August 8, 1856, which having been approved of by a majority in interest, Articles of Consolidation were executed on the 30th of October following, and the consolidated companies took the corporate title of the—

TERRE HAUTE, ALTON & ST. LOUIS RAILROAD CO.

The funded debt of the company, at the time of consolidation, was comprised as follows:

Terre Haute & Alton 1st mort. 7 p.c. b'ds.	$1,000,000
" " 2d " 8 " "	2,000,000
Belleville & Illinois-town ..... 1st " 7 " "	600,000
" " 2d " 7 " "	500,000
Total	$4,100,000

The amount of consolidated capital stock then issued and outstanding, was as follows:

Terre Haute and Alton stock	$2,672,050
Belleville & Illinoistown (at 87½ cents).	498,750
Total	$3,170,800

The length of the consolidated line at date, was as follows:

	Miles.
From Terre Haute to Wood River Junction.	168.46
" Junction to Alton	4.04
" " to Illinoistown	19.75
" Illinoistown to Bloody Island	1.25
" " to Belleville	14.75
Total length of road	208.25

Length of sidings of 8.78 miles.

The main track and sidings are laid with heavy T rail. The track at this time, however, was only ballasted in portions and partially fenced, but in good general condition and constantly being improved.

Thus it appears, that after expending so much larger amounts on the road than estimated as necessary, there still remained much to be done before the road could be rendered capable of profitable working. Hitherto all the net earnings of the company had been consumed in construction, and the same state of matters was certain to continue unless additional resources could be called into requisition.

With a view therefore to the more speedily finishing the road and equipping it sufficiently to transact economically the business thrown upon it, and thus enable it to earn and pay a dividend to stockholders at an earlier date, and to avoid a floating debt the Board of Directors in October, 1856, concluded that the cash means of the company must be immediately increased. The low price of all western bonds at this time rendered it imprudent to place any securities of the company upon the market, and suggested the propriety of a direct appeal to the stockholders. The directors therefore resolved to offer to them $500,000 of 10 per cent. bonds, payable in 18 years, and receive in payment therefore, half in cash and half in the interest stock of the company at par. The amount to be realized was thought to be sufficient for the immediate wants of the company. A sinking fund was provided for these bonds. Provision was also further made for the subsequent issue of an additional $500,000 for any future wants, and also for the issue of $4,000,000 of bonds at 30 years, to be used for the sole purpose of taking up and providing for the outstanding bonds of the consolidated company. The object of the latter provision was to place all the securities of the road on the same basis.

The amount of bonds offered to the stockholders was immediately subscribed for, and the finances of the company made comparatively easy.

The first report of the consolidated company embraces 10 months to the 31st December, 1856. During this period the gross earnings of the entire line, were $662,860 49
—and the operating expenses 330,520 30

Balance carried to construction acc't. $332,314 19

The equipment at the end of the year consisted of 29 locomotives, 30 passenger cars, 8 mail and baggage cars, and 315 freight cars. This was not more than half the equipment necessary for the amount of business that was brought to the road.

The general balance sheet of the company, Jan. 1, 1857, stood as follows:

Capital stock (T. H. & A.) ..	$2,671,891	
" (B. & I.)	498,850	
		$3,170,641
Funded debt—		
1st mort. (T. H. & A.)	$1,000,000	
2d " (")	1,960,000	
		2,960,000
1st mort. (B. & I.)	600,000	
2d " (")	500,000	
		1,100,000
Sinking fund bonds (T. H., A. & S. L.).		117,750
Coupons unpaid		2,435
Bills payable, &c		373,053
Income account		828,029
		$8,551,908
Construction	$7,219,541	
Equipment	248,693	
Real estate, right of way, etc.	128,482	
		$7,596,716
Transportation account		412,485
Materials on hand		53,076
Freights uncollected, etc		66,970
Bills and other assets		339,042
Cash		83,618
		$8,451,908

The report concludes with the following: "The policy and desire of the directors is to complete and equip the road in a first class manner, and close its construction account at the earliest date practicable; and it will be necessary to use the net earnings to aid in accomplishing this. They are unwilling to borrow money or further increase the construction account for the payment of dividends. They have confidence in the *intrinsic* value of the stock, and the future indicates that the time is not remote when the road with good equipment and management can fairly earn, save, and pay a dividend to the stockholders."

The prospective earnings for 1857 were estimated at $1,200,000, and the expenses at 50 per cent.

(To be continued in our next.)

Lake Superior Copper Mines.

The following statement, compiled from the Houghton *Mining Gazette*, will exhibit the product of the Lake Superior Copper Mines for 1863

PORTAGE LAKE DISTRICT.	Tons.	lbs.
Quincy	1,472	1,531
Pewabic	1,083	752
Franklin	780	189
Isle Royale	372	920
Grand Portage	247	883
Hancock	72	320
Huron	69	283
Mesnard	1	1,000
St. Mary's	2	....
Columbian	3	1,254
Total	4,104	1,132

KEWEENAW DISTRICT.	Tons.	lbs.
Cliff	1,449	29
Central	440	215
Copper Falls	284	624
Phœnix	151	195
Petherick	56	1,439
Amygdaloid	51	1,201
Garden City	39	889
North Cliff	4	1,000
Bay State	2	1,000
North American	..	....
Eagle River	..	....
Total	2,439	592

ONTONAGON DISTRICT.	Tons.	lbs.
Minnesota	1,011	1,451
National	415	402
Rockland	197	1,883
Evergreen Bluff	95	424
Knowlton	68	94
Ridge	46	1,243
Carp Lake	45	1,137
Superior	41	1,830
Bohemian	23	1,767
Ogima	19	342
Flint Steel	22	982
Caledonia	5	1,865
Mass	5	1,718
Hilton	4	....
Aztec	1	144
Adventure	..	....
Total	2,004	1,342

RECAPITULATION.	Tons.	lbs.
Portage Lake District	4,104	1,132
Keweenaw District	2,439	592
Ontonagon District	2,004	1,342
Total	8,548	1,066

These figures show a decrease on the production of 1862 of 418½ tons, which is confined entirely to the Ontonagon District, the Portage Lake and Keweenaw Districts showing an increase.

The following table will give, in round numbers, as nearly correct as possible to obtain, the amount of rough copper produced by the mines of Lake Superior since the first attempt to develop its riches by regular mining:

	Tons.		Tons.
1845 to 1854	7,642	1860	6,000
1855 to 1857	11,312	1861	7,400
1858	3,500	1862	9,062
1859	4,200	1863	8,548
Total			57,664

Collision Between Cars and Ordinary Vehicles, Presumption of Negligence.

In the case of Suydam *vs.* Grand street and Newtown Railroad Company, which was an action to recover damages for personal injuries sustained by the plaintiff, from being thrown from his cart by a collison between plaintiff's cart and one of the cars of the defendant.

There was evidence from which, as the plaintiff claimed, the following facts were established: There are two rail-tracks laid in the centre of First Street, Brooklyn, (Eastern District). The street is a 30 feet carriage way. The tracks are laid in the centre of the corriage way. The space occupied by rails is 14 feet 6 inches; the space between tracks is 3 feet 11 inches; the gauge of track is 4 feet 8½ inches. On the day of the collision the plaintiff was driving his cart along First Street, in a Southerly direction, on the right hand track; his cart was heavily loaded with agricultural instruments. When near the corner of South Fifth street, defendant's car coming in the same direction, approached plaintiff from the rear. This car was coming at an unusual rate of speed, the horses being on a full trot. As soon as the plaintiff was aware of the approach of the car, he commenced to get out of its way, by hauling off of the right hand track upon the left track; plaintiff hauled off to left track because there was not room on the right, between cart and track to allow car to pass. While plaintiff was hauling out, defendants car struck plaintiff's cart, and he was thrown from his cart. The defendant's driver and superintendent were on the car, and did not check the speed of the car, or attempt to avoid collision, although told by one of their workmen on the car that they would run into cart. The collision occurred on front of car, and rubbed along it. The force of the collision threw the tail end of plaintiff's cart in towards car, and the heavy machinery on cart came in contact with the stauncheon of car and broke it out. So great was the force of collision, that some iron work or machinery was broken. The plaintiff's horse did not sway, and the plaintiff did all that a person could do, and used the greatest of care. His injuries are permanent in their character.

The case was tried in the City Court of Brooklyn, and a verdict rendered for plaintiff for $1,500. The defendant moved on judge's minutes for a new trial, which was denied. Judgment was entered, and defendant appealed.

Brown, J.—This same case upon substantially the same evidence, was before us at the General Term in February last, and we then took occasion to say "that a cartman's cart is a vehicle which traverses all parts of the street, crossing and recrossing, going backwards and forwards and turning to the right or to the left, at the will of the driver, its passage way limited only by the limits of the street. Not so with a railway car. It is irrevocably fixed to a given track laid down longitudinally with the street. To this line the car must adhere, and from which it cannot be inclnred or deflected for any purpose. It is quite evident therefore, that where a cartman's cart and a railway car are progressing side by side, with a space of 16 or 24 inches between them, there can be no collisioh if each adheres to the track which the law assigns to it. And if a collision does occur under such circumstances, the presumption of negligence is altogether against the driver of the cart, and not against the conductor of the railway car, for the obvious reason that the former can deviate and depart from his track, which the latter cannot do. One of the two must incline towards the other or there can be no contact, and as the cart can be inclined and deflected towards the railway car, at the pleasure of the driver or by his indifference or carelessness while the latter is irrevocably bound to its iron rail, whatever might be the will or the misconduct of the conductor, there can be no other presumption but against the care and good conduct of the cart driver."

Both the cart and the car were proceeding in the same direction, the car on the right and the cart on the left hand. Two-thirds of the car passed the cart without contact, and had there been no change in their relative position, there would have been no contact, that is, if each of them had proceeded directly along the street and without deviation, the remaining third part of the car would have been passed freely and there would have been no collision; and had they inclined towards each other, the sides of both vehicles would have become the point of contact This was not so however, the side of the car and end of the cart came in contact. By what means then was the hinder end of the cart brought in contact with the side of the car. The car could be moved forward and backward, but not to the one side or the other. It was not possible to move the car so as to produce the actual result. It was produced by a movement of the cart and by no other means. The cart with the projecting load was six feet ten inches long, six feet of which was behind the axle.

If the head of the horse was pulled by the driver to the left, even for a small space, it would place the cart diagonal to the railway and bring the end of it instantly in collision with the car. That this actually took place, may be inferred from the injury done to the third stancheon from the rear of the car and the broken end of the platform of the plaintiff's cart. It is also proved by the sum of the testimony on both sides. Reur Suydam, the plaintiff himself, testifies, "I was pulling to the left when the collision took place. I knew the car struck my load which projected about two feet in the rear of my cart." Patrick McQuinn, a witness for the plaintiff, testified, "the car struck the machinery on the right hand corner of the tail of the cart with violence. It jarred the plaintiff off the cart." Again, he says: "the horse was diagonal with the track, and the plaintiff kept the same direction until the collision." William S. Townsend, a witness for the plaintiff, says: "I observed the horse and cart turning off to the left, I saw the horse and part of the cart. The cart was ahead and going the same direction as the car." Ira Buckman, a witness for the defendant, said, "I was standing on the step (of the car) on the left side, as we passed my face was toward him, (the plaintiff,) and on a line with the side of the car. My face was 16 or 18 inches from the platform of the reaping machine on plaintiff's cart, which projected further than anything on the load, that is when my face passed the rear of the cart. After I told the car driver to go on the car began to get under way. Just before the collision the horse swayed to the left and threw the hind end of the cart against the side of the car. All was done in an instant. This was after I told the driver to start up. This platform projected over the right side of the tail of the cart, and lay rather diagonally across the cart, acting as a fulcrum, and the other end in that way and he stood by the other side of it in front. Our car hit the platform, that was the point of collision. The platform slewed around, the cart rung knocked him off the cart. It broke the stancheon of the car, the third one from the hind end and sixth from the forward end. It broke out so that a piece fell on the ground." Again he says: "the car stopped within 18 inches or it would have broken another stancheon." George Bennett, another witness for the defendant, said: "The cart continued parallel with the car until we (the car,) got nearly two-thirds passed the rear end of the cart. Plaintiff was standing on the left stand, front corner. I saw him look towards the car, he pulled his horse to the left, and threw the end of the cart into the car. I saw the rear load of the cart coming towards the car, as the plaintiff turned his head. It struck the car by the stancheon near the rear." Patrick Malone, a witness for the defendant, said: "When we commenced passing the cart it was perfectly straight with us. I think we were 12 or 13 inches from the rear of the cart."

This is the evidence and it leaves no manner of doubt upon my mind, that the accident was caused by the imprudent and mistaken acts of the plaintiff in pulling his horse to the left, as he himself says, at the moment of the collision. It is in vain to say in the face of the evidence, that he is without fault, and did not contribute largely to bring about the collision which resulted in his injury.

It was the manifest duty of the jury to find a verdict for the defendant, and failing to do this, I think the City Court should have set aside the verdict upon the motion for that purpose.

The remarks of the late Mr. Justice Barculo, in the case of Haring *vs.* the New York and Erie Railroad Company, 13 Barb., at page 15, are peculiarly applicable to the present case. In speaking upon the duty of non-suiting a plaintiff, or setting aside a verdict where the plaintiff has contributed to the injury, he says: "We cannot shut our eyes to the fact that in certain controversies between the weak and the strong, between a humble individual and a gigantic corporation, the sympathies of the humane mind, naturally, honestly and generously run to the assistance and support of the feeble, and apparently oppressed, and that compassion will sometimes exercise over the deliberations of a jury, an influence which, however, honorable to them as philanthropists is wholly inconsistent with the principles of law and the ends of justice. There is, therefore, a manifest propriety in withdrawing from the consideration of the jury, those cases in which the plaintiff fails to show a right of recovery."

The judgment and the order denying the motion for a new trial should be reversed, and a new trial granted.

☞ Work has been resumed on the section of the Brockville and Ottawa Railway between Almonte and Arnprior. The rails, some of which are already on the ground, will be laid during the Summer, and it is expected that the line will be completed before next Winter.

MUNICIPAL SECURITIES LIST.

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Albany, N. Y.:				
5 per cents, municipal	$50,000	M. & N.	1864	
5 " " "	100,000	J. & D.	'70-'74	
6 " " "	225,000	J. & J.	'65-'69	
6 " " water	800,000	F. & A.	'70-'81	
6 " " Alb. N'rth. R.R.	300,000	M. & N.	1879	
6 " " A. & W. S. R.R.	1,000,000	J. & J.	'65-'76	
Alleghany City, Pa.:				
7 per cents, municipal		J. & J.	var.	
6 " " railroad		J. & J.	"	
Augusta, Me.:				
6 per cents, municipal	21,545	var.	'64-'69	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Baltimore, Md.:				
5 per cents, Int. Improv.	4,963,215	Qrtrly.	'38-'70	
6 " " Miscellaneous	400,920			
6 " " Court House	169,754			
6 " " Water	3,500,000			
6 " " New Jail	250,000			
6 " " B. & O. R. R.	5,000,000		1890	
6 " " P. & C. R. R.	1,000,000	J. & J.	1886	
6 " " Park	563,996		1890	
6 " " Float. & D'fens.	225,000		var.	
6 " " Bounty	92,900			
6 " " N.W.Va. guar.	1,500,000	J. & J.	1873	
6 " " Y. & C. "	500,000	" "	1877	
6 " " W.Md.RR. "	200,000	" "	1890	
Bangor, Me.:				
6 per cents, municipal	169,700	A. & O.	'65-'82	
6 " " K. & P. R. R.	740,000	" "	'63-'74	
Bath, Me.:				
6 per cents, municipal	145,242	var.	'64-'73	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Boston, Mass.:				
4½ per cents, municipal	595,205	var.	'78-'84	
5 " " "	1,807,618	"	'63-'70	
5 " " "	2,593,000	"	'71-'80	
5 " " "	364,000	"	'81-'85	
6 " " "	641,000	"	'63-'71	
5 " " water (notes)	400,000	"	'78-'79	
4½ " " " (sterling)	1,949,711	"	'72-'73	
5 " " " (dollar)	758,000	"	'63-'71	
Brooklyn, N. Y.:				
6 per cents, municipal	804,200	J. & J.	'64-'74	
6 " " "	245,000	" "	'75-'85	
6 " " "	403,000	" "	'86-'95	
6 " " "	25,000	M. & N.	'66-'68	
6 " " Williamsburg	429,070	J. & J.	'63-'81	
6 " " water	1,700,000	" "	'68-'81	
6 " " "	749,000	" "	1886	
6 " " "	819,000	" "	1891	
6 " " "	1,432,000	" "	1896	
6 " " "	850,000	" "	1899	
6 " " War Loan	115,000	" "	1865	
Buffalo, N. Y.:				
6 per cents, municipal	213,000	var.	'63-'79	
7 " " "	299,000	"	'65-'82	
Calais, Me.:				
6 per cents, municipal		J. & D.	1876	
Cambridge, Mass.:				
5 per cents, municipal	166,000	var.	'65-'82	
5½ " " " of '50-'51	16,000	"	'65-'71	
5½ " " " of '54-'57	56,000	"	'64-'77	
6 " " " of '56-'62	52,692	"	'64-'69	
6 " " bridge	20,000	F. & A.	1872	
6 " " water	50,000	J. & J.	1881	
Camden, N. J.:				
6 per cents, municipal	38,100	J. & J.	'65-'74	
6 " " "	27,300	" "	'78-'81	
Charlestown, Mass.:				
5 per cents, municipal	50,000	J. & J.	'67-'73	
5½ " " "	52,000	var.	'66-'67	
6 " " "	78,000	"	'68-'77	
5 " " Volunteer Aid	174,060	A. & O.	'77-'83	
5 " " water	202,000	" "	'82-'83	
Chelsea, Mass.:				
5½ per cents, municipal	105,000	A. & O.	'70-'72	
5½ " " "	74,000	" "	'79-'84	
6 " " "	117,000	var.	'68-'77	
Chicago, Ill.:				
7 per cents, municipal (old)	60,000	J. & J.	'63-'68	
7 " " " (new)	511,000	A. & O.	1881	
6 " " " (old)	160,000	J. & J.	'63-'74	
6 " " " (new)	200,000	" "	'75-'76	
7 " " sewerage	913,000	" "	'79-'87	
8 " " "	87,000	" "	1888	
7 " " water	113,000	" "	1888	
6 " " water	1,000,000	" "	1388	
Cincinnati, Ohio:				
6 per cents, municipal		A. & O.	1895	
6 " " water				
7 " " railroads				
Cleveland, Ohio:				
7 per cents, municipal		J. & J.	var.	
8 " " Ohio city		" "	"	
7 " " water		" "	1879	
7 " " sewerage		" "	1890	
Detroit, Mich.:				
6 per cents, hydraulics	50,000	A. & O.	1865	
7 " " sewers	38,545	var.	'69-'71	
7 " " redemptions	167,338	"	'70-'79	
7 " " H. of Correct'n	50,000	J. & D.	1879	
8 " " redemptions	20,000	var.	'70-'71	
7 " " water	650,000	J. & J.	'70-'71	
Dubuque, Iowa:				
8 per cents, municipal	319,547	var.	'63-'72	
7 " " D. & Pac. R. R.	200,000	J. & J.	1875	
7 " " D. & W. R. R.	250,000	" "	1877	

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Fall River, Mass.:				
5 per cents, municipal	$165,500	var.	'64-'71	
5 " " " (1862-3)	56,500	"	1872	
Gardiner, Me.:				
6 per cents, municipal		var.	var.	
6 " " K. & P. R. R.	150,000	M. & N.	1870	
Hannibal, Mo.:				
10 per cents, municipal	40,000	var.	var.	
10 " " Pike Co. R. R.	59,000	Feb.	'63-'79	
10 " " " (N.Y.)	141,000	"	'74-'81	
Hartford, Ct.:				
6 per cents, municipal	123,800	var.	'64-'80	
6 " " park	150,000	F. & A.	1882	
6 " " railroad	500,000	J. & J.	1876	
6 " " water	250,000	J. & D.	1883	
6 " " "	125,000	J. & J.	1893	
Jersey City, N. J.:				
6 per cents, municipal	58,925	var.	'63-'74	
6 " " " coupon	65,000	"	'65-'81	
7 " " "	118,000	"	'63-'75	
6 " " water	650,000	J. & J.	1877	
Keokuk, Iowa:				
8 per cts., railroad	600,000			
10 " " " (s-p'l tax)	150,000			
Lawrence, Mass.:				
5 per cents, municipal	13,000	var.	'63-'75	
5½ " " "	130,000	"	'63-'82	
6 " " "	151,550	"	'63-'79	
Lowell, Mass.:				
5 per cents, municipal	58,000	annual	'64-'67	
5 " " "	60,000	sem.-an.	'72-'82	
5½ " " "	60,000	" "	'72-'87	
5 5-6 p. "	42,000	Feb.	'69-'75	
Louisville, Ky.:				
6 per cents, municipal		var.	var.	
7 " " "		"	"	
6 " " water		M. & N.	1887	
7 " " railroads				
Lynn, Mass.:				
5 per cents, municipal	46,000		1882	
5½ " " "	20,000		1874	
5½ " " "	60,000		1879	
6 " " "	18,800		'64-'69	
6 " " "	76,300		'63-'74	
Manchester, N. H.:				
6 per cents, munic'l (notes)	7,100	sem.-an	'72-'78	
6 " " " (coupon)	99,500	" "	'66-'78	
6 " " " (")	67,500	" "	'80-'88	
Marysville, Cal.:				
10 per cents. municipal		J. & J.	var.	
8 " " "		" "	"	
Milwaukee, Wisc.:				
10 per cents, municipal	22,600	var.	due.	
7 " " "	77,500	"	"	
4 " " " re-adjust'd	812,000	J. & D.	1894	
Nashua, N. H.:				
6 per cents, municipal	103,185	var.	'64-'80	
Newark, N. J.:				
6 per cents, municipal	216,000	sem.-an.	'70-'88	
7 " " Volunteer Aid	100,000	" "	1873	
New Bedford, Mass.:				
5 per cents, municipal	425,150	A. & O.	'63-'84	
New London, Ct.:				
6 per cents, municipal	150,000	J. & J.	'67-'87	
Newport, Ky.:				
7 per cents, municipal	20,000	F. & A.	1872	
6 " " bridge	37,000	J. & J.	1883	
8 " " "	15,000	" "	1883	
10 " " municipal	19,500	M. & N.	1888	
Newport, R. I.:				
5 per cents, municipal	150,000	A. & O.	'73-'84	
Newburyport, Mass.:				
5 per cents, municipal	205,000	var.	var.	
6 " " "		"	"	
7 " " "		"	"	
New Haven, Ct.:				
6 per cents, municipal	200,000	J. & J.	'70-'81	
New York, N. Y.:				
5 per cents, water	3,000,000	Quarterly, viz. F., M., A., & N.	1870	
5 " " "	2,147,000		1880	
5 " " Croton water	900,000		1890	
6 " " "	100,000		1890	
5 " " Wat. Stk '49 & '54	284,700		1875	
6 " " '54 & '57	1,878,800		1875	
5 " " Build'g Stk No. 3	75,000		1870	
5 " " " No. 4	115,000		1875	
5 " " Fire Indemnity	402,768	F. & A.	1888	
5 " " Central Park	399,500	Quarterly, viz. Feb., May, Aug. & N.	1888	
6 " " "	3,066,071		1887	
6 " " "	275,000		1898	
6 " " Improv.	2,083,200		1887	
6 " " "	1,666,000		1876	
6 " " W. Wash. Mark't	600,000		1873	
6 " " Croton water	1,800,000		1883	
6 " " Floating Debt	2,748,000		1878	
5 " " Publ. Bld'g No. 3	200,000		'62-'66	
5 " " Docks & Slips	500,000		'67-'76	
5 " " Publ. Education	154,000		1873	
6 " " Tompkins M'k't	119,000	F. & A.	'62-'69	
7 " " Harlem Bridge	60,000	var.	'63-'68	
6 " " Co. Court House	1,000,000	M. & N.	'75-'84	
5 " " Vol. Sold. Aid No. 7	500,000	" "	1871	
Oswego, N. Y.:				
7 per cents, Iron Bridge	24,500	annual.	'64-'70	
Peoria, Ill.:				
7 per cents, school	33,000		'78-'80	
7 " " railroad	215,000		'73-'74	
6 " " " "	75,000		'71-'72	

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Philadelphia, Pa.:				
5 per cents, consolidated	$689,967	J. & J.	'64-'73	
5 " " "	69,255	" "	'74-'82	
6 " " "	1,152,247	" "	'64-'73	
6 " " "	2,902,308	" "	'74-'83	
6 " " "	9,666,307	" "	'84-'90	
6 " " "	4,237,856	" "	'91-'99	
5 " " Phila. City	552,700	" "	'64-'74	
6 " " " "	489,600	" "	'75-'79	
6 " " " "	1,743,200	" "	'80-'91	
5 " " " Poor	217,295		'64-'68	
5 " " Southwark	99,150		'74-'81	
6 " " "	110,606		'64-'77	
6 " " Richmond	84,146		'82-'93	
5 " " Spring Garden	17,000		1865	
6 " " "	728,200		'65-'85	
6 " " Kensington	204,200		'65-'81	
6 " " District of Penn	60,333		'65-'76	
5 " " Moyamensing	6,000		'68-'71	
6 " " Frankford	48,459		'70-'73	
6 " " North Liberties	30,784		'70-'80	
6 " " West Phila.	71,318		'72-'75	
6 " " Germantown	1,000		1875	
6 " " Phila. County	340,117		'70-'75	
Pittsburg, Pa.:				
6 per cents, municipal	1,009,700	J. & J.	var.	
4 " " railroad	1,800,000	" "	1913	
Portland, Me.:				
6 per cents, municipal	907,426	var.	'63-'83	
6 " " A. & St. L. R. R.	1,500,000	"	'68-'79	
6 " " " "	500,000	A. & O.	1866	
Portsmouth, N. H.:				
5 per cents, municipal	39,700	M. & S.	'64-'72	
5½ " " "	14,800	" "	'64-'69	
5½ " " "	15,000	" "	'64-'71	
5 " " Volunteer Aid	58,000	A. & O.	'67-'82	
Portsmouth, Ohio:				
7 per cents, municipal	30,000	J. & D.	1871	
7 " " railroad	90,000	" "	1886	
Poughkeepsie, N. Y.:				
6 per cents, municipal	47,677	var.	'64-'86	
6 " " water	14,000	"	'69-'78	
6 " " bounty	48,120	A. & O.		
Providence, R. I.:				
6 per cents, municipal	600,000	M. & S.	1885	
6 " " railroad	500,000	J. & J.	1876	
5 " " war	500,000	" "	1893	
Reading, Pa.:				
6 per cents, municipal	52,000	var.	var.	
Racine, Wisc.:				
10 per cents, plank road, etc	48,000	var	var.	
8 " " harbor	25,000			
7 " " railroad	300,000			
Rochester, N. Y.:				
7 per cents, Alms house	20,000	J. & J.	1864	
7 " " Floating	66,000	A. & O.	'74-'85	
6 " " City Hall	70,000	J. & J.	'64-'75	
7 " " Bridge & impr.	135,000	var.	'63-'82	
6 " " "	60,000	"	'76-'82	
6 " " St'm Fire Eng's	20,000	"	'81-'82	
6 " " R. & Gen. V. RR.	200,000	J. & J	'64-'76	
Sacramento City, Cal.:				
6 per cents, municipal S. F.	1,474,800		'88-'90	
St. Louis, Mo.:				
6 per cents, Pacific R. R.	457,000	var.	'71-'78	
6 " " O. & M. R. R.	429,900	J. & J.	'72-'74	
6 " " Iron M't'n R.R.	285,000	" "	'74-'77	
6 " " municipal	1,464,000	var.	'65-'83	
6 " " real estate	523,000	"	'64-'99	
6 " " sewerage	425,000	"	'70-'88	
6 " " impr. (old lim.)	254,000	"	'71-'87	
6 " " water	484,000	"	'71-'83	
6 " " harbors	239,000	"	'63-'86	
6 " " wharfs	163,000	"	'67-'81	
6 " " district sewers	15,000	"		
San Francisco, Calif.:				
10 per cents, municipal	1,352,000	M. & N.	1871	
10 " " fire	178,500	J. & J.	1890	
10 " " school	79,500	" "	1870	
7 " " "	242,000	" "	'77-'78	
6 " " municipal	32,000	" "	1875	
6 " " city & county	1,136,500	" "	1888	
Springfield, Ill.:				
10 per cents, municipal	51,467		64-'82	
8 " " "	55,000		'68-'81	
Springfield, Ohio:				
7 p. cts., Spgfd & Miad R.R.	2,000	M. & N.	1866	
Taunton, Mass.:				
6 per cents, town bonds	75,000	J. & J.	var.	
6 " " town notes	10,000	" "	"	
Troy, N. Y.:				
7 per cents, municipal	140,000		'73-'79	
6 " " Schen. & T. R. R.	19,000		'63-'67	
6 " " Troy & Bos. R.R.	115,000			
5½ " " Schen. & T. R. R.	167,000		'63-'72	
5 " " water	71,000		'62-'80	
Utica, N. Y.:				
6 per cents, municipal		var.	var.	
Watertown, Wisc.:				
8 per cents, Milw. & W. R.R.	80,000	J. & J.	1878	
8 " " W. & Mad. R.R.	200,000	" "	1877	
8 " " C., St. P. & F. du L.	200,000	" "	1876	
Wheeling, W. Va.:				
6 per cents, municipal		M. & S.	1873	
Worcester, Mass.:				
5 per cents, municipal	104,500	J. & D.	'64-'84	
Zanesville, Ohio:				
6 per cents, municipal		J. & J.	var	

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED & GUARANTIED STOCKS.

Railroads.	Amount of shares outstanding.	Divds Rate.	Divds Paid.	Market Price.
Atlan. & St. Law., guar.	$2,494,900	6	6	----
Berkshire, guaranteed	600,000	7	7	----
Bos., Con. & Mont., pref.	800,000	6	—	60
" " " new pref.	554,000	6	—	----
Buff., N.Y. & Erie, guar.	850,000	7	—	----
Camden & At., pref.	620,800	7	—	21
Catawissa, pref.	1,150,000	7	—	42½
Chemung, guar.	380,000	—	—	----
Cayuga & Susq., guar.	343,500	—	—	----
Cheshire, pref.	2,017,825	7	—	58½
Chicago & Alton, pref.	2,464,336	7	—	108
Chicago & N. W., pref.	2,400,000	7	—	88½
Cochecho, pref.	177,750	8	—	----
Ct. & Pass. Rivers, guar	49,200	6	—	----
" " " pref	833,000	6	—	61½
Cumberland V., 1st pref.	241,900	8	8	----
" " 2d pref.	243,000	8	8	----
Detroit & Mil., pref.	1,500,000	—	—	----
Dubuque & S. City, pref.	1,987,614	7	—	72
Elmira, J. & Can., guar.	500,000	—	—	----
Elmira & W'msp., pref.	500,000	—	—	54
Erie, pref.	8,535,700	7	7	113
Hannibal & St. Jos., pref.	5,309,128	7	—	70
Harrisburg & Lan., guar.	1,182,100	7	7	----
Housatonic, pref.	1,180,000	8	4	103½
Indianap. & Madis'n, pref	353,900	8	8	----
Kennebec & Port., pref.	247,000	6	—	----
" " new pref.	125,000	6	—	----
Lack. & Bloomsb'g, pref.	500,000	7	—	----
Marietta & Cin., 1st pref.	5,105,394	7	—	87½
" " 2d pref.	3,424,169	7	—	63
Mich. S. & N. Ind., guar.	2,893,600	8	—	157½
Mil. & P. du C., 1st pref.	1,051,000	8	8	116½
" " " 2d pref.	1,014,000	7	7	94½
Mil. & St. Paul, pref.	2,255,000	7	—	----
N. H. & Northamp., guar.	1,010,000	—	4	----
N. Y. & Harlem, pref.	1,500,000	8	—	133
Niagara Br. & Can., guar.	1,000,000	6	6	----
Paterson & Hud., guar.	630,000	—	8	----
Pat. & Ramapo, guar.	248,000	—	5½	----
Peoria & B. V., guar.	1,200,000	—	6	----
Phila. & Reading, pref.	1,551,800	7	7	----
Phila. & Trenton, guar.	1,000,000	—	10	----
Pitts., Ft. W. & C., pref.	2,000,000	7	—	105
Pittsfield & N. A., guar.	450,000	6	6	100
Port., Saco & Ports., guar.	1,500,000	6	6	----
Rutland & Bur. pref.	382,700	8	—	----
" " pref.	608,176	6	—	----
St. L., Alton & T. H., pref.	1,700,000	6	—	103
Toledo & Wabash pref.	926,200	7	—	93½
Troy & Greenbush, guar.	274,400	6	6	----
Vt. & Canada, guar.	1,600,000	8	8	----
Warren, guaranteed	1,307,750	7	7	----
White Mountains, guar.	200,000	5	5	----
Wrightsv., Y & G., guar.	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description.	Amount outstanding.	Interest.	Principal payable.	Market Price.
Chesapeake & Del.: 1st Mortgage	$2,657,343	6	1886	100
Chesapeake & Ohio: Maryland Loan	2,000,000	6	1870	----
" sterling.	4,375,000	5	1890	----
Preferred bonds	1,700,000	6	18..	----
Bonds guar. by Va.	200,000	6	18..	----
Delaware Division: 1st Mortgage	800,000	6	1878	95
Delaware & Hudson: 1st Mortgage	600,000	6	1865	110
2d Mortgage	300,000	6	1870	----
Delaware & Raritan: *See* C. & Amb. R. R.	----	----	----	----
Erie and Penn.: 1st Mortgage	752,000	7	1865	----
Interest Certificates	161,990	6	1868	----
Lehigh Navigation 1st Mortgage	829,172	6	1870	114
Unsecured bonds	2,773,725	6	'63–'65	----
Monongahela Nav.: 1st Mortgage	125,000	6	1863	----
2d Mortgage	57,000	6	1865	----
Morris: 1st Mortgage	465,500	6	1876	106
North Branch: 1st Mortgage	690,000	6	1876	38
Schuylkill Nav.: 1st Mortgage	1,764,550	6	1872	102
2d Mortgage	3,980,670	6	1882	100
Improvement	568,500	6	1876	90
Susq. & Tide Water: Md. Sterling Loan	816,000	5	1865	----
Md. stg. loan conv.	200,376	5	1865	----
Mortgage bonds	993,000	6	1878	67½
Preferred Int. b'ds.	227,599	6	1878	25
Union, (Pa.) 1st Mortgage	2,500,000	6	1883	30½
West B. & Susq.: 1st Mortgage, S. F.	450,000	6	1878	78
Wyoming Valley: 1st Mortgage	750,000	6	1878	100

CANAL STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal N. Stocks:	$	$	pc	$
Chesapeake and Del.	100	1,343,563	—	75
Chesapeake & Ohio.	100	8,226,595	—	----
Delaware Division.	100	1,633,350	—	46½
Del and Hudson	100	7,500,000	7	253
Del. and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Mich.	----	----	—	----
Lehigh Navigation	50	2,500,000	6	78
" " scrip.	50	1,803,000	6	74
Monongahela Nav.	50	726,800	3	----
Morris, consolidated	100	1,025,000	—	80
" preferred	100	1,175,000	10	140½
North Branch	100	----	----	64
Sault Ste Marie	100	----	----	----
Schuylkill Nav., con.	50	1,932,457	—	41
" " pref.	50	2,722,607	—	47⅞
Susq. and T. W.	50	2,048,280	—	28
Union, preferred	50	2,750,000	—	64
West Br. and Susq.	100	1,000,000	6	125
Wyoming Valley	100	500,000	6	75

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price paid.
Copper:				
Acton, Ca.	200,000	5	5	4½
Acton Vale, Ca.	50,000	5	5	----
Adventure, L. S.	20,000	----	----	----
Etna, "	20,000	----	----	19½
Albany and Boston, "	20,000	----	14½	16
Algomah, "	20,000	----	2	2⅜
Allouez, "	20,000	1	----	3½
Arizona, Ariz. T.	10,000	100	----	----
Ascot, Ca.	20,000	20	----	----
Astor, L. S.	20,000	----	1	6½
Atlas, "	20,000	----	1	7
Aztec, "	2,000	----	1	10½
Balt. and N. C., N. C	20,000	5	5	40c
Bay State, L. S.	20,000	----	3½	24
Beaver, "	20,000	----	----	----
Bedford, Ca.	125,000	5	----	2½
Black River, "	20,000	2½	2½	64c
Bohemian, L. S.	20,000	----	7½	11
Bolton, Ca.	20,000	5	----	1
Boston, L. S.	20,000	----	5	6
B. & Corinth, Vt.	20,000	10	----	----
Brome, Ca.	100,000	5	----	3
Cabot, L. S.	20,000	----	----	----
Cambridge, "	20,000	5	5	25c
Caledonia, "	20,000	----	----	----
Canada, Vt.	100,000	1	----	9
Carp Lake, L. S.	20,000	----	----	4½
Cascade, "	20,000	----	----	----
Central, "	20,000	----	5	65½
Chaudiere, Ca.	100,000	1	----	50c
Chester, "	200,000	1	----	40c
Cheticamp,	30,000	5	----	----
Collin, L. S.	20,000	----	¼	----
Columbian, "	20,000	----	4½	13½
Consolidated, "	20,000	----	5	5c.
Copper Falls, "	20,000	----	24½	56
Copper Harbor, "	20,000	----	1	----
Cornwall, Vt.	100,000	1	----	83c
Copper Hill, "	200,000	1	----	----
Dana, L. S.	20,000	----	2½	4½
Deep River, N. C.	----	5	----	20c
Dacotah, L. S.	20,000	----	----	6
Devon, "	20,000	----	1	----
Doylestown, Pa.	20,000	----	----	----
Dudley, L. S.	20,000	----	¼	4
Dunham, Ca.	200,000	2	----	55c
Durham, "	200,000	5	----	80c
Eagle River, L. S.	20,000	----	3½	9
Ecot, Ca.	25,000	20	----	----
Essex, L. S.	20,000	----	----	----
Eureka, "	20,000	----	----	----
Everett, "	20,000	----	5	3½
Evergreen Bluff, "	20,000	----	----	9
Flint Steel, "	20,000	----	----	17½
Forest City, "	20,000	----	3	----
Forest Shepherd, "	20,000	----	----	----
Franconia, N. H.	20,000	----	5	----
Franklin, L. S.	20,000	----	6½	59½
French Creek, Pa.	100,000	5	----	2½
Gardner Hill, L. S.	20,000	5	5	1
Glencoe, Ca.	200,000	1	----	33c
Globe, L. S.	20,000	----	1	----
Grand Portage, "	20,000	----	1	----
Great Western, "	20,000	----	1	5⅛
Green Mountain, Vt.	30,000	10	----	5½
Guilford, L. S.	20,000	5	5	50c
Hamilton, "	20,000	----	----	8½
Hancock, "	20,000	----	6½	13
Hanover, "	20,000	----	¾	4½
Highland, "	20,000	----	6	7
Hilton, "	20,000	----	----	----
Hope, "	20,000	----	----	2½
Hudson, "	20,000	----	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price paid.
Copper:				
Humboldt, L. S.	20,000	----	2	10
Hungarian, "	20,000	----	1	----
Huron, "	20,000	----	16	49½
Indiana, "	20,000	----	----	5
Isle Royale, "	20,000	----	16½	28
Jefferson, "	20,000	----	----	----
Kickapoo, "	200,000	----	1	----
King Phillip, "	20,000	----	----	----
Knowlton, "	20,000	----	1	9
Lafayette, "	20,000	----	----	----
Lake, Ca.	200,000	1	----	29c
Logan, "	100,000	3	----	2½
Madison, L. S.	20,000	----	1	6
Malden, "	20,000	----	⅛	----
Mandan, "	20,000	----	2½	6½
Manhattan, "	20,000	----	2½	7
Maryland, Md.	----	5	----	2
Mass, L. S.	20,000	----	----	----
Massachusetts, "	20,000	----	----	----
Mendota, "	20,000	----	----	9
Mesnard, "	20,000	----	5½	12
Middlesex, "	20,000	----	----	----
Minnesota, "	20,000	----	3½	80
National, "	20,000	----	5½	55
Native, "	20,000	----	3	4½
Naumkeag, "	20,000	----	1	2½
Nelson, Ca.	----	----	----	25c
Nequaket, L. S.	20,000	----	1	----
New England, "	20,000	5	2	3⅝
N. J. Consol, N. J.	----	----	----	----
Newton, Ca.	200,000	1	----	----
New York, L. S.	20,000	----	----	----
N. Y. & Passaic, N. J.	100,000	5	----	----
North Cliff, L. S.	20,000	----	3	9
North State, "	20,000	5	5	25c.
North Sutton, Ca.	100,000	5	----	1½
North Western, L. S.	20,000	----	7½	14½
Norwich, "	20,000	----	----	----
Ogima, "	20,000	----	----	5½
Ontonagon, "	20,000	----	----	----
Ottawa, Ca.	200,000	1	----	1½
Pennsylvania, L. S.	20,000	25	2½	12½
Petherick, "	20,000	----	1½	16½
Pewabic, "	20,000	----	3½	60½
Phœnix, "	20,000	----	15	35
Pittsburg & Boston, "	20,000	----	5½	96
Pontiac, "	20,000	----	3½	7½
Prince of Wales, Ca.	----	----	----	----
Providence, L. S.	20,000	----	----	2
Quincy, "	200,000	----	10	98
Reid Hill, Ca.	100,000	----	----	----
Reliance, L. S.	20,000	----	----	----
Rockland, "	20,000	----	5	18
Rudisell, "	----	5	----	70c
St. Clair, L. S.	20,000	----	3	4½
St. Flavien, Ca.	100,000	5	----	----
St. Mary's, L. S.	20,000	----	8½	8⅞
Sheldon, "	20,000	----	----	----
Silver Creek, "	20,000	----	¼	----
Silver Hill, "	20,000	5	----	25c
Silver Valley, "	20,000	5	----	35c
South Side, "	20,000	----	3	3½
Springfield, Md.	20,000	----	5	3
Star, "	20,000	----	7½	10½
Strafford, "	30,000	10	----	2½
Superior, L. S.	20,000	----	4	11½
Sussex, "	----	----	----	----
Sutton, Ca.	100,000	5	----	3½
Toltec, L. S.	20,000	----	20	3¼
Tremont, "	20,000	----	1	4½
Vermont, Vt.	----	5	----	57c.
Vernon, "	25,000	10	----	----
Victoria, L. S.	20,000	----	1½	----
Waterloo, Ca.	100,000	3	----	1½
Washington, L. S.	20,000	----	4	----
West Minnesota, "	20,000	----	----	3
Wickham, Ca.	200,000	5	----	85c
Wickopee, "	100,000	5	5	5½
Winthrop, L. S.	20,000	----	2½	8½
Wyandotte, "	20,000	----	----	----
Lead and Zinc:				
Bucks County, Pa.	----	----	----	1½
Canada, Ca.	50,000	5	----	----
Clute,	----	----	----	----
Crystal Lake,	----	----	----	----
Erie,	----	----	----	----
Gay's River,	100,000	1	----	----
Hampton,	100,000	5	----	----
Lancaster, Pa.	----	----	----	----
Mineral Point,	100,000	5	----	----
Mount Hope, N. Y.	80,000	----	2½	----
New Jersey (3), N. J.	12,000	100	----	----
N. Y. & Boston, N. Y.	100,000	5	----	6
Oswegatchie, "	100,000	5	----	----
Placentia Bay, N. F.	----	----	----	----
Ramsay, Ca.	20,000	25	----	----
Rossie, "	100,000	5	----	----
Shawangunk, N. Y.	100,000	5	----	----
Sussex, N. J.	----	----	----	----
Union,	100,000	5	----	57c.
Plumbago:				
Buck Ingham, Vt.	50,000	5	----	----
Oxford, "	150,000	3	----	----
Sunapee, "	2,000	50	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price paid.
Iron:				
Copake, N. Y.	50,000	50	----	17
East River,	6,000	50	----	----
Georges' Creek, Md.	10,000	100	----	108
Harewood,	20,000	5	----	----
Kahtadin,	3,000	100	----	----
Lake Superior, L. S.	20,000	25	----	----
Teal Lake,	----	----	----	----
Tyson,	20,000	10	----	----
Coal:				
American, Pa.	57,500	25	----	108½
Ashburton, "	50,000	50	----	40
Baltimore, Md.	----	100½	----	----
Bear Valley, "	40,000	12	----	----
Belmont, Pa.	10,000	50	----	----
Bridgeport, "	30,000	10	----	----
Coal Brook, "	4,000	50	----	----
Cumberland (pref.),	50,000	100	----	85½
Franklin, "	5,000	100	----	132
Georges' Creek, Md.	10,000	100	----	102
Hazleton, Pa.	32,300	50	----	71
Lawrence, "	2,000	100	----	----
Lorberry, "	4,000	100	----	69
Metropolitan, "	----	100	----	----
Penn. Cannel, "	6,000	50	----	----
Penn, "	160,000	50	----	232
Pine Knot, "	4,000	50	----	----
Summit, "	40,000	20	----	----
Mineral Land and Mining:				
Mitchell Granite	2,000	50	----	----
Rutland Marble, Vt.	----	----	----	22
St. Lawrence, N. Y.	10,000	10	----	----
St. Mary's, L. S.	20,000	50	----	----
Saginaw S. & M., Mich.	----	----	----	----
Union,	----	----	----	----
Gold:				
Albion, N. S.	100,000	3	----	2
Atlantic,	100,000	2	----	----
Atlantic & Pacific, Nev.	50,000	100	----	33
Central, Col.	50,000	20	----	17½
Chaudiere, Ca.	100,000	5	----	2½
Chebucto, N. S.	100,000	5	----	1½
Colorado, Col.	50,000	10	----	4
Denver, "	50,000	20	12½	15
Etna,	50,000	10	----	----
Excelsior,	30,000	10	----	12
Gilbert River, Can.	100,000	5	----	1½
Gold Hill,	50,000	10	----	----
Gold Field,	50,000	10	----	----
Gold Mining, Col.	----	----	----	8½
Gold River,	100,000	3	----	----
Halifax, N. S.	200,000	2	----	----
Hope, Col.	80,000	25	10	11½
Isabella,	----	----	----	----
Mariposa, Cal.	100,000	100	----	30
Montague, N. S.	50,000	10	----	----
Montana, Col.	100,000	5	½	1
New England, "	50,000	5	----	3½
Nova Scotia, N. S.	100,000	----	----	2½
Oldham,	100,000	2	----	----
Peck,	100,000	5	----	----
Prince Albert,	100,000	2	----	----
Quartz Hill,	----	----	----	31
Riviere du Loup, Ca.	20,000	10	----	----
Stafford, "	100,000	5	----	----
Stewart,	100,000	5	----	2⅞
Tascher,	----	10	4	----
Victoria,	100,000	2	----	----
Waverly,	50,000	10	----	----
Silver:				
Am. & Mexican, A. T.	200,000	----	----	----
Fort Fillmore, N. M.	50,000	----	20	----
Santa Rita, Ariz. T.	----	----	----	----
Sonora Ex. & Min.	----	----	----	----
Quicksilver:				
New Almaden, Cal.	----	----	----	----
Quicksilver, "	100,000	100	----	8½
Santa Clara, "	----	----	----	20½
Land and Improvement:				
Boston Water Power	----	----	----	49⅞
Boston & Roxbury Mill	7,000	----	----	41½
Canton (Baltimore)	50,000	100	----	74½
Cary Improvement	60,000	5	----	11½
East Boston,	----	----	----	14½
Essex (Boston),	10,000	100	----	112½
Waverly (Boston),	----	----	----	3½
Express:				
Adams',	20,000	100	----	----
American,	2,000	500	----	----
National,	2,500	100	----	----
Overland Mail,	5,000	100	----	----
United States,	8,000	100	----	----
Wells, Fargo & Co.	10,000	100	----	----
Steamship & Transit:				
Central Am. Transit,	----	----	----	55
Nicaragua Transit,	----	----	----	2½
Pacific Mail Steamship	40,000	100	----	234
Union Steamship (Bos.)	----	----	----	167
Trust				
Farmers' Loan & Trust	20,000	50	----	----
N. Y. Life Ins. & Trust	10,000	100	----	----
United States Trust	10,000	100	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'n in single tr'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2 horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS	$	$	$	$	$	$	p. c.		
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	46
30 Nov. '62	4.30	—	154	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	128
30 Nov. '62	0.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.48	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	86
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,600	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	1,790	300,806	64,892	8	....	61½
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	33,457	124,718	41,398	4	....	98½
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	32½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,280	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	100,000	22,200	18,207	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	100	69	....
30 Sep. '62	24.01	—	—	—	69	25 Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,968	—	—	48
30 Sep. '62	56.18	1.90	—	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	—	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Central Pk, N & E Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	--	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	—	—	--	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	....	....	....	....	Fourteenth Street (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	4.52	—	—	—	--	Grand St. & Newtown (W'g)	....	....	....	....	....	....	8	....	....
30 Sep. '62	4.63	—	—	—	--	Harlem Br., Moris'a & Ford'm	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '62	10.00	16.00	—	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	....	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	—	—	--	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	....	....	....	....	....	Seventh Avenue (N. Y.)	....	....	....	....	....	....	....	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	139½
30 Sep. '62	....	....	....	....	....	Tenth Av & 32d st. (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	—	—	—	—	Utica City	....	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec. '62	4.20	—	—	—	--	Orange and Newark	....	....	....	....	....	....	....	....	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.80	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	63
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,558	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	38
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	63
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	65
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	31
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	43
31 Oct. '62	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	....	....	....	....	....	Lombard & South st. (Phila.)	....	....	....	....	....	....	....	....	16
31 Oct. '62	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	—	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	20
31 Oct. '62	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	50	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	21
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	75
31 Oct. '62	5.53	—	46	—	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	21½
31 Oct. '62	8.35	—	—	17	5	Spruce & Pine (Phil. & Gir'd F.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	15½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	51
31 Oct. '62	6.25	—	125	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	09
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	72
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	23½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	—	—	—	St. Louis	296,604	296,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,500	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	100
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	110
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	92,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	114½
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 25, 1847 registered	$9,415,250	6	Jan. & July.	1867	120
" " " coupon		6	" "	1867	132
Loan of Dec. 31, 1848 registered	8,909,342	6	" "	1868	125
" " " coupon		6	" "	1868	133
Texas Indemnity, of Sep. 9, 1850 coupon	3,461,000	5	" "	1865	162
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	108
" " " coupon		5	" "	1874	108
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	102
" " " coupon		5	" "	1871	102
Oregon War Debt of June, 1861 coupon	1,026,600	6	" "	1881	112
" " " " " coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 registered	10,415,000	6	Jan. & July.	1881	113
" " " coupon		6	" "	1881	114½
Loan of July 17, 1861 registered	50,000,000	6	" "	1881	115½
" " " coupon		6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s) registered	40,230,000	6	May & Nov.	1882	112½
" " " (5-20s) coupon	350,000,000	6	" "	1882	114
Treasury Notes of Feb. & Aug. 1861 coupon	52,931,000	7.3	Feb. & Aug.	1864	112½
" " Apr. & Oct. 1861 coupon	86,989,500	7.3	April & Oct.	1864	112½
Treasury Notes of 1863 (legal tender) coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
" "	70,814,639	5	" "	notice	----
Certificates of Indebtedness (coin)	157,093,241	6	" "	1 year	103
" " (currency)		6	" "	1 year	99½

[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
STATE LOANS.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State) "	610,000	6	paid for	1868	----
" — " " (" ") "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July.	1878	142
" — " 1860 "	198,500	7	" "	1880	----
" —War bonds "	610,004	7	" "	1872	----
Connecticut—War Fund bonds coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " " "		6	" "	'81-'82	105½
" — " " " " "	1,000,000	6	" "	1883	----
Florida—State bonds coupon	143,000	7	----	1872	----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.) "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " " bonds "	1,322,085	6	" "	1877	102
" —Interest stock coupon	737,222	6	" "	1860	100
" —Refunded stock coupon	2,187,000	6	" "	'63-'80	106
" —War bonds "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling) "	1,778,423	6	" "	1870	100
" — " " (dollar) "	1 969,397	6	" "	1870	102
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	85
" — " " " "	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock "	4,079,500	5	Jan. & July.	----	85½
" — " " special stock "	1,213,737	5	" "	----	----
" — " Deferred stock "	1,243,000	5	" "	----	----
" — " " special stock "	479,545	5	" "	----	----
Iowa—State stocks coupon	200,000	7	Jan. & July.	1868	----
" — " (war loan) "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) "	65,000	6	July.	1883	----
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " " "		5	" "	'81-'91	----
" — " " " "		5	" "	'94-'96	----
" — " " (bank) "	600,000	5	" "	1891	----
" — " " " "	67,500	6	" "	'91-'00	101½
" — " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	----	d'm'd	69
" — " (R. R. etc.) "	3,902,000	6	----	'67-'99	----
" — " " (banks) "	5,398,533	6	----	----	----
" — " " (war loan) "	670,000	6	----	----	----
Maine—State bonds coupon	----	6	Mar. & Sept.	'62-'77	104
" — " " (war loan) "	1,000,000	6	Jan. & July.	'81-'83	104½
Maryland—State bonds (st'l'g) coupon	816,000	5		1855	----
" — " (st'l'g conv.) "	200,376	5		1865	----
" — " " (st'l'g) "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) "	2,490,569	5		'89-'90	108
" — " " (dollar) inscribed	500,000	3		1890	----
" — " " (") "	104,000	4½	Chiefly	1888	----
" — " " (") "	767,560	5	quarterly.	'42-'68	----
" — " " (") "	399,408	5		1880	----
" — " " (") "	148,711	5		'89-'90	103
" — " " (") "	133,689	6		pleas.	----
" — " " (") "	3,000,000	6		1870	107
" — " " (") "	35,000	6		1885	----
" — " " (") "	693,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) "	508,880	6	" "	'88-'90	----
" — " " (" ") dollar	416,500	6	" "	'90-'91	121
" — " " (" ") "	300,000	5	" "	1893	108½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	122½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	100,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71-'76	120
" — " " " " "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan "	1,000,000	5	" "	1883	118½
" —Back Bay Loan "	168,000	5	" "	1850	----
Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan (sink'g Fd) "	100,000	6	" "	1879	----
" —War Loan (" ") "	567,000	7	" "	1886	103
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'82	----
Minnesota—State bonds coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) coupon	2,000,000	6	----	'41-'73	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	68½
" — " " " "	199,000	6	" "	1863	75
" — " " " "	100,000	6	April & Oct.	1883	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R Loans: Pacific R. R. coupon	7,000,000	6	" "	'72-'88	86
" — " " S.W. Branch "	4,000,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	95
" — " " N. Missouri "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton "	650,000	6	" "	'87-'89	----
" — " " Platte Co. "	700,000	6	" "	1889	----
" —Revenue bonds "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds coupon	535,100	6	Feb. & Aug.	1876	103½
" " —Notes	200,000	6	----	----	----
New Jersey—State stock registered	95,000	5	Jan. & July.	Var.	----
" " —State bonds (war loan) coupon	531,820	6	" "	'65-'71	----
" — " " (" ") "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans	348,107	5	" "	pleas	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1855	107
" " — " " " "	1,189,781	6	Jan. & July	pleas	----
" " — " " " "	1,500,000	6	" "	'68-'78	115
" " — " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " "	11,050	5½	----	d'm'd.	----
" " — " " " "	14,230	6	----	d'm'd	----
" " — " " " "	421,000	6	Jan. & July	'66-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1884	----
" " — " " " "	68,000	5	Feb. & Aug	1876	----
" " — " " " "	28,000	5½	J., A., J., & O	1865	----
" " — " " " "	320,000	5½	Jan. & July	1905	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	6	" "	'71-'74	104
" " — " " " "	15,889,025	6	" "	'64-'76	117
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) coupon	1,008,905	6	Jan. & July.	1860	110½
" — " " (" ") "	1,015,000	6	" "	1865	94
" — " " (" ") "	379,866	6	" "	1868	----
" — " " (" ") "	2,183,532	6	" "	1870	105
" — " " (" ") "	1,600,000	6	" "	1875	106½
" — " " (" ") "	4,095,309	6	" "	1881	105
" — " " (" ") "	2,400,000	6	" "	1886	106
" — " " (domestic debt)	275,385	6	" "	1863	108
" — " " (war loan) coupon	299,704	6	" "	1866	----
" — " " (" ") "	280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July	due.	99
" — " " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	106½
" — " " " "	3,241,898	5	June & Dec	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug	due.	107½
" —State bonds coupon	200,000	4½	Jan. & July	1882	102
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July	1865	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	101
" —State bonds coupon	4,869,000	5	Feb. & Aug.	1877	102½
" — " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1870	104
" —State bonds coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation	97,360	----	----	----	----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	105½
South Carolina—State bonds (stg) coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) coupon	1,310,000	6	----	1877	50
Tennessee—State bonds (banks) coupon	1,125,000	6	----	1892	70
" — " " (intern. impr.)	2,063,606	5	----	Var.	45
" — " " (railroads) "	12,799,000	6	----	Var.	----
" — " " (capitol) "	608,000	5	----	1890	45
" — " " (Hermitage) "	48,000	6	----	1890	61½
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) coupon	58,000	6	----	'62-'63	----
" — " " (" ") "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,612	6	Jan. & July.	'81-'93	60
" —State bonds (railroad) coupon	12,624,500	6	" "	'85-'91	----
" — " " (sterling) "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) "	100,000	6	" "	1877	----
" — " " (") "	1,100,000	6	" "	'78-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	167,056	157,382	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,292	67,076	87,223	120,053	126,090	100,440	82,252	984,577
1860	72,534	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	146,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,567	125,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	198,152	202,014	1,999,491
1864	155,034	168,151	198,119	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,585	22,970	25,881	28,291	28,066	24,326	28,536	51,240	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	46,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,668
1862	46,605	49,103	59,249	54,725	84,706	104,515	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,288	153,522	1,488,197
1864	98,123	111,496	157,962	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	965,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	104,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,913	144,500	184,389	1,574,893
Erie:													
1858	876,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	435,311	457,161	393,409	393,409	319,956	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,596	698,003	626,070	587,416	528,842	595,024	615,962	756,421	886,136	902,906	963,850	8,460,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,703	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,900	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	155,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,066	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,508	155,164	156,973	170,157	157,443	232,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,600	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,903	262,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,992,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	288,100	302,174	295,750	484,550	3,725,140
1864	501,231	472,240	356,626	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,644	512,218
1863	38,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	60,540	77,874	90,755	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,999	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	156,417	206,054	138,342	90,000	1,226,543
1864	102,748	115,135	88,222	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	142,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,861	278,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,093	263,981	237,982	188,141	235,512	300,822	371,261	326,650	341,698	3,267,250
1864	260,165	299,890	332,058	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	122,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,514
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,638	2,650,701
1863	242,073	245,857	256,452	238,495	236,453	206,221	215,449	215,449	305,169	376,487	339,793	386,186	3,165,284
1864	252,435	278,848	348,802	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,760	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,980	872,985	7,986,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,758	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,581	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,229	91,190	100,118	97,218	97,867	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,806	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	120,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,554	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,316,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	284,456	276,209	291,763	276,219	2,905,899
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	466,873	466,567	464,826	4,088,877
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,302	746,955	526,009	6,224,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,052	203,853	245,988	296,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	291,958	3,001,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,340	397,525	401,299	364,331	370,983	3,745,210
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,540	487,842	5,132,984
1864	290,676	455,211	602,803	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	125,610	1,117,697
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,587	162,858	137,084	92,574	1,172,100
1862	82,236	47,142	56,008	83,582	106,845	113,678	115,214	168,219	170,380	172,870	147,548	139,529	1,403,147
1863	86,921	91,971	103,056	132,111	134,272	152,585	105,764	116,379	120,595	151,052	134,563	96,294	1,424,868
1864	70,735	95,842	132,896	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	'857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	70
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	102
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	50
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	454,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	110½
" " " 1850	700,000	6	Jan. & July.	"	1880	110½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	111½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1972	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'70	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	782,000	6	"	New York.	1864	105
Extra Dividend Loan	334,468	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	107½
" " $675,000	675,000	6	"	"	1875	105
" " $1,700,000	1,700,000	6	"	"	1883	107
" " $2,500,000	867,000	6	"	"	1889	107
Consolid. Mort. Loan $5,000,000			"	"		112
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1866	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1864	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1865	85
4th Mortgage (S. F.)	1,365,900	7	" "	" "	1876	55
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	130
" " " inconvertible	3,054,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1860	
2d Mortgage, inconvertible	935,500	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	108,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	110
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " "		8	" "	" "	18...	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	110
General 1st Mortgage	3,600,000	7	" "	" "	1885	95
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	102
2d Mortgage	2,000,000	6	" "	" "	1890	104
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	109
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	90
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	117
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		50
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	116
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	113½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	112
Elgin and State Line	159,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	95
Land Security	3,344,600	7	April & Oct.	" "	1881	104
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	156
Convertible	1,002,000	7	" "	" "	1867	158
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	119
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			120
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	514,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	111
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		44½
2d Land Grant (Western Div.)	353,600	†	" "	"		44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	107½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,000,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,040,000	6				
Michigan Central:						
1st Mortgage Sterling	467,480	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.		1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	136
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1849	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	100,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	98
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	106
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1886	115
2d General Mortgage	2,656,500	7	" "	" "	1877	103
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	111
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		79
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	207,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,960	6				
Alabama State Loan	389,410	6				
Income	1,563,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	378,035	6			1882	----
Mississippi State Loan	200,376	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	6			1866	----
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,746,104	6	May & Nov.	New York.	1883	112
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	102½
Funding (S. F.) Bonds	1,446,000	7	Feb. & Aug.	" "	1876	118
Exchanged Sucks (S. F.) B'ds	665,000	6	May & Nov.	" "	1883	108
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	109
Real Estate Bonds & Mortgages	219,273	7	var.	" "	var.	----
" " " "	25,512	6		" "	1883	101
Bonds of June, 1854	2,929,200	7	June & Dec.	" "	1894	1 2½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	143
Bonds of Dec. 1862, (S. F.)	----	6	June & Dec.	" "	1867	105
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	114
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118½
3d Mortgage	6,000,000	7	" "	" "	1883	118½
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	124
5th Mortgage	1,739,500	7	June & Dec	" "	1888	125
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York	1873	116
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	102
3d Mortgage	980,000	7	Jan. & July.	"	1867	109½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	110
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	104
2d Mortgage	3,077,000	7†	" "	" "	1861	39
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103½
Chattel Mortgage	260,000	10	" "	"	1887	130
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.)						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	2,58,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	86
State Loan (S. W. Branch)	1,265,000	6	" "	" "	'87-'89	---
Construction	3,235,000	7	" "	" "	------	60
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1905	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	---
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	110
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	--
State Works Bonds	7,000,000	5	Jan. & July	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1863	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	107
" 1861, "	273,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	164
" 1856, "	1,470,000	7	" "	"	1856	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	117½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	115
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	105
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	29,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	76
2d Mortgage	937,500	7	" "	"	1863	38
3d Mortgage	440,000	7	" "	"	1563	11½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1868	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	123,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1565	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	97
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	93½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1856	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	107
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	95½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----------	----------	------	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	91
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	29½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1850	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1886	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1856	113
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State	150,000	6	----------	----------	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other passive liabilities.	Road operated, incl. roads leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,236	*	—	877,955	503,500	105,235	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,595	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,892	—	....
31 May '60	109.0	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,990	—	1,067,000	777,777	249,485	2,476,077	109.0	.....	297,520	111,252	—	....
30 Jun. '59	57.0	....	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,102,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	285	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,382,505	116.9	.....	506,150	260,269	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,361	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2 037,500	211,574	4,443,584	122.4	220,088	301,402	126,918	—	....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	75.0	404,297	958,459	[598,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	—	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	209,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	136,429	1,644,967	62.0	127,300	135,072	.....	—	11.4
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	660,000	—	1,812,475	operated by N. Y. & N. H				4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677.552	*	—	602.152	75,526	—	698,827	66.0	156,905	151,751	38,700	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,582	117.4	518,810	1,056,437	454,088	12	160
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,084,867	66.4	294,17	533,064	158,927	—	104
								DELAWARE.													
31 Oct. '60	84.3	—	19.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,46	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,295	10,298	9	....
								FLORIDA.													
-- -- '62	154.2	—	....	160	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
-- -- '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	90.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,389	86.7	.....	418,000	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,98	95,61	—	....
30 Apr. '60	43.5	—	—	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,580.175	220.0	879,408	1,715,029	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	220.0	.....	1,150,18	528,04	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	228,241	404,618	212,67	12	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,553	—	689,950	249,000	—	1,026,868	50.0	.....	262,714	110,516	8	....
1 May, '55	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,472,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	300,500	19 91	3,822,913	228.8	.....	.....	388,85	5	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	284.0	976,981	1,225,001	457,794	—	99
30 Apr. '63	138.0	—	20.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	265.0	1,309,146	2,412,821	1,206,03	8	148
1 Apr. '63	242.0	—	—	29.0	36	25	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,345,000	226,641	13,147,136	242.0	.....	1 083,054	448,56	—	69
31 Mar. '63	181.8	—	....	—	61	57	900	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,020,884	1,529,141	513,100	6	135
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,500,000	—	10,952,115	341.7	1,484,058	2,201,481	1,259 40	6	131
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,343	180.0	.....	742,097	377,47	—	65
31 Dec. '63	454.8	252.5	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.5	3,010,097	4,571,02	2,118,84	6	1614
-- -- --	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,296	3,292,403	—	.....	148.0	.....	.....	.....	—	....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	309.0	18 [illegible]	2,202,415	704,650	—	80
								INDIANA.													
-- -- --	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,641	—	72
1 Dec. '58	82.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,106	110.0	.....	448,858	240,854	9	100
1 Dec. '62	84.0	—	—	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,539	84.0	.....	450,079	247,558	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	261	Jeffersonville	1,549,518	*	278,334	1,016,907	621,000	—	2,175,223	108.0	312,859	527,863	288,166	—	....
1 Mar. '63	93.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,783	132.0	.....	285,974	104,951	—	100
-- -- '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	357,302	774,018	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	80.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,04	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '63	100.0	—	....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,329,922	100 0	134,833	276,197	155,889	—	....
1 Jun. '58	58.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	498,821	21,356	—	....
-- -- '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	64
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,995	111.8	.....	426,408	227,534	—	....
30 Jun. '62	29.0	—	....	—	13	10	230	Lexington and Frankfort	696,728	52,300	—	514,578	130,000	—	746,068	29.0	215,031	78,986	36,794	2	80
30 Jun. '62	65.1	—	....	—				Louisville and Frankfort	1,396,228	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,190	2,997,500	76,715	9,797,911	298.0	595,258	1,777,983	1,062,165	—	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,230	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,234,624	555 434	—	....
31 Aug '60	53.7	—	....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,696	—	2,930,000	4,250,000	.....	9,008,369	188	.....	340,898	.....	—	....
31 May '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,857,436	7,999,486	—	11,834,055	229.3	1,448,558	2,944,660	1,674,200	8	158
31 Mar. '63	248.0	281.0	....	—	83	110	1,108	Mich. Sth'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,980,16	2,81[illegible]	1,461,276	—	115
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	258.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	838	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,922	6,231,89	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159 01	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	98.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,753,836	7,177,600	—	.....	236.8	579,324	1,047,667	420,026	—	564
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,393 779	504,983	—	2,459,207	4,350,000	—	.....	188.5	.....	444,460	182,895	—	....
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507.040	679,956	227,398	—	....
28 Feb. '63	77.0	—	5.9	200.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	.....	114.0	98.371	241,482	128,886	—	....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,289	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,281	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	129	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,118	91,487	—	—
31 May, '62	94.7	9.3	.....	—	13	2	231	Maine Central	4,211,678	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 Mar. '62	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,416	51.3	—	283,197	170,276	6	114½
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	—	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	—	3,922,203	2,305,788	6	121
30 Sep. '60	59.0	—	.....	—	7	6	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	59.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	58	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	281.0	1,012,096	2,307,448	620,581	—	66
								MASSACHUSETTS.													
30 Nov. '62	29.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	115
31 Mar. '63	74.5	8.8	51.1	—	35	72	484	Boston and Maine	2,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	134
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	3,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	142
30 Nov. '62	44.6	24.0	69.1	—	39	68	273	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	145
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,058	2½	69
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,162	133,854	6	114½
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	111
30 Nov. '62	50.9	42.5	74.5	—	25	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	128
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	80,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	357	Nashua and Lowell	568,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	233,701	550,000	175,672	1,029,373	25.0	53,624	44,589	9,653	—	25
30 Nov. '62	79.5	7	23....	—	24	44	435	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,068	4,187,740	102.1	388,585	580,150	312,631	6	126
30 Nov. '62	43.4	1.0	14.5	—	15	18	352	Providence and Worcester	1,409,046	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,084	327,457	161,357	8	137½
30 Nov. '62	16.3	—	1.0	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B.	and L'll	—	4	110
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	110
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	—	—	40½
30 Nov. '62	69.5	8.0	5.8	—	11	15	180	Vermont and Massachusetts	3,309,547	297,343	—	2,214,225	999,525	—	3,516,900	77.3	112,242	216,065	115,241	—	44½
30 Nov. '62	150.1	17.0	128.0	—	73	81	1,173	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	163
30 Nov. '62	45.7	—	2.3	—	19	12	145	Worcester and Nashua	1,147,044	123,352	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	90
								NEW HAMPSHIRE.													
31 Mar. '62	93.5	—	5.6	—	14	14	252	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	19½
30 Nov. '62	93.5	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,732	65.6	263,324	298,056	104,643	—	.....
31 Mar. '62	93.5	—	.....	—	21	21	491	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	67
31 Mar. '62	28.5	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	121
30 Nov. '62	27.0	—	2.5	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	84,916	12,395	—	.....
30 Nov. '62	99.2	13.0	12.5	—	23	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	91½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,780	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,396	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	68.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,099,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	181½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	66.0	—	48.0	—	37	20	540	Central of New Jersey	4,915,252	606,542	672,113	3,630,000	2,000,000	320,433	6,322,193	84.6	687,204	1,397,587	774,341	10	175
31 Dec. '62	56.0	—	.....	45.5	14	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	58.0	147,000	226,448	101,520	7	.....
31 Dec. '62	36.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	23.8	512,349	1,111,087	662,124	10	.....
31 Dec. '62	21.5	—	.....	—	2	9	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	—	90,618	29,592	—	165
31 Dec. '62	6.3	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,698	2,597,161	—	[2 mos.	10,588	—	—	25
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	*	—	1,307,760	600,000	—	1,907,750	24.0	.....	239,899	124,742	6½	116
31 Dec. '62	38.5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	.....
								NEW YORK.													
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	23,568	2,320,940	48.9	140,555	224,413	123,939	—	.....
30 Sep. '62	142.0	—	13.0	—	25	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,338	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
31 Dec. '62	460.0	97.0	320.0	—	245	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10.469.481	3,511,414	7½	128½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	156½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	298,457	109,137	2½	50
30 Sep. '62	297.8	258.1	490.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,618	284,411	42,859,880	654.9	5,692,223	10,897,631	3,994,999	7	143½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,696	—	174
30 Sep. '62	118.0	3.8	17.8	—	23	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	1½
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	693,935	116,026	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	.....
30 Sep. '62	25.2	—	4.0	—	7	11	63	Rensselaer and Saratoga	742,980	157,048	—	610,000	241,750	—	900,028	27.2	.....	276,276	66,845	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,306	—	1,499,100	1,923,000	64,292	3,486,592	189.6	309,922	458,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	—	—	—
30 Sep. '62	40.9	6.6	3.2	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	600,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	87,010	.....	—	.....
30 Sep. '62	81.0	—	7.0	—	12	12	117	Syracuse, Binghamton & N.Y.	2,865,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.0	229,424	280,871	172,757	—	.....
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,968	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	25	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	141	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	—	—	366,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	.....
1 Aug. '61	137.0	—	.....	—	41	39	503	Central Ohio	5,579,505	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	280,551	—	15
31 Mar. '63	60.3	—	.....	—	25	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	132
1 May, '56	131.8	—	.....	31.0	10	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,978	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	624	Cleveland, Columbus and Cinc.	4,220,777	723,116	74,010	5,000,000	510,000	—	6,454,136	191.2	926,628	1,724,917	1,083,637	20	178
31 Dec. '62	67.0	—	.....	18.0	13	6	316	Cleveland and Mahoning	2,563,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	229,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	—	3,300,000	1,500,000	—	.....	96.7	484,297	1,551,628	975,923	5½	130
30 Nov. '62	101	102.5	.....	—	45	33	898	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	132
31 May '63	109.1	70.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,867,595	—	7,810,868	188.6	663,371	1,361,537	747,562	—	155
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,678	575,250	632,436	.....	61.6	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	15	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '63	144.0	—	7.9	—	10	8	378	Dayton and Michigan	5,454,748	339,553	5,300	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	—
30 Nov. '62	83.5	—	37.5	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, ro-org.	10,722,322	*	—	10,379,564	373,487	53,095	11.164.820	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	47.0	8.0	.....	—	17	16	298	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	158.9	52.0	.....	—	31	28	422	Sandusky, Dayton and Cinc.	5,986,865	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	550,850	115,290	—	—
31 Dec '62	116.0	9.0	.....	—	19	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,606,237	125.0	214,404	239,305	82 988	—	—
31 Dec. '62	242.4	—	.....	—	42	18	753	Toledo & Wabash (16months)	8,547,168	*	14,688	2,335,550	6,211,618	193,590	8,785,373	260.0	1,614,932	1,938,202	950,462	—	74½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,000	*		2,000,000	3,500,000	—	5,500,000	88.0	—	—	—	—	—
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,160	1,500	—	1,817,660	24.5	191,545	365,386	210,817	8	86
30 Sep. '62	65.0	—	4.2	—	15	13	276	Catawissa	3,634,000	*		3,350,000	284,000	115,752	3,749,752	146.0	549,045	276,880	—	—	22½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*		956,900	270,500	56,545	1,384,456	74.5	—	255,560	166,427	3	—
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*		5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	5	—
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,345	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	235
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,088,607	*		1,000,000	1,000,000	Lease'd t	o Northn	Cen.	—	196,907	334,790	110,368	—	38
31 Oct '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	—	126,490	223,530	83,826	10	—
31 Oct '62	30.9	15.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,500	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,797	5,079	—	—
31 Oct. '62	31.8	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*		570,961	1,166,030	289,153	2,026,144	50.5	150,984	198,084	164,134	—	25
31 Dec. '63	80.0	—	16.0	—	18	4	1,246	Lackawanna and Bloomsburg	3,528,993	*		1, 335,000	2,128,565	232,487	3,767,913	80.0	—	511,824	257,440	—	—
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,273,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	387,220	822,927	460,516	8	91
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	49½
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,262 265	*		3,250,000	—	—	3,252,265	130.0	—	461,918	174,436	8½	64½
30 Nov.'62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	403.157	—	3,147,350	3,106,380	280,000	6,447,780	66.4	263 334	397,186	218,960	—	50½
31 Dec. '62	355.6	55.8	318.0	—	258	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,52 .40,	—	28,324,213	411.4	—	10,304,991	4,872,215	8	80
31 Oct. '62	17.0	7.0	42.0	17.0	10	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,960	—	1,852,696	24.0	229,938	262,333	129,742	6	61
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*		4,822,459	6,98 .00	157,739	12,124,857	1 .10	213,574	413,472	80,909	—	37½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,920	12,036,100	494,46	25.528.164	355 0	2,068,166	3,911,830	2,096,775	—	82½
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,979 924	744,425	351,129	5,620,500	2,579,000	—	9,608,406	200 5	582,615	2,250,862	1,080,995	9	74
31 Oct. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,639	72.0	209,746	215,587	105,356	—	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,382,741	468.3	3,472,914	5,132,934	2,106,623	10	147½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791.597	Lease'd t	o Northn	Cen.	40.476	144,728	87,112	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,650	396,500	66,826	797,913	29.6	81,934	134,788	97,862	—	42
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	415,309	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,-17	8,500	—	.....	13.6	23,964	25,594	6,739	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125.871	—	—
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	700	South Carolina	.....	.....	.....	.....	2,643,533	.....	.....	.....	.....	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021.439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,210,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	.....	.....	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	18,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	.....	734,118	337,384	6	—
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,565	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	99,689	208,867	.....	—	52½
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,293	322,928	61,280	—	—
31 Aug. '62	62.5	.....	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679.677	713,418	191,466	—	2
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	.....	.....	1,378,500	ope	r. by Vt.	Central	.....	4	123
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	2,187	—	—
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,151	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	.....	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	25
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,083,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	123.4	.....	410.166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560.904	287,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	98,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	69
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,052	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	89½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,057	—	—
								WISCONSIN.													
1 Dec. '59	85.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milwkee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	52
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,528	5,692,471	142.0	364,331	344,769	83,330	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,060	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	16,811	1,631,130	811,729	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
0 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	68.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	5.5	12.0	—	14	19	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July,'61	80.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,709,232	80.0	.....	132,555	36,870	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,161	—	—
								NEW GRENADA.													
31 Dec. '62	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	5,375,000	—	10,765,728	48.7	—	1,743,294	1,013,444	12	245

New York Stock Exchange.

Actual Sale Prices for the week ending April 13.

	Th. 7.	F.8.	Sat.9.	M 11.	Tu.12.	W 13.
American Coal Co.	110	----	108	109	100	108½
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	145	140	----	----	140	142
Canton Co.	74½	73	74½	74½	74½	74½
Central Am. Transit	56	54	58	57½	57	55
Chicago & Alton	100	100	100	98	99	99½
" " pref.	108	----	----	----	----	----
" " 1 M.	----	----	----	109½	110	110
" " Inc.b'ds	92	----	93	----	----	----
Chicago, Burl. & Q.	148	148	148½	146½	148	148½
" " 8 p.c.	128	----	----	----	130	----
Chic. & Northwest'n	67	66¾	66¾	66¾	68½	69¾
" " pref.	82½	84	86	86	88¾	----
" " 1st M.	95	----	----	95	95	95
" " 2d M.	----	----	----	----	----	104
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	102	----	----	----	----	----
Chicago & Rock Isl.	128½	127½	128½	128¾	135	136
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	174	----	174	----	----
Clev. and Pittsburg	130½	129	131	129	132½	132
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	109	----
" " 4 M.	----	----	----	93	----	93
Clev. and Toledo	157	154	155	153½	154	155½
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	85½	83	83½	82½	85½	85½
Del. & Hudson Canal	250	248	250	250	264	263
Del., Lack. & West.	----	----	----	----	----	----
" " 1M.8p.c.'71-6	----	----	116	116	----	----
" " 2M.8p.c.'81	----	----	----	----	----	----
Erie	126½	126	126½	125½	126½	126½
" pref.	113	112	112	111	112	113½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	119	118½	----	----
" 4 M. 7 p.c. '80	----	----	123	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	135	133½	128½	143½	144	144
" " 1M.7p.c.'63	----	----	----	----	----	----
" " 2M.7p.c.'75	----	----	----	----	----	----
" " 1M. Ex.'82	----	----	----	----	----	----
Hann. & St. Joseph.	58	58	56½	----	----	----
" " pref.	73	----	70	----	----	70
" " bonds	100	----	----	----	----	----
Hudson River	163	160	160½	158½	158½	156¾
" scrip	----	----	----	98	----	----
" 1M.7p.c.'69	----	----	115	116	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	----	156	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	152	149	149½	147	149½	151
" full stock	137½	----	----	136	136	136½
" Can.bd.sc.	----	----	----	130	----	----
" bonds	----	----	----	----	120	----
Marietta & Cin. 1st pref.	87	86	86	86	85½	87½
" " 2d "	----	----	62	62	65	----
Mariposa Mining Co.	40	39	39	38½	38	39
Michigan Central	156½	154	156	153	156½	158
" S.F.8pc.'82	----	----	----	----	----	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	116	115	115¾	114¾	116½	115¾
" " guar'd	165	157	167	154	159	157½
" " 1M.S.F.	----	----	115	----	115	115½
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	88¾	87	86¾	86¾	87	86
" " 1st pref.	115	----	----	----	116½	----
" " 2d pref.	95	94½	----	95	----	----
" " 1st M.	----	----	114	----	----	----
Minnesota Mining Co.	80½	82	----	80	----	----
Miss. & Mo.	66¾	65½	65½	64	64	64
" L.G.bonds	----	----	----	----	79	----
Missouri 6s	75	73¾	74	74	74¾	75
" iss. to H.&St.J.R.	----	93½	----	----	95	95
" " Pacific	80½	85	86½	86	87	86
New York Central	144½	143½	143¾	143	144	143½
" " 7s, 1864	----	----	----	----	----	102
" " 7s,S.F.'76	----	----	----	118	----	----
" " 7s,conv.'76	----	----	----	----	----	----
" " 6s, S.F.'83	112	----	----	----	110	112
N. York & Harlem	158½	165	175	185	176	174
" " pref.	----	----	----	----	----	----
" " 1M.7p.c.'73	----	----	----	----	115	116
" " 2M.7p.c.'64	----	----	----	101½	101½	102
" " 3M.7p.c.'67	----	----	----	----	----	109½
Norwich & Worcester	----	102	----	----	----	104½
Ohio & Miss. cer.	66	65¼	65¾	64	65½	65
Pacific Mail S.S. Co.	228½	228½	228	227	231½	234
Panama	----	----	----	----	245	----
Penn'a Coal Co.	231½	----	236	236	235	----
Phila. and Reading	165	164	165	163¾	165	164½
Pitts. Ft.W.&Chicago	153	144	149	148	148	147½
" " 1M.	----	116	116½	----	117	117½
" " 2M.	----	----	115	115	----	115
" " 3M.	102	103	----	105	105½	105
Quicksilver Mining Co.	82	81	82¾	85	88	86
St. L., Alton & T. H.	85½	87	84	84	85	86½
" " pref.	101	100	100½	100	103	103
" " 1M.	----	----	----	----	----	110
" " 2M. pref.	----	96½	----	96	97	97
" " Inc.b'ds.	----	----	----	93	93	93½
Tennessee 6s, 1890	----	61½	61¾	----	----	61½
Toledo & Wabash	72	75½	75	74	75½	74½
" " Pref.	93	93½	94½	94	93¾	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	105	106	----	107	----
" " 2M.	95	96	----	95	95½	----
" " Int.b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending April 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	108	----
U. S. 5s, 1865, coup.	157	----	160	168	164	162
U. S. 6s, 1881, reg.	----	----	----	----	115½	115½
U. S. 6s, 1881, cou.	114½	----	----	----	115	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	112
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	130	132	----
U. S. 6s, 1868, reg.	----	----	----	----	125	----
U. S. 6s, 1868, coup.	----	----	----	----	127	133
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " " new	99½	99½	99½	99½	99½	99½
U. S. 6s, 5-20s, coupon	112	112½	112½	112½	114	114
U. S. 6s, " reg.	----	112½	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	111½	----	----	112½
" " Apl & Oct.	111½	111½	111½	111½	112½	112¾
American Gold	170½	169½	169½	----	173½	175½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 12.

	W. 6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.
Beaver Meadow	84	----	----	85½	----	86
Cattawissa	24	24	23½	----	23½	22½
" preferred	43	42½	43½	42½	42½	42½
Camden & Amboy	----	----	----	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	105	----	----
" " 6s,'83	105	----	----	----	----	107
" " 6s,'89	----	----	----	107	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	46	46½	46½	46½	46½	46½
Elmira & W'msport	----	----	----	----	----	----
" " pref. 5s	----	----	----	----	54	----
" " 7s	114	----	114	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" " 6s	112	113	----	----	----	114
" " scrip	----	----	75	----	76	----
Lehigh Valley R. R.	90	91	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	49⅞	50	50	50	50	49¾
" " 7s	----	----	----	----	----	----
Long Island	----	50	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	65	----	----	----	----	64½
Morris Canal	----	----	----	----	----	80
" " pref.	----	----	----	----	----	----
" " 6s '75	106	----	----	----	----	----
North Pennsylvania	36	37	----	36½	36¾	36½
" " 6s	103	----	106	----	----	103½
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	79	79½	79½	79½	80	80½
" 1st m.	----	----	----	----	----	115
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	100½	101	----	100½	101	101
" " 5s, coupon	102	----	----	102½	102½	102½
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	104½	----	104½	104½	104½
" " new	110½	110	110½	----	110½	110½
Philad., Germ. & Nor.	----	----	----	61	----	61
Phila. & Reading	80½	82½	80½	82½	82½	82½
" " 6s, '86	160	----	----	----	164	----
" " 6s, '70	106	106	107	107	----	----
Philadelphia & Erie	37½	37½	37½	37½	37½	37½
" " 6s	----	109	----	----	109	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	40⅜	41½	41	41½	41½	41
" " pref.	47½	48	47½	----	48	47½
" " 6s '82	100	100	100	100	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	27½	28½	25½	29	29½	29½
" " 6s '78	68	68	----	----	69	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	64	----
" " 6s '83	30½	30	----	----	30½	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	75
Arch street, (Horse)	38	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	41	----	----	45
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	75	75	----	----	75	----
Spruce & Pine, "	15½	----	----	----	15½	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 12.

	W.6.	Th.7.	F.8.	Sat.9.	M 11.	Tu 12.
Baltimore City 6s, 1875	----	----	----	118½	----	----
" " 1886	----	----	----	----	----	113½
" " 1870	----	----	----	----	111	----
" " 1890	114½	----	115½	116½	117	117
Balt. and Ohio	----	----	----	120	121	----
" " b'ds,'62	----	----	----	----	----	----
" " '67	----	----	----	----	104	----
" " '75	111½	----	----	----	----	----
" " '80	----	----	----	----	----	----
" " '85	109	----	----	----	110½	----
Northern Central	----	----	----	----	----	----
" " b'ds,'85	107½	107½	108½	----	----	110
" " '90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending April 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Boston and Lowell	----	115	----	115	----	----
Boston and Maine	----	133	133	134	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	58½	----	----	58½	----
Concord	67	67	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	108½	109	111	111	111	----
Eastern, N. H.	----	----	----	----	----	111
Fitchburg	----	----	----	122	123	----
Manchester & Lawr'ce	----	----	121	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	88	88	89	90½	91½	----
Old Colon. and Fall R.	126	----	126	----	----	----
Ph., Wil. & Baltimore	74½	----	77	74	----	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	123	----	----	----	----
Vermont & Mass.	----	----	----	----	----	44½
Western	----	----	----	----	----	163
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	126	128	----	128
Metropolitan "	----	----	----	----	----	64½
Middlesex "	----	99	----	98	98	98½
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	59½	59½	59½	59½	59½
Isle Royale "	----	26	27	26½	----	28
National "	----	35	35	----	----	----
Minnesota "	----	----	----	----	82	----
Pewabic "	----	64½	64	64½	65½	65½
Pittsburg "	----	----	----	90	----	96
Quincy "	----	97	----	98	----	----
Rockland "	----	18½	18½	18	18	----

London Stock Exchange.

The following were the closing prices for American Securities on the 29th of March:

Maryland 6s	69	to	71
United States 6s, 1881	63	"	65
Do. 6s, 1874	59	"	61
Virginia State 6s	45	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	80	"	82
Do., Pennsylvania do. do.	81	"	83
Erie shares, $100 (all paid)	68	"	70
Do., 7s, preference	60	"	65
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	84	"	89
Illinois Central 7s, 1875	66	"	68
Do. do. $100 shares, $90 paid, dis.	18	"	16
Do. do. $100 shares, all paid	72	"	74
Marietta and Cincinnati Railroad Bonds	72	"	73
Michigan Central 8s, Convertible, 1869	65	"	70
Do. do. S. F. 1st mort., do., '82..x. c	70	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	60	"	65
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	62	"	64
Do. do. 7s, 1864	55	"	58
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	75	"	78
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	87	"	89
Do. $50 shares	43	"	46
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, April 16, 1864.

Stock Exchange and Money Market.

It cannot be denied that the Money Market is greatly disturbed, and that something of an alarm exists as to its future. The Treasury department is sought to be made responsible for the present condition of things, by a portion of the press, and many of its readers. Unjustly we think, for whatever it has done in expanding the currency has been absolutely unavoidable. The war could not be carried on for six months on any other plan than the present one, and the Union would ere this have not only been divided, but broken up into fragments. Once the principle of cohesion destroyed, and further unity would have been impossible. What we have to do is to make the best of our difficulties, meeting the present with all our energy and forbearance, and to be hopeful, as we have every reason to be, of the future.

The immediate embarrassment lies in the gold

market, which is the Procustean bed of the hour, to which everything is to be shortened or lengthened, and this process is a painful one. The result of the recent authority to sell gold under certain restrictions by the Secretary of the Treasury is not yet clearly perceptible. About two millions have been paid in duties for which certificates have been issued. On this sum at the rate of sixty per cent. average, the Treasury is enriched about twelve hundred thousand dollars, and yet its hoard of gold is increasing. It has been asserted by some of the fault finders, that the street price, or as we should say the combination price having been higher somewhat, the Government has lost the difference. Now in fact it has lost nothing, for practically it receives gold at par and pays it out at par. If the process may even be termed a discount of its own obligations, as by some it is, with a measure of reproach for the act, it is precisely what every sound merchant is glad to do when he has the opportunity. Buying up legal tenders at a good profit is not unworthy of the Government when its capital in gold is excessive and currency is scarce. So in any way the operation is perfectly defensible.

A combination nevertheless is actively at work to compel the Treasury department to raise the price of gold. Sales are ostensibly made at the board daily, at rates beyond those of Mr. Cisco, but it is the opinion of many close and discriminating observers, that not only are these sales small in amount, but most of them fictitious. We have seen in this city how daily quotations, even if false, may affect prices. We saw the Third Avenue Railway stock now worth two hundred, pressed down to 25 in the second year of its existence, by reported sales, when there were no corresponding transfers on the books of the company, and by the reverse of the process though on the same principle, quotations of a daily rise in gold may produce the other result of an advance. We have repeatedly said that if the combination persisted, the rate might be made as high as 200. We believe that if Mr. Chase would now throw five or ten millions on the street which he may do in safety, he would break down the price at once. Nor is there any danger of a scarcity, for it is known that since the first of January, notwithstanding the large export of the precious metals, we have received from California upwards of three millions more than we have parted with, and the balance in our banks is still on the increase. It is also known that the Government, which has received large customs payments in California has allowed the proceeds to go forward to Europe from Aspinwall, and has nearly or quite four millions of gold to its credit in London.

In order still further to embarrass the Government, it has been the practice of late to send boys and agents to the office of the Sub-Treasury, and by creating a crowd, to force the importers by the delay alone to go into the street to purchase at higher rates. Boys with scarcely clothes to their backs or shoes to their feet, have had the assurance to take their "turn" as it is called in the throng, and demand a price from the merchants seeking an opportunity to transact their regular business, for the places thus occupied. The appearance of the police on Tuesday, however, disconcerted these urchins and their employers, and about nine-tenths of the crowd were turned away from the doors, it being discovered that they had no business there whatever.

We imagine therefore, that this disturbance in the market is not founded on reality, and if so, we may see a fall. One thing is certain, that there is a conviction in the public mind, that the next movement of the army of the Potomac which is being reorganized and reinforced to an unusual extent, will be of a character to lower the market. We know that large contracts to deliver at present prices, at sixty days hence, and even less time have been made within a few days. And we may add as a fact within our knowledge, that all the scattered yet disposable force north of the Potomac, and even south of it, are under orders to join the forces of Gen. Grant. Two bodies of heavy artillery, (as an example,) 3,600 strong that have been for twenty months lying useless at Washington and Baltimore have gone to the front.

This new arrangement may as well be considered by those who are now operating for a further rise in gold. If the theory is correct, that a great victory will put down the price of gold, what becomes of the assertion, that it is purely owing to the inflation of the currency? The accumulation of the capital continues, and yet it commands 7 per cent. This is doubtless owing to the great number of new companies coming on the market in various forms. We advise our readers to be wary in the choice of their investments, and if they are rushing into speculations where half a million is required to purchase a mining property not 600 feet square, first to consult those who are familiar with the locations before they subscribe very heavily. Governments continue firm and in demand, the five-twenties coupons are wanted at 113 and upwards, and coupon sixes go readily at 115. Bank shares and State stocks are all firm, and railway shares are "excited" and buoyant. Our tables will show the variations from last week in these as well as the mining shares.

We understand that large quantities of cotton have been captured on the Red River and the Colorado, and are rapidly coming into market, and it will be noticed in another place that it has been successfully raised in Utah, from whence it is being already transported to San Francisco.

The foreign news is of an interesting character, in its probabilities as affecting our own Country. The growing dissatisfaction in England, at the inaction of the Government in regard to Denmark, and the increasing strength of the republicans in Paris, are likely to culminate in important changes in both countries, which instead of inter-meddling with our affairs, and disparaging our financial system will very shortly have to use all their wisdom in taking care of their own. If they want any particular evidence of the strength and resources of our country, let them reflect on the fact recently made known, that since the war, two hundred and eighty seven millions of dollars have been voluntarily contributed by the loyal States in aid of our sick and wounded soldiers, the increase of their bounties and the relief of their families. No such spectacle was ever before witnessed on this globe, and the people who have done this, are they who have determined to carry the war to a triumphant conclusion, and to sustain the credit of the Country, no matter to what extent its obligations have to be created.

On the 1st of May next a large amount of interest in gold will be disbursed by the Sub-Treasury, the payment of which Mr. Chase desired to anticipate, but Mr. Cisco was unable to do it for the want of sufficient clerical force.

The condition of the Sub-Treasury on Tuesday was as follows:

Amount on hand	$32,868,490
Receipts from customs	434,000
From other sources	2,891,721
Total	$36,194,211
Payments	4,784,690
Balance	$31,409,521

The subscriptions at the Sub-Treasury to the two hundred millions five per cent loan amounted to $325,750, those at the First National Bank to $531,800, and 6th National Bank to $241,000. The new loan is decidedly more popular than it was when first put upon the market. The government has decided to receive the ten-forty bonds in future as security for the issues of the National Banks, and as the five-twenties are now worth in the market 112@115 the new loan has become attractive.

The aggregate value of the exports of produce and merchandise, exclusive of specie, from the port of New York during the past week was $3,181,888, against $2,525,094 same week last year, and $2,458,539 the corresponding week of 1862.

The exports from the port of Baltimore during the past week amounted to $169,388. The total value of imports of foreign goods at the port of Boston for the week ending April 8, was $508,295, against $691,762 for the corresponding week last year. The amount of exports from Boston for the week was $371,508 against $138,820 for the corresponding week in 1863.

Since the foregoing was in type, one prediction has been verified. On Thursday last the price of gold fell from 187½ to 175 before 3 p. m., and the circumstance created intense satisfaction.

By reference to statements given elsewhere, it will be seen that the earnings of the Milwaukee and Prairie du Chien Railway the 4th week in March were $33,070, against $15,904 in the corresponding week of the previous year—an increase of $17,160, or 108 per cent. For the month of March the earnings were $88,220, against $44,925 in March, 1863—an increase of $43,295, or 98 per cent. From January 1, to March 31, 1864, the earnings were $306.105, against $188,187 in 1863—an increase of $117,918, or 62½ per cent.

The earnings of the Ohio and Mississippi Railroad (Eastern division,) for March, 1864, were $200,680, against $146,621, in March, 1863—an increase of $54,059. For the year 1863 the earnings were $1,163,702 41, against $1,122,530 27 in 1862, and $771,999 25 in 1861—an increase over 1862 of $531,172 14, and over 1861 of $891,703 16. The earnings of the Eastern and Western divisions, March, 1864, were $310,680, against $236,667 in March, 1863, an increase of $74,023. For the year 1863 the earnings were $2,825,276 62, against $1,845,397 81 in 1862, and $1,318,586 78 in 1861—an increase over 1862 of $979,878 81, and over 1861, of $1,506,689 84.

The earnings of the Chicago and Northwestern Railroad in March, were $157,961 65, against $92,483 18 in March, 1863—an increase of $65,487 47. For the three months ending March 31, the earnings were $367,580, against $243,334 in

1863—an increase of $124,246. For the fiscal year ending April 1, 1864, the earnings were $1,628,863 93, against $1,083,054 05 in 1862—an increase of $545,809 88, or 50.5 per cent.

The gain in the earnings of the Chicago and Rock Island Railroad Company, in March, 1864, over March, 1863, is $75,607, and for the 1st three months of the year over the corresponding period of 1862, the gain is $128,543.

The Galena and Chicago Railroad Company show a gain in March, 1864, over March, 1863, of $48,840, in February, $45,415, and in January, $11,389—together $105,644.

The Michigan Southern and Northern Indiana Railroad earnings in March, 1864, are in excess of those of March, 1863, $78,850, in February the increase was $69,382—and for the three months to March 31, the increase is $149,609.

The gain in the earnings of the Michigan Central Railroad in March, was $112,370, in February, $32,991, and in the quarter ending March 31, $155,723.

The March earnings of the Pittsburg, Fort Wayne and Chicago Railroad, show a gratifying increase of $140,038. The increase in February was $88,613; and for the three months $191,977.

The Toledo & Wabash show an increase in March of $29,840, and in the three months of $27,125.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—At. & Gt. Western (Ohio div.) 1st mort., 102; Peninsula R. R., 82; 1st mort., 100; New Jersey R. R., 165; Long Island R. R., 101⅛; Chicago and Milwaukee, 90; N. Y. and N. Haven, 160½; Louisiana 6s, 72; Ohio 6s, 1881, 106; Illinois War Loan, 101½; Indiana 2½s, 65; North Carolina 6s, 58½; City 6s, 1887, Central Park Fund, 118; do., 1875, Water Loan, 108¼; do., 1876, Central Park Imp. Fund, 111¼; Sixth Avenue R. R., 139½; Citizens Gas, Brooklyn, 112; Metropolitan Gas, 135½; Manhattan Gas, 248; Central Coal, 86; Bucks Co. Lead, 1⅝; Gregory Consol. Co., 45; Gregory gold, 35½; Quartz Hill Mining, 25; Central Mining Co. of Col., 6; Rutland Marble, 22; Wyoming Valley Coal, 96; Canada Copper, 8½; Denver Mining, 12; Copake Iron, 16; Chicago Land Co., 20; N. Y. Gold Mining Co. of Col., 5; Lehigh and Susq. Coal, 16½; Passaic Copper, 3¼; Hope, gold, 11½; Ashburton Coal, 40; International Coal, 117; Gold Mining Co. of Col., 8½; Carbondale Coal, 10; Metropolitan Bank, 125½; Bank of Commerce, 117; Continental Bank, 106; Bank State of New York, 110; St. Nicholas Bank, 103½; Hanover Bank, 106; 4th National Bank, 101; Bank of New York, 120; Greenwich Bank, 195; Merchants Ex. Bank, 105; Merchants Bank, 121; Ocean Bank, 101; Peoples Bank, 108; N. Y. County Bank, 153; Shoe and Leather Bank, 106; Am. Ex. Bank, 121; Manhattan Co., 146.

Philadelphia.—Allegheny Co. 5s, 81; Penn. War oan 6s, 108; Chester Valley bonds, 52; Huntingdon and Broad Top, 25; do., pref., 34; do., 2d mort., 90; Camden and Atlantic 15; Allegheny Valley 7s, 105; Phila., Wil. & Balt., 73; do., 6s, 146; Wyoming Valley bonds, 100; West Br. Canal, 130; West Philadelphia, R. R. 72; 5th and 6th streets R. R., 63; 10th and 11th streets, 51; Ridge Avenue R. R., 21; Girard College, 31 Locust Mountain, 50; Big Mountain, 10½; Green Mountain, 8½; Hazleton Coal, 72; Beaver Meadow 85⅜; Clinton Coal, 2; Fulton Coal, 12; N. Carbondale, 8¾; Butler Coal, 40¼; N. Y. and Middle Coal Fields, 19⅝; Keystone Zinc, 4; Lehigh Zinc, 66½; Maudan, 6; Organic Oil, 2½; New Creek, 2⅝; Irwin Oil, 13⅜; McClintock Oil, 6½; Feeder Dam, 2¼; Etna Mining, 18; Marquette, 9; Perry Oil, 12; Conn. Mining, 1½; Ontonagon Mining, 4⅛; Penn Mining, 12¼; Oil Creek, 12; Beaver Valley, 16¼; Girard Mining, 7⅛; Alsace, Mining, 4¾; Mineral Oil, 6; Germantown Gas, 52; Mechanics' Bank, 30¼; 1st National Bank, 119½; Farmers' and Mechanics' Bank, 62; Commercial Bank, 57; Penn. Township Bank, 43; Bank of Kentucky, 95; Girard Bank, 49½; Consolidation Bank, 34. The latest quotations are: City 6s, 104½@105; do., new, 110¼@110½; State 5s, 100@101; do., coupon, 102@102½; do., 6s, 1879, 103½; Phila., Wil. and Balt., 72¾@73; Reading, 82@82¼; do., 6s, 1870, 107@108; do., 1886, 162¾@163¼; Camden and Amboy, 182@182½; Pennsylvania R. R., 80¼@80½; do., 1st mort., 115; do., 2d mort., 111½@113; Little Schuylkill R. R., 49⅞@50; Morris Canal, 80@81; do., pref., 140@142; bonds, 106; do., 2d mort., 102; Wyoming Valley Canal, 75½@76½; do., 6s, 100@100¼; Susquehanna Canal, 29@29½; do., 6s, 68@69; Sch. Nav., 40¾@41; do., pref., 47½@47⅝; do., 6s, 1882, 100@100¼; Union Canal pref., 6½@7; do., bonds, 30½@30⅜; Delaware Div. Canal, 46⅜@46½; do., bonds, 100; Elmira and Williamsport, 38@38½; do., pref., 54@55; do., 7s, 1873, 111¼@114; do., 10s, 79; Beaver Meadow, 85½@86; Harrisburg, 77@77½; Long Island R. R., 50@51½; Lehigh Coal and Navigation, 78@80; do., scrip, 75@76; North Pennsylvania, 36¼@36½; do., 6s, 103@103½; do., 10s, 120@128; Philadelphia and Erie, 37¾@37⅞; do., 6s, 109@109½; Minehill, 64⅜@64½; Catawissa, 23@23½; do., pref., 42¾@42⅞; Lehigh Valley, 90½@91¼; do., bonds, 109½@110½; Fifth and Sixth streets, (horse,) 62@63; do., 7s, 109; Second and Third, 74@75½; do., 7s, 105; Race and Vine, 14@18; West Philadelphia, 72@73; Spruce and Pine, 15½@15¾; Green and Coates, 42½@43; do., 7s, 100@113; Chestnut and Walnut, 63; Arch, 38@39; Thirteenth and Fifteenth, 37@39; Seventeenth and Nineteenth, 16@20; Girard College, 30@33; Tenth and Eleventh, 50@51; Norristown, 60.

Boston.—Rutland and Burlington 1st mort., 76; do., 2d mort., 38; do., 3d mort., 11½; Northern (Ogdensburg,) 1st mortgage, 105; do., 2d mort, 40¾; Vermont Central, 1st mortgage, 94; do., 2d mort., 29½; N. Y. and Boston Air Line, 20; do., 6s, 78; Cape Cod Branch, 69; Stoughton Branch, 102½; Boston, Concord and Montreal 7s, 1870, 109; Essex R. R. 6s, 1877, 99¾; Chelsea, horse, 46; Maine 6s, 1883, 105; do., 1875, 104; Massachusetts 6s, 1866, 167; New Hampshire 6s, 1875, 103¼; Rhode Island 6s, 1893, 104; Portland 6s, 1871, 106; Boston 5s, 1874-'78, 120; Roxbury 5½s, 1881, 101¾; San Francisco 7s, 1877, 120¾; Bath 6s, 1891, 103¾; Bangor 6s, 1874, 103; Cary Imp. Co., 11½; Union Steamship Co., 167; Boston Water Power Co., 49⅞; Essex Co., 112½; East Boston Co., 14¾; Franklin Coal, 127¼; Jamaica Plain Gas, 100¾; Beverly Gas, 43½; Charlestown Gas, 95; Merchants Bank, 105½; State Bank, 75; Atlantic Bank, 100½; Traders Bank, 100; Columbian Bank, 112; Bank of North America, 102; Mechanics Bank, 109; National Bank, 100; Boston Bank, 82¼; Bank of Commerce, 107¼; Market Bank, 77½; City Bank, 107; Mt. Vernon Bank, 100¼; Peoples Bank, (Roxbury,) 54¾; City Bank, (Lynn,) 102½; New England Bank, 120¼; Exchange Bank, 125; Fanuel Hall Bank, 127; Revere Bank, 108; Railroad Bank, (Lowell,) 86⅛; Acton Mining Co., 4¼; Allouez, 3½; Algomah, 3⅜; American, 23c.; American Gold, 1; Albion Gold, 3½; Atlantic Gold, 2; Aztec, 9¼; Albany and Boston, 16; Bay State, 24; Boston, 6; Bedford, 2¼; Black River, 60c.; Chaudiere Gold, 3¾; Copper Falls, 54; Chester, 30c.; Cornwall, 91c.; Chebucto, Gold, 1⅜; Colonial Gold, 52½; Canada, 7½; Champlain, 29c.; Dudley, 3¾; Dunham, 42c.; Dana, 4½; Excelsior Gold, 12; French Creek, 2; Gt. Western, 5½; Grand Trunk, 1¾; Green Mountain, 6½; Hancock, 12; Hanover, 4¾; Humboldt, 11¾; Huron, 51⅛; Lake, 21c.; Lenoxville, 3⅜; Logan, 2½; Madison, 6¼; Manhattan, 7½; Mesnard, 11¾; Macomb lead, 5½; Massachusetts Gold, 3½; Nelson, 16c.; New England Gold, 3½; Native, 4½; North Cliff, 8¾; Northwestern, 15; Ottawa, 115c.; Phœnix, 34⅜; Pontiac, 6½; Petherick, 17; Rocky Mountain, 7¾; Star, 10¾; Superior, 12; St. Clair, 8; Sutton, 3½; Stafford, 2¾; St. Mary's, 8½; S. Bedford, 24c.; South Side, 4¾; Toltec, 3¼; Tremont, 4; Waterloo, 1⅞; West Minnesota, 3⅛ Winthrop, 8.

Baltimore.—Central Ohio Shares, 15; do., Incomes, 49; Western Maryland bonds, 90½; Marietta and Cincinnati bonds, 107½; N. W. Va., 25; do., 3d mort., 49⅛; Maryland 6s, 1870, 112; City Passenger R. R., 23⅛; Georges' Creek, 104; Springfield Mining, 3.05; Bare Hill, 6.50; Balt. and North Carolina, 0.35; Maryland, 1.90; Gardiner, 1.00; Santa Clara, 17½; North State, 0.20; Balt. Chrome, 3.75; Marine Bank, 31½; Union Bank, 74½; Franklin Bank, 12¾; Com. and Far. Bank, 26½; Peoples' Bank, 17½; Bank of Baltimore, 104; Merchants' Bank, 108½; Citizens' Bank, 11¼; Bank of Commerce, 24. The latest quotations are: Balt. and Ohio, 115@121; do., 6s, 1867, 105; do., 1875, 111@111½; do., 1880, 110@110½; do., 1885, 111; Northern Central, 56@60; do., bonds, 1885, 110¼@113; N. W. Va., 22½@23¾; do., 1st mort., 112@114; do., 2d mort., 105; do., 3d mort., 48@48½; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 58½@65; do., income 1857-'60, 48@50; Western Md. bonds, 90½; do., guar., 109; Maryland 5s, 92; do., 6s, coupon, 1870, 112@113; do., Ins., 109@113; do., 1890, 112; Baltimore 6s, 1870, 111@112; do., 1873, 105@107; do., 1875, 115@118¼; do., 1886, 113½@115; do., 1890, 117½@119; do., coupon, 114@117; do., 5s, 1838 '70, 100; City Passenger R. R., 23⅛@23¼; Canton Co., 72@74; Deep River, .20@.25; Gardner, 1.00; Guilford, .45@.50; Maryland, 1.80@1.90; North State, .15@.20; Rudisell, .65@.75; Silver Valley, .15@.30; Silver Hill, .20@.25; Springfield, 3.00@3.05; George's Creek, 108; Santa Clara, 18@18½; Baltimore and Cuba Smelting and Mining, 185; Balt. and North Carolina, .30@.40; Balt. Chrome, 3.50@3.75; Bare Hill, 6.30@6.50.

Montreal.—Champlain and St. Lawrence R. W., 12½@14; do., preferential, 99@101; do., 6 per cents, 82½@85; Government 5 per cents, ster-

ling, 92@92½; do., currency, 92@92½; do., 6 per cents, 1872, currency, 103@104; Montreal City bonds, 6 per cents, 97½@98; do., Water Works, 6 per cents sterling, 97½@98; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $2½@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 120½@121; City Passenger Railway, 122½@125.

☞ We have the Second Annual Report of the Pittsburg, Fort Wayne and Chicago Railroad Company for the year 1863, but owing to the press of other matter have been obliged to defer the publication of it until another week.

California Central Railroad.

We have received late information through the attention of Jerome B. Polley, Esq., Engineer in Chief of the Central Railroad, California, of the progress of this important work. The company is grading the line between Lincoln and Marysville, a distance of 22 miles, which will be finished by the 1st of June next. The rails are on the way and will be laid as soon as the road bed is ready. The gauge of the present 18 miles will be changed from 5 feet to 4 feet 8½ inches, so as to correspond with the gauge of the Pacific Railroad. This will unite Sacramento and Marysville. The road passes through some of the best farming and mineral lands in the State, and the stock will unquestionably be a paying one.

Cotton in Utah.—Oranges.

Eleven bales of cotton raised in Utah, recently reached San Francisco by the way of San Pedro, where it was brought on mules from the neighborhood of Salt Lake City. A large amount remained behind waiting the result of the venture. The staple is fine though short; color, strength and quality good. It is said that the Counties of Santi Barbara, Los Angelos, San Bernardino, and San Diego contain large tracts of land admirably adapted to the culture of cotton. Frosts seldom or ever occur in these localities. At the Mission, San Gabriel, there is a cotton tree, (the trunk of which is eight inches in diameter,) which bears a staple resembling the sea island in many respects. Oranges are also raised in Los Angelos, of which the fruit is large, sweet and of exquisite flavor.

☞ The London Railway *News*, says the land occupied by railways in Great Britain is under 200,000 acres, and that used for agricultural purposes is forty millions of acres. The same authority states, that fifteen millions five hundred thousand pounds sterling are invested in the locomotive stock of the leading railway companies, and that steam engines of the value of one million and a half are annually shipped abroad. Up to the end of 1834, when not a hundred miles of railway had been opened, the annual average number of travellers by coach was six millions a year. Now the average daily of the railways there is half a million of passengers, or about one hundred and eighty millions a year. The number of locomotives employed on the British railways is 6,500, and each engine is calculated to run 480,000 miles with proper care. After that it is usually sent to the scrap-heap. The average consumption of coal and coke of the passenger locomotives is 27.3 lbs. per mile; for the freight locomotives 36½ lbs. per mile.

The Ten-Forty Loan.

The following is an official copy of the Act of Congress authorizing the Ten-Forty Loan, under which the Secretary of the Treasury has decided to issue bonds to the amount of $200,000,000 bearing interest at the rate of five per cent per annum in gold, payable on bonds of $100 and under annually on the 1st day of March, and on bonds of $500 and upwards semi-annually on the 1st days of March and September. The bonds are both registered and coupon, and dated March 1, 1864, and are redeemable at the pleasure of the government after ten years, and payable forty years from date. Subscriptions are now being received at the office of the Assistant Treasurer of the United States in this city. Subscribers will receive either registered or coupon bonds as they may prefer. Registered bonds will be issued of the denominations of $50, $100, $500, $1,000, $5,000 and $10,000; and coupon bonds of the denominations of $50, $100, $500 and $1,000. Subscribers to this loan will have the option of having their bonds draw interest from March 1 or September 1, as the case may be, by paying the accrued interest in coin or United States notes, or the notes of National Banks, adding fifty per cent for premium, or receive them drawing interest from the date of subscription and deposit.

AN ACT supplementary to an act entitled "An Act to provide the ways and means for the support of the Government," approved March 3, 1863.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That in lieu of so much of the loan authorized by the act of March 3, 1863, to which this is supplementary, the Secretary of the Treasury is authorized to borrow, from time to time, on the credit of the United States, not exceeding two hundred millions of dollars, during the current fiscal year, and to prepare and issue therefor coupon or registered bonds of the United States, bearing date March 1, 1864, or any subsequent period, redeemable at the pleasure of the Government after any period not less than five years, *and payable at any period not more than forty years from date in coin*, and of such denominations as may be found expedient, not less than fifty dollars, bearing interest not exceeding six per centum a year, payable on bonds not over one hundred dollars, annually, and on all other bonds semi-annually, in coin; and he may dispose of such bonds at any time, on such terms as he may deem most advisable, for lawful money of the United States, or, at his discretion, for Treasury notes, certificates of indebtedness, or certificates of deposit, issued under any act of Congress; and all bonds issued under this act shall be exempt from taxation by or under State or municipal authority. And the Secretary of the Treasury shall pay the necessary expenses of the preparation, issue and disposal of such bonds out of any money in the Treasury not otherwise appropriated, but the amount so paid shall not exceed one-half of one per centum of the amount of bonds so issued and disposed of.

Approved, March 8, 1864.

☞ We learn from the Toronto *Globe* that a bill has been introduced to legalize an agreement between the Grand Trunk and the Buffalo and Lake Huron Companies, to establishing a through route between Buffalo and Detroit. By this agreement the Grand Trunk Company will run its trains on the Buffalo and Lake Huron Railway between Stratford and Buffalo, and the Buffalo and Lake Huron Company will run its trains over all the roads owned or rented by the Grand Trunk between Stratford and Detroit, each company employing its own engines, cars, conductors, etc.

Double Story Cars.

The Bombay, Baroda and Central India Railway, of India, use, for their third class passengers, two-storied cars, which carry seventy in the first and sixty in the second story. The seats are longitudinal instead of transverse, and the car is stated to be only 21 inches higher than the one story one. The upper roof is very light, and only intended to protect from sun and rain. The weight of the car thus constructed is 7 tons less 1 cwt., while the single story cars on the English railways weigh 7 tons 7 cwt. It is contended that a saving in money, time and trouble is effected by the use of these cars, and that the annual saving on the line is already £20,000 per year. The length of the train being diminished nearly one half, the atmospheric resistance is about the same as it would be to the ordinary train.

Railway Refreshment Rooms.

The refreshment rooms at the railway stations on the French and Belgian railways are of a very superior kind, everything being of the best, and admirably served. Those in England are very poor. Buns, cakes and pork pies, says the railway *Times* are the invariable fare. It is said that the most elegant refreshment stations in our country are on the Atlantic and Great Western, but there are many excellent ones on our other great roads.

☞ The newly organized Chamber of Commerce in Chicago have already raised $200,000 for the purchase of a lot and the erection of a new and splendid building for the use of the Chamber. They expect to raise $100,000 additional within a short time. The cost of the lot will be about $100,000. The Chamber of Commerce and the Board of Trade have practically been merged into one organization.

Atlantic and Great Western Railway.

The Broad Gauge is advancing this way at about the rate of one mile per day. The laying of the track was resumed last week. The track is now about twenty miles distant from Urbana.

Atlantic and Great Western cars (with narrow trucks,) go through Urbana daily conveying ties, bridge timber, &c., to points on the road south of Urbana.—*Urbana Union.*

☞ The Halifax *Express* of the 30th March says: "Mr. Sandford Fleming, accompanied by Mr. Tremain, of Nova Scotia, and a staff of three or four assistants, engaged in Fredericton, left that place on Friday afternoon, for the Tobique country, where the survey of the Inter-Colonial Railway is to commence. It it said that Mr. F. gave his professional opinion against the route on the western side of the St. John. His instructions from the Canadian Government are very general, confining him to no route, locality, time or expense."

☞ By a despatch from St. Catharines, C. W., we learn that the Welland Canal was opened for navigation on 13th inst.

☞ On Friday the rolling stock of the North Missouri Railway was crossed over the Missouri river on steamboats, at St. Charles, where the river is two thousand feet wide. This is an important feat, and the method will obviate the difficulties of rises in the river. The time employed in crossing the locomotive and cars, loaded with freight, from the main track on one side to the main track on the other, was twenty-three minutes.

Pittsburg, Ft. Wayne and Chicago Railway.

We find in the advertising columns of the daily papers the following statement made by the President of this Company to the Board of Directors:

NEW YORK, April 8, 1864.

GENTLEMEN: The unanimous action of the Stock and Bondholders has liberated the net income of the railway after paying interest and sinking fund, so as to place it at the disposal of the Board of Directors for the purposes of dividends, surplus funds, and other objects consistent with the interests of the corporation.

The first and second mortgage bonds being five-sixths of the whole funded debt were so arranged in six series as to make the amount due for interest each year payable in monthly installments of one-twelfth each month. Two years having confirmed the theory upon which the plan was adopted it might now be well to assimilate to it the plan of paying dividends on the capital stock by paying quarter annual dividends instead of annual or semi-annual dividends as is generally customary with other corporations.

I herewith submit an approximate statement of the earnings, expenses and disbursements, for the months of January, February and March past, which is sufficiently near correct to justify the Board acting upon it with a view of making a dividend if it is thought best to declare one at this time.

Earnings for January		$290,675 81
Earnings for February		455,211 02
Earnings for March		602,603 28
Total for the three months		$1,348,490 11
Deduct Operating Expenses:		
For January	$210,296 21	
For February	263,328 22	
For March	330,000 00	
		803,624 43
Balance		$544,865 68
Less interest and Sinking Fund, as follows:		
Three months on First Mortgage	$91,875 00	
Three months on Second Mortgage	90,300 00	
Three months on Third Mortgage	35,000 00	
Three months on Chicago Depot Bonds	1,737 50	
Three months on Interest and Sinking Fund on Alleghany Bridge b'ds	6,000 00	
Sinking Fund of one per cent. on First and Second Mortgages for 3 months	26,025 00	
		$250,937 50
Leaving a balance of		$293,928 18

Which is applicable to dividends, and subject to the order of the Board. The above balance of unexpended and unappropriated income is equal to a dividend of 4.52 per cent on the outstanding Capital Stock.

The small earnings for January were caused, as you are aware, by an almost total suspension of the business of the Railway for about one-fourth of the whole month, arising out of a combination of the Locomotive Runners to interfere with the police and management of the Railway.

It would not be prudent at this time to divide all the surplus earnings, as unforeseen circumstances may affect future earnings, and to enable the Company to make full dividends in adverse times a surplus fund ought to be accumulated. Respectfully submitted.

G. W. CASS, President.

To the Board of Directors of the Pittsburgh, Fort Wayne and Chicago Railway Company.

Upon the reading of the above report, it was unanimously resolved to declare a dividend of 2½ per cent for the quarter year from Jannary 1 to March 31, 1864, payable at the office or agency of the Company on the 15th day of May next.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of March, compared with the same period last year, were as follows, viz:

	1864.	1863.
Freight	$397,594 06	$317,519 35
Passengers	183,247 04	125,791 86
Express matter	5,400 00	2,993 75
Mails	7,825 00	7,825 00
Rent of railway	7,083 34	7,083 34
Miscellaneous	1,453 84	751 62
Total	$602,603 28	$461,964 92
Increase		$140,038 36
En'gs fr. Jan. 1 to Mar. 31	$1,348,490 11	$1,165,912 96
Increase for three months		$182,577 15

Increase for March, 30 3-10 per cent.; average increase to March 31, 15 7-10 per cent.

These earnings are, by far, the largest in the history of the Company, and are exclusive of about $40,000, for Transportation of troops, which is not treated as earnings till collected from the Government.

The earnings of the Galena and Chicago Union Railroad Company for the month of March, 1864, were $177,066 57
Corresponding month of previous year 129,226 09
Increase $47,840 48

The earnings of the Michigan Central Railroad for the month of March, 1864, were $348,802 13
Corresponding month of previous year 236,431 81
Increase $112,370 32

The approximate earnings of the Marietta and Cincinnati Railroad Company (as re-organized) for the month of March, 1864, were $90,754 90
Corresponding month of previous year. 60,540 08
Increase $30,214 82

The earnings of the Toledo and Wabash Railroad Company for the month of March, 1864, were $132,896 21
Corresponding month of previous year 103,056 20
Increase $29,840 01

The earnings of the Chicago and Northwestern Railway for the month of March, 1864, were:

From passengers	$66,496 14
" freight	87,641 35
" mail	2,337 49
" express	1,411 67
" miscellaneous	75 00
Total	$157,961 65
Corresponding month of previous year	92,483 18
Increase, 70¾ per cent	$65,478 47

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of March, 1864, were $88,222 00
Corresponding month of previous year. 44,925 00
Increase $43,297 00

The earnings of the Chicago and Rock Island Railroad Company for the month of March, 1864, were. $198,119 00
Corresponding month of previous year 119,836 00
Increase $78,283 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of March, 1864, were $333,058 00
Corresponding month of previous year 254,209 00
Increase $78,849 00

The earnings of the Cleveland and Pittsburg for the month of March, 1864, were $202,857 72
Corresponding month of previous year 135,211 59
Increase $67,646 13

The earnings of the Cleveland and Toledo Railroad for the month of March, 1864, were. $205,365
December, 1862 164,845
Increase $40,520

The traffic receipts of the European and North American Railroad for March, 1863 and 1864, were:

	1864.	1863.
Passengers	$4,246 38	$2,893 58
Freight	7,411 82	5,910 62
Mails and Sundries	471 50	402 67
	$12,129 70	$9,206 87
Increase 1864		$2,922 33

The traffic receipts of the New Brunswick and Canada Railway for the month of March, 1864, were $4,725 04
Corresponding month of previous year.. 3,011 03
Increase $1,713 21

The following shows the gross receipts of the Chicago and Alton Railroad during the month of March, compared with the earnings for the same time last year:

March 1864 $162,163 00
March 1863 113,026 00
Increase $49,137 00

The earnings of the Chicago and Milwaukee Railroad Company for the month of March, 1864, were $49,837 37
Corresponding month of previous year. 36,586 69
Increase $13,520 68

The gross earnings of the Ohio and Mississippi Railroad for the month of March, 1864, were:

Eastern Division	$146,621 30	$200,680 98
Western Division	90,035 75	110,000 00
Total	$236,657 05	$310,680 98
Increase		$74,023 93

The earnings of the Hudson River Railroad for the month of March, 1864, were $356,625 94
Corresponding month of previous year 366,801 84
Decrease $10,175 90

Railroad Earnings--Weekly.

The earnings of the Ohio and Mississippi Railroad for the 1st week of April, were:

	1863.	1864.
Eastern division	$30,405 00	$44,052 00
Western division	21,657 00	26,653 00
Total	$52,062 00	$70,705 00
Increase		$18,643 00

The earnings of the Milwaukee and Prairie du Chien railroad for the week ending March 31, were:

	1864.	1863.
Freight	$16,008 40	$8,315 41
Passengers	16,009 70	6,619 72
Mails, rents	1,042 70	968 96
Total	$33,070 80	$15,904 09

The earnings of the Chicago and Alton Railroad Company for the week ending April 7, were:

	1864.	1863.
Passengers	$13,673 70	$11,002 29
Freight	17,750 81	16,652 66
Sundries	1,373 29	1,047 97
Total	$32,797 80	$28,702 92
Increase 1864		$4,094 88

The earnings of the Chicago and Rock Island Railroad for the 1st week in April, 1864, were $38,818 00
Corresponding week of previous year.. 30,882 00

Increase..... $7,936 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of April, 1864, were $66,600 00
Corresponding week of previous year.. 54,116 00

Increase..... $12,484 00

The earnings of the Grand Trunk Railway for the week ending March 26, 1864, were:

Passengers	$32,783 53
Express freight, mails and sundries ...	2,500 00
Freight and live stock	68,542 30
Total	$103,825 83
Corresponding week, 1863	84,612 83
Increase	$19,213 00

The traffic of the Great Western Railroad for the week ending April 1st, 1864, was as follows:

Passengers	$23,450 82
Freight and live stock.	45,007 56
Mails and sundries..	1,241 55
Total	$69,699 93
Corresponding week of 1863	69,010 09
Increase	$689 84

The earnings of the Galena and Chicago Union Railroad for the week ending April 8, were:

	1863.	1864.
Freight	$20,702 35	$32,343 25
Passengers	9,768 69	14,359 91
Mails, &c	1,250 00	1,300 00
Total	$31,721 04	$48,003 16
Increase 1864		$16,282 12

The following is a statement of earnings of the Toledo and Wabash Railway for the first week of April, 1864 ..... $33,663 12
Corresponding week of previous year. 22,733 92

Increase $10,929 20

The earnings of the Michigan Central Railroad for the 1st week in April, 1864, were .. $78,746 82
Corresponding week of previous year.. 47,841 89

Increase $30,904 93

The earnings of the Marietta and Cincinnati Railroad for the 1st week in April, were:

	1864.	1863.
Passengers	$6,261 89	$5,194 56
Freight	8,866 31	10,215 97
Mail, express & telegraph	1,054 58	721 00
Total	$16,182 78	$16,131 53
Total this year to date..	$241,351 27	$168,662 58

☞ Gen. Stuart, in his report to the President on the gunboat canal between tide water and the lakes, estimates the cost of a ship canal around the Falls of Niagara, 105 feet wide on the surface, 95 feet wide on the bottom, 12 feet depth of water, having locks 275 feet long by 45 feet wide in the chamber, capable of passing a gunboat of 1,250 tons burthen, $5,958,947 25 with single locks, and $7,538,529 with double locks. This is the average cost of five lines surveyed last year. The average length of the lines is 8 miles and 3,070 feet.

Cape Cod Central Railroad.

We learn that the contracts for grading and masonry on the Cape Cod Central Railroad were closed on Saturday last at Boston, and the contractors are expected here in a few days to make preparations for commencing work on the line.—*Cape Cod Republican.*

Nova Scotia Mines and Minerals.

Of the natural riches of Nova Scotia there is none which shows the inexhaustible wealth of which she is possessed so much as the gradual development of her mineral resources. It is now nearly forty years since the spade and pickaxe of the hardy miner gave to commerce the fine bituminous treasures which has become known and prized at home and abroad. Notwithstanding the serious drawbacks arising from a lack of knowledge; the want of capital and energy in working the mines: the amount of coal raised in the first 30 years (say from 1827 till 1857) has been almost doubled from 1858 till 1863 inclusive. We propose giving a compendium of the report on Mines and Minerals, just issued from the Crown Land Office by Mr. S. P. Fairbanks, Commissioner and Inspector of Mines, which we think will be interesting to our readers.

The report shows an increase of export in 1863 over that of the previous year of 37,000 tons, the greater part of which has been shipped from Cape Breton. The mines of that island have fallen short in their production full 10,000 tons, and the Albion Mines at Picton 4,429 tons, besides depreciating in quality. Other mines, however, have more than made up for this falling off, showing an aggregate increase of supply of 24,000 tons.

There have been new and extensive fields discovered in Cumberland county, which have been partially worked; but so soon as the preparations which are now making are completed they will be developed on a much greater scale. The applications for licences in this district alone, for the past year, has realized $2,590.

The Inspector recommends a revision of the mining regulations; a law which will guard against monopoly; the greater encouragement of foreign capitalists, who have already invested largely in mining operations in this Province, as productive of mutual benefit; the necessity of appointing a local superintendent whose task it will be to see to the drainage, ventilation, &c., of the mines.

The Albion and Sydney mines were the first opened in Nova Scotia, by the General Mining Association, and have yielded largely. The former has produced and exported since 1827 nearly 3,000,000 tons, and the latter almost as much. During the past year the Sydney mines have raised and shipped 104,342 tons, and the Albion 193,313 tons, with the labor of 533 men and boys, 79 horses, and 5 engines of 360 horse power; and 660 men and boys, 86 horses, and steam of 580 horse power, respectively.

In 1830 the General Mining Association also opened the Bridgeport mines and worked them till 1850, when the supply of coal entirely failed. In 1833 this Association commenced operations at Little Bras d'Or, which also gave up in twenty years. The Joggins Mines were next opened, and continued to yield till the present.

Several mines have subsequently been opened at Little Bras d'Or and other places, which we shall notice further on.

In the Abstract of Returns, Cumberland county is first on the list, commencing with the *Joggins Colliery.* Amount of coal for 1863, 46,488 tons. Lawrence Coal Mining Company, River Herbert coal raised and shipped—9,108 tons; expenditure on mine $19,600 00.

Frazer Mines, Pictou County, lies 6½ miles from navigable water, and have not been worked for else than local consumption. They were first opened with a view of obtaining coal oil but they were abandoned, and the proprietor is now engaged in inaugurating a company to develop the mines thoroughly.

The Little Bras d'Or Collieries, owned by Collins, Goutro & Collins & C. J. Campbell, have more or less fallen short in 1863. But with increased energy and a liberal expenditure they may be rendered paying investments when the seams are not exhausted. Gross amount of coal raised—4,170 tons.

Roach & McInnis have opened a mine near North Sydney, but as yet with no satisfactory results.

Union Mines, Bridgeport, opened in 1858. The coal has a fair market reputation; but the success of this colliery is seriously marred by the want of a suitable shipping place. Quantity past year 4,197 tons.

Little Glace Bay Colliery, the property of an American Company, produces coal of a very superior quality, both for gas and domestic purposes. It is called the Hub-vein coal. These enterprising capitalists have constructed an artificial harbor with great skill and expense, and purpose to expend in the present year $134,708. The amount of coal raised and sold during the past year was 26,728 tons.

Big Glace Bay Colliery, belongs to J. & A. Campbell. It was opened in Jan. 1863—the sum expended $2,900—amount of coal raised 508 tons. The drawback to the Union Mines, viz., a want of proper shipping places, applies to this colliery also.

Schooner Pond Colliery, to the N. W. of the North head of Cow Bay is the property of Messrs. Ross, Kaye & Symonds. Formerly it was worked by private individuals for their own use. Preparations are now being made to put it in paying order. Already $3,572 have been laid out and 1,878 tons of coal raised and shipped.

Block House Colliery, Cow Bay, belongs to Mr. Belloni, of New York. From the opening of this mine under Mr. Marshall Bourinot, Belloni supplied the funds, and has now personal management of the works. This gentlemen has been at a very great expense in making every necessary improvement. He is now having built a wharf, extending into the harbor 1,000 feet, 75 feet wide, and reaching a depth of water of 5 fathoms. In 1863, $37,000 was expended on various improvements and amount of coal raised 15,630 tons.

Gowrie Colliery, Cow Bay, Hon. T. D. Archibald & Co., is a very valuable and well conducted property. During the past two years $91,000 have been laid out, one of the items of expense being a wharf extending into the bay 770 feet, and a break water 100 feet by 50 feet. The expense for 1863 was $63,260 00; and total amount of coal raised and shipped 15,069 tons, of very superior quality.

Mire Bay, Young, Tracy & Slattery. Want of shipping place prevents this from becoming a profitable investment, for the coal is good. Amount raised and shipped, 549 tons.

Kelly Cove, or New Campbell Town Colliery, owned by C. J. Campbell, promises to be a valuable property. Mr. C. is prosecuting the work with great energy, and has laid out $34,000 last year. Amount of coal raised and shipped, 4,000 tons.

Richmond Colliery, situated 2½ miles from mouth of Little River. There has been altogether expended $24,499 upon the mine, and a large quantity of coal, some good and some containing much sulphurid of iron; but only 1,100 tons have been shipped.

Sea Coal Bay Colliery, Richmond Co., owned by Mr. John Campbell, has made very little progress as a renumerative speculation, although more than $12,000 have already been expended on it. 219 tons is all that has been shipped in 1863.

On the subject of iron and copper works the report says but little. Notwithstanding the immense quantity of iron ore to be found in the Province, there is only one establishment for its manufacture in active operation, viz: the Acadian Charcoal Iron Works in Londonderry township. An American Company has obtained a lease at Cheticamp for working copper ore. As yet this is in its infancy, although very rich veins have been found.—*Halifax Sun.*

☞ A bill has been introduced into the New Brunswick Legislature to incorporate the European and North American Railway Extension Company.

☞ The Dunkirk *Union* says a petition is being circulated asking the Legislature to authorize the construction of a street Railway between Dunkirk and Fredonia.

Interest and Dividends.

The Pittsburg, Fort Wayne and Chicago Railway Company has declared a dividend of 2½ per cent. on the capital stock for the quarter ending on the 31st of March, out of the net earnings of the first three months of the present year. The dividend will be paid, free of government tax, on and after the 16th of May.

The St. Louis, Alton and Terre Haute Railroad Company will pay on the 2d of May, at the Bank of North America, a dividend of seven per cent. on the preferred stock.

The Central Railroad Company of New Jersey have declared a quarterly dividend of two and a half per cent., free of Government tax, payable on and after the 15th inst.

The New York and New Haven Railroad Company have declared a dividend of three dollars per share, (free from Government tax,) payable on and after the 2d day of May next.

The dividend of 3½ per cent. upon the preference stock of the Toledo and Wabash Railroad, is declared payable on the 1st of May.

The Cleveland and Pittsburg Railroad Company have declared a dividend of 4 per cent., payable April 28th.

The interest on the bonds and stocks of the city and county of New York, due on the 1st of May next, will be paid after that date by the City Chamberlain at the Broadway Bank.

The Lehigh Valley Railroad Company have declared a quarterly dividend of 2½ per cent., payable on and after the 15th instant, clear of State and National tax.

The Directors of the Cambria Iron Company have declared a dividend of six per cent., payable on and after the 30th instant.

Pittsburg, Fort Wayne and Chicago R. W.

The following changes have been made in the contract of reorganization of the Pittsburg, Fort Wayne and Chicago Railway Company, commencing the 1st of January last, by a unanimous vote of the shareholders and bondholders:

1. The capital stock of the Company may be increased from $6,500,000, the present capital, to an amount sufficient to construct a double track, and to properly equip the same, the increase for the present year not to exceed $3,500,000; afterward, from year to year, as may be needed by vote of the share and bondholders at their annual meetings, after estimates carefully prepared of the amount that can be usefully and economically expended for that year. The money arising from such sales to be exclusively appropriated to the purposes aforesaid. J. F. D. Lanier, J. Edgar Thomson, J Harbaugh, S. J. Tilden, and L. H. Meyer, are appointed a Committee to direct the sale of the stock and see to the proper application of money arising therefrom.

2. The revenues of the Company, after paying expenses, interest and the sinking fund hereinafter named, to be held subject to such dividends to shareholders as the Board of Directors may deem expedient.

3. An annual sinking fund of $52,250 applicable to the first mortgage bonds, and $51,160 applicable to the second mortgage bonds, is to be paid over to the trustees in the mortgages, to be applied to the purchare of said classes of bonds at the lowest market rates, the accumulations from interest on the bonds taken up to be applied in the same manner.

4. The former system of sinking fund is abrogated.

5. The right of the Railway Company to redeem the first and second mortgage bonds at par at any time after the 1st July, 1867, or to require their conversion into 6 per cent bonds, is abrogated, leaving them an irredeemable 50-year 7 per cent bond from their date, or 48 years from the present time.

6. The interest on the third mortgage bonds to be paid half-yearly, 1st April and 1st October, instead of annually.

7. The right to vote in common with shareholders in first and second bondholders is extended—instead of one vote for each $200 to be one vote for each $100, that is, ten votes to each $1,000 instead of five.

8. The general result is that future expenditures for construction will be provided for out of new capital instead of from the current net earnings. Some $4,000,000 of net earnings have been spent upon the road and property during the last few years in what is properly new construction. The revenues being liberated by the new arrangement, will hereafter be applicable to dividends at the sound discretion of the stockholders.

9. None of the bonds are convertible into stock. The whole amount of the bonds is at present $12,410,000, and of the stock $6,500,000. All increase of net earnings, therefore, apply exclusively upon the stock.

10. The net earnings for 1863, counting the operating expenses at 59 per cent, which is rather above their true amount, were about $2,106,623, on $6,500,000 of stock; and $1,517,162 of it was expended on the road and the rolling stock.

11. The gross earnings for the month of March were $602,000, and to that is to be added the military earnings, which make the whole amount about $625,000. This is sufficient to pay the operating expenses at the average rate of last year, 59 per cent, the proportion of the interest, of the two sinking funds just adopted by the bondholders, and to leave 2½ per cent on the whole capital stock as the results of the business of a rough month.

☞ A British Banking Company is "promoted," as the saying in London is, to be established at San Francisco. The principal arguments in its favor are the present telegraphic communication between San Francisco and New York, the centralization of eastern commerce at San Francisco, and the certainty of the construction of the Pacific Railroad.

☞ The St. Louis *Democrat* thus announces the arrival of a lake steamer: "The Ozaukee arrived here the other day from Chicago, by Lake Michigan, Green Bay, and Fox, Wisconsin and Mississippi Rivers. She lay at Montrose all winter. This steamer draws four feet light, has two engines, with 10 inch cylinders. She wants a trade or a purchaser."

Oswego Board of Trade.

The 14th Annual Meeting of the Board of Trade of Oswego, was held on the 30th ult., and the following officers elected for 1864:

President.—Frederick B. Lathrop.

Vice President.—Willis S. Nelson.

W. Lewis, D. W. Erwin, John Mott, jr., W. H. Herrick, P. Bundy, R. F. Sage and Theodore W. Wells were elected the Board of Directors, and J. H. Crawford, B. Hagaman and Charles Smyth, Committee of Reference. The Secretary and Treasurer are, by a provision of the Constitution, to be elected by the Board of Directors.

☞ The electric telegraph now extends by way of Russsa to within two hundred miles of Kiatchka, a frontier emporium close to the Chinese Empire, between which and Pekin, about one thousand miles distant, there is a regular post established, so that now it would be quite possible to communicate with Pekin from London in a week.

Commerce of St. Louis.

The following is a condensed statement of the commerce of St. Louis for the years 1862 and 1863:

	1863.	1862.
Cotton, bales	27,500	39,430
Tobacco, hhds	19,330	13,050
Hemp, bales	55,267	78,317
Lead, pigs	78,814	95,800
Flour, bbls	1,407,668	1,554,279
Wheat, bushels	2,703,378	3,850,336
Corn, bushels	1,299,850	1,734,219
Oats, bushels	2,771,848	3,135,043
Pork, bbls	35,300	51,187
Pork, cks. and tcs	4,130	6,515
Pork, boxes	2,155	3,530
Pork, pieces	610,789	487,580
Bacon, cks	7,070	10,833
Bacon, bbls. and boxes	8,700	10,352
Bacon, pieces	40,480	106,315
Lard, tcs	16,609	19,407
Lard, bbls	22,976	24,975
Lard, kegs	2,735	5,993

Potherick Mining Company.

The following gentlemen have been elected directors of this company for the ensuing year: Frederick Beck, *President;* A. W. Spencer, C. C. Evans, W. C. Durant, Augustus Denton, H. W. Nelson, of Boston; John Uren, of Michigan; H. W. Nelson, *Secretary and Treasurer.*

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, April 23, 1864.

Financial Condition of California.

The circulation of California is purely a metallic one. By common consent the legal tender currency, though by law applicable to the discharge of debts everywhere in the United States, is not received there at par but at its value as compared with gold, and he is pronounced a dishonorable person who attempts to deal in any other way. The experiment therefore of conducting business on the solid basis of a specie currency has been fully tried in that State, where if its peculiar advantages could be realized, the results should be not only satisfactory but conclusive. The facts, however, do not justify the claim to its superiority as a system. The losses in trade, in commerce, in landed speculations and in mining, have notwithstanding been enormous, and the fluctuations have been excessive. The standard of gold and silver has not produced any uniformity in prices, and the rate of interest is now 24 per cent. per annum and has often been higher. On the Atlantic coast any such rates would be a drag on business if not ruinous to debtors, and we believe they cannot well be paid in California except on the calculation of unusual profits.

Our attention has been drawn to the financial condition of that State, by a very well written and carefully considered article on the subject, in a review of the market in the San Francisco *Bulletin* of March 11th, from which we propose to make a few extracts, which have much interest at the present moment, when the great abundance of paper money has caused a new movement in the direction of the gold territories.

THE RISKS OF BUSINESS IN CALIFORNIA.

"In accounting for the high rate of interest on money in this country, we have regarded it as attributable, not to any scarcity of money as compared with other States in the Union; for this cause, it has been shown, does not exist; but to the large profits, risks and expenses attending the prosecution of business enterprises in California. The first of these causes—large profits—has already been considered, and we have also adverted incidentally to the great extent of the field open to such pursuits on the Pacific coast. The country is new, and is rapidly accumulating population and wealth. Its vast mineral resources are yet in the infancy of development; but sufficient progress has been made to overcome, in a great measure, the prejudices and satisfy the incredulity of capitalists in older countries. Its agricultural capabilities also are fully established. Not only can it supply abundantly its own inhabitants with the products of the soil for the support and comfort of life, but has, besides, a large surplus for the markets of the world. Its manufacturing interests likewise are prosperous in a very high degree, and expanding with great rapidity. Its industrial classes are munificently rewarded. Its public improvements and stocks offer productive investments. These circumstances conspire to render money valuable in California, and at the same time to attract both capital and labor; and this attraction, by increasing the supply of those great elements of prosperity, presents the only legitimate and adequate means for reducing the rates of interest and wages; for although we have, in proportion to wealth and population, a larger circulating medium than any other State in the Union, yet because of the abundant opportunities to employ capital to great advantage, and the peculiar nature of our leading pursuits, its interest value is maintained.

But other considerations affecting the value of money in California demand a few remarks. That the risks attending business are greater here than in the older States, admits of no doubt. A very large proportion of the enterprises in which our people engage relate to mining, and are, for a time at least, purely experimental in their character, requiring, often, much labor and outlay of money before any result can be approximated, either good or bad. And such is the exciting nature of mining operations, and the brilliant results sometimes accomplished, in the face of great obstacles, long delays and heavy expenditures, that even persons who have reputation for prudence are not unfrequently carried away by the fascination, and give undue weight to circumstances of very slender import.

Without referring to the excitements of early times—the Gold Bluff, Humboldt Bay, Klamath, Kern River, Fraser River and other contagious hallucinations that in those days seized upon the public mind, involving the loss of thousands of dollars and ending in disappointment, we may refer to the brief history of certain mining companies of the present time for illustrations of the great uncertainty attending this branch of business. Organizations that were once in high repute have sunk almost to the lowest scale in public estimation, carrying down with them the fortunes of many deluded victims. The Wide West of Esmeralda District, once popular at $500 per foot, is now selling at $20. The Real del Monte, a few months since worth $400 per foot, is to-day quotable at $40. Josephine (Coso,) once held at about $40, stands now at less than $2. Nor are these changes confined to any one section or district; it is well remembered that even the Ophir was once held at $4,000 per foot, sold at $3,800, and was expected to reach $5,000—now current at $1,650. The Hale and Norcross not long ago was in demand at $2,300, now weak at $750. Chollar, once at $1,300 is now at $350. The Sheba, once at $500 per foot, is now dull at $125. The Santiago, once eagerly sought by the smart men of the town at $150, has now no market value at all.

Thus it will be seen that capitalists have met with great losses.

VALUE OF PROPERTY.

The value of property except in the larger towns, or some favored localities, is often so nearly nominal that the results of a forced sale can hardly be guessed at. In the mining districts a very large class are migatory and unsettled in their habits and may, upon any sudden impulse, depart to distant regions, having the trader not only unpaid but almost without customers, and sometimes without even public officers to issue or enforce judicial process against the absconding delinquents. Moreover, the elements, not unfrequently, do fearful execution. Many of the mining towns are mere encampments, so to speak—stores, dwellings and all composed of canvass or other highly combustible material constructed carelessly and and in such proximity that a single spark may serve to ignite the whole, and with a rapidity that baffles all efforts to save, every article of value is dissolved into smoke and ashes. How often, during our long dry summers, do we hear of interior towns devastated by conflagration? And none of our readers can have forgotten the terrible casualties of the winter of 1861-'62.

But we need not pursue this theme; it certain-

ly cannot be denied that great risks are incident to our home trade as well as to mining, for which the prudent merchant and capitalist will demand a just compensation. It is proper to remark, however, that these risks are diminishing from year to year, and that the business of the country is gradually becoming settled upon a surer basis. Burnt towns are more substantially rebuilt; the casualties of storm and flood more effectually guarded against; the character of ores, the science of mining and the tricks of sharpers are more perfectly understood; the imperfections of laws and their faulty administration are being corrected, and the importance of fidelity and care in the management of mining incorporations is felt and appreciated. At all events, the business man who has survived a few year' experience in this country, is well prepared by it to grapple with such exigencies as may arise.

Expenses in California.

The expenses of living and of business are necessarily much greater than in the Atlantic States. —First because the greater portion of supplies is derived from thence, and reaches us by a long and and expensive transit. The average cost of importing goods from the Atlantic cities is not less than 25 per cent—upon cheap staple articles the per centage is greater; upon goods of more value it is less. Secondly—the expense of distributing merchandise to the consumer is far greater here than on the other side. The wages of competent clerks are from 50 to 100 per cent higher, and the same is true of interior transportation, and in fact of almost every other charge incident to the storage, handling and transfer of merchandise from place to place. We cannot estimate all these items at less than 33⅓ per cent upon prime Eastern cost, exclusive of retail profits, which for reasons already assigned, and others we shall name are necessarily greater here than at the East. Thirdly—All articles of consumption produced here, with the exception of a few agricultural products are furnished at little if anything less than the cost of importing the same from the Atlantic side. Wherever a margin or profit exists, however trifling, the Eastern shipper avails himself of it. Fourthly—the wages of labor in California, as has been already remarked, are fully 100 per cent. greater than in the Eastern States, and this item affects every branch of business and of household expenditure. The banker, the capitalist, the professional man, the miner, the farmer the manufacturer—all are compelled to pay heavy tribute to the laborer.

It remains but to add that this elevated scale of expenditure can only be sustained by profits bearing a fair and equitable relation to them. If the necessary cost of living and carrying on business is very much greater here than on the Atlantic side, the capitalist must be able to reimburse himself for this additional expense by getting more for the use of his money. If the risks of business are greater here than there, for these also he must be compensated.

It will thus be seen that the risks of business, and the expenses of living are a great drawback to regular transactions and commercial success in California, and the possession of a gold currency has had little if any effect in reducing prices, or lowering the rate of interest. The mining business though in the aggregate a great success, is attended in many individual cases with great losses, and it is curious and instructive fact, that Capt. Sutter, to whom the world is indebted for the gold discoveries in California, has been so unsuccessful with every advantage of priority and numerous opportunities, that the Legislature of that State at its recent session, has thought proper to confer a pension on the veteran, of twenty five hundred dollars a month for the residue of his life; an act of gratitude and liberality which cannot be too much commended.

The conclusion which we draw from the consideration of this subject is, that the abundant production of gold, and the use of it as an exclusive currency by no means ensure stability in prices, cheapness of money, or perpetuity in the value of landed property.

The bullionists can make nothing for their abstract theories from the condition of things in California any more than they can out of those of Mexico. The real use of gold is to settle balances in a universal standard, and nothing more, while a paper currency kept to the limits of Commerce, and restrained from excessive issues is one of the greatest triumphs, and most useful agents of civilised countries.

St. Louis, Alton and Terre Haute Railroad.

(Continued from page 371.)

The next report of the company brings down its affairs to the 1st May, 1858, and covers a period of sixteen months. It was presented to the stockholders at their meeting at Shelbyville on the 7th June 1858.

The results of the year were unpromising, and showed a large floating debt, and amounts due for coupons and interest, etc.

The capital stock at this time amounted to $3,011,150, and there remained subscriptions uncollected $59,130 58, for a considerable portion of which suits had been commenced.

The funded debt consisted of the following issues:

1st mort.	(T. H. & A.) 7 pr ct. 1862–'72.		$1,000,000
2d "	(" ") 8 pr ct. 1865–'70.		2,000,000
1st "	(B. & I.) 7 per cent. 1878....		517,000
2d "	(general) 7 per cent. 1869....		494,000
3d "	(" ") 10 per cent. 1874...		503,000
3d "	(" ") 7 per cent. 1883....		9,000
4th "	(" ") 8 pr ct. '60–'63 & '64	}	141,695
4th "	(" ") 7 per cent. 1868 ..	}	
Total funded debt.			$4,664,695

—on which the discount had amounted to $751,169 41. The annual interest accruing on the debt was $363,525.

The floating debt amounted to $777,922 52 not including $74,291 due to the Michigan Southern and Northern Indiana Company and another growing out of the purchase of the Belleville and Illinoistown Railroad, and $198,705 arrears of interest, being coupons past due and unpaid. There were also a few other claims unascertained.

The assets of the company at this date consisted of sums due, and bills and sums receivable $210,313 89; and there were sundry ledger balances amounting to $59,942 50 some of which were in dispute and all unsettled. The amount of capital stock unpaid, as before stated, amounted to $59,130 58.

Thus the floating debt stood at an aggregate (not including unascertained claims) amounting to....	$950,918 52
And the assets including sundry balances and uncollected stock payments to	329,886 47
Net floating debt....	$621,532 05

The company also owned $83,000 of the Belleville and Illinoistown 1st mortgage bonds, and $497,000 of the 3d general mortgage bonds which were pledged as collateral; also $658,805 of the 4th general mortgage bonds. All of these says the report "may be applied as fast and as far as they can be made available to the funding of coupons and payment of the floating debt."

The rolling stock on the road had been increased since last report to 31 locomotives, 30 passenger cars, 8 baggage and mail cars, 242 box freight and stock cars and 174 platform cars.

The road bed and superstructure had been much impaired by the uncessant wet weather of the season, and needed ballasting. Many of the ties required to be replaced by new ones, and several of the culverts would have to be rebuilt. The locomotives were mostly in good order, but the cars generally required some repairs and painting.

Considerable further expenditure was also required to make the road even safe for travel, and work it with economy. The deficiency even for present business was principally in respect to machinery, repair, shops, station and wood houses, fencing, ballasting and improvements at St. Louis.

The earnings for the period embraced in the report for 1857–8 (16 months) were as follows:

Earnings Jan.—Dec. 1857....	$823,767 16
" Jan.—April 1858	256,120 19
	$1,079,887 35

The expenses were as follows:

Operating..	$556,367 66	$123,320 65
Incidental..	79,242 89	21,099 14
Construct'n	117,020 70	6,977 71
	$752,631 25	$151,397 50–904,028 75
Balance of income account....		$175,858 60

The earnings after defraying the charges appropriated to construction, were therefore inadequate to meet the amount necessary for the payment of coupons, by the sum of $187,666 49, and if the sum required for interest on the floating debt, by a much larger amount. The prospects for the future, however, were pronounced excellent, and there appeared to be no doubt, as the country became more and more inhabited and cultivated that the property would pay well. From the year 1855 to 1857, the value of property assessed in the counties along the line had increased by the sum of $5,207,224 or in reality by an amount equal to the cost of the construction of the road.

During the summer of 1857 the St. Louis, Alton and Chicago Company undertook to build another railroad parallel to the Terre Haute, Alton and St. Louis between Alton and St. Louis. This was attempted under the charter of the Sangamon and Northwest Railroad Company. When, however, the graduation was nearly completed, a contract was entered into between the two companies by which the Chicago Company was admitted to the use of the track of the Terre Haute Company, and of the depot at East St. Louis, with the privilege of wood and water at the latter place for the sum of $5,500 per month, and the work on the new road was discontinued. By further agreement the two companies were each to pay to the contractors on the new road for one year a sum equal to 12 per cent. per annum on the amount of their expenditures on the line. This amount was ascertained at $65,998 98, and the monthly rent of track was heretofore subject to a deduction of $660 payable to the contractors.

The annual report ends in this way—"The financial condition of the company rendered it indispensable, that steps should be taken to obtain an extension upon the floating debt, and a portion of the interest coupons. With this view a Financial Committee was appointed last year (1857), and about $141,000 of debt, and $35,000 in amount of coupons have been funded in 4th mortgage bonds,

It is very important as well for the comfort of the passengers of the road, as for the interest of the creditors, that the floating debt and a portion of the coupons should be funded. Let those embarrassments be removed, and the road placed upon a proper basis for economical management, then we may reasonably anticipated that the ordinary business of the line, will be sufficient to pay at least the current expenses and interest."

We have so often in tracing the history of western roads, discanted on the financial difficulties of 1857–'58, which affected not only a section but the whole country, that we have in the present connection hitherto recurred to them, and do so now simply to show their effect on the earnings of the road under consideration. This can be done in no better way than by comparing the earnings of the respective six months previous and succeeding to the 1st November 1857:

May	$64,186	Nov	$67,538
June	67,621	Dec	63,895
July	61,540	Jan	57,129
Aug	77,894	Feb	52,327
Sept.	78,992	Mar	71,230
Oct	82,994	April	75,433
Total	$433,227	Total	$387,552
Average	72,204	Average	64,592

—which exhibits a difference in the earnings of the two periods of $45,675 or an average difference of $7,612 per month.

The next document issued on the part of the company, was a circular dated New York February 1st 1859, and introduced thus "The following statement is submitted for the information of stockholders, and other creditors of the company." The opening exposition of the circular refers to the gross earnings. These for the years 1856, 1858 inclusive were as follows:

	1856.	1857.	1858.
Passenger	$361,154	$435,699	$369,241
Freight	286,728	306,589	347,770
Mail	16,291	19,530	19,828
Miscellaneous	18,687	61,929	43,606
Total	$662,860	$823,767	$780,445

The earnings for 1858 it will be observed were $43,322 less than those of 1857. The falling off occurred in the months of June, July and August, when the road was suffering from the consequences of the great freshet, which seriously interfered with its business until late in August. The remaining nine months show a slight increase over the corresponding months of the previous year. The high water not only diminished the earnings by interrupting business, but also occasioned damage to the road bed, bridges, and other structures involving increased outlay for repairs, and thus adding materially to the ordinary operating expenses.

The income account given in the circular covers only the period from 1st July to 31st December 1858. The earnings for the six months had been | $420,065 81

—and the expenditures as follows:

Ordinary	$198,027 64	
Extraordinary (caused by flood)	22,631 48	
Supplies charged to storekeeper	31,942 37	
		252,601 49
Earnings less operating expenses		$167,464 32
Construction paid from earnings		102,961 80
Leaving		$64,503 02

—as the actual amount of cash realized, and which could be made applicable to interest and other liabilities. The construction expenditures were necessary, a telegraph line of over 200 miles was put in operation, the machine shops enlarged and equipped, several new bridges created, new station houses built and improvements made in the track, all of a permanent kind.

In relation to the financial condition of the company the circular thus descants: "In November 1857 the company made default in payment of interest on its 3d mortgage bonds; and in February and March 1858, it made default upon its 1st and 2d mortgage bonds. It was hoped that it would be able to resume payment of interest upon all classes of bonds by the present time, but in consequence of its diminished earnings and necessarily increased expenditures as before stated, this expectation has been disappointed. The present managers found the company in default upon all classes of its funded and floating debt, with large arrearages of unpaid taxes, wages of operatives and bills for supplies, and other claims which could not be postponed. They however in August and September 1858, resumed and have since maintained the regular payment of interest upon the 1st mortgage bonds of the Terre Haute and Alton Road of $1,000,000, and upon the 1st mortgage bonds of the Belleville and Illinoistown Railroad of $600,000. Although the net earnings for the past six months have been $167,464 32 as above shown, yet it has been seen that the company could not appropriate of its cash means more than sufficient to pay the interest upon its first mortgage bonds without neglecting necessary works of construction, and it is not anticipated that the company will be able to do more the present year, than to continue the payment of interest upon these 1st mortgage issues, and to make those indispensable improvements in the track which the best interests of all parties require. This declaration is due to the holders of the company's securities."

Of the policy to be pursued in 1859, the following is given as an outline.

"Further considerable expenditures are required the present season, in replacing portions of the ties and chairs, and in ballasting the track; and these improvements which cannot longer be delayed without seriously impairing the value of the property, it is proposed to make from the surplus earnings. These expenditures, to a reasonable amount and judiciously applied upon the track would place the road in condition to reduce the operating expenses very largely, while adding to the value of the property, and the security of the bondholders; and it is believed that the true interests of all parties, creditors as well as stockholders, will be promoted by this course. It follows as a necessary consequence that the coupons upon all classes of the Company's funded debt (except the first mortgage bonds), and the floating debt of the company must be further postponed, In January 1858, the Company executed a fourth mortgage for $800,000, under the security of which they issued bonds designed to fund the past due coupons and the floating debt. These bonds have been offered to the holders of unpaid coupons and others creditors, and to some extent have been accepted by them, It is hoped that all the holders of unpaid coupons and the unsecured creditors seeing that it is not in the power of the company to make any other disposition of their claims will fund them accordingly.

"The road and its earnings are the only source to which creditors can look for the satisfaction of their claims. The managers cannot prevent floods or extraordinary accidents, nor can they ensure good crops or improve the general business of the country and thus increase the receipts and net earnings of their lines as fast as they could desire The utmost they can do is to administer the property faithfully and to distribute its net earnings equitably among the parties thereto entitled. The rights of the creditors are fixed by the priorities of their securities and the earnings of the road cannot be diverted from the payment of current expenses, necessary repairs and interest upon the funded debt to the discharge of other and unsecured claims.

"This view of the case should be considered by those who hold unsecured claims. The company can do no more than repeat its offers of fourth mortgage bonds to parties who are disposed to fund such claims. If the debt could all be funded, the road when in good order and in a season of good business would doubtless earn sufficient to meet the interest upon the entire amount."

The general account of the company on the 1st of February, 1859, is given in the circular, and as this statement was the last made by the company before the property passed into the hands of Trustees it is of value as showing its condition at the time:

Capital stock		$3,026,903 32
Funded debt—		
1st mort. (T. H. & A.)	$1,000,000	
2d " "	2,000,000	
1st " (B. & Ill.)	574,000	
2d " (")	494,000	
3d " (T. H., A. & S. L.)	659,000	
4th " (")	213,525	
Fractional certificates	4 750	
Bonds due 1865	90,300	
		5,035,615 00
Bills payable		454,756 17
Coupons past due & unpaid	$331,939	
Less coupons funded	97,490	
		234,449 00
Scrip issued to operatives for wages		57,835 00
Income account, balance		61,694 70
		$8,865,253 19
Construction		$7,608,958 46
Equipment		628,486 43
Real estate		111,718 81
Bills and sums receivable		170,841 06
Due from officers and agents		103,046 94
Liabilities previous to July 1, 1858, since paid, or for which the companies obligations have been given		242,201 49
		$8,865,253 19

Such is the sum of the information divulged by the Circular of February 1st, 1859. We must now trace the steps adopted by the company to place its affairs in order and which resulted in the reorganization of its financial basis.

A new directory was elected in June, 1859, of which Mr. W. D. Griswold, of Terre-Haute, was elected President. On taking possession the affairs of the company were found to be in inextricable confusion, and were thus substantially represented by the President at a meeting of the bondholders held in New York on the 21st of September, following.

To the operatives the company was largely in-

debted and they were on the eve of revolt. Executions were hanging over the road ready at any moment to be put on any property that might be found unencumbered. In consequence of this the officers were at all times resorting to evasive expedients to avoid seizure. Wood was not sold until it was on the tender and office furniture was held in the name of the officers, that the business might go on. Bridges, tracks, culverts and cross ties were out of repair with no stock in hand in repair. But a small fraction of cars were in order for use, and the supply of water along the line was insufficient for running the trains. The treasury too was destitute, and large balances were due for tickets sold to other companies with which they had connection. Moneys too were due for engines and cars which had been purchased on conditional sale, and which they were liable to have forfeited at any moment by reasons of a non-compliance with the conditions in payment.

In this exigency the President had secured means on his own personal responsibility and had paid such arrearages as were imperative, and had made such expenditures for repairs as were unavoidable. This he had been compelled to do or else run away and abandon the trust. The indebtedness paid and the items purchased were specified in the statement. Still greater expenditures would have to be made to get the road in first rate condition, and to do this it would be impossible that the company pay any interest on bonds for two years.

The result of the consultations at this meeting was a series of resolutions directing the appointment of a committee of eight, who with the President of the meeting were to investigate the affairs of the company, and report at an early day to a meeting of the bondholders with suggestions for an equitable adjustment of the different interests in the property.

The following gentlemen were appointed to be such committee: J. G. Richardson, Judge Radcliff, Richard Irving, Mr. Hawley, Charles Butler, William D. Thompson, S. J. Tilden, and L. N. Van Hoffman.

The committee reported in October, and the following general plan was submitted:

The immediate surrender of the road to the Trustees under the second mortgage—the property to be sold and the company reorganized upon the following basis:

The first mortgages to remain intact but one year's interest beyond the now current coupons to be deferred until 1861 and 1862.

The second mortgage bonds to be exchanged for new bonds maturing in 1892, and the new bonds to be given for the coupons in the seconds up to March, 1862. The present second mortgage bondholders also to pay 10 per cent. in cash, receiving new bonds to exchange as above for principal and interest to 1862.

The third and fourth mortgage bondholders to be made preferred stockholders at par, upon condition of advancing 10 per cent. in cash, for which they would be entitled to second mortgage bonds. Failing to do this they are to be entitled only to 30 per cent. of preferred stock.

The general creditors to be made preferred stockholders by paying 10 per cent. to the second mortgage trustees as above, or failing to make a cash advance to get 30 per cent. in stock.

Stockholders to be new stockholders at the rate of 40 new for each 100 old, provided they are not debtors to the company for bonds.

No dividend of over 7 per cent. to be made upon common stock until all the floating debt is paid; and all over 7 per cent. to form a sinking fund to pay off the 1st mortgage debt.

This plan was subsequently adopted in all its material aspects and formed the basis on which the reorganization of the company was conducted. The principal alteration of the programme was in allowing 50 instead of 40 per cent. in the exchange of the common stock.

The Trustees and Receivers, Messrs. Flagg and Wilkinson, took possession of the property on the 12th of December, 1859. These gentlemen made a report to the bondholders, dated 3d September, 1860, and Mr. Flagg the surviving Trustee and Receiver a final report, dated 30th June, 1862. In these reports are set forth the earnings and expenditures of the road and its general business and financial condition from the time when the Trustees took possession until the road passed into the hands of the new corporation which took the title of the

St. Louis, Alton and Terre Haute Railroad Co. —in contradistinction of its predecessor, the "Terre Haute, Alton and St. Louis Railroad Company." In the report of Mr. Flagg are also contained the proceedings of the committee of bondholders and stockholders on reorganization. The results only of their deliberations and actions, being of interest, it is not desirable in this connection to further recur to them.

The following is a summary of the rolling stock transferred to the new company on the 1st July, 1862: 37 locomotives, 23 passenger cars, 4 mail cars, 3 baggage and express cars, 3 baggage and second class cars, 2 smoking and second class cars, 30 covered freight cars, 30 open freight cars, 85 platform freight cars, 163 coal cars, 33 hand cars, 1 paymaster car, and 240 box freight cars.

The basis on which the reorganization was consummated was as follows:

First mortgage 7 per cent. bonds		$2,200,000
Second " 7 " " preferred	$2,800,000	
Second mort. 7 per cent. b'ds income	1,700,000	
		4,500,000
Preferred stock 7 per cent		1,700,000
Common stock		2,200,000
Total representing cost of road		$10,600,000

The principal of all the bonds will become due and payable in the year 1894. In the reorganization the "first mortgage bonds" and certain other liabilities of the old company with the back interest up to 30th June, 1862, inclusive were converted into first mortgage bonds of the new company. This issue was made in two series of $1,100,000 each, the one designated as series A, the coupons on which are payable 1st of October and April in each year, and the other designated as series B, the coupons on which are payable 1st of January and 1st of July in each year. The first coupons on this class of bonds fell due 1st of October, 1862. A sinking fund of $25,000 a year in semi-annual instalments commencing with January, 1864, is provided for the extinguishment of these bonds.

The "second mortgage bonds" and certain other liabilities of the old company with the arrears of interest computed up to the 31st of December, 1862, inclusive, were converted into second mortgage bonds of the new company, and to provide for this an issue was made of $4,[illegible]500,00.

This issue was divided into two classes, the first of which amounting to $2,800,000 was designated "preferred," and the second amounting to $1,700,000 "income." Both classes are secured by the same deed of trust or mortgage. The difference is that in the deficiency of net earnings in any year to pay the interest in full on both classes, the coupons of the preferred stock shall be paid first, and then the coupons of the income. The new bonds carried interest from the 1st day of January, 1863.

The preferred bonds were issued in two series C and D, each of $1,400,000. The coupons of C are payable 1st of February and 1st of August, and of D, 1st of May and 1st of November in each year.

[In the final adjustment of all the outstanding liabilities of the old company, which by the terms of the bondholders' agreement for reorganization were to be paid in first or second mortgage bonds, it is probable that of the first, about $130,000, and of the second, viz., $82,000 of the preferred, and $38,000 of the income classes may not be required, and may ultimately be cancelled.]

The total issue of "preferred stock" is limited to $1,700,000, the whole of which will be required to be issued. This stock in the organization represents third and fourth mortgage bonds of the old company and other liabilities on which the interest was computed and added up to the 1st day of January, 1863. The first dividend will therefore be from the net earnings of 1863, and is payable on the 1st of May, 1864. The company has already advertised its ability to comply with this fundamental arrangement. In point of priority of payment it ranks next to the 1st and 2d mortgages and the 1st mortgage sinking fund; and in case the dividends cannot be regularly earned and paid, as stipulated, all arrears are to be paid as soon and as fast as the net income of the company will allow. Thus the dividend is accumulative, the only instance in railroad finance in which such a principle has been introduced. It may, however, be here stated that a like principle is said to apply to the guaranteed stock of the Michigan Southern and Northern Indiana Railroad Company; but this is not admitted by the company itself, and is still a matter of controversy. Of "common stock" there had up to the end of 1863 been issued—full stock $1,931,900
And scrip convertible into full shares.. 7,617

Total 31st December, 1863 ..... $1,939,517

A further amount of the common stock will be issued in the final adjustment of some outstanding accounts and claims against the old company, and for some shares of the old stock not yet converted; but it is believed that the aggregate issue will not exceed $2,200,000.

Hitherto the great drawback against the success of the companies that have held this railroad has been the fact that the road has never been finished and equipped sufficiently to secure its economical working. In endeavors to complete the work and provide rolling stock sufficient for the business offered, the earnings have been diverted from their legitimate objects, and the credit of the companies involved, terminating

in ruin and repudiation, but as we have seen in final reorganization. Nor is this great obstacle to financial security as yet overcome. It is true that the property is in a vastly better condition now than ever before, and the facilities enjoyed for operating it greater and more economical. Still it is evident that immense and necessary outlays for improvements must continue and ought to be pressed with all the diligence compatible with the means at hand. And *these means must be supplied by the road itself*, and as will be seen when we come to expose the doings of the company since reorganization, the amount of earnings so expended up to the 31st December, 1863, was no less a sum than $469,828 33.

The amount of work yet to be done and charged to construction before the account can be closed is estimated at $792,469.

The following table exhibits the amount of work chargeable to construction required to complete the road:

1. The East St. Louis improvements	$362,222
2. Bridges and abutments, and culverts of stone to raise embankments and to reduce grades on the whole road	166,447
3. Depots, station houses, etc	37,800
4. Additional shop room and machinery.	25,000
5. Fencing	75,000
6. 500 tons new iron for additional sidings, &c.	40,000
7. Three new locomotives	36,000
8. 50 new coal cars	25,000
9. 50 flat cars	25,000
Total	$792,469

In October 1863, the executive committee after conference with the engineer, and impressed with the conviction of the necessities of the road, authorized immediate proceedings. At the date of the report for 1863, considerable progress had been made with the work, and the additional equipment and iron enumerated, been purchased and included in the financial statement. No estimate, however, was made of the cost of re-rolling iron to replace that which had been found to be so worn and damaged as to be dangerous. This will constitute a considerable item of expense for 1864, and must be added—say for re-rolling 3,000 tons, $120,000—to the schedule of extra work. Nevertheless it is the purpose of the managers to put the road in every respect in a high condition, and to keep it so as to enable it do its work with economy, and increase its receipts on the expenditure.

Preliminary arrangements have been made and perfected for the improvement at East St. Louis, and the work will be prosecuted during the present year.

The following is an account of the earnings and expenditures of the company from the 1st of July, 1862, the date of reorganization to the 1st of January, 1864, embracing a term of eighteen months, viz:

Earnings from July 1, 1862, to July 1, 1863		$1,334,295 53
Earnings from July 1, 1863, to Jan. 1, 1864		838,145 84
		$2,172,441 27
Add for sale of coal and other lands	14,790 00	
" of engine and cars	15,183 97	
		$2,202,415 34
Expenditures from July 1, 1862, to July 1, 1863		$837,952 76
Expenditures from July 1, 1863, to Jan. 1, 1864		647,662 48
		$1,485,615 24
Add for charter liabilities		12,149 57
		$1,497,764 81
—of which as before said $469,828 33 was expended on construction and equipment accounts.		
Earnings less operating and construction		$704,650 53
To which should be added earnings prior to July 1, 1862, and collected after that date		37,667 78
Total surplus		$742,318 31

The above surplus is accounted for as follows:

Remitted to the Bank of N. America for the payment of coupons		$661,070 64
Assets due from other roads		81,247 77

The following is a statement of the Deposit Account by the Executive Committee:

Amount remitted to Bank of N. A.		$661,070 64
Interest and premium on U. S. certificates		3,326 40
Interest on loans		7,531 33
		$671,928 37
Coupons paid	$456,837 64	
Sundry payments, etc	2,209 92	
		459,047 56
		$212,980 81
To which add assets as above		81,247 77
Balance Jan. 1, 1864, to credit of Income Account		$294,228 48

From which the dividend on the preferred stock, payable in May, amounting to $119,000 will be taken, leaving a balance of $175,228 48.

The surplus on hand accrued chiefly from earnings for the first six months of operations, and to this is added the sum of $37,669 78, which belonged to the earnings prior to July 1, 1862, but subsequently collected. During the first six months the only charge upon the earnings was the interest on the first mortgage bonds, amounting to about $55,000. The expenditures for 1863, including the large sums expended for construction and equipment, and including also the payment of the coupons of the 1st and 2d mortgage bonds, and the contribution to the sinking fund exceeded somewhat the earnings of the road for that year.

The directors estimate the expenditures for 1864, for permanent and necessary improvements before enumerated at $250,000.

The amount to be paid for interest on bonds, contribution to sinking fund, and dividend on preferred stock before any dividend can be distributed to the common stock is at 7 per cent., $613,000.

A dividend of 7 per cent. on the common stock would amount to $154,000.

Thus the total amount required over operating and improvement expenditures to satisfy the several interests of the company, and proceed with the improvements, will be $1,017,000.

Is the road capable under present circumstances of earning this amount? Admitting that the earnings for 1864 will exceed those of 1863 by 25 per cent., then the results will be—

	1863.	1864.
Earnings	$1,554,912	$1,943,640
Expenditures 50 per cent.	777,456	971,820
Remaining	$777,456	$971,820
Interest, dividend, etc.		1,017,000
Deficit		$45,182

That 25 per cent. excess over 1863 will be earned in 1864 there can be no doubt entertained, and in this case the whole demand of the capital of the company, and for improvements may be satisfied or nearly so. The small deficit above shown is already supplied by the surplus from last year's account, and may be further reduced from the temporary investment of the deposit account, moneys, and other sources.

This conclusion is not visionary. The road is now in a better condition than ever before; it is better supplied with rolling stock; and its conveniences are ample. Another year, however, may pass without a dividend on the common stock, but after that no sane man can doubt the ability of the road to earn all that its capital requires, and the property become one of the safest and best paying investments in the country.

If it has hitherto been derelict, it is at least now in the path of redemption.

The gross earnings of the road from the opening of the 1st section in November, 1854, has been $7,571,414. During construction, and to the 28th of February, 1856, the earnings amounted to $163,346. In the ten months from the latter date to the 31st December, the gross earnings on the entire line (172½ miles, and in November and December 208¼ miles,) amounted to $662,860. In 1857 the gross earnings were $823,767, in 1858, $780,445, and in 1859, $820,535. Up to this date the earnings had all been used in payment of interest and for construction. Since this time the earnings and expenses have been as follows:

Years.	Gross earnings.	Cost of operating construction, etc.	Balance to Int. Acc'nt.
1860	$860,626	$912,654	$.....*
1861	762,997	602,732	160,265
1862	1,140,271	756,591	383,680
1863	1,554,743	1,131,761	422,982

* Excess of expenditures $52,028.

Improvement of the Ohio River.

The citizens of Louisville, Kentucky, are petitioning Congress to improve the navigation of the Ohio river, so as to make it a ship canal to Pittsburg. It is estimated that to construct the necessary locks and dams will require an expenditure of two millions of dollars only, and that the tolls necessary to pay an interest on this sum will not exceed on ordinary merchandize one mill per ton per mile, while the rates on coal boats, rafts, &c., will be merely nominal. The toll would thus be only one cent and a half on a barrel of flour from Louisville to Cincinnati, and two and a half cents on a keg of nails from Pittsburg to Louisville. The boats would make more money than they now do, as they could run all the year, and always carry full trade.

Western Maryland Railroad.

The commissioners of Washington county, under the authority given them by the General Assembly of Maryland at its last session, passed an order at their meeting on the 12th inst., authorizing the endorsement and guaranteeing the payment of $300,000 of the second mortgage bonds of the Western Maryland Railroad Company, to be applied to the extension of their road to Hagerstown.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED & GUARANTIED STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Paid.	Market Price.
Atlan. & St. Law., guar.	$2,494,900	6	6	----
Berkshire, guarantied	600,000	7	7	----
Bos., Con. & Mont., pref.	800,000	6	—	60
" " " new pref.	554,000	6	—	----
Buff., N.Y. & Erie, guar.	850,000	7	--	----
Camden & At., pref.	620,800	7	—	21
Catawissa, pref.	1,150,000	7	—	38½
Chemung, guar.	380,000	--	--	----
Cayuga & Susq., guar.	343,500	--	--	----
Cheshire, pref.	2,017,825	7	—	57
Chicago & Alton, pref.	2,464,336	7	—	96
Chicago & N. W., pref.	2,400,000	7	—	81
Cochecho, pref.	177,750	8	--	----
Ct. & Pass. Rivers, guar	49,200	6	--	----
" " " pref.	833,000	6	—	61½
Cumberland V., 1st pref.	241,900	8	8	----
" " 2d pref.	243,000	8	8	----
Detroit & Mil., pref.	1,500,000	--	--	----
Dubuque & S. City, pref.	1,987,614	7	—	72
Elmira, J. & Can., guar.	500,000	--	--	----
Elmira & W'msp., pref.	500,000	--	--	54⅞
Erie, pref.	8,535,700	7	7	108½
Hannibal & St. Jos., pref.	5,309,528	7	--	60
Harrisburg & Lan., guar.	1,182,100	7	7	----
Housatonic, pref.	1,180,000	8	4	103½
Indianap. & Madis'n, pref	353,900	8	8	----
Kennebec & Port., pref.	247,000	6	--	----
" " new pref.	125,000	6	--	----
Lack. & Bloomsb'g, pref.	500,000	7	--	----
Marietta & Cin., 1st pref.	5,105,384	7	—	70
" " 2d pref.	3,424,169	7	—	57½
Mich. S. & N. Ind., guar.	2,893,600	8	—	136
Mil. & P. du C., 1st pref.	1,051,000	8	8	116½
" " " 2d pref.	1,014,000	7	7	95
Mil. & St. Paul, pref.	2,256,000	7	—	----
N. H. & Northamp., guar.	1,010,000	--	4	----
N. Y. & Harlem, pref.	1,500,000	8	—	133
Niagara Br. & Can., guar.	1,000,000	6	6	----
Paterson & Hud., guar.	630,000	--	3	----
Pat. & Ramapo, guar.	248,000	--	5½	----
Peoria & B. V., guar.	1,200,000	--	6	----
Phila. & Reading, pref.	1,551,800	7	7	----
Phila. & Trenton, guar.	1,000,000	--	10	----
Pitts., Ft. W. & C., pref.	2,000,000	7	—	105
Pittsfield & N. A., guar.	450,000	6	6	100
Port., Saco & Ports., guar.	1,500,000	6	6	----
Rutland & Bur. pref.	332,700	8	—	----
" " pref.	698,176	6	—	----
St. L., Alton & T. H. pref.	1,700,000	6	—	88
Toledo & Wabash pref.	926,200	7	—	85
Troy & Greenbush, guar.	274,400	6	6	----
Vt. & Canada, guar.	1,600,000	8	8	----
Warren, guarantied	1,307,750	7	7	----
White Mountains, guar.	200,000	5	5	----
Wrightsv., Y & G., guar.	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description.	Amount outstanding.	Interest.	Principal payable.	Market Price.
Chesapeake & Del.:				
1st Mortgage	$2,657,343	6	1886	101½
Chesapeake & Ohio:				
Maryland Loan	2,000,000	6	1870	----
" sterling	4,375,000	5	1890	----
Preferred bonds	1,700,000	6	18--	----
Bonds guar. by Va.	200,000	6	18--	----
Delaware Division:				
1st Mortgage	800,000	6	1878	85
Delaware & Hudson:				
1st Mortgage	600,000	6	1865	110
2d Mortgage	300,000	6	1870	----
Delaware & Raritan:				
See C. & Amb. R. R.	----	--	----	----
Erie and Penn.:				
1st Mortgage	752,000	7	1865	----
Interest Certificates	161,990	6	1865	----
Lehigh Navigation:				
1st Mortgage	829,172	6	1870	114
Unsecured bonds	2,773,726	6	'63-'65	----
Monongahela Nav.:				
1st Mortgage	125,000	6	1863	----
2d Mortgage	57,000	6	1865	----
Morris:				
1st Mortgage	465,500	6	1876	100
North Branch:				
1st Mortgage	500,000	6	1876	38
Schuylkill Nav.:				
1st Mortgage	1,764,550	6	1872	102
2d Mortgage	3,980,670	6	1882	100
Improvement	568,500	6	1876	90
Susq. & Tide Water:				
Md. Sterling Loan	816,000	5	1865	----
Md. stg. loan conv.	200,376	5	1865	----
Mortgage bonds	993,000	6	1878	68½
Preferred Int. b'ds.	227,569	6	1878	25
Union, (Pa.)				
1st Mortgage	2,500,000	6	1883	30
West B. & Susq.:				
1st Mortgage, S. F.	450,000	6	1878	78
Wyoming Valley:				
1st Mortgage	750,000	6	1878	100

CANAL STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal N. Stocks:	$	$	p.c.	$
Chesapeake and Del.	100	1,343,563	—	75
Chesapeake & Ohio.	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	47
Del. and Hudson	100	7,500,000	7	225
Del. and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,600	—	----
Illinois and Mich.	----	----	—	----
Lehigh Navigation	50	2,500,000	6	80
" " scrip.	50	1,803,000	6	74
Monongahela Nav.	50	726,800	3	----
Morris, consolidated	100	1,025,000	—	81½
" preferred	100	1,175,000	10	143½
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Nav., con.	50	1,932,457	—	36½
" " pref.	50	2,722,607	—	42½
Susq. and T. W.	50	2,048,260	—	25
Union, preferred	50	2,750,000	—	5
West Br. and Susq.	100	1,000,000	6	125
Wyoming Valley	100	500,000	6	78

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton Ca.	200,000	5	5	4
Acton Vale Ca	50,000	5	5	2½
Adventure L. S.	20,000	----	----	----
Ætna "	20,000	----	14½	15½
Albany and Boston "	20,000	----	2	3⅜
Algomah "	20,000	----	2	3⅜
Allouez "	20,000	1	----	4
Arizona Ariz. T.	10,000	100	----	----
Ascot Ca.	20,000	20	----	----
Astor L. S.	20,000	----	1	6½
Atlas "	20,000	----	1	7
Aztec "	20,000	----	1	8
Balt. and N. C. N. C	20,000	5	5	40c
Bay State L. S.	20,000	----	3½	22
Beaver "	20,000	----	----	----
Bedford Ca.	125,000	5	----	2½
Black River "	200,000	2½	2½	55c
Bohemian L. S.	20,000	----	7½	10½
Bolton Ca.	20,000	5	----	1
Boston L. S.	20,000	----	5	5½
B. & Corinth Vt.	20,000	10	----	----
Brome Ca.	100,000	5	----	3
Cabot L. S.	20,000	----	----	----
Cambridge "	20,000	5	5	25c
Caledonia "	20,000	----	----	----
Canada Vt.	100,000	1	----	7
Carp Lake L. S.	20,000	----	----	4½
Cascade "	20,000	----	----	----
Central "	20,000	----	5	7½
Chaudiere Ca.	100,000	1	----	50c
Chester "	200,000	1	----	25c
Cheticamp	30,000	5	----	----
Collin L. S.	20,000	----	¼	----
Columbian "	20,000	----	4½	13½
Consolidated "	20,000	----	5	5c.
Copper Falls "	20,000	----	24½	44
Copper Harbor "	20,000	----	1	----
Cornwall Vt.	100,000	1	----	80c
Copper Hill "	200,000	1	----	----
Dana L. S.	20,000	----	2½	4
Deep River N. C.	----	5	----	20c
Dacotah L. S	20,000	----	----	6
Devon "	20,000	----	1	----
Doylestown Pa.	20,000	----	----	----
Dudley L. S.	20,000	----	¼	51
Dunham Ca.	200,000	2	----	40c
Durham "	200,000	5	----	80c
Eagle River L. S.	20,000	----	3½	9
Escot Ca.	25,000	20	----	----
Essex L. S.	20,000	----	----	----
Eureka "	20,000	----	----	----
Everett "	20,000	----	5	3½
Evergreen Bluff "	20,000	----	----	9
Flint Steel "	20,000	----	----	17½
Forest City "	20,000	----	3	----
Forest Shepherd "	20,000	----	----	----
Franconia N. H.	20,000	----	5	----
Franklin L. S.	20,000	----	6½	57
French Creek Pa.	100,000	5	----	1½
Gardner Hill L. S.	20,000	5	5	1
Glencoe Ca.	200,000	1	----	33c
Globe L. S.	20,000	----	1	----
Grand Portage "	20,000	----	1	----
Great Western "	20,000	----	1	5½
Green Mountain Vt.	30,000	10	----	7½
Guilford L. S.	20,000	5	5	50c
Hamilton "	20,000	----	----	8½
Hancock "	20,000	----	6½	12
Hanover "	20,000	----	¼	4
Highland "	20,000	----	6	7
Hilton "	20,000	----	----	----
Hope "	20,000	----	----	2½
Hudson "	20,000	----	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Humboldt L. S.	20,000	----	2	10
Hungarian "	20,000	----	1	----
Huron "	20,000	----	16	47
Indiana "	20,000	----	----	6
Isle Royale "	20,000	----	16½	28
Jefferson "	20,000	----	----	----
Kickapoo "	200,000	----	1	----
King Phillip "	20,000	----	----	----
Knowlton "	20,000	----	1	9
Lafayette "	20,000	----	----	----
Lake Ca.	200,000	1	----	29c
Logan "	100,000	3	----	2½
Madison L. S.	20,000	----	1	6½
Malden "	20,000	----	¼	----
Mandan "	20,000	----	2½	6½
Manhattan "	20,000	----	2½	7⅜
Maryland Md.	----	5	----	2½
Mass L. S.	20,000	----	----	----
Massachusetts "	20,000	----	----	----
Meudota "	20,000	----	----	9
Mesnard "	20,000	----	5½	10
Middlesex "	20,000	----	----	----
Minnesota "	20,000	----	3½	79
National "	20,000	----	5½	51
Native "	20,000	----	3	3½
Naumkeag "	20,000	----	1	2½
Nelson Ca.	----	----	----	18c
Nequaket L. S.	20,000	----	1	----
New England "	20,000	5	2	3⅞
N. J. Consol N. J.	----	----	----	----
Newton Ca.	200,000	1	----	----
New York L. S.	20,000	----	----	----
N. Y. & Passaic N. J.	100,000	5	----	----
North Cliff L. S.	20,000	----	3	8
North State "	20,000	5	5	20c.
North Sutton Ca.	100,000	5	----	1⅝
North Western L. S.	20,000	----	7½	14
Norwich "	20,000	----	----	----
Ogima "	20,000	----	----	5½
Ontonagon "	20,000	----	----	4⅝
Ottawa Ca.	200,000	1	----	1½
Pennsylvania L. S.	20,000	25	24	11
Petherick "	20,000	----	1½	16½
Pewabic "	20,000	----	2½	61½
Phœnix "	20,000	15	34	----
Pittsburg & Boston "	20,000	----	5½	96
Pontiac "	20,000	----	3½	6½
Prince of Wales Ca.	----	----	----	----
Providence L. S.	20,000	----	----	2
Quincy "	200,000	----	10	94½
Reid Hill Ca.	100,000	----	----	----
Reliance L. S.	20,000	----	----	----
Rockland "	20,000	----	5	18
Rudisell "	----	5	----	75c
St. Clair L. S.	20,000	----	3	8½
St. Flavien Ca.	100,000	5	----	----
St. Mary's L. S.	20,000	----	8½	9½
Sheldon "	20,000	----	----	----
Silver Creek "	20,000	----	¼	----
Silver Hill "	20,000	5	----	25c
Silver Valley "	20,000	5	----	30c
South Side "	20,000	----	3	4½
Springfield Md.	20,000	----	5	3
Star "	20,000	----	7½	9⅞
Stafford "	30,000	10	----	2½
Superior L. S.	20,000	----	4	10
Sussex "	----	----	----	----
Sutton Ca.	100,000	5	----	3
Toltec L. S.	20,000	----	20	3½
Tremont "	20,000	----	1	4½
Vermont Vt.	----	5	----	57c.
Vernon "	25,000	10	----	----
Victoria L. S.	20,000	----	1½	----
Waterloo Ca.	100,000	3	----	1½
Washington L. S.	20,000	----	4	----
West Minnesota "	20,000	----	----	3
Wickham Ca.	200,000	5	----	85c
Wickopee "	100,000	5	5	5½
Winthrop L. S	20,000	----	2½	8½
Wyandotte "	20,000	----	----	----
Lead and Zinc:				
Bucks County Pa.	----	----	----	1½
Canada Ca.	50,000	5	----	----
Clute "	----	----	----	----
Crystal Lake "	----	----	----	----
Erie "	----	----	----	----
Gay's River "	100,000	1	----	----
Hampton "	100,000	5	----	----
Lancaster Pa.	----	----	----	----
Mineral Point "	100,000	5	----	----
Mount Hope N. Y.	80,000	----	2½	----
New Jersey (3) N. J.	12,000	100	----	----
N. Y. & Boston N. Y.	100,000	5	----	6
Oswegatchie "	100,000	5	----	----
Placentia Bay N. F.	----	----	----	----
Ramsay Ca.	20,000	25	----	----
Rossie "	100,000	5	----	----
Shawangunk N. Y.	100,000	5	----	----
Sussex N. J.	----	----	----	----
Union "	100,000	5	----	57c.
Plumbago:				
Buckingham Vt.	50,000	5	----	----
Oxford "	150,000	5	----	----
Sunapee "	2,000	50	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake N. Y.	50,000	50	----	11
East River "	6,000	50	----	----
Georges' Creek Md.	10,000	100	----	108
Harewood "	20,000	5	----	----
Kahtadin "	3,000	100	----	----
Lake Superior L. S.	20,000	25	----	----
Teal Lake "	----	----	----	----
Tyson "	20,000	10	----	----
Coal:				
American Pa.	37,500	25	----	100
Ashburton "	50,000	50	----	40
Baltimore Md.	----	100½	----	----
Bear Valley "	40,000	12	----	----
Belmont Pa.	10,000	50	----	----
Bridgeport "	30,000	10	----	----
Coal Brook "	4,000	50	----	----
Cumberland (pref.) "	50,000	100	----	74
Franklin "	5,000	100	----	132
Georges' Creek Md.	10,000	100	----	120
Hazleton Pa.	32,300	50	----	71
Lawrence "	2,000	100	----	----
Lorberry "	4,000	100	----	60
Metropolitan "	----	100	----	----
Penn. Cannel "	6,000	50	----	----
Penn "	160,000	50	----	190
Pine Knot "	4,000	50	----	----
Summit "	40,000	20	----	----
Mineral Land and Mining:				
Mitchell Granite	2,000	50	----	----
Rutland Marble Vt.	----	----	----	25½
St. Lawrence N. Y.	10,000	10	----	----
St. Mary's L. S.	20,000	50	----	----
Saginaw S. & M. Mich.	----	----	----	----
Union "	----	----	----	----
Gold:				
Albion N. S.	100,000	3	----	2½
Atlantic	100,000	2	----	2
Atlantic & Pacific Nev.	50,000	100	----	33
Central Col.	50,000	20	----	17½
Chaudiere Ca.	100,000	5	----	3½
Chebucto N. S.	100,000	5	----	1½
Colorado Col.	50,000	10	----	4½
Denver "	50,000	20	12½	15
Etna "	50,000	10	----	----
Excelsior "	30,000	10	----	14
Gilbert River Can.	100,000	5	----	1½
Gold Hill "	50,000	10	----	----
Gold Field "	50,000	10	----	----
Gold Mining Col.	----	----	----	6
Gold River "	100,000	1	----	----
Halifax N. S.	200,000	2	----	50c
Hope Col.	80,000	25	10	11½
Isabella "	----	----	----	----
Mariposa Cal.	100,000	100	----	35
Montague N. S.	50,000	10	----	----
Montana Col.	100,000	5	¼	1
New England "	50,000	5	----	3½
Nova Scotia N. S.	100,000	----	----	2½
Oldham "	100,000	2	----	----
Peck "	100,000	5	----	----
Prince Albert "	100,000	2	----	----
Quartz Hill "	----	----	----	15
Riviere du Loup Ca.	20,000	10	----	----
Stafford "	100,000	5	----	----
Stewart "	100,000	5	----	3
Tascher "	----	10	4	----
Victoria "	100,000	2	----	----
Waverly "	50,000	10	----	----
Silver:				
Am. & Mexican A. T.	200,000	----	----	----
Fort Filmore N. M.	50,000	----	20	----
Santa Rita Ariz. T.	----	----	----	----
Sonora Ex. & Min. "	----	----	----	----
Quicksilver:				
New Almaden Cal.	----	----	----	----
Quicksilver "	100,000	100	----	74
Santa Clara "	----	----	----	20½
Land and Improvement:				
Boston Water Power	----	----	----	----
Boston & Roxbury Mill	7,000	----	----	41½
Canton (Baltimore)	50,000	100	----	51
Cary Improvement	60,000	5	----	11½
East Boston "	----	----	----	14½
Essex (Boston) "	10,000	100	----	112½
Waverly (Boston) "	----	----	----	3½
Express:				
Adams'	20,000	100	----	----
American	2,000	500	----	----
National	2,500	100	----	----
Overland Mail	5,000	100	----	----
United States	8,000	100	----	----
Wells, Fargo & Co.	10,000	100	----	----
Steamship & Transit:				
Central Am. Transit	----	----	----	38
Nicaragua Transit	----	----	----	2½
Pacific Mail Steamship	40,000	100	----	220
Union Steamship (Bos.)	----	----	----	167
Trust:				
Farmers' Loan & Trust	20,000	50	----	----
N. Y. Life Ins. & Trust	10,000	100	----	----
United States Trust	10,000	100	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.	....	p. c.
						MASSACHUSETTS.									
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	46
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	126
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	464
30 Nov. '62	12.43	—	123	23	—	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	86
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	68,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	64¾
30 Nov. '62	6.33	—	290	42	—	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	98
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	32½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	47
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	....
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30.000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	....	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	59
30 Sep. '62	24.01	—	....	69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Central P'k, N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	....	....	....	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	....	....	....	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	—	....	....	....	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	4.52	—	....	....	....	Grand St. & Newtown (W'g)	....	....	....	....	....	....	8	....	....
30 Sep. '62	4.63	—	....	....	....	Harlem Br., Moris's & Ford'm	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.00	16.00	....	42	—	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	....	....	....	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	139½
30 Sep. '62	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	....	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,929	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	....	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	....	....	....	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	....	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	63
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	6	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	38½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	61
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	50
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	31
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	41½
31 Oct. '62	11.00	—	....	....	....	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	....	....	....	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	....	....	....	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	85,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	....	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	....	....	....	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	20
31 Oct. '62	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.75	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	75
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	21½
31 Oct. '62	8.35	—	....	17	5	Spruce & Pine (Phil. & Gr's F.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	15½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	50
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	57
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	72
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	23
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	....	....	....	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	5.29	—	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.15	—	....	....	....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	....	....	—	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	106
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	110
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1881	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	86,625	6	.....	.....	....
Real Estate Mortgage	—	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	...
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	—	M. & S.	1882	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	112½
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	120
" " " .....coupon		6	" "	1867	132
Loan of Dec. 31, 1848.....registered	8,908,342	6	" "	1868	128
" " " .....coupon		6	" "	1868	133
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	163
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	106
" " " .....coupon		5	" "	1874	108
Loan of June 22, 1860.....registered	7,022,000	6	" "	1871	102
" " " .....coupon		5	" "	1871	100
Oregon War Debt of June, 1861.....coupon	1,026,600	6	" "	1881	112
" " " " " .....coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861.....registered	10,415,000	6	Jan. & July.	1881	113
" " " .....coupon		6	" "	1881	114
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	115
" " " .....coupon		6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	104
" " " (5-20s).....coupon	350,000,000	5	" "	1882	111
Treasury Notes of Feb. & Aug. 1861.coupon	52,931,000	7.3	Feb. & Aug.	1864	112½
" " Apr. & Oct. 1861.coupon	86,989,500	7.3	April & Oct.	1864	109
Treasury Notes of 1863 (legal tender),coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	----	----	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n notice	10 d's	----
" "	70,814,639	5	" "		----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	103
" " .....(currency)		6	" "	1 year	98½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)...coupon	899,000	6	No int'est paid for many y'rs	1868	----
" " " " (B'k of State). "	610,000	6		1868	----
" " " " (" ")- "	38,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	140
" " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" " " " " ..... "		6	" "	'81-'82	105½
" " " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	----	----	----
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. B'k) .. "	2,073,750	6	" "	'63-'80	60
" " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	103
" " " bonds..... "	1,322,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock.....coupon	2,187,000	6	" "	'61-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" " " (dollar)..... "	1,969,397	6	" "	1870	102
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	85
" " " ..... "	2,058,173	2½	" "	1886	62½
" —State Int. Imp. bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds.....coupon	1,771,780	6	May & Nov.	1881	98
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	----	85½
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock..... "	1,243,000	5	" "	----	----
" " " special stock "	479,545	5	" "	----	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" " " (war loan)..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" " " " " "	54,000	7	May & Nov.	1878	----
" " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " "		5	" "	'81-'91	----
" " "		5	" "	'93-'96	----
" " " (bank)..... "	600,000	5	" "	1891	----
" " "	67,500	6	" "	'91-'96	101½
" " " (war loan)..... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	----	d'm'd.	69
" " " (R. R. etc.)... "	3,902,000	6	----	'67-'99	----
" " " " (banks)..... "	5,398,533	6	----	----	----
" " " " (war loan)... "	670,000	6	----	----	----
Maine—State bonds.....coupon	----	6	Mar. & Sept.	'82-'97	104
" " " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	104½
Maryland—State bonds (st'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" " " (st'g conv.).. "	200,376	5		1865	----
" " " (st'g)..... "	5,585,555	5		'89-'90	104½
" " " (st'g conv.).. "	2,490,569	5		'89-'90	108
" " " (dollar)..... inscribed	500,000	3		1890	----
" " " (")..... "	100,000	4½		1883	----
" " " (")..... "	767,560	5		'42-'58	----
" " " (")..... "	399,408	5		1880	----
" " " (")..... "	148,711	5		'89-'90	103
" " " (")..... "	133,689	5		pleas.	----
" " " (")..... "	3,000,000	6		1870	107
" " " (")..... "	35,000	6		1885	----
" " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	----
" " " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " " (" ")- "	300,000	5	" "	1893	108½
" " " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" " " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" " " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" " " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	122½
" " " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" " " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " " " (" ") "	94,000	5	Jan. & July.	1874	----
" " " scrip.....	200,000	6	" "	'84-'86	----
" " " "	247,000	6	June & Dec.	'68-'72	----
" " " "	65,000	5	" "	'63-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	5	Jan. & July.	'71-'76	120
" " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan..... "	1,000,000	5	" "	1887	118½
" —Back Bay Loan..... "	168,000	6	" "	1890	----
Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	18-6	103
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	68½
" — " " " "	199,000	6	" "	1863	69½
" —Capitol Loan of 1857.....	100,000	6	April & Oct.	1883	----
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1883	----
" —R. R. Loans: Pacific R. R...coupon	200,000	6	" "	1883	----
" — " " S. W. Branch.. "	7,000,000	6	" "	'72-'88	73
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri .. "	3,000,000	6	" "	'73-'87	95
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton .. "	3,501,000	6	" "	'73-'89	----
" — " " Platte Co. .... "	650,000	6	" "	'87-'89	----
" —Revenue bonds..... "	700,000	6	" "	1889	----
" —State Defense warrants.....	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds.....coupon	740,000	----	----	----	----
" " —Notes.....	535,100	6	Feb. & Aug.	1876	103½
New Jersey—State stock.....registered	200,000	6	----	----	----
" " —State bonds (war loan).coupon	95,000	6	Jan. & July.	Var.	----
" " — " (" "). "	531,820	6	" "	'65-'71	----
New York—General Fd: Astor Debt.....	200,000	6	" "	1871	----
" " — " " Deficiency Loans..	561,500	5	Jan. & July.	pleas.	----
" " — " " " ...	348,107	5	" "	pleas.	----
" " — " " " ...	900,000	5	" "	1875	----
" " — " " " ...	442,961	5	May & Nov.	1888	107
" " — " " " ...	1,189,781	6	Jan. & July	pleas.	----
" " — " " " ...	1,300,000	6	" "	'68-'78	115
" " — " " " ...	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " ...	11,050	5½	----	d'm'd.	----
" " — " " " ...	14,230	6	----	P'm'd.	----
" " — " " " ...	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1884	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	100,000	5	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	104
" " — " " "	15,889,025	6	" "	64-'76	118
" " — " " "	1,200,000	7	" "	1884	----
North Carolina—State bonds.....coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) ....coupon	1,608,905	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	6	" "	1865	94
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	105
" — " " (" ") ..... "	1,600,000	6	" "	1875	106½
" — " " (" ") ..... "	4,095,309	6	" "	1881	106
" — " " (" ") ..... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	275,385	6	" "	1863	106
" — " " (war loan).....coupon	299,704	6	" "	1860	----
" — " " (" ").... "	280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	----	----
Oregon—State scrip.....	55,372	----	----	----	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	99
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	106½
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates.....	210,283	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	102
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	101
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	102
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	104
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----	----	----
" —Relief Notes in circulation...	97,360	----	----	----	----
" —Military Loan bonds...coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	105½
South Carolina—State bonds (stg).....coupon	484,444	5	----	1888	----
" " —Inscribed certificates.....	1,708,017	6	----	'89-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----	1877	50
Tennessee—State bonds (banks).....coupon	1,125,000	6	----	1882	70
" — " " (intern. impr.) "	2,063,606	5	----	Var.	45
" — " " (railroads).... "	12,799,000	6	----	Var.	----
" — " " (capitol)..... "	608,000	5	----	1890	45
" — " " (Hermitage)... "	48,000	6	----	1890	61
Texas—Had no debt in 1861.....	----	----	----	----	----
Vermont—Inscribed certificates.....	175,000	6	----	'63-'64	----
" —State bonds (war loan).....coupon	58,000	6	----	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'53-'59	50
" —State bonds (railroad).....coupon	12,674,500	6	" "	'85-'90	----
" — " " (sterling)..... "	1,866,000	5	" "	1892	----
West Virginia—No information.....	----	----	----	----	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	----
" — " (war)..... "	200,000	6	Jan. & July.	1887	----
" — " " (domestic)... "	100,000	6	" "	1877	----
" — " " (")... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,463	103,635	94,928	107,758	73,751	64,937	838.641
1861	51,581	75,621	78,361	66,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,068,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,400	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,206	140,107	154,617	162,226	167,966	188,889	185,591	167,056	157,332	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984.577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181.003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	78,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	127,503	144,995	191,766	139,363	161,014	224,584	217,335	198,152	202,014	1,999,492
1864	155,034	168,151	198,119	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	25,066	24,326	28,536	51,340	55,831	55,003	42,101	400.459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	853,758
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,288	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	83,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,380	1,574,908
1864	984,837	914,133	------	------	------	------	------	------	------	------	------	------	------
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	456,326	396,253	5,014,902
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	550,006	414,764	4,664,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	461,445	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	420,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,940	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	196,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,866	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,360	1,720,399
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	169,577	177,066	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	133,290	146,424	173,261	197,762	216,780	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,963	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,811	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,959	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	184,280	268,953	240,566	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864	318,200	406,595	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	28,252	23,891	38,579	32,668	29,384	37,271	56.687	46,452	81,329	55,257	48,544	512.218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,574	90,755	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	50,220	139,761	163,615	90,000	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	116,135	88,222	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,838	166,454	170,842	175,481	134,685	127,273	196,821	238,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	253,981	237,982	188,141	235,512	300,522	371,361	326,650	341,004	3,267,250
1864	250,163	299,800	333,058	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	182,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,059	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,958	322,369	307,475	258,833	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,186	3,168,064
1864	252,435	278,848	348,802	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,514	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	487,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,164,622
1861	489,065	420,793	627,061	689,688	677,073	558,743	523,138	562,076	696,175	927,036	852,960	872,965	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,093,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,868	91,111	90,671	1,110,066
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	241,646	238,610	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	348,856	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,537
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,224,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,796	154,032	203,853	245,938	286,844	231,253	191,138	2,335,854
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	298,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	457,642	5,132,934
1864	290,676	455,211	602,603	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	55,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403 147
1863	86,521	91,971	103,056	132,111	134,272	152,585	105,754	116,379	120,595	151,062	134,563	96,204	1,424,863
1864	79,735	95,842	132,896	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,706	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	804,600	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	100
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1880	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	112
" " " 1850	700,000	6	Jan. & July.	"	1880	110½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	111½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1885	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110½
2d Mortgage coupon	420,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	103
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $300,000	790,600	6	"	"	1870	107½
" " $675,000	675,000	6	"	"	1875	105
" " $1,700,000	1,700,000	6	"	"	1883	108
" " $2,500,000	867,000	6	"	"	1889	109½
Consolid. Mort. Loan $5,000,000			"	"		112
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1876	65
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	126
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Fr'nkfort & M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	106
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94½
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1876	110
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	111
General 1st Mortgage	3,600,000	7	" "	" "	1865	90
Bonds issued for coupons of do	756,000	7	May & Nov.	" "	1883	102½
2d Mortgage	2,000,000	6	" "	" "	1890	105
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1878	107
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1869	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	109
4th Mort. (M. L.) or 3d Extension	1,059,000	6	" "	" "	1886	92
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	609,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1883	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1883	75
C. and T. Income Mortgage	66,150	7	March & Sept.		1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.		1870	
C. and T. (S. F.) Mortgage	2,077,000	7	Jan. & July.	" "	1885	118
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	116½
2d Mortgage	2,516,500		March & Sept.	" "	1891	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'84	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,800	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,900					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	113½
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	112
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1885	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	95
Land Security	3,344,600	7	April & Oct.	" "	1881	102
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	156
Convertible	1,002,000	7	" "	" "	1867	168
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	121
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1885	----
2d Mortgage	364,000	10	" "		----	120
Income	20,500	---			----	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	111
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	203,000	7	May & Nov.	Milwaukee.	----	25
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1882	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	107½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,800,000	7				
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,429	8	Jan. & July	London.	1872	95½
1st Mortgage Stg (convertible)	500 000	8	March & Sept	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N Y. & Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct	" "	1882	136
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14.000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42.000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov	" "	1885	115
2d General Mortgage	2,656,500	7	" "	" "	1877	103
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	111
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529.000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000.000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		69½
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202.799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	01-'07	
Sterling	878,035	6			1880	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122.622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	8				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July	"	1869	
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'65 '4'5	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1896	
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	112
Buffalo & Niagara F. R. R. B'ds	24.000	7	Jan. & July.	" "	1864	102½
Funding (S. F.) Bonds	1,448.000	7	Feb. & Aug.	" "	1876	115
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	108½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	210.273	7	var.	" "	var.	----
" " " "	25.502	6	"	" "	1883	101
Bonds of June, 1854	2,949.200	7	June & Dec.	" "	1854	101½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	143
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	105
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	120
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118½
3d Mortgage	6,000,000	7	" "	" "	1883	116
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	116
5th Mortgage	1,739,500	7	June & Dec	" "	1888	125
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	116
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	101½
3d Mortgage	980,300	7	Jan. & July.	"	1867	106
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	*
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1856	
Md. State Loan (irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	109
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	106
2d Mortgage	3,077,000	7†	" "	" "	1861	40½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90‖
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103
Chattel Mortgage	360,000	10	" "	"	1887	130
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	73
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction	3,235,000	7	" "	" "		60
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	113
2d Mortgage	2,421,000	6	April & Oct.	"	1875	112½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	107
" 1861, "	273,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	111
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	140
" 1856, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1883	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	115
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	110
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	105
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	
" " "	39,420	8	May & Nov.	"	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1905	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1878	

Description,	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1875	95
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1889	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,066	6			1880	
Richmond and Petersburg:						
Coupon	139,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	76
2d Mortgage	937,500	7	" "	"	1863	41
3d Mortgage	440,000	7	" "	"	1863	11
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7			1866	
3d Mortgage	1,000,000	7			1875	
Six per cents	422,324	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	
Seaboard and Roanoke:						
1st Mortgage	305,000	7			1880	
2d Mortgage	75,000	7			1870	
Dividend Bonds	129,083	7			1873	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000					
2d Mortgage	450,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	96
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	90
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	104
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	95½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7				90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	91
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	27½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	
Mortgage, (coupons)	926,000	6	" "	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	202,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1886	
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'65-'71	
Dollar Bonds	850,000	6	" "	Boston.	1876	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	113
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60‖
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1858	144,500	6			1868	
Company's endorsed by State.	150,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	85.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,286	*	—	877,953	503,500	105,255	1,516,794	54.0	.....	101,162	37,866	—	----
28 Feb. '59	80.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
29 Feb. '60	88.5	25.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	—	----
								CONNECTICUT.													
1 Feb. '63	25.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	397,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	----
31 Aug. '63	61.4	1.6	64.5	—	16	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,455	70,187	—	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	----
31 Dec. '62	42.6	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,890	135,072	.....	—	117½
31 Dec. '62	75.9	5.5	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,764,362	117.4	518,810	1,036,437	454,096	12	160½
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	110
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	54.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
30 Apr. '60	112.6	—	5.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
— — '62	85.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	----
— — '62	100.0	5.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	28.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,690,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,668	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,372	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	----
30 Sep. '59	155.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	532,345	454,541	—	----
								ILLINOIS.													
31 Dec. '62	220.0	—	----	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,232	4,100,000	157,877	8,721,057	281.0	976,361	1,225,001	457,794	—	85
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	268.0	1,308,146	2,412,821	1,206,039	8	138
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	50
31 Mar. '63	181.8	—	----	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	116
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	131
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,34[illegible]	180.0	.....	762,097	377,476	—	65½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,820,000	—	36,335,970	708	3,010,697	4,571,028	2,118,847	6	130
— — —	148.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	10,690,000	143.0	.....	.....	.....	—	----
31 Dec. '63	196.0	14	12.2	—	31	35	424	St. Louis, Alton & Terre Haute	10,600 000	.....	.....	3,900,000	6,700,000	—	10,690,000	209.0	13 mos.	2,202,415	704,650	—	67
								INDIANA.													
— — —	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,030,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,293,748	109.0	.....	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	213	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,899,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '62	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,479,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,834	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	288,156	—	----
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,7[illegible]	132 0	.....	285,974	104,951	—	100
— — '58	258.0	—	—	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40[illegible]	—	36½
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	357,302	774,61[illegible]	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,034	.....	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,200,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,899	—	----
1 Jun. '58	88.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	----
— — '62	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	45
								KENTUCKY.													
31 Oct. '59	85.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '62	29.0	—	----	—	13	10	230	{ Lexington and Frankfort	596,728	52,300	—	514,578	130,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	55.1	—	----	—				{ Louisville and Frankfort	1,396,229	126,736	6,540	1,104,587	402,519	—	1,656,859	66.1		179,261	62,421	2	96
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595 258	1,777,986	1,092,165	—	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505.260	—	3,242,315	566,000	330,297	5,555,320	90.0	120,204	481,922	223,644	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	406.0	.....	1,252,624	550,434	—	----
31 Aug '60	53.7	—	----	135.8	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	—	—	1,153,61[illegible]	248,909	103,434	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,595	—	2,950,000	4,250,000	.....	9,009,369	188.0	.....	340,898	.....	—	----
31 May '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,858	2,946,360	1,674,200	8	141½
31 Mar. '63	246.0	281.0	----	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	90½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Soutnern Minnesota*	.....	.....	.....	.....	575.000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600.000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	265.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	295.0	—	----	—	25	22	330	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	150,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	86.2	—	----	90.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	86.2	.....	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,636	7,177,000	.....	.....	206.8	579,224	1,047,567	420,026	—	55
31 Dec. '62	268.8	—	17.7	88.0	21	26	507	*North Missouri*	6,388,779	504,953	—	2,459,207	4,360,000	.....	.....	143.5	.....	444,460	162,895	—	----
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200.000	*	—	500,000	700,000	.....	.....	32.0	.....	.....	.....	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,456,420	196.3	567.040	679,956	227,398	—	----
28 Feb. '63	77.0	—	3.9	204.0	...	...	.....	*South-Western Branch*	4,775,786	116,485	—	71,513	4,500,000	.....	.....	114.0	98,571	241,482	128,886	—	----
30 Sep. '62	85.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	255,235	65,259	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	387,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,960	3,068,491	139,262	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	—	283,197	170,276	6	130
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	795,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,514,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	124
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,318	Northern Central	7,916,241	774,568	501,395	2,280,000	4,850,000	—	10,346,232	261.0	1,012,098	2,307,448	620,581	—	60½
								MASSACHUSETTS.													
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	186,191	6½	116
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	2,830,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	133
30 Nov. '62	47.0	7.0	32.5	—	25	40	200	Boston and Providence	3,962,000	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,862	8	142
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	146
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	4,907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,063	2½	60
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	111
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,000	30,000	4,766,000	89.0	452,168	636,629	315,734	—	108
30 Nov. '62	50.9	42.5	74.5	—	23	36	846	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,642	580,580	254,146	6	124½
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	96,684	—	600,000	—	—	802,401	71.0	148,515	183,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	802,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	83,464	46,269	—	293,701	550,000	175,672	1 019,373	25.0	53,624	44,589	9,653	—	17
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,685	580,150	312,031	6	123½
30 Nov. '62	43.4	1.0	14.9	—	15	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	137½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B.	and L'll	17,500	4	110
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	111
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.5	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,005	115,241	—	43
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,784	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	160
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,356	—	1,141,000	141,500	1,130	1,256,645	45.7	164,248	200,744	92,979	5½	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '62	53.0	—	.....	—	11	11	502	Cheshire	2,839,713	*	—	2,085,592	803,700	—	3,049,732	63.6	263,324	298,056	104,643	—	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	67
31 Mar. '62	29.3	—	2.5	—	2	—	—	Manchester and Lawrence	1,065,545	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,428	74,885	7	122
30 Nov. '62	29.3	—	2.5	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	.....
30 Nov. '62	98.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	90
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,059,500	173,982	3,261,344	76.0	.....	259,921	113,583	—	.....
31 Dec. '62	63.9	32.7	—	8.0	.....	.....	.....	Camden and Amboy	6,070,293	*	3,971,090	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	186
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,337,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	48.0	—	37	21	540	Central of New Jersey	4,915,252	606,542	672,113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,841	10	175
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	.....	.....	.....	.....	New Jersey	3,583,951	397,378	1,297,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....
31 Dec. '61	21.6	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,860	204 200	77,795	438,798	21.2	.....	90,618	29,592	—	165
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,696	2,597,161	—	(2 mos.	10,588	.....	—	25
31 Dec. '62	24.	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600.000	—	1,907.750	24.0	.....	289,889	124,742	6½	110
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,74	821,984	—	82,936	90,122	43,623	—	.....
								NEW YORK.													
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	.....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926.950	88.0	437,522	1,307,921	636,570	11	201
31 Dec. '62	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10.469,421	3,511,414	7½	115
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,687,529	1,269,954	—	133
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,218	2,928,474	100.5	226,611	293,457	109,137	2½	51½
30 Sep. '62	297.8	268.1	400.0	—	239	255	4,424	New York Central	27,092,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692.223	10,897,631	3,994,999	7	135½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	205
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,438	176,753	—	1½
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,956	116,626	—	396,340	208,500	16,375	816,161	38.1	75,623	140,634	77,550	7	.....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	66,845	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	355	Rome, Water'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,925,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	.....	—	.....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	600,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	.....
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,068	—	.....
								NORTH CAROLINA.													
31 May, '60	54.0	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	151.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489,458	219,688	—	.....
30 Sep. '59	151.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	384,072	—	—	—	—	—	.....
								OHIO.													
— — '58	.....	.....	.....	.....	.....	.....	.....	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	118.2	.....	.....	.....	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,258	118.2	.....	541,150	234,320	—	.....
1 Aug. '61	137.0	.....	.....	.....	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	16
31 Mar. '63	60.3	.....	.....	.....	22	25	432	Cinc., Hamilton and Dayton	2,933,788	481,033	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	16	132
1 May, '63	131.8	.....	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	804,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	.....	.....	29	32	604	Cleveland, Columbus and Cinc	4,220,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	928,625	1,724,917	1,033,637	20	156
31 Dec. '62	67.0	.....	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,033	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,145	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,297	1,551,628	975,923	33½	180
30 Nov. '62	101	102.5	.....	.....	45	36	896	Cleveland and Pittsburg	7,826,094	*	—	3,832,712	4,324,606	94,229	8,251,646	203.5	.....	1,436,317	552,800	—	113½
31 May '63	109.	79.4	.....	.....	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	—	145½
31 Dec. '58	61.4	.....	.....	53.0	5	—	98	Clev., Zanesville and Cincin.	1,574,693	*	—	369,675	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	.....	.....	31.0	6	—	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54..	.....	.....	.....	13	7	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '63	144.0	.....	.....	7.5	18	9	376	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	.....
30 Nov. '62	83.6	.....	.....	37.3	25	28	437	Little Miami	3,544,158	492,979	442,283	2,961,26	1,490,000	—	4,579,808	138.0	846,882	1,632,488	880,010	15	140
30 Jun. '62	173.8	30.0	13.1	—	37	28	488	Marietta & Cincinnati, re-org	10,722,322	*	—	10,379,554	373,487	53,035	11,164,320	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.	.....	.....	.....	48	58	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,00	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	17.0	8.0	.....	.....	17	10	23	Pittsburg, Columbus and Cin	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	53.9	52.0	.....	.....	31	28	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,823	7,800	5,401,088	205.9	418,328	599,880	175,290	—	.....
31 Dec. '62	16.0	3.0	.....	.....	15	10	237	Sandusky, Mansfield & Newk	2,309,419	*	—	848,77.	1,313,800	105,610	2,608,237	126.0	214,404	229,395	82,988	—	.....
1 Dec '62	242.4	.....	.....	.....	42	15	750	Toledo & Wabash (16months)	8,547,168	*	14,028	2,335,550	6,211,618	198,590	8,788,378	250.0	1,614,952	1,938,202	950,402	—	72

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Oct. '62	88.0	—	----	—	---	---	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	----	----	----	—	----
31 Oct. '62	54.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,929	—	1 816,150	1,500	—	1,817,650	24.5	191,845	365,365	210,917	8	87
30 Sep. '62	55.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,360,000	284,000	115.752	3,749,752	146.0	549,045	275,880	----	—	20
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,436	74.5	----	255,560	165,427	8	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5.596.200	4,629,000	657,114	10,882,314	202.0	1,107,638	1,505,582	753,468	6	----
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,54.	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,395	98,654	—	2o0
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd to	Northu	Cen.	196,907	334,790	110,368	—	38½
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,530	33,826	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,940	—	1,809,665	600,000	109,000	2,409,565	32.3	23,476	29,796	5,079	—	----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,930	289,153	2,026,144	50.5	150,984	196,084	164,134	—	25
31 Dec. '63	80.0	—	16.0	—	18	4	1,246	Lackawanna and Bloomsburg	3,528,993	*	—	1, 335,000	2,128,565	232,487	3,767,915	80.0	----	511,824	257,440	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,873,022	854,363	—	2,297,250	1,465,000	31,547	3,927,355	76.0	387,230	822,927	430,516	6	91
31 Oct. '62	28.3	5.5	8.0	—	10	---	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	48½
31 Oct. '62	24.5	105.5	62.5	—	---	---	---	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	----	----	3,252,265	150.0	----	451,918	174,455	8½	64½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	403,187	—	3,147,350	3,106,366	250,000	6,447,780	66.4	263 524	397,136	218,998	—	32
31 Dec. '62	355.6	55.5	318.0	—	258	157	3,871	Pennsylvania	19,306,347	3,582,694	—	13.274.100	9,527,40.	—	8,324,213	414.4	----	10,304,991	4,876,218	8	7½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norristn	1,521,520	236,289	—	1,243,500	438,960	—	1,852,696	24.0	229,938	282,335	129,742	6	62
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,785,500	157.739	12,124,898	1b 0	213,574	413,472	80,000	—	58½
30 Nov. '62	147.4	5.5	137.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,785,774	657,130	11,548,929	12,030,10	804,16	25,528,10	355 0	2,086,10	3,917,880	2,095,776	—	70½
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552.422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	180
31 Oct. '62	95.9	—	34.8	—	37	110	680	Phila., Wilmington and Balt.	6,919 924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	9	72½
31 Oct. '63	52.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,865,039	72.0	209,746	215,587	105,356	—	12
31 Dec. '63	408.2	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,099,741	468.3	3,472,914	5,132,934	2,106,933	10	114
31 Dec. '63	25.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northu	Cen	40.476	144,728	87,112	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,600	65,826	797,913	29.6	81,934	134,788	97,862	—	45
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,168,000	*	—	1,508,000	256,800	—	----	62.0	297,700	415,309	199.156	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,.17	8,500	—	----	13.6	25 954	25,594	6,739	—	----
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801.615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719.045	*	—	1,201.000	384,000	----	----	109.6	----	283,268	151,53.	6	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	----	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	—	----	2,643,833	----	----	----	----	1,499,636	701,943	7	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021.439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29.967	19,187	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	218,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390.407	----	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	673,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	----	----	----	----	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	----	----	----	----	—	----
1859	59.0	—	----	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	518,518	----	59.4	69,870	177,25o	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,122	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	22,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----	----	—	----	----	----	----	----	----	----	----	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204.544	----	45.8	57,950	127.953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,245	----	—	----
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	---	---	----	Buffalo Bayou, Braz.& Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
— — '58	56 0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
— — '60	50.0	—	1.6	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275-000	240,000	171,560	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----	----	90.7	99,639	208,867	----	—	68
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,152,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----	----	----	62.5	158,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----	174.5	679.677	713,418	191,466	—	2
30 Jun. '62	47.0	8.5	4.1	—	---	---	---	Vermont and Canada	1,675,500	----	—	1,378,500	----	----	1,378,500	ope	r. by Vt.	Central	----	4	122
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	---	---	---	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	52,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	---	---	---	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----	----	----	—	----
30 Sep. '59	77.8	8.0	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	----	---	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	23½
30 Sep. '60	55.3	55.4	10.0	—	16	16	175	Orange and Alexandria	----	----	—	2,063,665	2,517,500	590,056	----	107.7	270,846	450.427	222.214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,900	1,851,500	292,842	4,745,256	133.4	----	410,166	201,544	—	----
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,806	26,553	----	43.5	1,058,064	163,763	79,585	5	80
30 Sep. '59	23.7	—	0.2	14.6	2	---	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,669,648	80.0	----	249,446	121.05.	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359.130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,239	838,475	2,400	3,452,513	3,205,000	571,958	10,233,271	214.9	480,195	740,489	347,957	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----	55.0	----	----	----	—	----
31 Dec. '61	199.9	—	24.9	27.8	---	---	---	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----	----	199.9	----	756,476	329,580	—	----
31 Dec. '62	101.6	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,828,800	2,454,000	221,282	7,978,841	234.4	----	1,163,734	414,741	—	74
19 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (¼ y)	11,938,000	*	—	11,750,000	188,000	----	11.938.000	16.10	----	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	15
0 Jun. '63	1,098	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54.750,510	7,336,405	77,210,345	1,098	----	4,368,510	1,154.855	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1½	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	—	----	----	----	----	96.6	----	----	----	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,668,706	----	----	4,658,706	108 0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,390,000	13,100	136,000	1,799,232	60 0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	195	Nova Scotia	4,273,401	*	—	4,273,281	----	----	4,273,281	92.0	158,416	139,107	37,181	—	----
								NEW GRENADA.													
31 Dec. '62	48,7	—	—	—	11	22	120	Panama	8,000,000	*	615,653	5,000,000	3,375,000	—	10,763,723	48.7	----	1,743,294	1,018,444	11	245

New York Stock Exchange.

Actual Sale Prices for the week ending April 20.

	Th.14	F.15	Sat.16	M.18	Tu.19	W.20.
American Coal Co.	110	109	108½	----	----	100
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	145	141	140	----	----	----
Canton Co.	74	72½	70	64	50	51
Central Am. Transit	54	51½	51	45	38	----
Chicago & Alton	99	99	----	89	85	----
" " pref.	106	105	102	98	----	96
" " 1 M.	----	----	110½	----	----	106
" " Inc.b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	149	146	142	135	136	138
" " 8 p.c.	----	----	----	----	125	126
Chic. & Northwest'n	70½	69	64	55	57	59
" " pref.	90	90	87	70	70	81
" " 1st M.	95	----	95	----	90	----
" " 2d M.	105	----	----	----	----	----
" " S. F.	111	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	102½	----	----	----	----	----
Chicago & Rock Isl.	134	131	122	114	114	116
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	170	----	170	----	----	----
Clev. and Pittsburg	132	129	122	110	111½	113½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	92	----	----	----	----	----
Clev. and Toledo	151½x	149½	147	145	146	145½
" " S. F. 7 p.c.	----	----	118	----	----	----
Cumberland Coal, pref.	86	84	83½	70½	68½	74
Del. & Hudson Canal	253½	246	240	225½	221	225
Del., Lack. & West.	----	----	----	----	----	250
" " 1M. 8 p.c. '71-5.116½		116½	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	120½	123½	119½	113½	113½	115
" pref.	113½	112½	110½	108	109	108½
" 1 M. 7 p.c. '67	----	----	120	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	120	120	----	----	----	116
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	145½	143½	138	125	126½	131
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Joseph.	55	----	----	----	----	----
" " pref.	----	----	----	----	----	60
" " bonds	----	----	----	----	----	----
Hudson River	156½	152	143	133	129	133
" scrip.	----	----	----	----	----	----
" 1M. 7 p.c. '66	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	152	149	141	128	130	130
" full stock	138	136	130	----	----	----
" Can.bd.sc.	----	----	----	----	----	----
" bonds	124	122	----	----	----	121
Marietta & Cin. 1st pref.	87½	84	77	73	70	----
" " 2d "	66	63	57½	----	----	----
Mariposa Mining Co.	38½	37	35½	----	----	35
Michigan Central	157	154½	150	133	143	141½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	115½	112½	109	97	91	90½
" " guar'd.	156	150½	146	132	134	136
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	87	84	77	68	65	74
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	95	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	70	----	----	----	----
Miss. & Mo.	66	61	56	----	45	----
" L.G. bonds	79	72	75	----	65	69½
Missouri 6s	75½	74	73½	71	69	69½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	83	81½	79½	----	73
New York Central	144	140½	138½	132	136	135½
" " 7s, 1865	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
N. York & Harlem	194	190	192	195	----	205
" " pref.	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	101½	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	106
Norwich & Worcester	----	108	110	----	----	----
Ohio & Miss. cer.	65	60½	55	49	52	55
Pacific Mail S.S. Co.	239	232	229½	221	219	220
Panama	----	----	----	----	----	----
Penn'a Coal Co.	235	----	220	----	190	----
Phila. and Reading	163	160	151	136	139	141
Pitts. Ft. W. & Chicago	145½	144½	142½	127	107	114
" " 1M.	----	116	116	----	116	----
" " 2M.	115	----	----	----	----	110
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	84½	81½	79½	73	66½	75
St. L., Alton & T. H.	85	84	79	70	68	67
" " pref.	102	99	98	86	86½	88
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	98	99	96	----	93	95
" " Inc.b'ds.	94	95	----	----	----	90
Tennessee 6s, 1890	61	61	----	----	----	----
Toledo & Wabash	74½	74	71	67	71	72
" " Pref.	----	91	----	80	----	85
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	104
" " 2M.	----	----	----	----	----	----
" " Int.b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending April 20.

	Th.14	F.15	Sat.16	M.18.	Tu.19.	W.20.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	106	----	----	----	----	----
U. S. 5s, 1865, coup.	165	165	164	160	----	163
U. S. 6s, 1881, reg.	115½	115½	----	----	----	115
U. S. 6s, 1881, cou.	118	116	----	115	110	114
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	128	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " " new	99½	99½	99½	99	98½	98½
U. S. 6s, 5-20s, coupon	113½	112½	111½	110	111	111
U. S. 6s, " reg.	108x	----	----	104x	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Apl & Oct.	115	112½	112½	109	109	----
American Gold	176	173½	171½	170½	167	167

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.
Beaver Meadow	----	----	87	----	----	----
Cattawissa	----	----	----	----	20½	20
" preferred	42½	42½	42½	41½	40	38½
Camden & Amboy	----	----	186	186	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	108	----	----	----
" " 6s, '89-100	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	101½
Del. Div. Canal	47	47½	47½	47	----	----
Elmira & W'mesport	----	38½	----	----	----	----
" " pref.	----	54½	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	80	----	----	----	----	80
" 6s	115	116	----	112	----	----
" scrip	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" scrip	----	----	----	----	----	----
" 6s	----	----	----	----	----	----
Little Schuylkill R. R.	49½	49½	49	48½	48½	----
" 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	64½	64½	----	----	----
Morris Canal	----	82½	----	----	----	81½
" " pref.	----	----	----	143½	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	36½	36½	36½	35½	34½	32
" 6s	103½	----	103	103½	103½	103
" 10s	----	----	----	----	----	----
Pennsylvania R. R.	80½	80½	80½	80½	----	75½
" 1st m.	----	----	----	----	----	----
" 2d m.	112	----	----	----	112	112
Penn. State, 5s	101	101½	101½	101	----	----
" " 5s, coupon	102	----	----	102	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	104½	----	----	----	----	----
" new	----	110½	110	110½	----	110½
Philad., Germ. & Nor.	----	----	61½	----	62	----
Phila. & Reading	81½	82	79½	76½	68½	68½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	107
Philadelphia & Erie	37½	37½	37½	----	----	----
" " 6s	----	110	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	40½	----	----	35	36½
" pref.	47½	47½	47½	46	44	42½
" 6s '82	100	100	100	100	----	----
" 6s '76	----	----	----	----	----	----
" 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	111	----	----	----	----	----
Susq. Canal	----	29½	28½	28½	27	25
" " 6s '78	69½	69½	69	68½	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	6	----	----	5½	5
" " 6s '83	----	----	30	30	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	76	----	----	----	78
Arch street, (Horse)	----	38⅝	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	43½	----	41	----	41½
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	15½	16½	15½	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.
Baltimore City 6s, 1875	----	117½	----	----	----	----
" " 1886	----	113	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890.119	120½	119	----	----	----	117½
Balt. and Ohio	----	124	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	112	----	----	112	----
Northern Central	----	60	----	----	----	60½
" " b'ds, '85.	111	112	110	----	109	----
" " " 90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sales Prices for the week ending April 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20.
Boston and Lowell	115	----	----	116	----	----
Boston and Maine	134	----	----	133	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest	150	----	----	146	----	----
Cheshire, pref.	----	58½	58	57½	57	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	111	----	----	----
Eastern, Mass.	111	110½	----	----	108	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	123	123	124	124½	124½	----
Manchester & Lawr'ce	122	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	93	94	----	93	91	90
Old Colon. and Fall R.	125	125	124½	----	----	123½
Ph., Wil. & Baltimore	74½	74½	74½	74	73½	72½
Portl'd, Saco & Porta.	----	----	110	----	----	----
Vermont & Canada	122	121	122	----	----	----
Vermont & Mass.	45	45	44	43	43	43
Western	164	165	----	----	160	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	127	----	----	----	126
Metropolitan "	66	65	64½	----	----	----
Middlesex "	----	98	----	----	----	----
Central Mining Co.	----	74	----	74	----	71
Franklin "	60	59½	----	----	----	57
Isle Royale "	27½	26½	----	----	28	----
National "	34	34	----	----	31	----
Minnesota "	80	79	----	----	----	----
Pewabic "	65½	65	----	----	60	61½
Pittsburg "	----	96	----	----	----	96
Quincy "	----	96	----	----	----	94½
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 8th of April:

Maryland 5s	69	to	71
United States 6s, 1881	63	"	65
Do. 5s, 1874	58	"	60
Virginia State 5s	45	"	48
Do. 6 per cent.	31	"	33
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	78	"	80
Do., Pennsylvania do. do.	76	"	77
Erie shares, $100 (all paid)	68	"	70
Do., 7s, preference	60	"	65
Do., 7s, 1st mort., 1867	63	"	68
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	66	"	68
Do. do. $100 shares, $90 paid, dis.	19	"	17
Do. do. $100 shares, all paid	71	"	73
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1860	65	"	70
Do. do. S. F. 1st mort., do., '82. x. c	70	"	75
Michigan S. and N. Indiana 7s, S. F., 1886	60	"	65
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	62	"	64
Do do. 7s, 1864	54	"	57
Do do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	75	"	78
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	102	"	104
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	43	"	46
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, April 23, 1864.

Stock Exchange and Money Market.

Since our last issue the market has been violently agitated. A panic suddenly seized the street operators which deprived them of all confidence, and threw them off their feet, as if an earthquake had passed along. It was as severe as that in the year 1857, when Banks and operators alike suspended payment, and hundreds of persons were ruined. For some time past, the public had been warned of an approaching crash, by such portions of the press as have profited by history and experience. It has been remarked by a recent English financial writer, that financial disasters in that Country have always occurred at moments when there was apparently the greatest prosperity, and the least danger, and that when the interest of money seemed most likely to fall to 1 per cent. it generally rose to 10. There is no doubt that the recent fall in prices in Wall street was very satis-

factory to a large class of people, especially those who have found that when gold went up 2 or 3 per cent, all the necessaries of life were advanced, no matter with how little propriety, ten per cent. and more, and the hope is generally entertained that a still further decline will take place in the price of the precious metals.

There were some curious circumstances connected with the recent fall in the gold market. It had been openly said that gold would go up, and should go up to 200 in spite of the Treasury Department; that Mr. Chase could not help himself, that the laws of commerce were inflexible, and that five or six millions of capital were combined and ready to assert its supremacy against uncommercial interference.

Mr. Chase came on to New York, and the first thing he did was to cease issuing gold certificates, which though they were a great help to the importers, had little or no effect on the speculators. He next disposed of a large amount of Government bills on Europe, where he had several millions lying idle, remitted there to his credit from California direct.

Then a friend, a banker, no doubt by his advice if not for his account, put a million some say two millions of gold on the market. This comparatively small sum broke down the combination at once. In spite of its boast, gold fell suddenly to 170, and has continued to recede. It is believed this will be followed by a still further decline, and if Mr. Chase will do as he has been advised by the shrewdest of the press, and the most disinterested of his friends, he will not merely anticipate the May dividends, (about fifteen millions of dollars) but put a few more millions of his surplus on the street, and we shall see gold down many figures lower. He has demonstrated the contingent and beneficial power of the Government, and the advantage of using it, as the British Government always does when speculating "madness rules the hour."

Another curious circumstance is the conduct of the Banks just at this time. Of all other institutions none are more easily alarmed than Banks; none change their policy more readily, or will sooner throw their customers overboard, when they fear any coming danger for themselves. Those who depend upon Banks to carry them through a financial crisis are sure to be disappointed. This is the experience of thousands of merchants who have sought their assistance in their extremity. To call in their loans, to refuse to certify Banker's checks before their accounts were made good, and to demand larger margins from some, and utterly to refuse discount to others, were the usual precautions adopted on the present occasion. More than this, after railing at the Government for its inflation of the currency, they found they had little of it; they could not (many of them could not) pay the checks of their customers in legal tenders, and parted with their Government bonds when they could, in payment of their depositors, even at the loss of the accrued and accruing interest thereon, and had the mortification of finding their own bills at 1 and 2 per cent discount, as compared with the much abused Government currency.

This inflation complained of was in fact scarcity during the last week, and 7 per cent. and upwards was gladly paid by houses to be tided over the crisis. We would here notice a remarkable fact. While many persons are vehement against the policy of the Government which, right or wrong theoretically, is practically the only one it can pursue if the rebellion is to be put down, these overlook one fact, that the greatest inflation is at present due to the Banks themselves. Especially so to the Country Banks. The associated institutions of this city on the 9th of April had loaned out, or in other words set afloat by loans and discounts upwards of two hundred millions of dollars, thus adding about one-third to the currency or what is the same as currency, to that already put out. In other words the Banks of the city of New York alone, have swelled the volume of the paper money in circulation by one-third of the whole amount of Governmental issues, not by the use of their capital merely, but the deposits which it now appears, they were not able to refund on demand. And this for the sake of the private gain of individuals called a corporation without patriotic motives, while the Government in a struggle for the Union and our democratic institutions, a struggle for existence, is censured for issuing two thirds more only than the New York Banks. It is this fact which no doubt influences Congress to tax the local banks, this which induces some of its ablest members to believe that these local institutions should give way to national institutions based upon the largest and best of all securities, with a limited circulation as provided by the new laws, but one everywhere at par. Mr. Arnold of Illinois, has therefore introduced the following resolution:

Resolved, That the expansion of the bank circulation of the country is producing a general and ruinous state of affairs, and should be repressed by taxing the issue of such State Banks. This was agreed to by a vote of 62 to 46.

The recent fall of gold no doubt had its effect on other commodities which have been expanding even in a greater degree. Stocks which had risen beyond all precedent, and which if they paid regular dividends on their capital could never be productive at the market price, fell even with greater violence, and the promoters of the advance (many of them,) fell with the decline. The number of the sufferers by the fall are much greater than outsiders have any idea of. Those who attempted to fly highest, like Daedalus, found their wings melting in the heat to which they had exposed themselves, and were the most severely scorched.

The passage of the new gold bill it is thought will have a further effect on prices. It would seem from the text to reach every case of pure gambling, but it is said there is no law through which some persons are unable to crawl, and it may prove so in this case. Still, evasions of the law will be discreditable to those who practice them, and the large majority of the people are in favor of the principle on which the act is framed.

It is observable, that amid all these troubles of individual speculators, not only have the legal tenders maintained themselves, and even risen in price, but the Government short Treasury notes have proved to be the greatest possible convenience at the clearing house, without which its operations would have been brought to a dead lock. Thus the Government instead of injuring the associated banks has really saved them from a most serious dilemma.

The following gives an interesting view of the operations of the Custom House and Sub-Treasury, between the 11th and 16th of April, both inclusive. Firm as a rock the financial system of the Government thus far beats back all the angry waves which rush against it. The fluctuations in Government securities have been inconsiderable, and not worthy of remark.

Custom House receipts, $3,573,651 05, Sub-Treasury payments, $27,046,101 47, and receipts $27,926,192 73. The balance in the Sub-Treasury on the 11th, was $37,619,224 79, and on Saturday following it was $38,499,316 15. On Tuesday it was $40,992,761.

The subscriptions to the new 5 per cent. loan, or 10-40's, are going on as favorably as could be expected. The recent fall in the miscellaneous Share Market has so alarmed the public, that they will prefer an investment that is safe, in preference to indulging in speculations which are "remote and inaccessible," and which are built up into enormous and dangerous dimensions, though standing on a very small base.

The imports at this port for the week ending on Tuesday were moderate, a large portion of the goods entered for consumption were withdrawn from the bonded warehouse. They were $3,676,-260, against $3,995,099 for the same week in 1863, and the exports were $3,181,888 against $2,525,-094 last year.

The week's exports of domestic produce and miscellaneous goods, (exclusive of specie,) have been to the value of $3,660,907, against $2,748,-686 same week last year, and $1,831,629 the corresponding week of 1862.

The amount of exports from Boston for the week ending April 15, was $315,928 against $377,-340 19 for the corresponding week in 1863.

The total value of the exports from Baltimore for the week ending April 16th, was $102,382.

It will be seen that the imports have been somewhat more moderate than usual, and no doubt if they were lessened to the actual amount of our exports, there would be less demand for exchange or gold for remittance; that is to say, if the received theory of the balance of trade amounts to anything. For be it remembered, if the difference between imports and exports gives the true balance of trade, Great Britain must be on the high road to ruin. For it appears from official statements which we have already published in the JOURNAL, that she has imported within the last three years eight hundred and sixty millions of dollars more than she has exported. We marvel that this fact has not been more generally noticed by our commentators on political economy, and our commercial writers who are shedding so many tears over the idea that the balance of trade is against us, and will bring us into irreparable misfortune.

We must confess we are staggered by the prosperous condition of Great Britain with this tremendous balance of trade against that country. If she can survive 860 millions of foreign indebtedness without a dollar of gold of her own to pay the difference, if out of the three years importation of hundreds of millions of gold not reckoned in the above figures, she has been able to retain but fifteen millions, for such is the fact, we may take courage ourselves, and not be frightened to death by the small difference in our exports and imports which we are at all times ready and able to pay on demand in native gold.

We may close our review of the week in a few words, by stating that the market is still disturbed; that the failures of street operators continued to take place, from Monday through several subsequent days; that legal tenders were so scarce that a premium was paid for them; that the banks had not enough on hand to pay their customers' checks; that afterthe great fall in railway shares, a reaction took place, but not great enough to place them as high on the list as previously; that subscriptions to the 10-40's are increasing, and finally that it is now the settled policy of the Treasury to avoid any further expansion of the currency, and the consequence will be that interest will rule at 7 per cent., and even higher, as it has stood during the week, and the market will be steadied.

Sterling bills have sold at 182 to 185, at which figure there is no profit in exporting it according to the calculations at the London Exchange. It is reported that a fifty million loan is about to be negotiated in Europe by Mr. Chase. A considerable sum went forward by the steamers of Wednesday. The fluctuations of the week will be found recorded in our usual tables.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—At. & Gt. Western (Ohio div.) 1st mort., 100; Peninsula R. R., 82½; do., 1st mort., 100; New York State 5s, 1874, 104½; N. Y. City 6s, 1887, 110; Chicago and Milwaukee R. R., 89; Long Island R. R., 103; Ohio 6s, 1881, 106; Illinois coupon bonds, 1879, 104; Copake Iron, 11; Rutland Marble, 25¼; Bucks Co. Lead, 1¾; Wyoming Valley Coal, 90; Lehigh and Susq. Coal, 17; International Coal, 112; Central Coal, 65; Quartz Hill gold, 15; Gregory gold, 35½; Gold Mine, Colorado, 6; Canada Copper, 9; Merchants Ex. Bank, 104; Bank of Republic, 106; Hanover Bank, 104; Metropolitan Bank, 122; Bank of Commerce, 115; Mechanics Bank, 120; Am. Ex. Bank, 121; Ocean Bank, 101; Shoe and Leather Bank, 107; Park Bank, 140.

Philadelphia.—Huntingdon and Broad Top, 28; do., pref., 34; do., 2d mort., 94; do., Imp. bonds, 96¼; Reading 6s, 1844-'80, 111; Elmira 5s, 81; Phila. and Trenton R. R., 186; Allegheny Co. 5s, 81; Pittsburg City 5s, 80; Penn. State 4½ per cents, 87½; 5th and 6th streets R. R., 61; 10th and 11th streets, 50; 13th and 15th streets, 37; Ridge Avenue, 20; 2d and 3d streets 7s, 112¼; Wyoming Valley bonds, 100⅝; Delaware Division Canal bonds, 100; Organic Oil, 1¾; Oil Creek, 10; Irwin Oil, 10; McClintock Oil, 5¾; Mineral Oil, 5¾; Maple Shade, 17; Howes Eddy, 8; Green Mountain, 8½; Big Mountain, 10⅞; Fulton Coal, 10½; Locust Mountain Coal, 61; N. Y. and Middle Coal Fields, 19½; H. and B. T. Coal, 6½; Clinton Coal, 2; Butler Coal, 44; New Creek, 2; Beaver Valley, 17; Bohemian Mining, 10⅜; Ontonagon Mining, 4½; Penn Mining, 11; Keystone Zinc, 3; Merrimac, 4; Marquette, 6½; Feeder Dam, 2½; Connecticut, 1½; Alsace, 4; Farmers' and Mechanics' Bank, 64; Philadelphia Bank, 143; Bank of North America, 164; 1st National Bank, 122½; Corn Exchange Bank, 38; Louisville Bank, 100; Girard Bank, 49¾. The latest quotations are: City 6s, 104½@105; do., new, 109¾@110¼; State 5s, 90@100; do., coupon, 101@102; do., 6s, 1879, 103⅛; Phila., Wil, and Balt., 73; Reading, 69⅞@70; do., 6s, 1870, 106¾@107; do., 1886, 139¾@140; Camden and Amboy, 185@186; Pennsylvania R. R., 76@76½; do., 1st mort., 118; do., 2d mort., 112@112¼; Little Schuylkill R. R., 47¾@48; Morris Canal, 81¼@82; do., pref., 132½; do., bonds, 106; do., 2d mort., 102; Wyoming Valley Canal, 75½@78; do., 6s, 100@100⅛; Susquehanna Canal, 25¼@26; do., 6s, 65@67; Sch. Nav., 36@37½; do., pref., 43¾@43⅝; do., 6s, 1882, 98¾@99½; Union Canal pref., 5; do., bonds, 29; Delaware Div. Canal, 45½@46; do., bonds, 100; Elmira and Williamsport, 38@38½; do., pref., 52@55; do., 7s, 1873, 111¼@113; do., 10s, 78½@79½; Beaver Meadow, 85¾@86; Harrisburg, 76@76½; Long Island R. R., 48@50½; Lehigh Coal and Navigation, 79¾@80; do., scrip, 75@77; North Pennsylvania, 35@35½; do., 6s, 103@103⅛; do., 10s, 125@128; Philadelphia and Erie, 35@36; do., 6s, 109@111; Minehill, 63@64; Catawissa, 23@24; do., pref., 38½@39¼; Lehigh Valley, 90½@91¼; do., bonds, 109½@115; Fifth and Sixth streets, (horse,) 60½@61; do., 7s, 109; Second and Third, 74@75; do., 7s, 112@112¼; Race and Vine, 15@19; West Philadelphia, 70; Spruce and Pine, 15@16; Green and Coates, 42@42½; do., 7s, 100@113; Chestnut and Walnut, 63; Arch, 37; Thirteenth and Fifteenth, 37@40; Seventeenth and Nineteenth, 16@20; Girard College, 31@32½; Tenth and Eleventh, 50@51; Norristown, 61½@62.

Boston.—Berkshire R. R., 100; Concord and Portsmouth R. R., 130; Connecticut and Passumpsic River R. R., 68; do., old stock, 9¾; Boston, Concord and Montreal R. R., 62½; do., 7s, 1865, 103; do., 1870, 107½; Lexington and West Cambridge R. R., 20; Chelsea R. R., 47; Agricultural Branch R. R., 40; Taunton Branch R. R., 111; Northern (Ogdensburg,) R. R., 1st mortgage, 106; do., 2d mort., 40½; Rutland and Burlington 1st mort., 76; do., 2d mort., 41; do., 3d mort., 11; Vermont Central, 1st mortgage, 94; do., 2d mort., 27½; N. Y. and Boston Air Line, 17; do., 6s, 76¼; Old Colony and Fall River R. R. 6s, 1868, 104¼: Cape Cod Branch, 69¼; Essex R. R. 6s, 1881, 98¾; Vermont and Massachusetts R. R. 6s, 103; Western Vermont 7s, 3d mort., 1860, $25; Boston City 5s, 1874, 125; do., 1881, 123¼; do., 1886, 156; Dorchester 5½s, 100½; Chicago 7s, 110; Bath 6s, 1891, 103¼; Louisville 6s, 1887, 91; Rhode Island 6s, 1893, 104; Maine 6s, 1880, 104½; do., 1883, 105; Vermont 6s, 1874, 104; Boston Water Power Co., 48; Cary Imp. Co., 10¾; Essex Co., 111¾; Franklin Coal, 115; Union Steamship Co., 168; Lynn Gas, 118½; Cambridge Gas, 107; West Cambridge Gas, 40; Merchants Bank, 105; Andover Bank, 100; Bank of Commerce, 107; Union Band, 120; Malden Bank, 100; Maverick Bank, 98; Webster Bank, 105; Bank of Commerce, 107; Atlas Bank, 106¼; Suffolk Bank, 155¼; Marblehead Bank, 83; Washington Bank, 104½; Boston Bank, 73; Hamilton Bank, 141¼; New England Bank, 121¼; Market Bank, 78¼; Exchange Bank, 125½; Bank of Brighton, 72; Mt. Vernon Bank, 99¾; Traders' Bank, 101¼; Bay State Bank Lawrence, 79½; Falmouth Bank, 96; Continental Bank, 100; Freeman's Bank, 109; Acton Mining Co., 4; Atlas, 6¼; American Gold, 1; Acton Vale, 2⅝; Albany and Boston, 15½; Albion Gold, 2¼; Aztec, 8; Ascot Gold, 10; Allouez, 4; Atlantic Gold, 2; Algomah, 3⅜; Bay State, 22; Black River, 55c.; Bedford, 2⅝; Boston, 5⅞; Colorado Gold, 4⅛; Chaudiere Gold, 3⅛; Chebucto, Gold, 1¼; Cornwall, 80c.; Cape Breton Coal, 1½; Chester, 25c.; Canada, 7 Chatham, 35c.; Colonial Gold, 58c.; Copper Falls, 44; Dudley, 3¾; Dana, 4; Dunham, 40c.; Escott Gold, 6½; Excelsior Gold, 14; Gt. Western, 5½; Green Mountain, 7½; Gilbert River Gold, 1⅜; French Creek, 1½; Huron, 47; Humboldt, 10; Hanover, 4; Hancock, 12; Halifax Gold, 50c.; Lenoxville, 3½; Logan, 2¼; Massachusetts Gold, 3½; Madison, 6½; Manhattan, 7⅜; Mesnard, 10; Macomb lead, 4½; New England Gold, 3½; Nelson, 18c.; North Cliff, 8; Northwestern, 14; Native, 3¼; Ottawa, 110c.; Phœnix, 34; Pontiac, 6½; Rocky Mountain, 8½; Star, 9⅞; Stewart Gold, 3; Superior, 10; South Side, 4¼; St. Clair, 8¼; Sutton, 3; St. Mary's, 9½; Tremont, 3⅞; Waterloo, 1½.

Baltimore.—Maryland 6s, 1870, 112⅜; do., 1890, 112; Central Ohio R. R., 16; do., Income, 49½; N. W. Va., 23½; do., 3d mort., 49½; Marietta and Cincinnati bonds, 108; City Passenger R. R., 23; Western Maryland bonds, 92; Georges' Creek, 120; Mineral Hill, 4.25; Atlantic Coal, 2; Maryland Copper, 1.75; Santa Clara, 19; Springfield, 2.90; Bare Hill, 6; Susquehanna Coal and Iron, 5.50; Merchants' Bank, 107; Bank of Commerce, 24¼; Citizens' Bank, 11½; Marine Bank, 32; Union Bank, 75; Bank of Baltimore, 105; Franklin Bank, 12¾; Mechanics Bank, 20¾; Farmers and Mechanics Bank, 41. The latest quotations are: Balt. and Ohio, 119@120; do., 6s, 1867, 102; do., 1875, 112½; do., 1880, 112@115 do., 1885, 112@114; Northern Central, 50@60; do., bonds, 1885, 105@109; N. W. Va., 22½@23½; do., 1st mort., 116; do., 2d mort., 105; do., 3d mort., 48@49½; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 58@65; do., income 1857-'60, 44@48; Western Md. bonds, 92; do., guar., 115; Maryland 5s, 92; do., 6s, coupon, 1870, 111@112; do., Ins., 109@113; do., 1890, 112; Baltimore 6s, 1870, 111@112; do., 1873, 105@107; do., 1875, 116@118¼; do., 1886, 115@117½; do., 1890, 118; do., coupon, 115@117; do., 5s, 1838 '70, 100; City Passenger R. R., 23@23¼; Canton Co., 72@74; Deep River, .20@.25; Gardner, 1.00; Guilford, .45@.50; Maryland, 1.75@1.80; North State, .15@.20; Rudisell, .65@.75; Silver Valley, .15@.30; Silver Hill, .20@.25; Springfield, 2.80@2.85; George's Creek, 119@124; Santa Clara, 18½@19¼; Baltimore and Cuba Smelting and Mining, 185; Balt. and North Carolina, .30@.40; Balt. Chrome, 3.25@3.60; Bare Hill, 6.00@6.10.

Montreal.—Champlain and St. Lawrence R. W., 12½@14; do., preferential, 99@101; do., 6 per cents, 82½@85; Government 5 per cents, sterling, 91½@92½; do., currency, 91½@92½; do. 6 per cents, 1872, currency, 101@102½; Montreal City bonds, 6 per cents, 97@97½; do., Water Works, 6 per cents sterling, 97@97½; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $2½@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 121@122; City Passenger Railway, 122½@125.

☞ An extension of the Boston, Concord and Montreal Railroad is contemplated from Littleton to the Grand Trunk Railroad at Northumberland.

British Commerce.

In the year 1861 there entered into Great Britain 6,304,099 tons British shipping, 1,647,076 American, and 2,653,394 other foreign countries. Total, 10,604,569 tons. In 1863 the amount was 7,951,797 tons British, 647,463 American and 3,287,087 other foreign countries. Total, 11,986,347. This shows a large increase of British shipping and a great decline of nearly two-thirds of the American tonnage, or almost a million tons.

☞ The Susquehanna Coal and Iron Mountain Company is not new to a large portion of our citizens, but the stock was for the first time yesterday offered at our stock board, and two hundred shares sold at $5 05 per share—par value $61¼. The land of this company amounts to about 1,900 acres, 1,000 of which are coal lands, and the improvements consist of one coalery, breaker, &c., producing between thirty and forty thousand tons of coal per annum, and other operations in progress of erection. The company is free of debt.—*Balt. Sun.*

☞ We invite the attention of contractors to the Advertisement for proposals for the building of the great railway bridge over the Ohio river, to connect the Marietta and Cincinnati and Baltimore and Ohio railroads, at Parkersburg, West Virginia.

Montreal and Vermont Junction R. R.

The many friends of this most important enterprise will be pleased to learn that it is progressing in the most satisfactory manner—we may say indeed at railway speed. Everything indicates a rapid completion of the whole work. We learn through Mr. G. Churchhill, the very efficient managing agent, that the track is being laid at the rate of about half a mile per day. The iron, in large qaantities has been distributed over the line, and it is now abundantly evident that the undertaking will be carried through quite as early as its best friends could have expected.—*St. John News.*

☞ The County of Bruce, C. E., has offered $400,000 to any reliable parties who will build a railroad through the county to connect with the Grand Trunk. The offer has attracted attention.

Extension of Horse Railroads.

The Salem and South Danvers Horse Railroad Company will, during the coming season, extend their track to Marblehead. We have been informed that the Lynn and Boston Railroad Co., likewise intend to carry their track to the same place, it being already laid to Swampscott. Should this latter intention be carried out it will open direct communication between Marblehead and Boston.

☞ The people of Woodstock, Vermont, are agitating the subject of a railroad from that place to some point on the Vermont Central Railroad.

☞ The Government of Nova Scotia has withdrawn its bill to repeal the Intercolonial Railway act. The bill to continue their present railway to Pictou was passed unanimously.

☞ The Legislative Council of Nova Scotia have passed a law providing that in case the Halifax Council incur any debt beyond the amount limited by law, or specially provided for by Act of Legislature, the members of the Council shall be personally responsible for the same, and such debt shall not be recoverable from the city.

Pork Packing in the West.

The Cincinnati *Price Current* gives a detailed statement of Pork Packing in the West for the last two seasons, from which the following summary is made, viz:

	1862–'63. No. Hogs.	1863–'64. No. Hogs.
Indiana	585,428	394,217
Iowa	404,861	313,331
Wisconsin	201,745	164,576
Missouri	279,611	370,736
Ohio	991,183	648,836
Illinois	1,472,834	1,273,390
Kentucky	130,920	126,019
	4,084,582	3,291,105
	3,291,105	
Decrease	793,477	

The decrease in number per cent 19 1-5
" in weight " 12½

Total decrease 31 7-10

Lard product 1862–'63 ..... 118,016,080 lbs.
" " 1863–'64 ..... 72,874,468 lbs.

Decrease ..... 45,141,611 lbs.
being a fraction over 38 per cent.

The total crop, although 31 per cent. less than in 1862–'63, is 9 per cent. greater than in 1861–'62, and 46 per cent. greater than that of 1860–'61, when the number of hogs reported packed was 2,164,070.

Beloit and Madison Railroad.

Trains Running from Oregon.—In a short time we shall have a new railroad connection with Chicago. Trains on the Beloit and Madison branch of the Galena and Chicago Union Railroad have commenced running from Oregon, 12 miles south of this city. Most of the grading between that point and the city is completed. Mr. W. Abeel, the agent of the road, will make this city his residence on the 1st of May next.—*Madison Journal.*

☞ We learn that there has been a great rise in the value of houses and land in Montreal, Canada, and its vicinity. 736 new buildings have been erected in that vicinity during the last year. We presume this cannot be attributed to the inflation of the U. S. currency.

Northern Central Railroad.

At the annual meeting of the stockholders of this company, held at Baltimore on the 25th of February last, on motion, a committee of five stockholders was appointed, to whom was referred the report of the directors presented at said meeting, to take into consideration the subject matter contained in said report, and especially the question of the expenditure suggested by the report, the committee to report at an adjourned meeting of the stockholders to be held on the 15th of April.

In accordance with the above resolution the adjourned general meeting of the stockholders was held on the 15th inst., at which the President made the following report:

Before the report of the stockholders' committee is read, it is proper for me, on behalf of the board, to explain the reason for the publication of the notice which appeared on the 4th instant, in reference to an increase of the capital stock of the company.

It is well known that the trade offering for some time past has been very much in excess of the capacity of the road to accommodate, which renders the construction of a second track necessary, and to do this, three modes presented themselves: The first was by creating an additional loan. This was objectionable, because of the difficulty of placing it at par, and because of the present indebtedness being much in excess of the capital. The second was by an increase of the capital stock. This could not be done whilst the original stock was selling in the market under par, and it could not by law be sold at less. The remaining mode was to apply the receipts as they were earned, and this mode has been pursued, although it deprived the stockholders of dividends. As soon, however, as the market value of the stock reached par, the directors determined to issue the notice of increase, and are happy to state that the indications are that the whole amount will be subscribed, and they will thereby be enabled to commence the payment of regular dividends out of current net earnings.

The report of the committee of stockholders appointed in pursuance of the above resolution, is as follows:

The attention of the committee was especially directed to the question of the expenditures suggested in the report referred to them.

They are satisfied that the improvements suggested will be highly advantageous to the company. It is of the first importance that the requisite facilities should be furnished for the accommodation of business as it offers. With a single track and the present equipment this cannot be done.

The road and the rolling stock are now strained to their utmost capacity in the effort to meet the demands upon them, but the local interests cannot be provided for as they should be. This at present is owing in a great degree to the fact that the Government has first to be supplied with transportation, and its wants are such as to exclude from the road a large amount of business which would otherwise be very advantageously done. But the committee entertain the belief that even if the road was not thus used by the Government, the amount of business now offering would be fully equal to the utmost capacity of the company with their present facilities.

The sections of the country which contribute to your road are now being developed to an extent and with a rapidity which renders a large increase of your facilities an imperative necessity, if you would keep pace with such improvements. Within a few months the Philadelphia and Erie Railroad will doubtless be opened to the lakes. Your road is the trunk of that road, as also of the Williamsport and Elmira, the Lackawanna and Bloomsburg, and the Shamokin Valley. A number of smaller roads come into it at different points through the valley of the Susquehanna, and at Harrisburg it joins the Pennsylvania Railroad, and forms the link which connects that road with Baltimore, Washington and the southeast coast of the Atlantic.

The mode of meeting the now large and increasing demands upon the road is to construct a double track and procure a supply of rolling stock and materials adequate to these demands.

The officers and managers of the company have fully appreciated the necessity which existed for increasing these facilities. Three modes of raising the requisite funds presented themselves. One was to borrow the money. This was rejected, because of a proper objection to an increase of the debt.

Another mode was to sell the stock; but so long as it would not bring its par value, this was objectionable, as well in a financial as a legal point of view. The only mode left was to reserve the net profit or earnings, and apply them as realized for that purpose. This has been done, and the improved condition of the road and its stock, with the large business now being done, attest the propriety of this course.

But the recent improvement in the market value of the stock has rendered a change in the policy of the company both proper and just. The stock can now not only be readily disposed of at its par value, but being really worth very much more, by an increase of the shares and giving the stock-

holders the privilege of subscribing for it at par, the company can secure all the funds it may require for the proposed enlargement and expansion of its transportation facilities, and the stockholders obtain a large benefit from the advance in its market value above par.

The requisite funds being thus secured, it leaves the board free to use the net profits or earnings of the road in making dividends to the stockholders.

The committee have been informed that the policy adopted by the board as announced by the President of the company will be in the main as is above indicated. They think this the best course for the interests of the company, and that it should meet the approbation of the stockholders.

On motion, the report of the directors presented at the annual meeting was accepted. Also the reports of the President and committee at the adjourned meeting; and they determined to double the capital stock for the purpose stated, and to offer first to the present stockholders at its par value, the new stock to be issued. At a subsequent meeting of the President and Directors, it was—

Resolved, That all subscribers to the new stock to be issued by this company will have the privilege of paying up their subscriptions in full, and receiving a certificate for the same, provided they do so on or before the 6th of May next.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 13th inst., J. W. Garrett, Esq., President in the chair.

A letter from Fred. Fickey, Jr., Esq., Secretary of the Board of Public Works, was presented, stating that a change had been made in the entire State direction, and naming the ten members duly appointed, of whom five, viz: Messrs. John Coates, Thomas J. Pitt, Thomas Sewell, Jr., W. W. Watkins, and George P. Whittaker appeared, were qualified, and took their seats.

After the transaction of other regular business and the adoption of the reports of the Committees of Transportation and Machinery and of Construction, a number of important subjects reported by the Committee of Finance were acted upon. Among them were the following:

The President was authorized to purchase certain bonds of the Northwestern Virginia Railroad Company, amounting to $13,500, secured by a lien on the station property at Parkersburg. The purchase was recommended upon the ground of the inability of the Northwestern Company to protect the property from a sale under the special mortgage, and of its being essential for the transaction of the business of the Company.

A contract with the Marietta and Cincinnati Company (as reorganized) for the construction of a bridge over the Ohio river, to connect the Northwestern Virginia and Marietta and Cincinnati Railroads was presented. After a statement by the President that it was proposed to build a bridge under the charter granted by the Congress of the United States, and that the form of the agreement prepared by the counsel of the Baltimore and Ohio Railroad and Marietta and Cincinnati Companies was deemed the best that could be arranged, it was approved.

The President stated that the insolvent condition and great embarrassment of the finances of the Northwestern Company prevented that Company from furnishing any aid to this enterprise. It was necessary that the bridge should be built independently of that road, and the plan had therefore been proposed that the structure be erected by a fund to be contributed in the proportion of two-thirds by the Baltimore and Ohio Company, and one-third by the Marietta and Cincinnati Company, the whole to be secured by a direct lien upon the bridge. The proportion of the cost for the Baltimore and Ohio Company was estimated at $500,000. In view of the facts that the Marietta and Cincinnati Company, under its re-organization, had effected entire relief from its financial embarrassments, and is rapidly perfecting its line, and constructing an independent route to Cincinnati, it became of great importance to secure the completion of this bridge as early as practicable. He therefore advised the adoption of the agreement, which had been favorably reported upon by the Committee of Finance, and on motion, the contract was unanimously approved.

Statements were presented of the financial condition of the Company, the expenditures for double track, bridges, &c., upon the Washington Branch, and the prospective requirements of the Company, looking to the procurement of increased equipment, the laying of double track on the Main Stem as well as its completion upon the Washington Branch, construction of a bridge over the Ohio river at Benwood, aid to the Pittsburg and Connellsville Railroad Company; after which the Board adopted the following resolutions:

Resolved, That a dividend of 4 per cent. be declared on the Main Stem of the Baltimore and Ohio Railroad, payable on the 26th of April instant, at the Merchants' Bank of Baltimore, and that the transfer books be closed on the 16th instant, and remained closed until the 26th instant.

Resolved, That the United States tax be paid by the Company.

Resolved, That a dividend of five per cent. be declared on the Washington Branch Railroad for the half-year ending 31st of March ult., payable on and after the 16th of April, at the Merchants' Bank of Baltimore.

Resolved, That the United States tax be paid by the Company.

The Committee of Finance presented also the charter granted at the late session of the Legislature of Maryland to the Washington County Railroad Company. This bill authorizes the construction of a railway from any point east of Harper's Ferry, on the main stem of the Baltimore and Ohio Road to Hagerstown, in Washington county. The charter is a most liberal one, authorizing subscriptions to its stock by any corporation in the State of Maryland, as well as specifically, the Commissioners of Washington county, and the Mayor and City Council of Baltimore.

The Committee, after full examination of the subject, recommended a subscription of $400,000 to the stock of this Company.

In support of this recommendation, addresses were made by J. A. Miller, Esq., one of the Commissioners representing the citizens of Washington County, and by Hon. Robert Fowler, Treasurer of Maryland, and also a Commissioner, who were present by invitation to consider the subject. The road was pronounced not only feasible, but important, and from the nature of the country through which it is to pass, teeming with agricultural, manufacturing and other resources, likely to be highly remunerative. The resolutions were then adopted unanimously.

Pacific Railroad.

The Senate Pacific Railroad Committee have authorized Senator Howard to report as amendments to the Pacific act of 1862 to allow the proper companies to issue their own bonds in sums of $1,000, on which the Government will stipulate to pay 6 per cent. interest, without charge for the first year, and will guarantee the payment of the interest at the same rate for nineteen years.

Such payment of interest to constitute a first mortgage on the road and its equipments, and to be on an equal footing with the bonds themselves. The amount of these bonds will be as follows: On the eastern section, to the eastern base of the Rocky Mountains, $24,000 per mile; on the mountain section $196,000 per mile; on the intermediate space, $48,000 per mile; and on the line west of the Sierra Nevada, in California, $24,000 per mile.

It is supposed that between $80,000,000 and $100,000,000 will thus be required. The forfeiture clauses of the act will be repealed. The entire length of lines will be between 1,800 and 2,000 miles.

If this bill passes it will be highly advantageous to all the roads mentioned in the original bill, and ensures to a certainty the rapid construction of the great Trunk and its authorised connections.

Stowell's Railroad Machine.

This is an ingenious contrivance which worked by from three to four yokes of oxen, is said to do the effective work of one hundred men. It is described as follows:

The machine is built on four wheels like a wagon, having a tongue attached to the forward axle-tree; under this axle-tree is the cutter which is twenty inches wide and cuts from four to six inches deep. As the machine moves along, the earth passes over the Cutter on to a belt or apron which is the same width as the cutter. This belt is some fifteen feet long, and extends over the hind axle-tree, and is made to revolve by gearing on the hind wheels. Directly back of this belt is another belt or apron running at right angles with the machine. This belt is from ten to fifteen feet long and conveys the earth on to the bank, and is driven by the same gearing as the first belt. At the outer end of this belt, is a fifth wheel which supports the belt and runs on the bank as the work progresses. It is driven on both sides of the bank, that is through on one side and back on the other, so in this manner it makes a bank thirty feet wide without carts. As for height, the machine will throw six feet high from the bottom of the ditch, therefore it can make any bank, or fill from four to six feet high and any cut four feet deep without carts.

The machine, as arranged for loading carts or wagons, in making cuts or fills larger than the machine will reach, throws the earth into carts or wagons in the following manner: By taking off the hind belt and fifth wheel and putting on one just long enough to convey the earth from the machine into the carts, the belt projects out over the carts, the carts having to move along with the machine just long enough to get its load. As one cart is filled the hind belt or apron is thrown out of gear by the man who attends to the machine until another cart comes under, when it is again started, instantly filling the cart. The machine does not stop. The earth accumulates on the hind belt while one cart is going out and another gets under. In order to keep the machine constantly moving it requires a cart for every twenty feet the machine moves; in this manner it fills from four to six carts or wagons per minute.

It works in any kind of soil, sod, clay, or gravel. It will cut off roots of three inches in diameter with perfect ease; dig a ditch of any size from 20 inches to 20 feet in width, is easily transported on its own wheels with one span of horses, and is always ready for work. It will also cut to any required depth from one to ten inches according to the strength of the team employed. This machine is indeed a marvellous worker, as it will throw into banks without carts a thousand cubic yards per day, or excavate the same quantity from

a ditch. It is not surprising it has come into great favor. Nearly all the grading on the Keokuk and Clayton R. R., and the Memphis and Canton Roads has been done by it. It made a deep cut on the Alton and Jerseyville Railroad, and was used on the Pacific Railroad between Wyandotte and Lawrence. With a portable engine it has thrown into bank 5,000 cubic yards in 10 hours. The price of a machine is $1,000, and it pays for itself oxen and all in a short time. The patentee and manufacturer Mr. B. T. Stowell, resides at Quincy Illinois.

Railroad Earnings--Monthly.

The earnings of the Hannibal and St. Joseph Railroad in March, 1864, were..... $205,568 98
Corresponding week of previous year.. 84,621 29

Increase..... $120,947 69

The earnings of the Rome, Watertown and Ogdensburgh Railroad for the month of March, 1864, were:

	1863.	1864.
From passengers	$19,324 22	$32,369 50
" freight	16,001 76	25,925 53
" miscellaneous	1,586 74	1,711 74
Total	$36,912 72	$60,006 97
Increase 1864		$23,094 25

The earnings of the Lackawanna and Bloomsburg Railroad in March, 1864, were... $60,854 49
Corresponding month of previous year. 36,472 59

Increase..... $24,381 90

The earnings of the Housatonic Railroad for March, 1864, were..... $31,766 76
Corresponding month of previous year. 20,963 20

Increase..... $10,803 56

The earnings of the Erie Railway for the month of March, 1864, were..... $1,094,508 17
Corresponding month of previous year 956,445 44

Increase..... $138,062 73

The traffic returns of the Atlantic and Great Western Railway for the months of January, February and March, 1864, were respectively as follows:

	Passengers, &c.	Freight.	Total.
January	$38,615	$168,683	$207,298
February	50,189	178,852	229,041
March	50,518	166,215	226,733

The number of miles open is 322.

Railroad Earnings--Weekly.

The earnings of the Milwaukee and Prairie du Chien railroad for the week ending April 7, were:

	1864.	1863.
Freight	$16,094 91	$12,784 45
Passengers	9,599 56	4,538 12
Mails, rents	968 50	1,035 63
Total	$26,662 97	$18,358 20
Increase		$8,304 77

The earnings of the Chicago and Northwestern Railroad for the week ending April 7, 1864, were:

Passengers	$13,731 74
Freight	19,884 91
Mail	584 37
Express	352 92
Total	$34,553 94
Same period last year	21,542 94
Increase, 61 per cent	$13,011 00

The earnings of the Michigan Central Railroad for the 2d week in April, 1864, were... $76,085 47
Corresponding week of previous year.. 52,296 48

Increase..... $23,788 99

The earnings of the Chicago and Alton Railroad Company for the week ending April 15, were:

	1864.	1863.
Passengers	$16,686 52	$13,218 12
Freight	22,127 22	21,519 22
Sundries	1,898 73	1,109 47
Total	$40,712 47	$35,846 81
Increase 1864		$4,865 66

The earnings of the Marietta and Cincinnati Railroad for the 2d week in April, were:

	1864.	1863.
Passengers	$6,653 10	$3,880 27
Freight	10,183 59	10,326 89
Mail, express & telegraph	1,054 58	721 00
Total	$17,891 27	$14,878 16
Total this month to date	$34,074 05	$31,009 64

The earnings of the Galena and Chicago Union Railroad for the week ending April 15, were:

	1863.	1864.
Freight	$20,948 51	$28,906 91
Passengers	8,667 91	13,498 67
Mails, &c	1,250 00	1,300 00
Total	$30,866 42	$43,705 58
Increase 1864		$12,889 16

The earnings of the Grand Trunk Railway for the week ending April 9, 1864, were:

Passengers	$30,976 42
Express freight, mails and sundries	2,500 00
Freight and live stock	59,247 15
Total	$92,723 57
Corresponding week, 1863	72,454 59
Increase	$20,268 98

The traffic of the Great Western Railroad for the week ending April 8th, 1864, was as follows:

Passengers	$24,469 72
Freight and live stock	46,396 62
Mails and sundries	1,661 33
Total	$72,527 67
Corresponding week of 1863	65,986 47
Increase	$6,541 20

Common Carriers.—Liability under Special Contract.

In the case of Mallory *vs.* The Tioga Railroad Company, lately decided in the Supreme Court of this State, the defendant was a corporation operating a railroad, from Blossburg in Pennsylvania to Corning New York, a distance of forty miles. The plaintiff was a miner of coal at the former place, which he was accustomed to transport over the defendants' road, sometimes on the cars of the defendant, but generally on those furnished by himself, in which case he also furnished brakemen, to go on the train under the control of the defendant's conductor, and the cars were loaded and unloaded by the plaintiff. When the plaintiff furnished his own cars, the defendant charged him for freight one dollar per ton of coal, when the cars were furnished by the defendant, the charge was one dollar and twenty cents per ton. On the 21st day of June 1854, the plaintiff's cars, loaded with coal, while being transported from Blossburg to Corning, and about ten miles from the former place, in Pennsylvania, were thrown from the track, while passing a curve, and fifteen of the cars were more or less broken in pieces, and the contents spilled and partially lost.

An action was brought against the company as a common carrier, the complaint alleging that the defendant had received from the plaintiff, and had undertaken to carry from Blossburg to Corning certain cars laden with coal; which the defendant had failed to transport. On the occasion in question, the plaintiff furnished his own cars and brakemen, and loads the cars, agreeing to pay a freight of $1.00 per ton to defendant.

On the trial, the plaintiff claimed that the defendant was a common carrier, but was overruled by the court, on that point. He then gave evidence for the purpose of showing negligence on the part of the defendant, and offered to prove specific facts for that purpose. The evidence was excluded, on objection. The court non-suited the plaintiff, and refused to submit to the jury the question of defendants being a common carrier. Exceptions were taken, and on an appeal to the General Term, where the ruling of the judge below was reversed, and a new trial ordered. The opinion of the Court was as follows:

SMITH, J.—I have come to conclusion that the defendants, in receiving from the plaintiff his cars loaded with coal, and undertaking to transport them over their railroad from Blossburg to Corning, assumed the liabilities of common carriers. That they were carriers, generally, cannot be questioned. Their constant employment being the transportation of property and passengers upon their railroad, for hire. It is claimed, however, by the defendants, that their undertaking with the plaintiff was special, and not within the scope of their general business, and that the law does not cast upon them the duty of common carriers in respect to it, for two reasons, 1st. They undertook merely to furnish motive power to draw the plaintiff's cars, laden with his property, over their railroad, he to load and unload them, and 2dly, the plaintiff was to employ brakemen to accompany his cars on the route.

In support of their claim, the defendants cite the case of Wells *vs.* Steam Navigation Company, (2 Const. 207).

There, however, the defendants engaged to tow the plaintiff's boat on the Hudson River, which is a common highway; and the court held that the defendants were not carriers generally, that the property transported was not in their possession or under their control, and that they were not bailees of any description. This brief statement of the points on which that case turned shows that it differs widely from the case in hand.

Yet, in order to allow the defendants all the aid which they can legitimately derive from that decision, I concede that notwithstanding the defendants with the case at bar were carriers generally, and were the proprietors of the route over which the goods were to be transported, in both which respects their case differs from that of the "Steam Navigation Company." Yet if, as is claimed by them they simply entered into a special engagement outside of their general business, to provide the plaintiff with sufficient motive power to draw his cars over their road, under the care and control of his servants, they did not thereby assume the obligation of carriers. But the case proved is, in my judgment, materially different from those thus hypothetically stated.

In the first place, if I correctly apprehend the testimony, the undertaking of the defendants to carry the plaintiff's cars loaded with his coal over their road, was strictly within the scope of their business which they, as a corporation, were per-

mitted to carry on. The act of the legislature of the State Pennsylvania by which they were incorporated and under which they constructed that part of their road lying that state, authorized them to "charge and receive tolls, and for freight in and for the transportation of goods, and for the conveyance of passengers," and among other rates, prescribed one "on empty cars," and another "on all passengers, *excepting* only such as are *necessarily engaged in conducting the cars.*" It also directed that "no person shall *place any car* or other carriage," on the defendants' railroad "without a permit or license, first had and obtained from said company, subject to such rules and regulations as shall from time to time, be established by the said company, to govern the use of said railroad." And it provided "that all persons using the said road shall only use those cars, wagons and conveyances which shall be adapted thereto, which said cars, wagons and conveyances to be used thereon, for the transportation of persons or commodities, shall be prescribed by the said company."

That part of the railroad lying in New York was operated by the defendants under an agreement with the Corning and Blossburg Company, a corporation created by the laws of the latter State, and by which such portion of the road was constructed and owned. By that agreement the defendants bound themselves to operate the entire road from Blossburg to Corning, for the purpose of transporting passengers and property, specifying coal among other things, and for that purpose to furnish and keep in repair the necessary motive power, engines, machinery and cars, (but the agreement expressly provided that they should not be bound to furnish *coal cars.*)

In 1854 the plaintiff was engaged in mining and marketing coal, and had large quantities of it carried over the defendants' road, some of it in defendants' cars, but principally in his own. When he furnished cars he also furnished brakemen, who were under charge of the defendants' conductor, and he loaded and unloaded the cars, whether furnished by the defendants or himself. The price paid for freight per ton was one dollar and twenty cents if the defendants furnished cars, and one dollar when the plaintiff furnished them. On the 21st of June, 1854, the defendants undertook to transport over their road, from Blossburg to Corning, forty-six cars loaded with coal belonging to the plaintiff. On their way fifteen of the cars were thrown from the track, and this action is brought to recover the damages thus occasioned.

It is apparent from this statement not only that the carriage of loaded cars belonging to others over the defendants' road for hire, was a part of the business expressly authorized by the act of their incorporation, and provided for by their agreement with the Corning and Blossburg Company, but that they had been engaged in thus transporting cars for the plaintiff during several months prior to their undertaking to carry the train in question. But independently of the special provisions of the act of incorporation and the agreement above referred to, I am of the opinion that the defendants' undertaking was in the line of their general business. It was certainly competent for them, as carriers, to undertake to transport the cars of the plaintiff whether loaded or unloaded, upon tracks or platform cars belonging to themselves; and in such case they would clearly have been liable as carriers. The mere fact that the plaintiff's cars were run upon their own wheels, instead of being placed upon platform cars of the defendants, does not, in my judgment take the case out of the scope of the defendants' business as carriers, or relieve them from liability as such. If the injury had occurred in consequence of a defect in the running gear of the plaintiff's cars, which the plaintiff ought to have guarded against, the case would have been materially different, for the reason that a carrier is not liable for a loss occasioned by the negligence or fraud of the owner. But I am unable to perceive in the nature of the undertaking, any sound reason for holding that the defendants did not contract with the plaintiff as carriers. In the next place, the plaintiff's cars, while being thus transported over the defendants' road, were not under the care and control of the plaintiff's servants. The entire train was managed and controlled by the employees of the defendants. The plaintiff merely furnished brakemen, whose duties, as the term implies, related exclusively to the running of the train, and not to the care or guarding of the plaintiff's property; and they were in all respects under the control of the defendants' conductor. They had no efficient means of protecting the property of their principal against the consequences of negligence or fraud, and the circumstance that they accompanied the train merely to assist in running it, does not, in any respect, absolve the defendants from their liability as carriers. If a servant of the owner happen to go with the goods, but there is no intention to let him meddle with the care of them, the carrier will be answerable for loss. (Marsh, Ins. B. I. ch. 7, § 5; Abbott on Ship, part 3, ch. 2, § 33; Story on bail, § 533.) So, if a man travel in a stage coach and take his portmanteau with him, though he has his eye upon the portmanteau, yet the carrier is not absolved from his responsibility, but will be liable if the portmanteau be lost. (Per Chambre, J. in Robinson *vs.* Demmore, 2 Bos. & Pull., 418.) It was said by Bronson, J. in Hollister *vs.* Nowlen, (19 Wend., 237,) that "when there is no fraud, the fact that the owner accompanies the property, cannot affect the principle in which the carrier is charged, in case of loss." He likened the liability of a carrier to that of an innkeeper, and cited the remark in Calyes case, (8 Co., 63,) that "it is no excuse for the innkeeper to say that he delivered the guest the key of the chamber in which he lodged, and that he left the door open; but he ought to keep the goods and chattles of his guest there in safety."

The defendants' possession of the plaintiff's cars while on the route, was none the less complete, by reason of the circumstance that they were loaded, and to be unloaded by the plaintiff. In this respect the case is precisely like that of a stage coach proprietor carrying the trunks of his passenger. I have now considered all the circumstances relied upon by the defendant to take this case out of the rule that the carrier is liable for loss, unless he shows that it was caused by inevitable accident, or the public enemies. I fully appreciate the force of the suggestion that the rule is rigorous and sometimes severe, and that courts have, in various instances, refused to extend it to new cases; but, nevertheless, the rule is too well established to be questioned, and I regard this case as fully within its policy, which, as was said by Lord Mansfield in Forward *vs.* Pitland, (1 T. R., 27,) is "to prevent litigation, collision, and the necessity of going into circumstances impossible to be unraveled.

If these views are correct, there should be a new trial.

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American Railroad Journal.

New York, Saturday, April 30, 1864.

Canals of the Canadas.

We are indebted to the Honorable Mr. Galt, Financial Minister of the Canadas, for a copy of the Report of the Commissioner of Public Works, 1863, containing an official statement of the condition of the inland navigation of these provinces, light houses, river works, harbors of refuge, landing piers and public buildings. The report is creditable to the commissioner and to the provincial authorities who have charge of these various works.

The Canals of Canada are really of great value and importance, and those known as of the St. Lawrence system are constructed on a grand scale compared with any others on this continent, and have been successful in retaining a large share of the commerce of the lakes, which otherwise would have been diverted to the American ports. The effect of their construction has not only to attract by cheap navigation a large amount of the products of the Northwest, but to make Montreal the greatest city in British America. The minimum capacity of these Canadian Canals is nearly double that of the enlarged Erie, but they are of inconsiderable length, and have a volume of water at their command at every point, which it would be impossible to obtain for a large ship canal along the whole line of the Erie.

We extract from the report some facts immediately interesting in relation to these, regretting that we have not more space for more liberal quotations.

WELLAND CANAL.

The prism of the canal between Allanburg and Port Colborne has been nearly doubled in sectional area. The bottom width, originally intended to be only 26 feet, having been made 50 feet, to admit of two vessels passing each other at any place on the line. The depth has also been increased fully two feet for the whole distance.

This part of the work is now rapidly approaching completion on the scale above stated. The time, however, is not far distant, when its capacity must be still further increased.

But the work of greatest importance to be undertaken, is the construction of a new line of canal from Thorold downwards to Lake Ontario, with locks capable of passing a large class of propellers. This is believed to be so urgently necessary, that it cannot be too often brought under notice. As its execution will necessarily occupy several years, its early commencement becomes all the more imperative; and although the department is not yet in possession of sufficient information to enable it to recommend any precise line, this can readily be obtained, and the extent of the necessary improvements determined, when the means of carrying them out are placed at the disposal of the Government.

The construction of a second tow path on the Thorold level, between Hurst's and Marlutt's Bridges—and the widening of the channel-way between these points, (alluded to in previous reports)—would so much facilitate the passage of vessels, that it is deemed advisable to bring the subject again under notice. The estimated cost of these works is $18,100.

Large fleets of upward bound vessels, being often detained at Port Colborne by winds which are favorable to downward vessels entering the canal, frequently leads to such an over-crowding of the harbor, as results in considerable delay and damage; which, it is believed, can only be obviated by increased accommodation.

REVENUE FOR THE LAST FOUR YEARS.

	1860.	1861.
Tolls	$165,220 65	$229,769 49
Collected on rents	7,686 97	8,967 20
Do. on lands, &c	1,787 07	25 00
Do. on fines & dam'ges	2,116 10	2,267 80
Totals	$176,760 79	$241,029 49

	1862.	1863.
Tolls	$271,385 27	$225,442 01
Collected on rents	7,863 90	9,014 79
Do. on lands, &c	.....	526 83
Do. on fines & dam'ges	573 00	4,664 50
Totals	$279,321 17	$239,687 63

WILLIAMSBURG CANALS.

These are the highest of the St. Lawrence series, and have less sectional area than any of the others; their bottom width in cutting being only 50 feet.

The comparatively slight rapids which they were constructed to overcome, are generally navigated both ways by passenger steamers, so that they are principally used by upward bound freight craft.

They are now in three divisions, and are collectively 11⅛ miles in length; but separated by stretches of river navigation 4¼ and 10 miles respectively in length.

CORNWALL CANAL.

This is the largest of the St. Lawrence series, being nearly double the bottom width of those immediately above it, and one fourth wider than those below; the locks are ten feet wider than any of the others which form the series. There have been considerable sums expended in repairs of this work the last year.

BEAUHARNOIS CANAL.

This canal is the only one of the series which is located on the south shore of the St. Lawrence, (and we may add the most exposed to injury from any from the American side.)

It passes through a well settled part of the country, and is consequently crossed by a large number of swing bridges. These, together with the long dykes on both sides of its upper entrance, rendered necessary by the backing of the water there, considerably increase the cost of maintenance. 4,000 lineal feet of the dyke through Hungry Bay was raised last year, for a height of about 20 inches, and a like extent will have to be done during the ensuing season. The dam, built across a branch of the St. Lawrence to deepen the upper entrance, requires constant care and watchfulness to maintain it efficiently.

LACHINE CANAL

This is one of the most important of the series.

The Ottawa River enters the St. Lawrence above Lachine by two branches: one opposite the foot of the Beauharnois Canal, and the other (or navigable channel) a few miles further down Lake St. Louis.

The influx of this large body of water has the effect, in time of floods, of greatly increasing the fluctuation to which the St. Lawrence itself is liable, and necessitates all the works at the head of the Lachine Canal being adapted for a variation of at least seven feet between extreme high and low water.

The repairs of wharves, dock-walls, flour sheds, &c., at the foot of the canal, together with those required at Lachine, greatly increase the annual cost of maintenance.

The excessive current produced in this canal by the inordinate supply of water used for milling purposes at various points along the line, has led to so much difficulty in its navigation, as to be a heavy tax upon the trade.

Another great drawback upon the trade is the deficiency of wharfage and basin accommodation at Montreal; vessels being frequently detained several days waiting for a berth at which they can unload. This has been frequently referred to in the annual reports of this department; but no means having been appropriated for the purpose of remedying it, it is therefore considered advisable to draw attention to the urgent necessity which still exists for these improvements.

The enlargement of the St. Gabriel Basin (for which plans were prepared some years ago) would afford about 3,000 lineal feet of additional wharfage, where a large number of inland vessels could lie at one time, and by this means room would be available in basin No. 1 for the larger class which it is intended to accommodate.

Chambly Canal.

The trade by this route during the last season has greatly exceeded that of any preceding year; the revenue from tolls having amounted to $25,070 66.

Several of the locks have been rebuilt, but further repairs are required to keep it in good condition.

The report strongly recommends an enlargement of the Welland and St. Lawrence Canals to a uniform draught for vessels of 800 to 850 tons burthen. The most interesting part of it, however, relates to the project of enlarging the Chambly Canal, or of constructing a ship canal in its place for the purpose of bringing the large lake propellers into Lake Champlain without unlading. This project is one which we have urged and advocated in this Journal for the past two years with all our power, and have endeavored to enlist the public in favor of a corresponding movement on our part by enlarging the Champlain Canal. Governor Seymour alluded to it in his last message; several journals have expressed favorable opinions, and now it has received its greatest assistance in the recommendation of the Commissioner of Public Works, when he recommends a ship canal between the St. Lawrence and Lake Champlain, a distance by the Chambly route of only about twelve miles, and with but 75 feet lift to overcome. We say its greatest assistance, for if the Chicago propellers get into Lake Champlain it will not be very long before their voyage will be continued to the Hudson. We quote this part of the report to give some idea of what the sagacious men of Canada think of the project, and also to show how they calculate the result of a route, most of which is open water and free from tolls, as compared with the Erie Canal enlargement which is talked of still by enthusiastic and thoughtless persons, although it has never yet been used to its capacity by thousands of boats and millions of tons.

"Even before the present canal system was in full operation, it was foreseen that to ensure anything like an adequate return upon the large expenditure then being incurred, it would be necessary to complete the series, by connecting the waters of the St. Lawrence with those of Lake Champlain. By this means it was believed that we could successfully compete with the Erie Canal, either for the carriage of grain to the great centre of distribution for home consumption at Albany, or to New York for exportation to Europe.

The inhabitants of the Northern States on the Atlantic seaboard, being largely engaged in manufactures, have to import food from the agricultural districts of the West; and the magnitude of the trade thus created is estimated by various competent authorities, at from *five-eighths* to *three-fifths* of all the vegetable food which annually arrives at the level of tide water in the Hudson River.

It would therefore seem, that any well-matured scheme, by which the Provincial Canals might be made the principal channel for so large and profitable a transport, would be well worthy of consideration.

In the existing state of our connections, the cargo of a vessel arriving at Montreal, loaded with grain for the Eastern States, cannot be portaged to Lake Champlain, except at such an increase in the cost of transport as would nullify all the advantages of the St. Lawrence navigation, and give the Erie route a decided superiority in point of cheapness.

But were the River St. Lawrence united to Lake Champlain by a canal of dimensions equal to the enlarged scale of navigation above referred to, this serious drawback would then be removed; and the Province would reap the full benefit of the unequalled advantages which it ought to derive from the possession of the *natural* route.

The vast increase in the trade of Oswego, since the opening of the enlarged Welland Canal in 1845, clearly demonstrates the effect of extended natural navigation. Oswego, with vessels of from 250 to 400 tons burthen, which pass through the Welland Canal, is able to compete with Buffalo, although propellers of 750 to 1,000 tons burthen arrive there from Chicago.

This arises from the simple fact that there are about 118 miles less canal navigation on the Oswego route than on that *via* Buffalo to Albany.

The following table will show the comparative amounts of produce which arrived at Oswego from the West, from 1845 to 1862:—

	Tons.		Tons.
1845	44,560	1854	72,975
1846	63,905	1855	124,004
1847	87,329	1856	222,542
1848	90,411	1857	104,332
1849	119,201	1858	172,674
1850	133,473	1859	93,345
1851	146,204	1860	249,069
1852	182,484	1861	277,679
1853	227,681	1862	276,287

It may, therefore, be fairly inferred that a proportionate success would attend the Champlain route, could vessels of large tonnage reach Whitehall without breaking bulk; and that the cities of Montreal and Quebec would also be greatly benefitted, as regards the increased facilities for transatlantic trade which would result by bringing the large inland vessel alongside of the ocean ship.

Even at present, a propeller of ordinary speed, can make the trip from Quebec to Lake Erie in about 5 days, and that from Lake Erie to Quebec in 4 days; whilst the voyage by canal boats, of less than one half their tonnage, seldom occupies less than 12 days between Buffalo and tide water in the Hudson River. Goods shipped from Quebec also reach the upper lakes earlier in the spring than those from New York *via* the Erie Canal; and produce for the European market can be shipped later from Chicago, *via* Montreal, than by the Buffalo route, for the reason that the voyage is made on the river and through our canals much quicker than by the Erie Canal.

The Champlain connection would also facilitate the large export of sawed lumber, which now finds its way into the United States, for home consumption, from various points along the Canadian frontier, by costly, and often circuitous routes; and would enable it to be laid down at the minimum of transport charges at the great lumber mart of Albany. It would also form a direct route for that portion of this staple product of the Ottawa Valley, required for the American market.

Thus the trade, which now merely *crosses* Lakes Ontario and Erie into the United States, from the West and Upper Canada, would find a speedier and less expensive route to market."

The administration which has recently come into power in the Canadas contains some members who are truly representative men. Among these is Mr. Galt, not only respected for the name he bears, but for his zeal in the cause of internal improvements, and his large and liberal views on all subjects.

The great question of the reciprocity treaty, has a close connection with the subject we have already considered. The St. Lawrence Canals and the Canadian railways without such a treaty will lose most of their productive value. For our part we are anxious that our relations with the Canadas may not be disturbed by the folly or prejudices of any short-sighted persons on either side of the St. Lawrence; and we are always pleased when we can speak favorably of the public works, and the increase of the prosperity of the Canadas.

Pittsburg, Fort Wayne & Chicago Railway.

To the Stock and Bondholders of the Pittsburg, Fort Wayne and Chicago Railway.

The Board of Directors have now to present to you the operations of this Railway during the second year of the existence of this Corporation.

The gross earnings of the Railway for the year 1863, were:

From passenger travel	$1,562,409 05
" freight traffic	3,341,033 65
" transportation U. S. mail	93,900 00
" express companies	38,053 75
" Cleveland and Pittsburg Railroad Co., for use of track between Pittsburg & Rochester	85,000 00
" rent of railway and ground	2,835 33
" miscellaneous sources	14,701 96
Total	$5,132,938 74

The transportation expenses for the year were as follows:

For conducting transp.	$779,316 48	
" motive power	904,246 19	
" maintenance of cars	232,078 98	
" maintenance of way	893,311 96	
" general expenses	217,356 95	
		$3,026,310 56

Balance being net earnings $2,106,623 18

This result makes the operating expenses for the year, 59 per cent. of the earnings. For the year 1862, the operating expenses were 50 per cent. of the earnings, showing an increased per centage of the past year over 1862, a fraction less than 20 per cent., while the increase in the cost of labor and supplies has been more than 30 per cent.

In the report of last year the amount for taxes was not charged as part of the operating expenses of the Railway, following in that respect the custom of most Railway Companies in this country. This year the taxes are included in the item of "General Expenses," and constitute more than half of that item. Deducting taxes, the operating expenses were 56¾ per cent. of the earnings. The taxes for the year (exclusive of amount deducted from interest on bonds and paid to the U. S. Commissioner of Revenue,) are equal to a dividend of 1¾ per cent. on the Capital Stock of

the Company, or equal to *thirty per cent. of a six per cent. dividend to stockholders.* This large per centage is in consequence of the small Capital Stock of the Company: but at the same time, it is belived that the taxes paid by the Company are larger in proportion than are paid on any other property, or by other Corporations employing capital differently.

There has been expended during the year on construction and for additional equipment $1,517,162 25.

This is a very large expenditure out of "income," for the permanent extension and improvement of the property which should be paid for out of fixed capital. It is a sum equal to 29½ per cent. of the earnings of the Railway, and equal to a dividend of 23⅓ per cent. on the authorized Stock Capital of the Company.

It was the aim of the Board to keep the expenditures of the year within the income, but the very great pressure of business upon the Railway demanding increased facilities, and the extraordinary advance in price of several leading articles of Railway supply, during the past two years, caused the outlay for construction and equipment to exceed the appropriation for 1862 by $183,671 11, and for 1863 by $223,056 13, making a total to December 31st, 1863, of $405,727 24, which expenditures has been provided for by the Purchasing Committee from assets in their hands; leaving a surplus of means in the hands of the Company of about $140,000 at the close of the year.

The increased earnings of 1863 over 1862, have been $1,387,623 12, or a fraction over 37 per cent. Of this increase $939,403 52, was derived from the freight traffic, and $448,219 60 from passenger travel and miscellaneous sources; being an increase in the freight traffic of 39 per cent., and in the passenger travel of 25 per cent. On the Eastern Division of the Railway, (Pittsburg to Crestline, a distance of 188 miles) the increased earnings of 1863 over 1862, have been $566,143 22, equal to 28¾ per cent; and the increase has been about equal in the two departments of passengers and freight. The earnings of this Division for the year were $13,404 07 per mile of Railway. On the Western Division, (Crestline to Chicago, a distance of 280 miles,) the increased earnings of 1863 over 1862 were $821,479 90, equal to 28.3 per cent., and the increase has been nearly equal in each of the departments of passenger and freight. The earnings of this Division for the year were $9,286 04 per mile of Railway. The earnings per mile for the whole Railway, were $10,960 78 for the year.

The net earnings per mile of the Eastern Division were $5,803 99, and of the Western Division $3,612 97, and of the whole line $4,498 44.

The operating expenses for 1863 exceed those for 1862, $1,147,911 84, or about 61 per cent. This large increase is partly accounted for in the fact heretofore stated, that the very large taxes of the Company have this year been charged to expenses, as have also expense of every kind not clearly chargeable to construction. The large expenditures for maintainance of way, (which have been increased nearly 80 per cent. over last year) contains much that might have properly been charged to construction. The remaining portion of the operating expenses have only been increased in proportion to the increased business of the Railway, and the increased cost of doing work. The Railway, Machinery, Stations, &c., are now such that the business of 1863, at the prices of that year, could this year be done at less per centage of the earnings than the per centage of last year, prices of materials and labor remaining the same. The development of the capabilities of the line, and of the source of traffic during the year, has been very satisfactory. The whole number of passengers carried last year was 841,039, against 656,885 the year previous. The increase has been in the first class travel, the emigrant travel having fallen off, principally, for the reason that no effort has been made for this class of travel, on account of the non-remunerating rate at which it was carried by competing lines.

On the Eastern Division the East-bound local travel increased in number 18 per cent., and the foreign travel only 5½ per cent.; and the West-bound local travel increased 16 per cent., and the foreign travel 6 per cent.

On the Western Division the East-bound local travel increased 30 per cent., and the foreign travel increased 90 per cent. On the West-bound travel, on this Division, the increase on the local was 33 per cent., and the foreign 70 per cent.

The relative movement of the freight traffic on each of the Divisions, compared with 1862, has been as follows: On the Eastern Division the increased number of Tons of local traffic moved, has been 40 per cent., and of foreign 10 per cent.; and on the same Division the increase Eastward has been, on local traffic 40 per cent., and on foreign 16 per cent. On the Western Division the increased number of Tons moved West has been, of local traffic 37 per cent., and of foreign traffic 50 per cent.; and on this Division the increase on East-bound traffic has been, of local traffic 30 per cent., and foreign 24 per cent. Except in the West-bound traffic, on the Western Division, the increase has been the largest in the local freight traffic of the Railway, on both divisions and in each direction.

At the date of Consolidation, August 1, 1856, and previously, the freight earnings of the line of Railway now owned by this Company, were about 33 per cent. of the earnings from all sources. For the year 1858 the freight earnings were a small fraction less than 50 per cent. of the gross earnings, and the year following were a very small fraction more than 50 per cent. of the gross earnings. The importance of the line for freight traffic has been rapidly developing each year, until now the revenue derived from this source is 65 per cent. of the income from all sources. The short equipment of the Railway, the last few years, has effected the freight more than the passenger earnings, for no passenger business has been declined for want of means of transportation, while much freight sought other avenues to market in consequence of the inability of this Company to move it. With a larger and better passenger equipment, the passenger business might also have been greatly increased over what it has been. In the last annual report, it was stated, in referring to the "extraordinary" expenses of the year, that similar extraordinary expense would be required each year, for several years to come, until the Railway and equipment shall be, as expressed in the Third Mortgage Trust Deed, in "high condition." In carrying out the policy thus announced and approved by you, there has been expended during the year 1863, $1,517,162 25. This expenditure has been made for objects the most pressing, and in such manner as to bring the quickest return on this outlay of capital. The condition of the different parts of the property, with reference to doing an increased business, is now so nearly balanced, that to increase the capacity of the property for additional business, in any one particular, will demand an increase in all. An increased number of locomotives will require an increased number of cars, and those two will require additional shop facilities for repairs. An increase of locomotives and cars increases the number of trains, and they can only be run by increasing the wood and water stations, the length and number of side tracks, and, to some extent, at once a double track. An increase in freight traffic involves at once an increase of station-ground, tracks, &c. This statement of the condition of the property, illustrates the remark, in the last annual report, that "time is essential not only to do the work with economy and judgment, but to develop with some clearness, all the requirements which the future may make upon this Railway."

During the year there has been added to the equipment 27 new locomotives, 604 burthen cars, and 12 new passenger coaches, of the most approved pattern and style, 6 of which are of iron. The side tracks for passing trains have been increased 13 miles in length, and new tracks at engine-houses, shops and stations, have been laid down to the extent of 14 miles, making, at the close of the year, 27 miles more of track than at the commencement. New water houses have been erected at Enon Valley, Upper Sandusky, Johnstown, Middlepoint, Monroeville, Maples and Valparaiso; and at Sewickley and Rochester the capacity of the water houses has been greatly increased, and the facilities for procuring water much improved. New engine houses of a permanent character have been erected at Allegheny City, Alliance, and Valparaiso, having an aggregate of 76 stalls. The large new car shop at Fort Wayne has been completed, and the machinery and tools have been purchased and are being put in. A large brick freight house for the local traffic has been built at Fort Wayne, and a substantial and convenient brick transfer house, 400 feet in length, has been built at Chicago, to accommodate the very large business interchanged between this and other roads terminating in that city. Ditching, side draining, widening cuts and embankments, raising road bed, reducing grades and ballasting, have been prosecuted to the extent that labor could be had for the purpose. Permanent new bridges and culverts have been erected, and embankments have been made, to take the place of decaying trestle work. It has been decided by the Board to continue, during the year 1864, expenditures for construction and equipment, to the extent of an outlay of about $1,912,000, if practicable to do so with reasonable economy. The cost of doing this work and the extent of business that may offer at different periods of the year, may, to some extent, modify present plans.

Forty-three Locomotives have been contracted for, and are to be delivered through the several months from this date until and including November next. Nine passenger Coaches have been contracted for, and are to be delivered in May and July next. Three thousand tons of iron rails for new track and sidings, have been contracted for, and are to be delivered in April, May and June. Portions of the work to be done along the line are also under contract, so that if the necessary labor can be had, the work for the year can be commenced early and under favorable circumstances for a vigorous prosecution.

The money to pay for this work and equipment, is to be derived from the earnings of the Railway, and by a loan or advance from the "Purchasing Committee," to the extent of $500,000, if so much shall be necessary, out of a surplus, of assets, now in the hands of the Committee. If the recommendations made in a subsequent part of this report should be carried into effect the earnings will be appropriated to a different object.

An income of $6,000,000, is estimated for this year from the operations of the Railway, and which is expected to yield $2,500,000, applicable to interest, and the work, appropriated for, in the foregoing estimate. If the Locomotives are delivered according to the contract, the estimate of earnings is quite within bounds; but if builders should be slow in filling their contracts, or if the Locomotives should be taken from us, by orders from the War Department, of which there is more danger, the estimate of earnings may perhaps be too large. These are contingencies which cannot be known or provided against.

Of the Locomotives ordered last year, 8 were taken from the shops, a few months since, by orders from the War Department when within a few days or weeks of being completed. Last Fall, we built at the Fort Wayne shops, by order of the War Department, 20 very superior Box Cars, and sent them for the use of the army in Tennessee, and we are now building 20 more, for the same service under similar orders received a few days ago.

The contract made with the Cleveland and Pittsburg Railroad Company, December 15th, 1863, and ratified by you at the last annual meeting, has been acted upon according to its provisions since the 1st of April last. The operations of both roads have been carried on with entire harmony, under the agreement to the great advantage of each, in increasing income and reducing expenses, and mitigating greatly to the officers, the many vexations and irritations incident to Railway management. During the 9 months of

last year, that the contract was in operation, this Company was entitled to $90,042 33 of the earnings of the Cleveland and Pittsburg Railroad Company, a sum equal to $120,056 44 per annum. A modification of the "second article" of the agreement, so as to allow the Company which may earn more than its proportion of the joint earnings, as fixed in that article, some compensation for expenses of earning such excess, has been under consideration by Committees of the two Boards, but no conclusion has been arrived at.

In the month of October last the New Castle and Beaver Valley Railroad Company completed the track of their road, and since that date this company has furnished the motive power and train service, and most of the freight cars, for the business of the road under a temporary arrangement made by the General Superintendent. Passenger trains are now run each way, morning and evening, between Pittsburg and New Castle, a distance of 50 miles, of which 35, (Pittsburg to Homewood,) is over the railway of this company. In two, or at least three months the short link of ten miles north of New Castle will be completed, so as to form a continuous line by means of the Erie and Pittsburg Railroad from Pittsburg to Erie, by way of Homewood and New Castle. This route opens to Pittsburg by rail, all the border counties of Pennsylvania and Ohio, from the Ohio River to Lake Erie. These counties are as rich in agricultural products and mineral resources, as any county in the State. The traffic of this line, must therefore eventually be very large, which will result in increasing materially the business of the railway of this company east of Homewood. A project is now engaging the attention of those most interested, and who are able to consummate the undertaking, to build a road from New Castle to Franklin, a distance of only 40 miles, over a very easy route as to grades and cost, and through the best coal fields of Lawrence and Mercer Counties. With this link of 40 miles completed, we shall have a railroad line from Pittsburg to Oil City, only 97 miles in length, being as is believed, the shortest and best route and quickest built, to this wonderful region, which is said to possess the magic of making rich every person and every railroad corporation within its boundaries. It is certainly worthy a great effort on the part of the citizens of Pittsburg to aid, to an extent that shall insure the immediate completion of a road from New Castle to Franklin; and the enterprise is also worthy of such consideration, on the part of the company, as will promote the early building of the road.

The Atlantic and Great Western Railroad Company, has completed its road from its Eastern terminus on the Erie Railway, to Galion on the Cleveland, Columbus and Cincinnati road, four miles south of Crestline, crossing this company's railway at Mansfield; but its organization does not yet seem to be completed for doing much business, except in the direction of Cleveland. We have not had as yet, any authoritative information, as to the policy that Company proposes to adopt in regard to business with or over your railway.

The contract with the Chicago and Cincinnati Railroad Company, under which the business of their road is carried on your railway between Valparaiso and Chicago, terminates on the 1st of July next. The contract will not be renewed, because the parties controlling the two corporations that own the road between Valparaiso and Richmond, Indiana, have got up a scheme for a new corporation to build an independent line into Chicago.

The last annual report in referring to the fact that the income of the company derived from the ordinary operations of the railway, had been largely used for construction and equipment, states as a reason therefor, that as the company had no other resource to look for her means, than the earnings of the railway, "the earnings had to fulfil the double function of capital and of keeping capital intact by paying for repairs, depreciation and interest." This was said in view of the restrictions contained in the several mortgages, on an increase in the capital stock of the company, and on the theory, that the earnings would be sufficient to pay interest on the mortgage, furnish and equip the road as fast the increase of traffic demanded, and also in a short time pay dividends on the stock. The business of the past two years and the prospects of the future make manifest the fact, that the earnings have been larger than was anticipated, and will continue to increase still more; and the further fact, that the very causes which make the large earnings, also make a call for an additional capital to furnish the railway and equip it, greater than the earnings can accomplish. The very magnitude of the earnings of the railway but increases the magnitude of the capital required to develop the line to the capacity of the demands upon it.

The earnings of the railway, since the consolidation of the three original corporations have been from year to year, as follows:

In 1857	$1,660,424 89
" 1858	1,567,232 22
" 1859	1,965,987 80
" 1860	2,335,353 83
" 1861	3,031,887 42
" 1862	3,734,390 43
" 1863	5,132,933 74

In each of those years, the earnings were limited by the capacity of the railway, which has been during all this period, and is now, limited by reason of an insufficiency of capital, to complete and equip it to the standard its commanding geographical position demands.

To comprehend fully the developments of the line, the annual increase of earnings should be compared with the increase of capital invested. The amount of capital in the railway at the close of each year since the consolidation, as shown by the accounts of the Comptroller, was as follows:

	Shares.	Bonds.	Floating Debt.	Total.
1857	$5,258,837 66	$7,371,000	$1,418,924 02	$14,048,759 75
1858	5,288,950 27	8,453,000	899,159 88	14,631,110 15
1859	5,351,761 84	8,289,500	1,916,517 04	15,557,778 88
1860	5,481,869 32	9,306,485	1,612,754 22	16,401,108 54
1861	5,480,965 54	9,660,825	1,860,430 87	17,002,121 41
1862	6,500,000 00	12,935,173	None.	19,435,173 00
1863	6,500,000 00	12,935,173	None.	19,435,173 00

Of the $19,435,173, stated as invested at the close of 1863, about $1,000,000 is yet in the hands of the Purchasing Committee unexpended, so that at the commencement of this year, the capital invested was about $18,500,000; comparing then the increase of earnings with the increase of capital, we find that from 1857 to 1863 inclusive, the earnings have increased 209 per cent., while the capital has increased but 31.7 per cent. During two years of this period, there was a large amount of capital unproductive, as the railway had not yet been open for use to Chicago. Commencing with the period of the completion of the railway to Chicago, (January 1, 1859,) we find from that date to the 31st of December last, a period of five years, that the earnings have increased 166 per cent., and the increase of capital has been but 19 per cent. We have now presented to you:

First. The operations of the railway for the past year, in which you will, we think, find much for gratulation as to the past, and still more to hope for in the future.

Second. The plan of operation for the current year, with the ways and means of meeting the expense of the same.

Third. The fact that the current income of the railway is not sufficient, (although it has increased beyond the anticipation of the most sanguine,) to complete and equip it as fast as sound policy dictates, and that therefore some new scheme must be devised.

After much consideration of the question, the Board has decided to recommend to you, as the best plan of attaining the requisite amount of money for the purpose, an increase of the capital stock of the company to an extent necessary to the object, but within the assured ability of the company to earn and pay full dividends on such increase of capital stock.

The accompanying resolutions have been prepared, and your approval is asked as proper, to enable the Board to carry out the plan suggested.

To increase the capital stock of the company and sell the same at its value, required the assent of the first and second mortgage bondholders, as stipulated in the eighth article of the "Trust Deeds;" and that the market value of the stock should to some extent correspond with its intrinsic value. This conjuncture has now happily arrived at the time needed. The stock has been selling in the market above its par value, and there are such intimations from holders of large amounts of bonds, that we have good reason to expect the ready consent of a majority to the increase of the capital stock of the company under an arrangement that will appreciate the value of their bonds.

With the assent of the parties in interest, it is proposed at once to increase the capital $3,500,000, which with present capital will make $10,000,000 and to expend the same as soon as practicable on the railway and equipment and appurtenances. That the earnings from the 1st of January last be appropriated to interest, sinking fund, dividend, and surplus fund. Of the money derived from the sale of this new stock, $1,912,000 will be appropriated for the objects stated in a previous part of this report, and the remainder on similar objects—*i. e.*,—double track, increase of sidings, permanent bridge and culverts, improvement of roadway, increase of shops and tools, addition to motive power, rolling stock, &c. The property when thus improved with the amount here provided, will be capable of earning at the present rates of traffic, at least $8,000,000 per annum. And with such a business once upon the line, the earnings will hardly fall below $6,000,000 per annum, in periods of commercial convulsion and depression of business, but should they fall as low as $5,000,000 per annum, all the demands upon the treasury could be met, and a regular quarterly dividend still be paid on the whole capital stock.

There is no leading railway in this country which has a more solid foundation for an increase of capital, with an assurance of dividends, than yours.

First. Its geographical position, having its termini resting on two of the largest cities in the West, one manufacturing and the other commercial, and the depot of the surplus agricultural products of an empire in extent; each of which cities make very large daily demands on each other, for exchange of commodities, and which exchange passes over the entire extent of your railway. The intermediate country is a portion of the territory of four magnificent States of the Union, sub-divided into twenty-four large counties, and on the roadside of this great line are eighty county seats, cities and smaller villages, containing present resources of traffic and travel, nearly sufficient to tax the present capacity of the railway, with the promise of future increase that extravagance can hardly over estimate.

Second. The cost per mile of the railway, or the capital invested subject to interest and dividends, is less per mile than any other important railway, and much less than the average of twenty of the principal railways of the country. The cost of this railway, equipment, appurtenances, lands, &c., is not quite $40,000 per mile, the average cost of twenty of the leading railways of the East and West, (excluding the Reading Railway on account of its high cost,) is about $55,406 per mile.

Third. A large amount of the earnings of the railway have, from time to time, been expended on construction, and not charged to capital, all of which goes to secure the new capital which is now invited into the property. This item, for the last two years alone, as appears by the reports, amount to $2,280,972 63, being more than 65 per cent. of the increase of capital now proposed.

It is not necessary to enlarge on the facts here stated, they are sufficient to enable every unbiased, intelligent mind to form a correct conclusion, and we believe such conclusion will be, that an immediate increase of capital stock is necessary, and that such new stock will be among the best railway investments yet offered the public.

In each of the first and second mortgage bonds

issued by the company, it is stipulated "that at any time after the first day of July, 1867, the said company, on any day on which a half yearly installment of interest shall fall due, may, at their option, redeem the principal of this bond." It is doubtless in consequence of this provision that the second mortgage bonds of the company have been selling nearly down to par, and the first mortgage bonds only five to six per cent. above par. In a little more than three years from this date, any one of the $10,410,000 of these bonds may, by the provisions of the mortgage above recited, be made to fall due, although perhaps but few would be taken up during any one year. This uncertainty depreciates the whole issue. It is therefore desirable to holders of the bonds that this uncertain duration of the loan should be removed, as the security would therefore be made more valuable.

The reason has nearly, if not quite ceased to exist for which article eighth was inserted in the first and second mortgage trust deeds; and it is believed that bondholders will gain far more by increasing the capital stock, so as to enhance the value of the railway, and increase its income than by keeping the capital down, as fixed by that article. There is no controverting the fact that the more money expended on mortgaged premises by the owners, the greater the security of the mortgagee. An extension of the time for the privilege of redemption of these bonds, and an expenditure of several more millions of dollars on the railway and its equipment would increase greatly the market value of the bonds, and make them intrinsically equal, in all respects, to the best class railway securities. No bond could be better secured; and no interest more certain. It being then the interest of both bond and stockholders to assent to an increase in the capital stock, we have every reason to expect your favorable action and assent.

The very large expenditure required for construction under the policy adopted by the Board, rendered necessary the services of an engineer of judgment and skill, who should in justice to the importance of the subject give all his time to that object. To obtain this the organization has been modified by creating the office of Chief Engineer, the incumbent of which has charge of all works of construction. This change enables the General Superintendent to give much closer supervision to the business of conducting the very large transportation on a long railway. The duties heretofore devolved upon that officer were too great for the true interests of the company. The office of Chief Engineer has been filled by the appointment of John B. Jervis, Esq., who resigned the position of General Superintendent. The reputation of Mr. Jervis as an eminent Civil Engineer is already recorded in the history of public improvements in this country, and requires no commendation at our hands. The Board, however, in making the appointment had satisfactory evidence of its fitness in over two years of valuable service rendered the company.

J. N. McCullough, Esq., was appointed General Superintendent to commence the duties of his office on the 1st inst. This appointment was made from the personal knowledge of the members of the Board that the requisite energy, judgment, executive capacity, and experience was possessed by Mr. McCullough to qualify him for this most important post. The Board with pleasure bear testimony to the character, zeal and fidelity evinced during the year in the discharge of their respective duties of the principal officers of the railway.

By order of the Board of Directors,

G. W. Cass, *President.*

Pittsburg, March 16th, 1864.

Beloit and Madison Railroad.

The Beloit and Madison branch of the Galena and Chicago Union Railroad is now in running order to Oregon, within ten miles of Madison, and we learn that the cars will reach the latter place by the 1st of June.—*Brodhead Independent.*

Pittsburg, Allegheny and New Troy Passenger Railroad.

The bill for the incorporation of this company was introduced into the Pennsylvania Legislature on the 9th inst. The capital stock is fixed at 2,000 shares of $50 each, and half may be raised by mortgage on the road. When the people of Allegheny County shall proceed to build a bridge between the Allegheny and Hand street bridges, the company have authority to subscribe one-half the cost, provided the half be not more than $50,000, and they shall have the exclusive right to use the bridge for passenger railway purposes. Dividends to be made out of the net profits. For the first five years after they commence running the cars they shall pay into the Treasuries of Allegheny and Pittsburg $20 per year for each car and three per cent. of the dividends. For the second period of five years, $30 for each car and five per cent., of dividends; and thereafter $40 for each car and five per cent. They shall conform to the lawful orders of the streets traversed, and keep them in perpetual repair from curb to curb. Councils to establish regulations for the company in relation to having repairing, grading, culverting, and laying gas and water pipes along said streets, and the company shall not use locomotives or engines thereon. The fare is fixed at five cents, and the work must be commenced in six months from the organization of the company.

Vermont Central First Mortgage Bonds.

By a decree of the Court of Chancery of the State of Vermont dated January 19, 1864, it was ordered, among other things, that stock of the Vermont and Canada Railroad Company to the amount of $250,000 should be issued to the holders of the Vermont Central First Mortgage Bonds, towards the cost of constructing the Vermont and Canada Railroad to the Canada line in the town of Highgate, and that the same should be paid from time to time, whenever the sum of $70,000 should be expended, which amount is by the decree to be rateably divided by the trustees and receivers among the holders of the First Mortgage bonds. In accordance with the above decree, the trustees and receivers of the Vermont Central and Vermont and Canada railroads give notice that whereas there has now been expended the sum of $70,000 in the construction of said road, a payment of 3½ per cent on the said bonds, being $70,000, will be made in the stock of the Vermont and Canada Railroad Company at the par value thereof, and in cash for all sums less than $100, to all such as may prove themselves bondholders on or before the 20th day of May next.

Holders of Bonds will be required, before payment, to furnish schedules of their bonds stating the number of each bond, the amount of same, with the name and residence of the present owner, and whether registered or unregistered, which schedule must be properly verified by the owner or holder of said Bond and delivered to John M. Pinkerton, Esq., No. 39 State street, Boston, or to the Trustees and Receivers at their office in St. Albans, Vermont. Payment of the stock, or cash, on said Bonds will be made at the office of the Vermont Central Line, No. 5 State street, Boston, on the 1st day of June, 1864, and for ten days thereafter, and on and after June 10, 1864, at the office of the Trustees and managers in St. Albans, Vermont. At the time of said payment, the Bonds must be produced in order that the payment may stamped thereon.

European Central Railway.

Central Europe cannot get into Southern Italy and so to the Mediteranean by any direct or even any continuous line of Railway, in consequence of the barrier of the Alps, which with its lofty eminences and heavy grades seem to defy the skill of the Engineers. The Central Swiss Railway stops at Lucerne, and the South Eastern at Choire. The Berne and Fribourg extends to Lausanne, and thence to Geneva, but these have no connection with the Italian Railways. A tunnel under Mt. Cenis is in process of construction, but it is a tedious job, and will not be finished in five years, and then it will only complete a line from France into Italy. Several projects have therefore been placed before the public to effect a union between Central Europe and Northern Italy. The latest idea, is to commence a railway from Lucerne, carry it round the Eastern shores of the Lake of the four Cantons by Altdorf through the famous pass of St. Gothard, to Biasca, Bellinzona, Lugano and Chiasso to Como; there to join the Italian lines. Another plan is to pass by Coire to Biasca by the pass of Luckmanier. The objects will then be accomplished of obtaining an unbroken line between the North and South, of access to the Mediterranean, from Calais or Ostend, and a saving of three days of sea navigation, and two days of time. The European Central Railway, which proposes the undertaking have already secured from the Canton Tessin, towards the concession of the line from Chiasso to Biasca, the preferential right to extend their line to any junction, with the system of railways of Central Europe at Lucerne or Choire. They intend first to open the line from Chiasso to Biasca, and a contract being made for a sum less than the estimate, the work was commenced on the 18th of January last with the usual formalities.

☞ The following resolutions, attached to the reports of the Baltimore City Council on Ways and Means, were called up in the Second Branch on the 19th inst., and adopted:

Resolved, That the Commissioners of Finance be, and they are hereby authorized and empowered to sell the entire claim of the corporation of Baltimore against the Pittsburg and Connellsville Railroad Company for a sum not less than $1,200,000, of which one million dollars shall be paid on or before the first day of December, 1885, and the balance in cash, or at such period or periods as the Commissioners may determine—not later than the first day of December, 1872, the credit portion of such purchase money to bear interest from the first day of January, 1864, payable on or before the first days of January and July in every year, until paid, and with all necessary stipulations to secure the early completion of the road.

Resolved, That the Commissioners of Finance are hereby authorized and empowered to sell the entire claim of the city of Baltimore against the Northwestern Virginia Railroad Company, for a sum not less than $1,100,000, $100,000 to be paid in cash, and the balance, one million, to be paid at a period not later than the first day of December, 1872, with interest to commence on the first day of January, 1864, and to be paid semi-annually on or before the first days of July and January each, and with all necessary stipulations to secure an early completion of said road, and of a bridge connected with the Marietta and Cincinnati Railroad.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED & GUARANTIED STOCKS.

Railroads.	Amount of shares outstanding.	Dividends Rate.	Dividends Paid.	Market Price.
Atlan. & St. Law., guar.	$2,494,900	6	6	----
Berkshire, guarantied	600,000	7	7	----
Bos., Con. & Mont., pref.	800,000	6	—	60
" " " new pref.	554,000	6	—	----
Buff., N.Y. & Erie, guar.	850,000	7	--	----
Camden & At., pref.	620,800	7	—	21
Catawiss., pref.	1,150,000	7	—	42⅜
Chemung, guar.	320,000	----	----	----
Cayuga & Susq., guar.	343,500	----	----	----
Cheshire, pref.	2,017,925	7	—	57½
Chicago & Alton, pref.	2,464,336	7	—	99
Chicago & N. W., pref.	2,400,000	7	1¾	80
Cochecho, pref.	177,750	8	—	----
Ct. & Pass. Rivers, guar	49,200	6	—	----
" " " pref	833,000	6	—	61½
Cumberland V., 1st pref.	241,900	8	8	----
" " 2d pref	243,000	8	8	----
Detroit & Mil., pref.	1,500,000	----	----	----
Dubuque & S. City, pref.	1,987,614	7	—	72
Elmira, J. & Can., guar.	500,000	----	----	----
Elmira & Wm.p., pref.	500,000	----	----	52½
Erie, pref.	8,535,700	7	7	108
Hannibal & St. Jos., pref.	5,300,[illegible]	7	—	65
Harrisburg & Lan., guar.	1,132,100	7	7	----
Housatonic, pref.	1,180,000	8	4	105½
Indianap. & Madis'n, pr.	353,900	8	8	----
Kennebec & Port., pref.	247,000	6	—	----
" " new pref	125,000	6	—	----
Lack. & Bloomsb'g, pref.	500,000	7	—	----
Marietta & Cin., 1st pref.	5,105,384	7	—	77
" " 2d pref.	3,424,168	7	—	55
Mich. S. & N. Ind., guar	2,893,600	10	—	136
Mil. & P. du C., 1st pref.	1,051,000	8	8	110½
" " " 2d pref.	1,014,000	7	7	95
Mil. & St. Paul, pref.	2,255,000	7	—	82½
N. H. & Northamp., guar.	1,010,000	----	4	----
N. Y. & Harlem, pref.	1,500,000	8	—	133
Niagara Br. & Can., guar.	1,000,000	6	6	----
Paterson & Hud., guar.	630,000	----	3	----
Pat. & Ramapo, guar.	248,000	----	5½	----
Peoria & B. V., guar.	1,200,000	----	6	----
Phila. & Reading, pref.	1,551,800	7	7	----
Phila. & Trenton, guar.	1,000,000	----	10	----
Pitts., Ft. W. & C., pref.	2,000,000	7	—	98
Pittsfield & N. A., guar.	450,000	6	6	100
Port., Saco & Ports., guar.	1,500,000	6	6	----
Rutland & Bur. pref.	382,700	8	—	----
" " pref.	608,176	6	—	----
St. L., Alton & T. H., pref.	1,700,000	6	—	80
Toledo & Wabash pref.	992,900	7	7	86
Troy & Greenbush, guar	274,400	6	6	----
Vt. & Canada, guar.	1,600,000	8	8	----
Warren, guarantied	1,307,750	7	7	----
White Mountains, guar.	200,000	5	5	----
Wrightsv., Y & G., guar.	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description.	Amount outstanding.	Interest.	Principal payable.	Market Price.
Chesapeake & Del.:				
1st Mortgage	$2,657,343	6	1886	101½
Chesapeake & Ohio:				
Maryland Loan	2,000,000	6	1870	----
" sterling.	4,375,000	5	1890	----
Preferred bonds	1,700,000	6	18..	----
Bonds guar. by Va.	200,000	6	18..	----
Delaware Division:				
1st Mortgage	800,000	6	1878	100
Delaware & Hudson				
1st Mortgage	600,000	6	1865	110
2d Mortgage	300,000	6	1870	----
Delaware & Raritan:				
See C. & Amb. R. R.	----------	--	------	----
Erie and Penn.:				
1st Mortgage	752,000	7	1865	----
Interest Certificates	161,990	6	1868	----
Lehigh Navigation				
1st Mortgage	829,172	6	1870	115
Unsecured bonds	2,773,726	6	'65-'85	----
Monongahela Nav.:				
1st Mortgage	125,000	6	1863	----
2d Mortgage	57,000	6	1865	----
Morris:				
1st Mortgage	465,500	6	1876	107½
North Branch:				
1st Mortgage	500,000	6	1876	38
Schuylkill Nav.:				
1st Mortgage	1,764,550	6	1872	102
2d Mortgage	3,980,670	6	1882	97½
Improvement	568,500	6	1876	98
Susq. & Tide Water:				
Md. Sterling Loan	816,000	5	1865	----
Md. stg. loan conv.	200,376	5	1865	----
Mortgage bonds	993,000	6	1878	68½
Preferred Int. b'ds.	227,569	6	1873	25
Union, (Pa.)				
1st Mortgage	2,500,000	6	1883	28
West B. & Susq.:				
1st Mortgage, S. F.	450,000	6	1878	78
Wyoming Valley:				
1st Mortgage	750,000	6	1878	100

CANAL STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal N. Stocks:	$	$	p c	$
Chesapeake and Del.	100	1,343,563	—	75
Chesapeake & Ohio.	100	8,224,695	—	----
Delaware Division	100	1,033,350	—	44½
Del. and Hudson	100	7,500,000	7	235
Del. and Raritan	100	2,298,800	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Mich.	----	----------	—	----
Lehigh Navigation	50	2,500,000	6	77
" " scrip.	50	1,803,000	6	74
Monongahela Nav.	50	726,800	3	----
Morris, consolidated	100	1,025,000	—	82
" preferred	100	1,175,000	10	143½
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Nav., con.	50	1,932,457	—	35
" " pref.	50	2,722,607	—	42½
Susq. and T. W.	50	2,048,200	—	24½
Union, preferred	50	2,750,000	—	6
West Br. and Susq.	100	1,000,000	6	125
Wyoming Valley	100	500,000	6	78

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price paid.
Copper:				
Acton, Ca.	200,000	5	5	4
Acton Vale, Ca.	50,000	5	5	2½
Adventure, L. S.	20,000	----	----	----
Etna, "	24,000	----	----	19½
Albany and Boston, "	20,000	----	14½	21
Algomah, "	20,000	----	2	3
Allouez, "	20,000	1	----	3½
Arizona, Ariz. T	10,000	100	----	----
Ascot, Ca.	20,000	20	----	----
Astor, L. S.	20,000	----	1	6½
Atlas, "	20,000	----	1	7
Aztec, "	2,000	----	1	9
Balt. and N. C., N. C.	20,000	5	5	40c
Bay State, L. S.	20,000	----	3½	20
Beaver, "	20,000	----	----	----
Bedford, Ca.	125,000	5	----	2½
Black River, "	20,000	2½	2½	50c
Bohemian, L. S.	20,000	----	7½	10½
Bolton, Ca.	20,000	5	----	1
Boston, L. S.	20,000	----	5	5½
B. & Corinth, Vt.	20,000	10	----	----
Brome, Ca.	100,000	5	----	3
Cabot, L. S.	20,000	----	----	----
Cambridge, "	20,000	5	5	25c
Caledonia, "	20,000	----	----	----
Canada, Vt.	100,000	1	----	7
Carp Lake, L. S.	20,000	----	----	4½
Cascade, "	20,000	----	----	----
Central, "	20,000	----	5	70
Chandiere, Ca.	100,000	1	----	50c
Chester, "	20,000	1	----	24c
Chetlcamp, "	30,000	5	----	----
Collin, L. S.	20,000	----	----	----
Columbian, "	20,000	----	4½	13½
Consolidated, "	20,000	----	5	5c.
Copper Falls, "	20,000	----	24½	46½
Copper Harbor, "	20,000	----	1	----
Cornwall, Vt.	100,000	1	----	75c
Copper Hill, "	200,000	1	----	----
Dana, L. S.	20,000	----	2½	4
Deep River, N. C.	----------	5	----	20c
Dacotah, L. S.	20,000	----	----	5
Devon, "	20,000	----	1	----
Doylestown, Pa.	20,000	----	----	----
Dudley, L. S.	20,000	----	¼	4½
Dunham, Ca.	20,000	2	----	35c
Durham, "	200,000	5	----	80c
Eagle River, L. S.	20,000	----	3½	7
Escot, Ca.	25,000	20	----	----
Essex, L. S.	20,000	----	----	----
Eureka, "	20,000	----	----	----
Everett, "	20,000	----	5	35
Evergreen Bluff, "	20,000	----	----	9
Flint Steel, "	20,000	----	----	17½
Forest City, "	20,000	----	3	----
Forest Shepherd, "	20,000	----	----	----
Franconia, N. H.	20,000	----	5	----
Franklin, L. S.	20,000	----	6½	57
French Creek, Pa.	10,000	5	----	1½
Gardner Hill, L. S.	20,000	5	5	1
Glencoe, Ca.	200,000	1	----	30c
Globe, L. S.	20,000	----	1	----
Grand Portage, "	20,000	----	1	----
Great Western, "	20,000	----	1	5½
Green Mountain, Vt.	30,000	10	----	9½
Guilford, L. S.	20,000	5	5	50c
Hamilton, "	20,000	----	----	7
Hancock, "	20,000	----	6½	11
Hanover, "	20,000	----	¼	4
Highland, "	20,000	----	6	6½
Hilton, "	20,000	----	----	6½
Hope, "	20,000	----	----	2½
Hudson, "	20,000	----	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price paid.
Copper:				
Humboldt, L. S.	20,000	----	2	10
Hungarian, "	20,000	----	1	----
Huron, "	20,000	----	16	47
Indiana, "	20,000	----	----	6
Isle Royale, "	20,000	----	16½	28
Jefferson, "	20,000	----	----	----
Kickapoo, "	200,000	----	1	----
King Phillip, "	20,000	----	----	----
Knowlton, "	20,000	----	1	9
Lafayette, "	20,000	----	----	----
Lake, Ca.	200,000	1	----	19c
Logan, "	100,000	5	----	1½
Madison, L. S.	20,000	----	1	6
Malden, "	20,000	----	¼	----
Mandan, "	20,000	----	2½	6½
Manhattan, "	20,000	----	2½	6
Maryland, Md.	----------	5	----	2
Mass, L. S.	20,000	----	----	----
Massachusetts, "	20,000	----	----	----
Mendota, "	20,000	----	9	----
Menard, "	20,000	----	5½	11
Middlesex, "	20,000	----	----	----
Minnesota, "	20,000	----	3½	70
National, "	20,000	----	6½	32
Native, "	20,000	----	3	3½
Naumkeag, "	20,000	----	1	2½
Nelson, Ca.	----------	----	----	16c
Nequaket, L. S.	20,000	----	1	----
New England, "	40,000	5	2	3½
N. J. Consol, N. J.	----------	----	----	----
Newton, Ca.	200,000	1	----	----
New York, L. S.	20,000	----	----	----
N. Y. & Passaic, N. J.	100,000	5	----	----
North Cliff, L. S.	20,000	----	3	8
North State, "	20,000	5	5	20c.
North Sutton, Ca.	100,000	5	----	1½
North Western, L. S.	20,000	----	7½	14
Norwich, "	20,000	----	----	----
Ogima, "	20,000	----	----	5½
Outonagon, "	20,000	----	----	4½
Ottawa, Ca.	200,000	1	----	1½
Pennsylvania, L. S.	20,000	25	2½	11
Petherick, "	20,000	----	1	10½
Pewable, "	20,000	----	3½	60
Phœnix, "	20,000	----	15	35
Pittsburg & Boston, "	20,000	----	5½	95
Pontiac, "	20,000	----	3½	6½
Prince of Wales, Ca.	----------	----	----	----
Providence, L. S.	20,000	----	----	2
Quincy, "	200,000	----	10	91
Reid Hill, Ca.	100,000	----	----	----
Reliance, L. S.	20,000	----	----	----
Rockland, "	20,000	----	5	15
Rudisell, "	----------	5	----	75c
St. Clair, L. S.	20,000	----	3	8½
St. Flavien, Ca.	100,000	5	----	----
St. Mary's, L. S.	20,000	----	8½	9
Sheldon, "	20,000	----	----	----
Silver Creek, "	20,000	----	¼	----
Silver Hill, "	20,000	5	----	25c
Silver Valley, "	20,000	5	----	30c
South Side, "	20,000	----	3	4½
Springfield, Md.	20,000	----	5	2½
Star, "	20,000	----	7½	10½
Stratford, "	30,000	10	----	2½
Superior, L. S.	20,000	----	4	11½
Sussex, "	----------	----	----	----
Sutton, Ca.	100,000	5	----	2½
Toltec, L. S.	20,000	----	20	8½
Tremont, "	20,000	----	1	3½
Vermont, Vt.	----------	5	----	57c.
Vernon, "	25,000	10	----	----
Victoria, L. S.	20,000	----	1½	----
Waterloo, Ca.	100,000	3	----	1
Washington, L. S.	20,000	----	4	----
West Minnesota, "	20,000	----	----	3
Wickham, Ca.	200,000	5	----	85c
Wickopee, "	100,000	5	5	5½
Winthrop, L. S.	20,000	----	2½	6½
Wyandotte, "	20,000	----	----	----
Lead and Zinc:				
Bucks County, Pa.	----------	----	----	1½
Canada, Ca.	50,000	5	----	----
Clute, "	----------	----	----	2½
Crystal Lake, "	----------	----	----	----
Erie, "	----------	----	----	----
Gay's River, "	100,000	1	----	----
Hampton, "	100,000	5	----	----
Lancaster, Pa.	----------	----	----	----
Mineral Point, "	100,000	5	----	----
Mount Hope, N. Y.	60,000	----	2½	----
New Jersey (3), N. J.	12,000	100	----	----
N. Y. & Boston, N. Y.	100,000	5	----	6
Owegatchie, "	100,000	5	----	1
Placentia Bay, N. F.	----------	----	----	----
Ramsay, Ca.	20,000	25	----	----
Rossie, "	100,000	5	----	----
Shawangunk, N. Y.	100,000	5	----	----
Sussex, N. J.	----------	----	----	----
Union, "	100,000	5	----	57c.
Plumbago:				
Buckingham, Vt.	50,000	5	----	----
Oxford, "	150,000	3	----	----
Sunapee, "	2,000	50	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price paid.
Iron:				
Copake, N. Y.	50,000	50	----	13
East River, "	6,000	50	----	----
Georges' Creek, Md.	10,000	100	----	108
Harewood, "	20,000	5	----	----
Kalitadin, "	5,000	100	----	----
Lake Superior, L. S.	20,000	25	----	----
Teal Lake, "	----------	----	----	----
Tyson, "	20,000	10	----	----
Coal:				
American, Pa.	37,500	25	----	165
Ashburton, "	50,000	50	----	40
Baltimore, Md.	----------	100¼	----	----
Bear Valley, "	40,000	12	----	17
Belmont, Pa.	10,000	50	----	----
Bridgeport, "	30,000	10	----	----
Coal Brook, "	4,000	10	----	----
Cumberland (pref.), "	50,000	100	----	78
Franklin, "	5,000	100	----	110½
Georges' Creek, Md.	10,000	100	----	124
Hazleton, Pa.	32,300	50	----	71
Lawrence, "	2,000	100	----	----
Loberry, "	4,000	100	----	69
Metropolitan, "	----------	100	----	----
Penn. Cannel, "	6,000	50	----	----
Penn, "	160,000	50	----	220
Pine Knot, "	4,000	50	----	----
Summit, "	40,000	20	----	----
Mineral Land and Mining:				
Mitchell Granite, "	2,000	50	----	----
Rutland Marble, Vt.	----------	----	----	24
St. Lawrence, N. Y.	10,000	10	----	----
St. Mary's, L. S.	20,000	10	----	----
Saginaw S. & M., Mich.	----------	----	----	----
Union, "	----------	----	----	----
Gold:				
Albion, N. S.	100,000	3	----	2⅞
Atlantic, "	100,000	2	----	2
Atlantic & Pacific, Nev.	50,000	100	----	33
Central, Col.	50,000	20	----	17½
Chaudiere, Ca.	100,000	5	----	25c
Chebucto, N. S.	100,000	5	----	1½
Colorado, Col.	50,000	10	----	5
Denver, "	50,000	20	12½	15
Etna, "	50,000	10	----	----
Excelsior, "	30,000	10	----	14
Gilbert River, Can.	100,000	5	----	1½
Gold Hill, "	50,000	10	----	----
Gold Field, "	50,000	10	----	----
Gold Mining, Col.	----------	----	----	3½
Gold River, "	100,000	3	----	----
Halifax, N. S.	200,000	2	----	50c
Hope, Col.	80,000	25	10	11½
Isabella, "	----------	----	----	----
Mariposa, Cal.	100,000	100	----	35
Montague, N. S.	50,000	10	----	----
Montana, Col.	100,000	5	½	½
New England, "	50,000	5	----	3½
Nova Scotia, N. S.	100,000	----	----	2½
Oldham, "	100,000	2	----	----
Peck, "	100,000	5	----	----
Prince Albert, "	100,000	2	----	14
Quartz Hill, "	----------	----	----	16
Riviere du Loup, Ca.	20,000	10	----	----
Stafford, "	100,000	5	----	2½
Stewart, "	100,000	5	----	2
Tascher, "	----------	10	4	----
Victoria, "	100,000	2	----	----
Waverly, "	50,000	10	----	----
Silver:				
Am. & Mexican, A. T.	200,000	----	----	----
Fort Fillmore, N. M.	50,000	----	20	----
Santa Rita, Ariz. T.	----------	----	----	----
Sonora Ex. & Mil. "	----------	----	----	----
Quicksilver:				
New Almaden, Cal.	----------	----	----	----
Quicksilver, "	100,000	100	----	74
Santa Clara, "	----------	----	----	20½
Land and Improvement:				
Boston Water Power	----------	----	----	48
Boston & Roxbury Mill	7,000	----	----	41½
Canton (Baltimore)	50,000	100	----	47½
Cary Improvement	60,000	5	----	11½
East Boston	----------	----	----	14
Essex (Boston)	10,000	100	----	112½
Waverly (Boston)	----------	----	----	3½
Express:				
Adams'	20,000	100	----	----
American	2,000	100	----	----
National	2,000	100	----	----
Overland Mail	5,000	100	----	----
United States	8,000	100	----	----
Wells, Fargo & Co.	10,000	100	----	----
Steamship & Transit:				
Central Am. Transit	----------	----	----	55
Nicaragua Transit	----------	----	----	2½
Pacific Mail Steamship	40,000	100	----	226
Union Steamship (Bos.)	----------	----	----	168
Trust				
Farmers' Loan & Trust	20,000	50	----	----
N. Y. Life Ins. & Trust	10,000	100	----	----
United States Trust	10,000	100	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalt in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid Capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	48
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	60,200	—	750	69,380	9,225	12½	....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	126
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,922	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	—	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	86
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	69,200	200,000	78,100	60,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	200,805	64,892	8	....	62½
30 Nov. '62	6.33	—	260	42	—	Middlesex (Boston)	461,730	355,000	—	59,457	134,718	41,398	4	....	94
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	32½
30 Nov. '62	2.50	—	—	—	2	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,507	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	—
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30.000	30,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,936	200,000	27,500	324	52,327	14,415	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1.506	1,505	—	—	—	—	100	69	....
30 Sep. '62	24.01	—	—	—	69	25 Brooklyn Central & Jamaica	794.912	492.150	252.100	6.967	127.843	10.868	—	....	48
30 Sep. '62	56.15	1.90	—	—	140	24 Brooklyn City	1,532.506	1,000,000	170,000	10,000	191,623	118,380	8	100	130
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267.628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Buffalo Street	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	....	—	—	—	Central City (Syracuse)	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	....	—	—	—	Centr'l P'k,N.& E.Riv. (N.Y.)	454,554	359,020	101,000	7,089	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,304	493,300	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	—	—	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	—	....	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '62	4.63	—	—	—	—	Harlem Br.,Morris & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Niagara Street (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '62	10.00	16.00	—	42	—	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N.Riv.& Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	....	135
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	130
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	210
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Utica City	....	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& Erie Bas. (Buff.)	298	350	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	—
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235.000	100,000	135.000	—	124.521	78,853	35	....	65
31 Oct. '62	8.18	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	6	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.88	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	64,052	16,534	5½	....	36
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	61
31 Oct. '62	24.23	—	184	35	—	Germantown	209,913	112,245	250,000	1,066	106,792	35,431	—	....	60
31 Oct. '62	8.16	—	116	23	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	82
31 Oct. '62	8.78	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	44
31 Oct. '62	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	21,241	4,606	2½	....	....
31 Oct. '62	7.04	—	—	19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	68	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	19
31 Oct. '62	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463.198	203,757	175,800	1,037	286,896	131,645	24½	....	75
31 Oct. '62	5.53	—	46	1	12	17th & 10th st. (Phila.)	113,000	120,000	—	15,000	38,019	24,322	1½	....	21½
31 Oct. '62	8.35	—	—	17	5	Spruce & Pine (Phil.&Gir'd P.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	15½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	50
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,768	4	....	37
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,583	189,100	100,000	4,000	128,177	28,881	9	....	72
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	289,059	21,058	—	....	224
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.45	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	10.20	—	—	—	—	St. Louis	296,004	295,004	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,600	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1900	106
Germantown:					
1st Mortgage	250,000	7	J. & J.	1860	....
Green and Coates St:					
1st Mortgage	82,000	7	J. & J.	1870	112
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1900	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	60,000	6	M. & S.	71–72	100
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1900	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	—	M. & S.	1903	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	112½
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1890	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	120
" " " ..... coupon		6	" "	1867	132
Loan of Dec. 31, 1848.....registered	8,909,242	6	" "	1868	128
" " " ..... coupon		6	" "	1868	128
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	166
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	106
" " " ..... coupon		5	" "	1874	108
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	102
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of June, 1861.....registered	1,026,600	6	" "	1881	112
" " " ..... coupon		6	" "	1881	107
Loan of Feb. 8, 1861.....registered	10,415,000	6	Yearly.	1881	114½
" " " ..... coupon		6	Jan. & July.	1881	114½
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	115
" " " ..... coupon		6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	" "	1882	115
" " " (5-20s).....coupon	350,000,000	6	May & Nov.	1882	106
Treasury Notes of Feb. & Aug. 1861.coupon	52,931,000	7.3	Feb. & Aug.	1864	111
" " Apr. & Oct. 1861.coupon	86,989,500	7.3	April & Oct.	1864	111
Treasury Notes of 1863 (legal tender).coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
"	70,814,639	5	" "	notice	----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	103
" " .....(currency)		6	" "	1 year	98¾
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " (B'k of State). "	610,000	6		1868	----
" — " ("). "	38,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	140
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " ..... "		6	" "	'81-'82	105½
" — " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7			----
Georgia—State bonds.....coupon	720,000	5	Jan. & July.	1872	----
" — " (R. R. & B'k)... "	2,073,750	6	" "	'65-'80	60
" — " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds..... "	1,822,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1880	100
" —Refunded stock.....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	102
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " (dollar)..... "	1,969,597	6	" "	1870	102
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	85
" — " ..... "	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	891,000			d'm'd.	----
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	85½
" — " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock..... "	1,213,000	5	" "	------	----
" — " special stock "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " (domestic)..... "	54,000	7	May & Nov.	1878	----
	65,000	8	July.	1883	----
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " ..... "		5	" "	'81-'91	----
" — " ..... "		5	" "	'93-'96	----
" — " (bank)..... "	600,000	5	" "	1891	----
" — " ..... "	67,500	6	" "	'91-'96	101½
" — " (war loan)..... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	----------	d'm'd.	69
" — " (R. R. etc.)..... "	3,902,000	6	----------	'67-'99	----
" — " " (banks)..... "	5,398,533	6	----------	------	----
" — " " (war loan)..... "	670,000	6	----------	------	----
Maine—State bonds.....coupon	-------	6	Mar. & Sept.	'63-'77	104
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	104½
Maryland—State bonds (st'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'g conv.).. "	200,376	5		1865	----
" — " " (st'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	10,000	4½		1888	----
" — " " (")..... "	767,560	5		'42-'58	----
" — " " (")..... "	399,408	5		1850	----
" — " " (")..... "	148,711	5		'89-'90	108
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	5		'89-'90	114
Massachusetts—State b'ds (Western R. R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " (T. & G. R. R.)...	508,380	6	" "	'88-'90	----
" — " (" ").dollar	416,500	5	" "	'90-'91	121
" — " (" "). "	300,000	5	" "	1893	108½
" — " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " (Cons. Stat'se) "	150,000	6	" "	1870	----
" — " (Buildings se.) "	200,000	6	June & Dec.	'69-'77	122½
" — " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " (" ") "	91,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'68-'72	----
" — "	55,000	6	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120
" — " " " "	600,000	5	" "	'77-'78	117½
" —County Fund Loan..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	587,000	7	" "	18-6	103
" —Redemption l'n (" ") "	2,000,000	6	" "	68-'88	----
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1863	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	88½
" — " " " "	199,000	6	" "	1868	71
" —Capitol Loan of 1857.....	100,000	6	April & Oct.	1863	----
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R...coupon	200,000	6	" "	1886	----
" — " " S. W. Branch.. "	7,000,000	6	" "	72-'88	82
" — " " H. & St. Joseph "	4,500,000	6	" "	87-'89	----
" — " " N. Missouri.. "	3,000,000	6	" "	'73-'87	94
" — " " Iron Mountain "	4,360,000	6	" "	72-'87	----
" — " " C. & Fulton .. "	5,561,000	6	" "	73-'89	----
" — " " Platte Co. .... "	650,000	6	" "	'87-'89	----
" —Revenue bonds.....	700,000	6	" "	1889	----
" — tate Defense warrants.....	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds.....coupon	740,000	----	----------	----------	----
" —Notes.....	555,100	6	Feb. & Aug.	1876	103½
New Jersey—State stock.....registered	200,000	6	----------	----------	----
" " —State bonds (war loan).coupon	95,000	6	Jan. & July.	Var.	----
" " " " ("). "	531,820	6	" "	'65-'71	----
New York—General Fd: Astor Debt.....	200,000	6	" "	1871	----
" " — " " Deficiency Loans...	561,500	5	Jan. & July.	pleas.	----
" " — " " " " ...	348,107	5	" "	pleas.	----
" " — " " " " ...	900,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1868	107
" " — " " " " ...	1,189,781	6	Jan. & July	pleas	----
" " — " " " " ...	1,800,000	6	" "	'68-'78	118
" " — " " " " ...	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	25,608	5	----------	d'm'd	----
" " — " " " " ...	11,050	5½	----------	d'm'd.	----
" " — " " " " ...	14,250	6	----------	d'm'd.	----
" " — " " " " ...	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July	1865	----
" " —Canal Fund Loans.....	100,000	6	" "	1867	----
" " — " " "	6,922,274	5	" "	63-'77	99½
" " — " " "	15,889,025	6	" "	'64-'76	117
North Carolina—State bonds.....coupon	1,200,000	7	" "	1864	----
Ohio—State bonds (foreign debt)....coupon	9,129,505	6	Various.	Var.	88
" — " " (").... "	1,008,905	6	Jan. & July.	1860	110½
" — " " (").... "	1,015,000	6	" "	1865	94
" — " " (").... "	378,806	6	" "	1868	----
" — " " (").... "	2,163,532	6	" "	1870	105
" — " " (").... "	1,600,000	6	" "	1875	106½
" — " " (").... "	4,095,300	6	" "	1881	106
" — " " (domestic debt).....	275,385	6	" "	1886	106
" — " " (war loan).....coupon	299,704	6	" "	1886	106
" — " " (")..... "	280,969	6	" "	1888	----
" —Irreducible debt (school funds, etc)...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip.....	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans.....	1,51,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	98½
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,490,614	5	Mar. & Sept.	due.	106½
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates.....	210,283	6	Feb. & Aug.	due	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	101½
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,558,673	5	Jan. & July.	1865	----
" — " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	101
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	102
" — "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	104
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	----------	----
" —Relief Notes in circulation....	97,360	----	----------	----------	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	108
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	105½
South Carolina—State bonds (stg)....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'65-'90	----
" " —State b'ds (railroads).coupon	1,810,000	6	----------	1877	50
Tennessee—State bonds (banks).....coupon	1,125,000	6	----------	1882	70
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	45
" — " " (railroads)..... "	12,799,000	6	----------	Var.	----
" — " " (capitol)..... "	608,000	5	----------	1890	45
" — " " (Hermitage) . "	48,600	6	----------	1890	50½
Texas—Had no debt in 1861	-------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (") .... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	49
" —State bonds (railroad) .....coupon	12,644,500	6	" "	'85-'95	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----------	----------	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	----
" — " (war) ..... "	200,000	6	Jan. & July.	1887	----
" — " (domestic)... "	100,000	6	" "	1877	----
" — " (").... "	1,100,000	6	" "	'72-'73	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,754	64,937	838,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,096,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,295	140,107	154,617	162,226	167,966	188,939	155,591	167,056	157,332	1,761,604
Chicago and Rock Island													
1859	60,053	55,497	68,116	71,792	73,578	72,392	67,076	87,223	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,439	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,755	135,595	1,423,439
1863	140,024	130,225	122,512	127,503	144,995	191,706	139,363	161,014	224,554	217,385	198,152	202,014	1,999,492
1864	155,034	168,151	198,119	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,560	19,585	22,970	25,861	28,291	28,066	24,326	28,536	51,340	55,831	55,005	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,787	74,351	53,554	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,807	60,527	87,167	105,146	51,256	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,922	1,488,197
1864	98,123	111,495	157,962	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,701	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	66,907	55,065	50,380	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	74,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	85,401	105,253	955,059
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,508	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,750	121,273	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,622	389,373	375,250	456,226	436,899	392,293	5,014,992
1859	304,706	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	466,959	536,606	414,764	4,651,049
1860	354,000	346,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	501,443	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	480,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	609,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	965,859	8,400,334
1863	845,693	859,949	956,445	948,059	848,783	770,145	731,243	667,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,809	1,720,896
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	169,530	143,632	1,777,841
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,617	163,245	261,494	287,122	228,407	201,716	2,193,295
1864	148,906	169,577	177,066	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,082	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,025,537
1862	307,330	281,568	309,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,053	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,302	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	601,231	472,240	356,626	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	161,612	246,829	245,392	250,742	102,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	342,163	225,196	2,964,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,827
1863	299,944	271,085	275,843	289,224	324,687	407,992	343,929	511,305	475,576	496,433	437,679	424,531	4,571,025
1864	318,200	406,595	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,719
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	85,000	76,764	68,863	710,225
1864	56,540	77,874	99,755	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	165,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,950	1,153,607
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,361	154,389	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,687	69,352	1 5,417	205,054	138,342	90,000	1,226,343
1864	102,748	115,135	88,222	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,706	101,710	151,170	173,870	218,165	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	271,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	236,696	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	151,983	150,916	226,819	276,109	305,518	305,254	279,539	2,647,833
1863	248,784	230,508	254,208	267,603	263,951	237,982	188,141	235,512	300,822	371,361	326,650	341,606	3,267,250
1864	250,168	299,890	333,058	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	290,758	242,059	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	206,231	215,449	215,449	308,169	375,487	339,193	306,156	3,168,064
1864	252,435	278,848	348,802	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,590	709,671	637,792	520,396	6,303,703
1860	387,123	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,965	811,458	730,786	623,047	7,184,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,045,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	106,478	111,173	98,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,808	114,090	125,817	124,618	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,496	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,967	265,358	234,456	276,209	291,763	278,219	2,905,539
1862	192,216	217,161	244,423	258,674	283,996	264,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	208,853	245,988	286,844	231,253	191,138	2,335,354
1861	217,202	202,071	285,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,596	461,965	462,087	427,094	395,845	350,753	407,077	463,509	508,814	466,300	487,642	5,132,984
1864	290,676	455,211	602,003	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,940	118,077	130,378	153,470	144,736	143,748	102,921	1,554,913
1864	100,872	147,485	160,496	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,870	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	86,036	83,582	106,845	113,578	115,214	165,219	170,380	172,870	147,548	139,778	1,430,147
1863	86,321	91,971	108,056	132,111	134,372	152,585	105,554	116,379	120,595	151,082	134,563	111,339	1,436,798
1864	79,735	95,842	132,896	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1884	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	851,800	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	102
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1968	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	90
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London,	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	109
" " " 1850	700.000	6	Jan. & July.	"	1890	112
" " " 1885	1,128,500	6	Jan. & July.	"	1875	111½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	104,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. Q. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1855	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	260,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	11!
2d Mortgage coupon	420,714	7	May & Nov.	" "	1372	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	103
Income ⅓ in '59, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	600,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1850	
Converted Sterling Loan	798,200	5	"	"	1855	
American Loan	764,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $300,000	790,600	6	"	"	1870	107½
" " $675,000	675,000	6	"	"	1875	105
" " $1,700,000	1,700,000	6	"	"	1883	108
" " $2,500,000	867,000	6	"	"	1889	108
Consolid. Mort. Loan $5,000,000			"	"		114½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1873	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	108
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	62
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	128
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	109
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	96
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " "		8	" "	" "	18...	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July	New York.	1870	110
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	108
General 1st Mortgage	8,600,000	7	" "	" "	1885	94
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	102½
2d Mortgage	2,000,000	6	" "	" "	1890	93
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	345,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	102
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	90
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'84-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439 000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.		1863	75
C. and T Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	109 000	7	" "		1864	
C and T. Dividend (convert.)	128,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	117
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1883	55
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	107
1st Mortgage (E. Extension)	1,499,000		" "	" "	1875	115
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'66	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,686					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	400,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655 000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	115
2d Mortgage (S. F.) Coupon	1,936,000	7	May & Nov.	" "	1875	112
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1848	106
" Eastern "	1,950,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	94
Land Security	3,744,600	7	April & Oct.	" "	1881	100
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	183,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	140
Convertible	1,002,000	7	" "	" "	1867	155
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,895,500	6	" "	New York.	1875	120
Right per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	300,000	7	Jan. & July.	New York.	1868	----
2d Mortgage	364,000	10	" "			120
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	109
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	814,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Musca.						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,485,000	6	May & Nov.	Philadelphia.	1878	111
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	223,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	107½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6			1890	----
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.						
State (Tenn.) Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State (Tenn.) Loan	1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	437,489	6	Jan. & July.	London.	1872	98½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,596,000	8	" "	N Y. & Boston	1869	125
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	123
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1869	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	84
Goshen Air Line	701,000	7	" "	" "	1865	105
Detroit and Toledo	812,000	7	" "	" "	1874	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	115
2d General Mortgage	2,656,500	7	" "	" "	1877	107
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	107½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		63½
2d Land Grant	700,000			" "		
Mississippi and Tennessee:						
Tennessee State Loan	96,000	6			1886	----
Mississippi State Loan	202,794	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,900	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	61-'67	----
Sterling	878,035	6			1862	----
Mississippi State Loan	209,970	8				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clov. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	8				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July	"	1863	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	641,000	8				
New Orleans City Subscription	1,500,000	6				
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	112
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	102½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	118
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1882	106½
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	102½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	105
Bonds of Dec. 1862, (S. F.)	----	6	June & Dec	" "	1887	110
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	119
3d Mortgage	6,000,000	7	" "	" "	1883	118½
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	116
5th Mortgage	1,739,500	7	June & Dec	" "	1888	117½
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	113
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100½
3d Mortgage	980,300	7	Jan. & July.	"	1867	105
New York and New Haven:						
Plain Bonds, Coupon	917,000	7	June & Dec	New York.	1906	107½
Mortgage Bonds Coupon	1,088,000	8	April & Oct.	"	1878	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable).	1,500 000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25.000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	108
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	107½
2d Mortgage	3,077,000	7†	" "	" "	1861	36
North Missouri:						
State Loan (20 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	102½
Chattel Mortgage	360,000	10	" "	"	1887	130
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	82
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	60
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	115
2d Mortgage	2,421.000	6	April & Oct.	"	1875	113
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	...
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378.000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1836	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	107
" 1861, "	273,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	111
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	138½
" 1856, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1883	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	118½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	115½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	112
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1878	----
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'n Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200 000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1959	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1865	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75½
2d Mortgage	937.500	7	" "	"	1863	37
3d Mortgage	440,000	7	" "	"	1863	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1868	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1888	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	96
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	92
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1856	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	92
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----------	----------	------	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	95
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	27½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	196,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1850	----
Western (Mass.):						
Sterling (£899,900)	4.319.520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'78	102½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	112
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443.555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144.500	6	----------	----------	1868	----
Company's endorsed by State.	150,000	6	----------	----------	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Shares Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage ran by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	----	----	-----	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,886	—	—
28 Feb '59	30 3	—	----	53.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,682	518,985	30.3	----	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,043	109.6	----	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	----	----	-----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	—
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	----	----	----	----	----	----	1,402,858	685,270	—	—
29 Feb, '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,508	116.9	----	505,156	200,280	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	----	----	-----	Memphis and Little Rock	553,877	*	—	351,624	446,000	10,725	811,949	----	----	----	----	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	----	----	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,894	----	----
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	128,918	—	—
31 Aug. '6.	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,256	73.0	404,297	958,459	596,158	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic	2,439 775	*	—	2,000,000	240,000	61,872	2,625,230	124.0	----	284,485	70,187	—	—
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	28,924	1,594,661	62.0	----	206,420	97,706	6	----
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,396	135,072	----	—	117
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H	4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,159	75,526	—	696,827	66 0	156,906	161,781	88,76	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	4.7	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000 000	—	5,754,362	117.4	518 810	1,036,437	454.098	12	160
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	105
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,288	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	----	----	-----	*Florida*	----	----	—	----	----	----	----	----	----	----	----	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	832,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----	7,857	3,535	—	—
-- -- '62	59.9	—	5.0	----	----	----	-----	*Fla., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	—
-- -- '62	100.0	3.9	10.0	153.5	----	----	-----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,280,000	126,000	—	1,597,285	86.7	----	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	----	----	-----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	—
31 Dec. '60	53.0	—	----	—	----	----	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,61:	—	—
30 Apr. '60	43.5	—	28.7	—	----	----	-----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	31.0	----	----	----	—	—
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	----	----	6,590,173	229.0	879 468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,122,343	232.0	----	1,159,188	528.04	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,214	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,385,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770.425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----	----	388,859	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----	138.0	----	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '62	220.0	—	----	—	35	38	712	Chicago and Alton	8,117,539	*	—	4,244,222	4,100,000	157,877	8 721,057	281.0	970,281	1,235,001	457,794	—	95
30 Apr. '62	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	264.0	1,308,146	2,412,821	1,206,03:	8	141
1 Apr. '63	242.0	—	----	29.0	38	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	228,641	13,147,136	242.0	----	1 053.054	448,56:	—	60
31 Mar. '63	181.8	—	----	—	61	57	960	Chicago and Rock Island	7,069,729	*	—	5,603,000	1,467,000	—	7,743,039	228 4	1,030,884	1,529.141	513,100	6	115
31 Dec. '63	121.0	138.7	50 0	—	74	81	1,459	Galena and Chicago Union	8 049.134	1,366,988	525,451	6,028,400	3,500,000	—	10,952,115	341 7	1 484,06	2 2-1,481	1,279,40	6	127
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	----	742,097	377,47	—	65
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,979	17,320,000	—	36,335,970	694.3	5,010,697	4,571,028	2,118,847	6	1.1
-- -- '63	148.0	—	----	—	----	----	-----	Ohio and Mississippi	4 870,586	*	—	1,780.295	3,292,403	—	----	148.0	----	----	----	—	—
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	----	—	3,900,000	6,700,000	—	10,600,000	209 0	15 mos	2,202 415	704,650	—	70
								INDIANA.													
-- -- --	108.0	—	----	—	----	----	-----	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	----	108.0	----	----	----	—	—
31 Aug. '57	109.0	—	----	—	----	----	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219.100	51,772	2,233,748	109.0	----	249,867	119,345	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,867,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,361,284	140.689	3,458,105	104 0	----	448,858	230,834	9	100
1 Dec. '62	84.0	—	----	—	----	----	-----	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,539	84.0	----	450,079	247,53:	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,834	1,015,907	621,000	—	2,175,223	109.0	312,859	527,865	268,156	—	—
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	861,512	—	1,538,743	132 0	----	285,974	104,951	—	100
-- -- '58	288.0	—	----	—	----	----	-----	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	285.0	----	647,827	371,10	—	36
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	357,302	774,61:	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	----	----	-----	*Burlington and Missouri*	1,514,257	*	—	702,732	665,000	92,663	1,542,768	50.0	----	----	----	—	—
31 Dec. '58	86.0	—	----	—	----	----	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860.000	360.0-4	----	86.0	7 mo's	85,239	46.771	—	—
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155 889	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	—	----	38.5	11 mo's	458,821	21,356	—	—
-- -- '62	135.0	95.0	----	312.0	----	----	-----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,900	15,000	----	238.0	----	----	----	—	53
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	----	----	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	33 7,532	4,375,998	111.8	----	426,408	227,534	—	—
30 Jun. '62	29.0	—	----	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746.068	29.0	215,037	73,985	26,794	2	80
30 Jun. '62	65.1	—	----	—				Louisville and Frankfort	1,296,229	126,735	6,540	1,104,587	492,519	—	1,655,859	65.1		159,251	62,421	2	90
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268 0	595 258	1,777,985	1,062,163	—	—
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	555.260	—	3,242,318	566,000	339,297	5,855,320	90.0	190,294	481,922	223,646	—	—
31 Mar. '61	206 0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5.570,452	1,049,752	—	----	2,695,000	1,150,717	----	206 0	----	1,232,624	555 43:	—	—
31 Aug 60	53 7	—	----	135.3	...	...	----	*Vicksburg, Shreveport & Texas*	1,662.691	*	—	1,253,016	248,969	108.434	1,710,819	53.7	----	----	----	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	----	----	-----	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	----	----	----	----	----	—	—
30 Jun. '62	188.0	—	----	—	----	----	-----	*Detroit and Milwaukee*	8,270,623	847,596	—	2,950.000	4,250.000	—	9,008,369	188.0	----	840,598	----	—	—
31 May '63	284.5	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,189	—	14,834,955	338.5	1,448,528	2,946,580	1,674,200	8	140
31 Mar. '63	246.0	281.0	----	—	88	110	1,106	Mich. S'th'n & N'th'n Indiana	13,613,624	1,844,259	1,853,252	9,018,200	9,527,078	—	18,545,27	527.0	2,060,63	2,611,831	1,401,276	—	191
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	—	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	—	—	—	----	575,000	—	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----	----	—	----	600,000	—	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	288.0	—	—	—	*Minnesota Transit*	----	----	—	----	800,000	—	----	----	----	----	----	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----	584,342	328,092	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	----	176,462	116,433	—	—
31 Dec. '58	83.2	—	----	60.4	----	----	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	----	83.2	----	250,047	121,059	—	—
								MISSOURI.													
31 Aug. '63	98.8	—	13.2	—	31	24	521	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	—	----	206.8	579,324	1,017,567	420,926	—	55
31 Dec. '62	268.8	—	17.7	66.0	21	26	307	*North Missouri*	6,348 779	504,983	—	2,459,207	4,350,000	—	----	138.8	----	444,460	182,895	—	—
31 Dec. '62	152.0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	70 ,000	—	----	52.0	----	----	----	—	—
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,488,916	7,000,000	137,019	20,455,420	196.7	507.010	672,966	237,396	—	—
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	----	114.0	68,377	241,482	128,886	—	—
9 Sep. '62	86.5	5.0	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,231,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,651	268,235	65,250	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	55
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	11.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,962	4,259,308	109.2	186,240	327,032	174,028	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	288,197	170,276	6	132
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,838	566,070	31,241,011	296.8	.....	3,922,203	2,305,788	6	113½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	601,395	2,260,000	4,850,000	—	10,846,232	261.0	1,012,096	2,307,448	620,581	—	57
								MASSACHUSETTS.													
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	,245,145	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	117½
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	2,880,350	400,463	495,000	4,076,974	—	—	5,028,338	119.3	630,840	945,980	450,302	8	133
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	3,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,862	8	144
30 Nov. '62	44.6	24.0	60.1	—	50	68	273	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	149
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	4,907,760	123,865	—	681,654	141,000	—	1,085,074	47.1	75,219	102,027	50,053	2½	68½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	288,152	133,854	6	111
30 Nov. '62	44.2	30.6	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,786,000	89.0	45 ,168	635,629	315,734	—	107
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	124
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,845	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	10	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	184,193	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	8	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	33.7	42,262	134,178	45,893	5	67½
30 Nov. '62	25.0	—	0.6	8.0	3	1	13	N. York and Boston Air Line	832,464	46,269	—	293,701	550,000	175,672	1 019,373	25.0	53,624	44,559	9,653	—	12½
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4 157,740	102.1	388,585	589,150	312,031	6	120
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600.000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	137½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B. and L'll	17,500	4	110	
30 Nov. '62	11.1	0.6	1.2	—	8	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,219	134,018	23,376	9	111
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,750,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T. and B.	.....	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	130	Vermont and Massachusetts	3,309,557	297,343	—	2,214,225	920,525	—	3,516,900	77.3	112,242	216,065	115,241	—	43
30 Nov. '62	156.1	17.3	126.6	—	75	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,444,472	218.0	1,257,201	2,095,922	984,564	8	160
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,041	123,353	—	1,141,000	141,500	1,130	1,356,045	45.7	164,248	200,744	92,979	5½	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '6.	53.6	—	.....	—	11	11	503	Cheshire	2,389,715	*	—	2,085,592	863,700	—	3,049,738	53.6	263,324	298,056	104,643	—	.....
31 Mar. '6.	34.5	—	.....	—	21	2.	491	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	65
31 Mar. '6.	49.3	—	2.3	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,386	7	121½
30 Nov. '6.	39.5	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	84,916	14,396	—	.....
30 Nov. '62	69.2	18.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	88
31 Mar. '62	24.7	—	2.2	—	5	2	60	Sullivan	1,480,736	—	—	600,000	750,000	277,210	.....	24.7	.....	66,040	15,396	—	.....
								NEW JERSEY.													
31 Dec. '6.	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76 0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.5	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,000,206	5,620,881	—	.....	124 2	.....	3,040,148	1,728,548	10	180
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,555	1,037,376	117,09	2,155,024	60.2	.....	144,586	65,128	—	15
31 Dec. '62	64.0	—	48.0	—	38	28	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	175
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	276,445	101,529	7	.....
31 Dec '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	.....
31 Dec. '6.	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	166,850	264 781	77,798	438,798	21.2	.....	90,617	29,592	—	165
31 Dec. '6.	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,038	2,597,161	—	[2 mos.	10,586	.....	—	25
31 Dec '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	*	—	1,307,750	600,000	—	1,907.750	24.0	.....	238,889	124,742	6½	110
31 Dec '62	38 5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	581,803	212,500	31,743	821,984	—	82,936	90,122	43,622	—	.....
								NEW YORK.													
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	.....
30 Sep. '62	142.0	—	13.0	—	29	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,070	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	503,576	149,000	1,977,950	949,000	—	2,926,950	88 0	437,522	1,307,921	636,570	11	201
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	114½
30 Sep. '62	144.0	4.0	115.1	—	66	117	588	Hudson River	10,749,863	1,363,931	—	3,765,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	140
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,218	2,928,474	100.5	226.611	293,457	109,137	2½	49
30 Sep. '62	297.8	258.1	400.0	—	239	256	4,424	New York Central	27,093,991	5,646,077	791,965	23,209,900	13,779,648	284,411	42,858,880	654.9	5,692,223	10,897,631	3,994 999	7	136
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	225
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,100	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	1½
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	390,340	206,500	16,375	815,161	38.1	75,622	140,634	77,750	7	.....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,045	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,379	368,505	—	1,500,100	1,923,000	64,292	3,488,892	180.6	309,922	458,512	230,219	4	105
30 Sep. '62	21.0	—	1.0	—	—	—	—	Saratoga and Schenectady	480,981	—	—	350,000	65,000	—	430,584	incl.	in Ren	s. & Sar.	.....	—	.....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	370,000	6,237	882,837	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	.....
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	25	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	.....	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	—	366,939	—	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,869,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,220	—	.....
1 Aug. '61	137.0	—	.....	—	41	89	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	124
31 Mar. '62	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	451,083	91,947	2,156,800	1,534,000	—	3,988,193	108.3	.....	877,404	404,416	10	132
1 May, '59	131.8	—	.....	31.0	16	10	352	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,632,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,035,637	20	170
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,085	1,752,400	128,857	2,917,322	67.0	248,387	375 309	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	—	3,300,000	1,500,000	—	.....	96.7	484,297	1,551,628	975,923	33½	180
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,404	*	—	3,832,712	4,324,805	94,329	8,251,846	203.5	.....	1,436,317	552,800	—	114
31 May '63	109.	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,496	530,727	55,025	3,526,800	3,667,595	—	7,810,858	158.6	663,371	1,361,537	747,562	—	148
31 Dec. '56	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,674,693	*	—	369,073	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	5	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	95
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit. Miami.	—	229,883	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	510,424	6,509,826	144.0	414,779	963,705	451,540	—	.....
30 Nov. '62	83.5	—	27.8	—	25	22	437	Little Miami	3,644,128	492,979	442,283	2,981,267	1,400,000	—	4,879,804	138.0	546,787	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	18.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,457	53,055	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.8	—	.....	—	45	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	829,932	119,032	—	1½
31 Aug. '63	117.0	8.0	.....	—	17	15	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,738	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	28	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	252,179	2,697,090	2,488,826	7,300	5,401,088	205.9	418,328	599,880	175,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	87,988	—	.....
31 Dec '63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,995,636	*	25,099	3,314,775	6,651,530	38,272	10,162,832	260.0	1,279,950	1,439,798	540,921	—	71

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Oct. '62	88.0	—	.....	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	.....	.....
31 Oct. '62	24.5	—	23.0	—	18	3	1,203	Beaver Meadow	1,014,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	85
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	276,680	.....	.....	20½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,284,456	74.5	.....	255,600	166,427	3	.....
31 Oct. '62	110.7	2.8	43.0	—	71	29	4,539	Del., Lackawanna and West'n	9,249,255	*	—	5,596,240	4,529,000	637,114	10,962,314	202.0	1,107,638	1,506,362	753,463	6	112
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,343	—	492,190	508,500	27,478	1,118,168	36.9	130,602	178,393	98,654	.....	.....
31 Dec. '62	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,088,607	*	—	1,000,000	1,000,000	Lease'd t o	Northu	Cen.	196,907	354,790	110,366	—	27
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	228,580	33,826	10	.....
31 Oct. '62	86.0	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100.000	2,409,565	32.3	23,476	29,799	5,079	—	.....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	29
31 Dec. '62	80.0	—	16.0	—	18	4	1,246	Lackawanna and Bloomsburg	3,528,993	*	—	1, 335,000	2,128,565	232,487	3,707,913	80.0	.....	511,324	257,440	.....	.....
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	90½
31 Oct. '62	28.8	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	38.8	62,155	126,316	68,801	—	47½
31 Oct. '62	24.5	105.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	.....	451,918	174,436	8½	63½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	408,187	—	3,147,380	3,106,360	287,000	6,447,780	66.4	283 234	397,186	218,960	—	84
31 Dec. '62	356.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,506.347	3,582,304	—	13,274,100	9,52 .40.	—	28,324,213	411.4	.....	10,394,891	4,878,218	8	74
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norristo'n	1,521,920	236,289	—	1,243,500	438,960	—	1,862,696	24.0	229,938	282,383	123,742	6	81
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,9 ,.00	157,739	12,124,867	75.0	213,574	413,472	80,909	—	36
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,120	11,548,929	12,056,100	894,46	25,528.16	355 0	2,088,106	3,917,836	2,095,775	—	69½
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51.460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,551	228,844	8	186
31 Oct. '62	95.9	—	34.8	—	87	110	630	Phila., Wilmington and Balt.	6,979 924	744,426	551,129	5,620,500	2,579,000	—	9,508,406	200 5	582,615	2,250,862	1,080,995	9	72
31 Oct. '63	59.5	—	6.4	89.6	11	10	61	Pittsburg and Connellsville	2,084,287	124,432	—	1,767,373	1,500,000	82,530	3,565, 29	72.0	209,746	215,587	105,856	—	12
31 Dec. '63	463.3	—	73.8	—	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,332	12,935,173	—	19,432,741	468.3	3,472,914	5,132,934	2,106,623	10	118½
31 Dec. '63	28.0	—	6.2	—	5	1	454	Shamokin Valley & Pottsville	1,178,778	112,824	—	500,000	791,527	Lease'd t o	Northu	Cen	40,476	144,728	87,112	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,969	—	97,.60	396,500	66,826	797,912	29.6	81,934	134,788	97,802	—	43
								RHODE ISLAND.													
31 Aug. '63	80.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	237,700	415,308	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,945	13,299	—	4.7,.17	8,500	—	.....	15.0	22,934	25,5	6,739	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,366	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,265	151,589	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,526	.....	464.5	.....	841,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	98,145	.....	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,630	761,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,307	*	—	1,289,678	2,020,000	200,000	.....	140.0	.....	318,718	187,466	.....	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310.083	156,264	—	536,654	1,802,000	390,407	.....	130.3	150,142	297,806	149,167	.....	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,669,000	260.112	7,627,797	291.0	.....	1,636,096	873,597	—	.....
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1869	100.0	—	30.6	65.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100.500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	325,515	.....	59.4	69,870	177,256	80,020	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,769	.....	47.4	64.178	83,129	44,066	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	30	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	149.0	.....	734,118	337,884	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	565,922	630,000	203,514	.....	45.8	57,560	127,958	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	415,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.6	75.0	2	1	40	Houston and Brazoria	1,250 000	*	—	276-000	240,000	171,000	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,282,345	*	—	455,000	975,000	368,000	.....	70.0	102,200	382,846	198,568	—	.....
— — '60	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 Aug. '63	110.3	—	6.8	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	99,639	208,867	.....	—	85
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556.275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,392	822,928	61,280	—	.....
31 Aug. '62	62.5	.....	4.0	—	12	9	193	Rutland and Washington	950,000	221,883	—	1,037,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	.....
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	715 415	191,466	—	1½
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	.....	—	1,376,500	.....	.....	1,378,500	oper. by Vt. Central				4	122½
30 Jun. '62	23.7	—	0.9	—	3	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	63,041	45,273	7,187	—	.....
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	882,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,185	88,131	1,534,194	.....	.....	.....	.....	.....	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,232	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	845,427	248,004	loss	—	22½
30 Sep. '60	88.5	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450.427	222.214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374.996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201.344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527.	80.5	.....	326.554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282.328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,586	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	—	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,918	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,150	5	60½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,205,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
1 Dec. '59	56.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	68
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,328	5,692,471	142.0	364,331	344,709	83,839	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	226,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
0 Jun. '63	1,096	137.0	.....	78.0	204	130	2,899	Grand Trunk	77,210.345	*	—	15,123,480	54,750,510	7,336,405	77,210.345	1,096	.....	4,364,510	1,754,858	—	.....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '62	96.0	1.6	.....	—	17	20	387	Northern (O. S. + H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569.418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,330,000	13,100	136,000	1,799,232	60 0	.....	132,556	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	188,416	139,107	37,161	—	.....
								NEW GRANADA.													
31 Dec. '62	48.1	—	—	—	11	22	130	Panama	5,000,000	*	515,558	6,000,000	3,376,000	———	10,788,728	48.7	.....	1,743,294	1,013,444	15	150

New York Stock Exchange.

Actual Sale Prices for the week ending April 27.

	Th.21	F.22	Sat 23	M 25	Tu.26	W 27.
American Coal Co.	98	95	100	----	----	105
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	140	----	----
Canton Co.	47	50	52	52	51½	47½
Central Am. Transit	----	50	----	----	----	55
Chicago & Alton	----	89	----	95	96	95
" " pref.	85	97	----	----	100	99
" " 1 M.	----	----	----	109	----	109
" " Inc. b'ds.	----	----	----	----	----	96
Chicago, Burl. & Q.	136	140	142	142½	141	----
" " " 8 p.c.	----	127	126	----	----	128
Chic. & Northwest'n.	54½	55	59	63	60	60
" " pref.	79	80	83	84	83	80
" " 1st M.	----	92	----	94	93	94
" " 2d M.	----	----	----	----	----	93
" " S. F.	103	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	112½	114½	119½	121½	120½	115½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	112½	115	119½	118½	116½	114
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	90
Clev. and Toledo	146	157	155	153	151	148
" " S. F. 7 p.c.	----	----	----	117	----	----
Cumberland Coal, pref.	72	72	71	80½	81	78
Del. & Hudson Canal	223	223	224	230	236	235
Del., Lack. & West.	112	----	----	----	----	----
" " 1M. 8 p.c. '71-5.	107	----	----	----	----	----
" " 2M. 8 p.c. '81	112	----	----	----	----	----
Erie	112	114½	117	118½	118½	114½
" pref.	107	108	109	109½	109	108
" 1 M. 7 p.c. '67.	112	----	112	----	----	----
" 2 M. 7 p.c. '79.	----	----	----	----	----	----
" 3 M. 7 p.c. '83.	----	118½	----	----	----	----
" 4 M. 7 p.c. '80.	----	----	----	----	----	----
" 5 M. 7 p.c. '88.	----	----	----	----	----	----
Galena and Chicago	120½	125	131½	133	132	127
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82.	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	55	----	----
" " pref.	62	63	----	----	65	----
" " bonds.	----	----	----	----	100	----
Hudson River	131	134	142	148	145½	140
" scrip.	----	----	----	----	----	----
" 1M. 7 p.c. '69.	----	----	116	----	----	----
" 2M. S. F.	----	----	----	120	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip.	126½	129	134	136	136	131
" full stock.	----	----	----	130	130	----
" Can. bd. sc.	----	----	----	----	----	125
" bonds.	----	117	----	----	120	----
Marietta & Cin. 1st pref.	71	----	----	----	76½	77
" " 2d "	45	50	55	----	----	----
Mariposa Mining Co.	35½	37½	39½	38	36	35½
Michigan Central	139	142	145	147	147	140
" S F. 8 p.c. '82	----	128	128	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	89	90½	96½	105	105	101
" " guar'd.	----	132	140	----	----	136
" " 1M. S. F.	----	116	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	67	69	72	74½	72½	68
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	107½	----	----	----	----
Minnesota Mining Co.	----	----	----	70	----	----
Miss. & Mo.	45	----	55	58	----	----
" L. G. bonds.	65	68	70	72	----	72
Missouri 6s	69	69½	70	72	72½	71½
" les. to H. & St. J. R.	70	----	91	----	----	94
" " Pacific.	75	76	----	83	84½	82
New York Central	133½	135	137½	139½	139	136
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76.	----	----	----	----	----	----
" " 7s, conv. '76.	----	----	----	----	----	----
" " 6s, S. F. '83.	----	----	----	----	----	----
N. York & Harlem	208	220	220	230	235	235
" " pref.	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	101	----	100½	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Norwich & Worcester	105	----	----	----	----	----
Ohio & Miss. cer.	53½	55½	59½	60	59	57½
Pacific Mail S. S. Co.	223	223	224	230	228	226
Panama	----	----	----	----	250	----
Penn'a Coal Co.	205	210	----	218	220	220
Phila and Reading	138	139	142	143½	143	139½
Pitts. Ft. W. & Chicago	113½	114	123	129	125	118½
" " 1M	----	----	115	115½	----	----
" " 2M	110	103½	110	----	----	112
" " 3M	95	----	----	----	100	98
Quicksilver Mining Co.	68	70	70½	75½	75½	74
St. L., Alton & T. H.	64	68	70	75½	70	----
" " pref.	84	84	89	89	----	----
" " 1M	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " Inc b'ds.	----	----	----	----	----	93
Tennessee 6s 1900	----	----	60	60	60	59½
Toledo & Wabash	69	72	73	73½	73	71
" " pref.	86	86	83	----	----	----
" " scrip	----	----	----	----	----	----
" " 1M.	----	105	----	105	----	----
" " 2d M.	89½	90½	91½	92	91½	92
" " Inc. b'ds.	----	----	----	----	----	----
Virginia 6s	49	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending April 27.

	Th 21.	F.22	Sat.23.	M.25.	Tu.26.	W 27.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	161	161	----	165	166	166
U. S. 6s, 1881, reg.	115	113	----	----	114½	----
U. S. 6s, 1881, cou.	111½	113	----	----	115	114½
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	128	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " new 98	98½	99	98½	98¾	98½	----
U. S. 6s, 5-20s, coupon	110½	111	112	112½	112	112
U. S. 6s, " reg.	105x	105½	105½	106	----	106
7.30 Notes, Feb. & Aug.	----	----	----	----	----	111
" " Apl & Oct.	111	111¾	----	----	----	111
American Gold	166½	173½	174½	179	181½	181

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 26.

	W. 20.	Th.21.	F.22.	Sat.23.	M.25.	Tu 26.
Beaver Meadow	----	----	----	----	----	86
Cattawissa	----	21½	----	----	----	20½
" preferred	----	39½	39½	39½	42	42½
Camden & Amboy	----	----	----	----	----	----
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	107½	----	107	----	----	108
" " 6s, '89.	----	----	108	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	101½	----
Del. Div. Canal	46	----	----	----	43½	44½
Elmira & W'mport	----	----	----	----	----	----
" " prof.	----	----	----	----	----	----
" " 7s	----	----	----	112	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	77	----	----
" 6s	----	----	----	----	----	115
" " scrip	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	112	----	----	----
Little Schuylkill R. R.	48	48	47½	47½	47½	47½
" " 7s	----	----	----	----	----	----
Long Island	----	----	49	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	63½	63	----	63½
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	35	34	34½	34	34	----
" 6s. 103	----	----	103	103	----	102½
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	----	74x	74	74	----	73½
" 1st m.	----	----	----	----	----	115
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	99½	99	99	99	99	98½
" " 5s, coupon	----	----	----	----	101½	----
" " 6s,	----	----	----	----	----	----
Philadelphia City, 6s	104½	----	----	105	----	105
" new.	109	109½	109½	109½	109½	109½
Philad., Germ. & Nor.	----	----	----	----	----	61
Phila. & Reading	70½	68½	68½	69½	70½	71½
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	35½	----	35	35	35	36
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	37½	37½	----	36	----	35
" " pref.	43½	43	41½	41½	41½	43½
" " 6s '82	99	98½	98½	98	----	97½
" " 6s '76	98	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	26	25½	25½	25½	25½	24½
" " 6s '78.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	5	6	----	----	----	----
" 6s '88	----	----	----	----	----	28
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	78	----	----	----	----	----
Arch street, (Horse)	----	35	----	----	----	----
Chestnut & Wal. "	----	----	----	----	65	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	75	75	----	----
Spruce & Pine, "	15½	----	15½	15½	15½	15½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 26.

	W. 20.	Th 21	F.22	Sat.23.	M 25	Tu 26.
Baltimore City 6s, 1875.	----	----	115	----	----	----
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	115	115	115½	----	116	115
Balt. and Ohio	----	----	116	----	115	----
" " b'ds, '62.	----	----	----	----	----	113½
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	----	----	114	109
Northern Central	60½	----	----	57	----	----
" " b'ds, '85.	105½	----	----	----	108	----
" " " 90.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending April 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W. 27.
Boston and Lowell	117	117½	----	----	----	----
Boston and Maine	133	133	133	133	----	----
Boston and Providence	----	----	----	----	----	144
Boston and Worcest	149	----	----	----	----	----
Cheshire, pref.	56½	----	57½	----	----	57½
Concord	----	----	----	----	----	66
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	107	----	107½	107	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	124	124½	124	----	----	----
Manchester & Lawr'ce.	121½	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	87½	88	88	----	----
Old Colon. and Fall R.	----	----	----	120	120	120
Ph., Wil. & Baltimore	----	72½	72	72	----	----
Port'd, Saco & Porta.	110	----	----	111	112	----
Vermont & Canada	122	----	----	----	----	123½
Vermont & Mass.	42½	43	44	42½	----	43
Western	----	----	160	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	126	----	126	----	----
Metropolitan "	----	61	----	----	62½	----
Middlesex "	----	94	----	----	----	----
Central Mining Co.	----	71	70	70	----	70
Franklin "	57½	57	57	57½	57	57
Isle Royale "	----	----	----	----	----	----
National "	82	----	----	----	----	----
Minnesota "	----	70	----	----	----	----
Pewabic "	61½	60½	60½	61	61	60
Pittsburg "	96	----	95	----	----	----
Quincy "	----	----	----	91	----	----
Rockland "	----	----	----	15	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 12th of April:

Maryland 6s	69	to	71
United States 6s, 1881	63	"	65
Do. 5s, 1874	58	"	60
Virginia State 6s	45	"	48
Do. 6 per cent.	31	"	33
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	78	"	80
Do., Pennsylvania do. do.	76	"	77
Erie shares, $100 (all paid)	67	"	69
Do., 7s, preference	60	"	65
Do., 7s, 1st mort., 1867	62	"	68
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	66	"	68
Do. do. $100 shares, $90 paid, dis.	16	"	15
Do. do. $100 shares, all paid	72	"	74
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	65	"	70
Do. do. S. F. 1st mort., do., '82. x. c.	70	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	60	"	65
Do. do. do. $100 shares	----	"	----
New York Central 6s, S. F., 1883	62	"	64
Do. do. 7s, 1864	54	"	57
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	75	"	78
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	43	"	46
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, April 30, 1864.

Stock Exchange and Money Market.

The fluctuations in the market during the past week have been sudden and violent. It is almost impossible to follow them with any accuracy of description, or certainty of observation. The changes are recorded in our tables, which are made up with our usual care. We can in these reviews only generalise upon cause and effect, with what judgment our readers may determine for themselves. We recognize the great laws of political economy, and therefore admit that an inflated currency produces high prices, speculation and extravagance, especially the second named. But we fall back on other considerations also, and of greater moment. Such as these.

This effort to maintain the Union and put down this most unjustifiable rebellion, can only be made by the use of means. And these are men and money, the last particularly.

It would have been utterly impossible to have carried on the war on a specie basis. We had not enough in the country for that purpose. We could not have borrowed it in Europe, for there the opinion was that the Union was forever shattered. We could not have relied on a sale of Government stocks at home, which would have been sacrificed at half their value, and the Government would have to disburse whatever currency was received, viz., local bank bills everywhere at a discount, and which would never have been redeemed. Soldiers and contractors would alike have declined taking them after a year or two, and when all the mischief was done, we should have been obliged to resort to Treasury notes. The fault finders must then show us how our financial system could have been better arranged before they join in the condemnation of that, under which we have maintained an expensive and bloody contest.

Say what they may, they cannot deny that the Government has paid the interest on its loans in gold punctually and without hesitation, and has a large surplus on hand. It has saved the debtor class from ruin by the creation of the legal tenders, and given the people the best and the most reliable currency they ever had; preferred to bank paper in every quarter of the Union, sought for within the rebel lines at the rate of 11 dollars of confederate money for one of our own, and in fact setting in motion the whole industrial power and energies of the country. While France and England in their continental wars used their means at a distance from their own shores, and so far reduced the circulation at home of the amount of money raised for the prosecution of war, we have expended almost the whole of our means among ourselves. So far from diminishing the quantity in circulation we have increased it, and in fact added to the exchangeable capital of the Union by just the quantity expended. This makes a material difference in results, in liquidation of general debts, and ability to meet taxation. Sixteen hundred millions have been expended by the Government it is true, but who have got it but the people themselves, who are using it and turning it to account. It is absurd to say that no part of this shall be returned to the Treasury in the shape of taxes, or that it cannot be returned.

It is noticeable, that after a heavy fall in the gold market, and the payment of from 12 to 15 millions in gold as dividends, that a slight recovery in its price was effected by the operators, assisted by the unfortunate loss of Fort Plymouth, which though openly threatened for a month previous, was left without reinforcements either by land or water, though we have upwards of 70 iron clads, and a large force at Fortress Monroe and Norfolk. What a temporary reverse has to do with the price of gold as a purely commercial article we leave to be explained by those who operate in the commodity of disasters as well as the precious metals. Why too, at the circumstance of the arrival in town of the Assistant Secretary of the Treasury, they again fell suddenly, and why on the rumored return of Mr. Chase to this city it should tumble three per cent. in a day as it did on Tuesday, we also leave to those to explain who pretend to believe that the gold market is an honest market, and that it is governed entirely by the laws of trade.

If it be from the excess of importations, which we admit is an evil, why have only two millions of gold left us during the last week, when fifteen millions have been paid out? Where is the scarcity of gold to sanction the high prices, when twelve millions of that paid out, remain behind in the country, and when from the importations from California since the 1st of January, a surplus of three millions is also left with us.

We certainly believe that our importations are too heavy, unless the difference between our exports and imports, as is claimed in England, is the profit of our trade. Should the rule be a good one there, it should be a good one here. If the balance against that country during the last three years by its own showing, is upwards of eight hundred millions of dollars, and its actual increase of specie is but fifteen millions, we need not be much discouraged by the balances which the alarmists are cyphering up in and out of Congress. Nevertheless to be on the safe side, we trust that the increased tariff, and a patriotic spirit of economy in the people of the North, even to the extent of a general agreement to discourage the use of all unnecessary foreign articles, will furnish an immediate remedy.

The imports of the past week were $7,468,933 against $4,622,012, the same week the last season, being the largest amount ever known in any single week before. This is to be attributed to the idea that the newly increased tariff would be avoided, by the introduction of the goods previous to the passage of the law. This plan has, however, met with a complete overthrow, as an act which has passed one branch of Congress, provides for the payment of duties on all such imports. The exports for the last week amount to $3,669,907 against $2,748,686 for the same week in 1863.

The following tables furnished by a cotemporary give us an idea of the trade of the first nine months of the current fiscal year. Total Import of Foreign Merchandise, (exclusive of Specie,)

from July, 1, 1863, to Mar., 31, 1864, of	$154,113,000
Add four weeks in April	21,030,457
Total to date	$175,143,457
Against same time last year	152,078,447
Increased Import since July 1	$23,065,010

The same tables make the Export of Domestic Produce and Miscellaneous Goods, including Foreign articles re-exported from

July 1, 1863, to March 31, 1864	$122,960,000
Add four weeks in April	12,684,538
Total to date	$135,644,538
Against same time in 1853	157,957,230
Decreased exports since July	$22,312,692

The Specie Export from New York, from

July 1, to March 31, amount to	$39,396,000
Add since April 1	4,235,000
Total to date	$44,631,000
Against same time 1863	48,541,000
Decreased specie export since July 1	$3,910,000

The imports at Boston for the two weeks ending April 22, were $2,569,135. The exports for the week ending April 22, were $347,094, against $213,567 for the corresponding week in 1863.

The exports from the port of Baltimore during the past week were $253,640.

The duties received at the New York Custom House, for the three weeks in April (present) amount to $7,314,000, while in 1863 the receipts of the whole month were $3,893,000.

The business of the Sub-Treasury as reported on Tuesday were:

Receipts	$2,305,300 86
Payments	3,209,784 19
Balance	$38,551,760 00

Some idea of the immense amount of business transacted in this city, which just now seems to be the factor for all the Northern, Middle and Western States, may be formed, from the fact that the operations at the clearing house for two weeks ending 23d of April, were $1,319,036,483 44. The total of specie exported since January 1st, is $14,643,639 against $16,352,225 for the same period in 1863.

On the 25th the banks of this city had increased their specie by the amount of $3.180,433.

The 10-40 loan is being rapidly subscribed, as the interest payable in coin is equivalent to 9 per cent. in currency. Great doubt is, however, expressed in financial circles whether it was not an error in Mr. Chase, to have put a 5 per cent. loan on the market at all. This however will be determined by the result. There is at last some prospect of the speedy passage of the Revenue bill as amended in Congress. Never was there a people more anxious and ready to meet adequate taxation than ours. Indeed there is a general feeling of displeasure at the delay which has attended the consummation of legislation, in regard to this important matter. Valuable time has been wasted on the most worthless topics, which should have been given to the National necessities. So, too, the Bankrupt bill has been neglected for personal debates, and useless inquiries on subjects, not intended to be really investigated, and we suppose we shall see a bill of immense length, and intolerable technicality of details, when a simple definition of voluntary and involuntary Bankruptcy in two or three sections, and the residue a mere code of practice under the act, arranged by the Attorney General or any Justice of the Supreme Court, are all that are necessary. There seems to be no one member who comprehends the simplicity of such a bill, with influence enough to get it even reported. It is this continued display of a want of practical common sense which makes the present Congress unpopular with the people.

It is now understood that a considerable number of operators went by the board during the late panic, among them, some large houses who are yet unable to settle their differences. The numerous Mining Companies are also in some doubts as to the success of their schemes. We may mention as an instance of the folly of many of these schemes, at least one example. A Coal Company advertised for subscriptions of several millions, before they had acquired the title to the property on which their operations were based. This property contracted for at less than $200 per acre, was put in the market at an advance of about $600. The first payment was never made on the contract, and the time has been twice extended, and the whole scheme may yet fall through, the consideration money still remaining unpaid, and yet it was expected that the public would, notwithstanding, eagerly rush forward, and without examination subscribe this imaginary capital, and so make the fortunes of three or four persons. Certainly operations like these are pure moonshine.

The railway Share Market has shown signs of weakness, but seems to be renewing its strength, and becoming firm. It should not be forgotten that when it has reached its highest point, there is always the probability of a fall.

The relief obtained by the Erie from the Legislature, appears to be of the following nature, a right to issue eight millions of stock of which three millions are to pay off the maturing 1st mortgage bonds, and five millions for construction. No stock can be issued until the Company file with the Controller a statement of the amount to be issued, and a formal vote by the Board. The old Erie Railroad stockholders—some 300—left out at the reorganization, are allowed to come back into the Company.

There are a good many of the original subscribers to the stock who lost what they paid in, that would like to be let in also, but we do not know whether the terms of the act go so far back as that.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :—

New York.—At. & Gt. Western (Ohio div.) 1st mort., 102; N. Y. Central 6s, 1887, 110; Milwaukee and St. Paul pref., 82½; McGregor Western, 70; Peninsula R. R., 80; do., 1st mort., 100; Sixth Avenue R. R., 130; Long Island R. R., 98; Illinois War Loan, 102; Illinois coupon bonds, 1879, 104; North Carolina 6s, 58; N. Y. State 6s, 1878, 109½; Indiana War Loan, 98; Central Coal, 70; Lehigh and Susq. Coal, 16; International Coal, 105; Hamp. and Balt. Coal, 105; Bucks Co. Lead, 1⅞; Clute Lead, 2¼; Hilton Copper, 6¾; Merrimac Copper, 8¾; New York and Passaic Copper, 2¾; Bedford Copper, 2⅝; Copake Iron, 13; Rutland Marble, 24; Montana gold, ⅝; Quartz Hill gold, 16; Gold Mining Co. of Colorado, 8¾; Gunnell gold, 4; Bank of Commerce, 112; Bank of America, 138; Bank of Republic, 103; Shoe and Leather Bank, 107; Bank of Commonwealth, 108; Ocean Bank, 100; Market Bank, 105.

Philadelphia.—North Penn. scrip, 97; Huntingdon and Broad Top, 29; do., 2d mort., 99; Reading 6s, 1844–'80, 111; Girard College R. R., 32; 5th and 6th streets R. R., 61; 13th and 15th streets, 87; 10th and 11th streets, 50; Ridge Avenue, 20; Allegheny Valley bonds, 103; Camden and Amboy mort. 6s, 1889, 114¾; Allegheny Co. 5s, 81; Pittsburg 5s, 80; Wyoming Canal 6s, 100⅝; Penn. War Loan, 108; New York and Middle Coal Fields, 18½; Irving Oil, 6¼; Oil Creek, 9; McClintock Oil, 5; Seneca Oil, 2; Maple Shade, 15¼; Feeder Dam, 1¾; Organic Oil, 2¼; Bear Valley Coal, 17; Big Mountain, 9¾; Fulton Coal, 11⅛; New Creek Coal, 1¾; Clinton Coal, 1¾; Locust Mountain Coal, 60; Buck Mountain Coal, 63¾; Connecticut Copper, 1⅝: Merrimac Copper, 3¾; Green Mountain Copper, 7½; Marquette Copper, 7; Bohemian, 10¼; Washington Gas, 20; Girard Bank, 49¾; Mechanics Bank, 30¼; Farmers' and Mechanics' Bank, 64; North American Bank, 164; 1st National Bank, 122½. The latest quotations are: City 6s, 104⅞@105, do., new, 109¼@109½; State 5s, 99@99¼; do., coupon, 101@102; do., 6s, 1879, 103½; Phila., Wil. and Balt., 72@73½; Reading, 71¾@71⅞; do., 6s, 1870, 107@107½; do., 1886, 137@138; Camden and Amboy, 180@186; Pennsylvania R. R., 73¾@74; do., 1st mort., 116; do., 2d mort., 113@114; Little Schuylkill R. R., 47¼@47½; Morris Canal, 81@82; do., pref., 143@143½; do., bonds, 107@108; do., 2d mort., 106; Wyoming Valley Canal, 76@78; do., 6s, 100@101; Susquehanna Canal, 24¾@25; do., 6s, 66@67½; Sch. Nav., 35½@37; do., pref., 43⅜@43½; do., 6s, 1882, 97½@98; Union Canal pref., 5; do., bonds, 26@28; Delaware Div. Canal, 43⅜@43½; do., bonds, 100; Elmira and Williamsport, 37@89; do., pref., 52@54½; do., 7s, 1873, 111½@113; do., 10s, 78@79⅛; Beaver Meadow, 85@86; Harrisburg, 76@76½; Long Island R. R., 48@50; Lehigh Coal and Navigation, 83@85; do., scrip, 75@84; North Pennsylvania, 34¾@35; do., 6s, 103@103¼; do., 10s, 125@128; Philadelphia and Erie, 35@35¾; do., 6s, 108½@110; Minehill, 63@64; Catawissa, 20@21; do., pref., 42⅝@43¾; Lehigh Valley, 90¾@91¼; do., bonds, 111½@112; Fifth and Sixth streets, (horse,) 60@61¼; do., 7s, 109; Second and Third, 75@78; do., 7s, 111½@112; Race and Vine, 16@18¼; West Philadelphia, 70; Spruce and Pine, 15¼@15¾; Green and Coates, 43¼@44¼; do., 7s, 100@113; Chestnut and Walnut, 65@65½; Arch, 37; Thirteenth and Fifteenth, 37@37½; Seventeenth and Nineteenth, 16@20; Girard College, 31¾@32; Tenth and Eleventh, 50@51; Norristown, 61½@62.

Boston.—Eastern R. R. 6s, 1874, 105; Northern (Ogdensburg,) 1st mortgage, 107¾; do., 2d mort., 36; Vermont Central, 1⅝; do., 1st mortgage, 95; do., 2d mort., 27½; Rutland and Burlington 1st mort., 75½; do., 2d mort., 37; do., 3d mort., 9; N. Y. and Boston Air Line, 12½; do., 6s, 78; Vermont and Massachusetts R. R. bonds, 102¾; Cape Cod Branch, 68¼; Western R. R. 6s, 1875, 110¼; Mad River and Lake Erie R. R. 6s, 1900, 70; Pittsburg, Maysville and Cincinnati R. R. 7s, 86; Rhode Island 6s, 1893, 104; Maine 6s, 1880, 105¾; Bangor 6s, 1874, 103¾; Roxbury 5s, 1880, 99¾; do., 6s, 1876, 105¾; Chicago 7s, 1880, 110; Brooklyn 6s, 1882, 106; Boston 5s, 1887, 125; Albany 6s, 1871, 107¼; do., 1876, 111½; do., 1886, (W. R. R.,) 102¾; Chelsea horse, R. R., 48; Lynn and Boston horse, R. R. 6s, 100; Cambridge horse, R. R. 6s, 1881, 100¾; Union Steamship Co., 168; Boston, Newport and N. Y. Steamboat Co., 1042½; Cambridge Gas, 107¼; Brookline Gas, 109¾; Charlestown Gas, 92¼; Boston Gas, 887½; Boston Water Power Co., 48; Cary Imp. Co., 11¼; East Boston Co., 14; Franklin Coal, 110¼; Short Mt. Coal, 55; New England Bank, 113; Bank of Brighton, 71; Brighton Market Bank, 94; Maverick Bank, 99; Bank of Commerce, 106; Bank of North America, 100; Bank of Republic, 99; Atlas Bank, 106½; 1st National Bank, 115; Globe Bank, 132¾; Granite Bank, 123¼; Boston Bank, 74½; Howard Bank, 103¾; Hamilton Bank, 142; Tremont Bank, 120½; Market Bank, 78; Hide and Leather Bank, 110¼; Merchants' Bank, 105¼; Traders' Bank, 101½; Exchange Bank, 125½; Acton Mining Co., 4; Albany and Boston, 21; Atlantic Gold, 2; Allouez, 3¾; Aztec, 9; Acton Vale, 2¼; Algomah, 3⅞; Astor, 6¼; American Gold, 1; Albion Gold, 2⅞; Bay State, 20; Boston, 5¾; Bedford, 2¼; Black River, 50c.; Colorado Gold, 5; Chaudiere, 50c; Chaudiere Gold, 3⅝; Chatham, 25c.; Copper Falls, 46½; Cornwall, 75c.; Colonial Gold, 59c.; Chester, 24c.; Dudley, 4⅜; Dacotah, 5; Dunham, 35c.; Durham, 50c.; Dana, 4; Everett, 3⅝; Eagle River, 7; French Creek, 1⅝; Gt. Western, 5¾; Green Mountain, 9¾; Gilbert River Gold, 1⅜; Glencoe, 80; Gd. Trunk, 1¾; Highland, 6¾; Huron, 47; Hancock, 11; Hamilton, 7; Logan, 1¼; Lake, 19c; Lenoxville, 3½; Madison, 6; Macomb lead, 4¾; Mesnard, 11; Manhattan, 7⅞; Mandan, 5; Massachusetts Gold, 3⅝; North Cliff, 8; New England Gold, 3⅞; Nelson, 16c.; Northwestern, 15; Oswegatchie lead, 1; Ottawa, 1; Phœnix, 35; Prince Albert Gold, 14; Rocky Mountain, 11¼; Superior, 11¼; St. Mary's, 9; Sutton, 2¾; Stewart Gold, 2; South Side, 4¾; Strafford, 2½; Star, 10½; St. Clair, 8½; Tremont, 3½; Winthrop, 6⅝; Waterloo, 1.

Baltimore.—N. W. Va. R. R., 21; Central Ohio, 12⅞; do., 4th mort., 62; do., Incomes, 46; City Passenger R. R., 22½; Canton Co., 55; Springfield, 2.75; Mineral Hill, 4.55; Balt. Chrome, 3.15; Maryland Copper, 1.50; Susq. Coal and Coal Mt., 5.50; Bare Hill, 6.15; Santa Clara, 19; Atlantic Coal, 1.55; Lake Chrome, 0.75; Georges' Creek, 124; Guilford, 0.40; Gardiner, 1.00; Rudisell, 0.70; Farmers and Mechanics Bank, 40; Marine do., 31½; Bank of Baltimore, 104; Bank of Commerce, 24. The latest quotations are: Balt. and Ohio, 113½@114; do., 6s, 1867, 103; do., 1875, 112@115½; do., 1880, 112½@113; do., 1885, 112@113; Northern Central, 50@60; do., bonds, 1885, 108@109; N. W. Va., 20@21; do., 1st mort., 110@117; do., 2d mort., 105; do., 3d mort., 42@45; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@65; do., income 1857–'60, 40@47½; Western Md. bonds, 92; do., guar., 115; Maryland 5s, 92; do., 6s, coupon, 1870, 111@112; do., Ins., 109@112; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 116@118¼; do., 1886, 115@116; do., 1890, 115½@116; do., coupon, 112@116; do., 5s, 1838–'70, 101; City Passenger R. R., 22@24¼; Canton Co., 45@52; Gardner, 65@1.05; Guilford, .40@.45; Maryland, 1.45@1.50; North State, .15@.20; Rudisell, .65@.75; Silver Hill, .20@.30; Springfield, 2.70@2.80; George's Creek, 122@125; Santa Clara, 18¼@19¼; Baltimore and Cuba Smelting and Mining, 185; Balt. and North Carolina, .25@.30; Balt. Chrome, 3.00@3.05; Bare Hill, 6.00@6.10; Atlantic Coal, 1.45@1.60.

Montreal.—Champlain and St. Lawrence R. W., 12½@14; do., preferential, 95@96; do., 6 per cents, 82½@85; Government 5 per cents, sterling, 90@91; do., currency, 90@91, do., 6 per cents, 1872, currency, 101@102½; Montreal City bonds, 6 per cents, 96½@97½; do., Water Works, 6 per cents sterling, 96½@97½; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 91@92; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $2½@5; Huron Copper Bay, 65@70; Montreal Telegraph Co., 130@131; City Gas Co., 121@125; City Passenger Railway, 122½@123.

The Management of Steel.

Messrs. D. Appleton & Co. have republished a valuable treatise by George Ede, of the Woolwich Arsenal, on the management of steel, forging, hardening, tempering, annealing, shrinking, expansion, and also case hardening. Since steel has become an important article, superseding iron in so many of its former uses, this book comes at the right moment.

Interest and Dividends.

A dividend of 1¾ per cent. will be paid on the preferred stock of the Chicago and Northwestern Railroad Company on the 1st of June next. Future dividend days on the above stock will be on the 1st of December and June.

Interest coupons of the Sinking Fund bonds of the Chicago and Alton Railroad Company, due May 1, will be paid at the office of G. S. Robbins & Son, No. 54 William street. Nos. 441, 755, 363, 338, 17, 41, 73, 378, 458, 305, 550, 176, 519, 2, and 96 of the First Mortgage Sinking Fund bonds have been duly designated for payment, according to the terms of the mortgage. Interest thereon will cease May 1, 1864. The principal and interest as far as accrued of the above bonds will be paid on presentation to S. J. Tilden, 12 Wall street, or L. H. Meyer, 48 Exchange Place.

The Long Island Railroad Company have declared a quarterly dividend of 1½ per cent., free of Government tax, payable on and after May 2, at the Bank of North America, N. Y.

The Manchester and Lawrence Railroad has declared a dividend of 4 per cent., payable May 2.

All Bonds and Coupons, issued by the City of St. Louis (and payable on their face at the Phenix Bank of New York), will be paid, when due, at the Bank of the Republic, New York.

The interest due May 1, 1864, on the Second Mortgage, the Interest and the Equipment Bonds of the Toledo and Wabash Company, will be paid on and after May 2d, at the Bank of the Republic.

Copper Falls Mining Company has declared its first cash dividend of $3 per share, payable June 1.

The Pennsylvania Railroad Company have declared a semi-annual dividend of five per cent., payable May 16, 1864, clear of National and State taxes. Stock and scrip certificates for the extra dividend will be ready for delivery on and after May 2.

The interest on the certificates of profits of the Hudson River Railroad Company, due April 30, will be paid at the treasurer's office.

A dividend of 4 per cent has been declared on the main stem of the Baltimore and Ohio Railroad, and a dividend of 5 per cent. on the Washington Branch Railroad for the half year ending March 31 ult., both free of U. S. tax.

The New York and Nevada Gold and Silver Mill and Mining Company will pay, 2d May, a dividend of 4 per cent. in gold.

Iowa Railroad Decision.

The important case of Meyer & Stucken (contractors of the Mississippi and Missouri Railroad) *vs.* the City of Muscatine, Iowa, decided by the United States Supreme Court in favor of the plaintiffs, renders the city liable in the sum of $130,000, probably with the addition of compound interest for the seven years in which the matter has been in litigation—it having passed through all the lower courts. The plea of the defence was that the city had no right to assist in building railroads or to take stock in them. To this the plaintiff demurred, and the United States District Court overruled the demurrer. The Supreme Court, however, reversed the decision, holding the plea to be bad, and the demurrer well taken, Justice Miller dissenting. The Muscatine *Journal*, from which the above is taken, finds some consolation in the fact that the city will have $130,000 worth of stock in the road.

Milwaukee.—Reduction of its Indebtedness.

It appears from the valedictory of Mayor O'Niel, delivered to the Common Council of Milwaukee on the 22d inst., that its finances have been well administered during the past year. Large reductions of the city indebtedness have been made. The taxes for 1863 have been collected to within 7 per cent of the whole amount assessed. The Comptroller has been able to meet all the current demands on him with promptness, and further, during the past year, $23,000 of the city debt, consisting of readjustment bonds has been paid and cancelled, and a sufficient amount of funds still remain in the hands of the treasurer, belonging to the sinking fund to retire and cancel $25,000 more before the first of June. By this process, the entire bonded debt will be paid up and cancelled ten years before the same falls due, when it is to be hoped that the city never will issue any more bonds.

Of the $166,000 of city bonds which were loaned to the Milwaukee and Horicon Railroad company, $158,500 have been surrendered and canceled during the past year, leaving still outstanding $7,500, for which a sufficient amount of funds has been provided and now remains in the hands of the city treasurer to cancel these on the same terms, whenever presented.

Of the city bonds loaned to the Milwaukee and Prairie du Chien Railroad Company, $33,000 have been surrendered and canceled during the past year, leaving yet outstanding $18,000, for which the city holds on special deposit a sufficient amount of funds to pay in full, both principal and interest, whenever the same shall be presented.

Five thousand dollars of the bonds loaned to the Milwaukee and Watertown Railroad Company have also been surrendered and canceled during the past year.

Thus it will be seen that during the year, $219,000, or nearly a quarter of a million of city and railroad indebtedness has been paid and cancelled. The railroad debt which has hung like an incumbus over Milwaukee for the past eight or ten years, is now so far arranged, that, of the amount for which the city is legally holden, it need not lose one dollar.

Chicago and Northwestern R. R.

The dividend noticed elsewhere of 1¾ per cent. on the preferred stock of this company which has been declared payable on the 1st of June next, it will be observed, is at the rate of 7 per cent. per annum, and is for the quarter ending June 1. This dividend is made for the purpose of adjusting the dividend up to June 1. Dividends will be payable hereafter semi-annually, 1st December and 1st June. The Second mortgage bonds of this company have been largely converted during the past year into a 7 per cent. perferred stock, at the rate of $1,200 of stock for each bond of $1,000, and the interest thereon up to April 1, 1864, as agreed upon by the holders at a meeting last Fall. This conversion we understand leaves the company free of any debt or arrearages of interest on any of its bonds, and in a position to apply its earnings to the payment of dividends. The common stock at the date of the last annual report, April 1, 1863, amounted to $3,731,316. Amount of second mortgage bonds, $2,000,000. The preferred stock, which has since been issued in exchange for this class of bonds, is stated in our tables at $2,400,000. The entire capital stock of the company is therefore not far from $6,131,316.

Railroad Earnings—Monthly.

The following is a comparative statement of the earnings of the Pittsburg and Connellsville Railroad for the month of March:

	1863.	1864.
Freight	$8,362 67	$13,548 30
Passengers	6,722 13	11,708 59
Mail	304 17	304 17
Incidental	51 55	274 86
	$15,440 52	$25,835 92

—Increase $10,395 40, or 67.32 per cent. The receipts of first five months of last fiscal year, $67,284 22; of current year, $110,815 12; increase, $43,530 90—64.1 per cent.

The earnings of the St. Louis, Alton and Terre Haute Railroad for March, 1864	$160,496 57
March, 1863	120,810 00
Increase	$40,186 57

☞ The time for receiving proposals for the building of the great Railway Bridge over the Ohio River to connect the Marietta and Cincinnati and Baltimore and Ohio Railroads, at Parkersburg West Virginia, has been extended to Friday, the 13th of May next. See Advertisement.

Tolls on the Canadian Canals.

The Canadian Government has published an order dated April 16, which declares that after that date, articles of iron of all kinds, and salt, having paid full tolls on the St. Lawrence Canals, shall pass free through the Welland Canal, and that the articles of wheat, flour and corn having paid full tolls through the Welland Canal, shall pass free through the St. Lawrence and Chambly Canals.

Huntingdon and Broad Top Rail Road.

We learn the Huntingdon and Broad Top Railroad Company have purchased the Bedford Railroad, from Hopewell to Bloody run 13 miles, at about one fourth its original cost. Their intention is to finish it at an early day to Bedford, a distance of seven miles. This will prove a valuable acquisition to the local freight and passenger business, both of which are largely increased. The company have now fifty-eight and a half miles of main road and branches, and twelve and a half miles of sideings—making seventy-one miles of single track, a liberal amount of equipment, and 2,600 acres of coal land, with three collieries in operation. Their entire capital, in bonds and funded debt of every description, with common and preferred stock, amounts to but $2,200,000; a less sum than is generally represented by the quantity of coal lands alone, which they hold. We are told that the net earnings of the Company for February and March were double those of the corresponding months of last year, and with the present activity in the coal and iron trade, a great augmentation of receipts may be reasonably expected. A wealthy New York Coal and Iron Co. have purchased 3000 acres of land near Coalmont, and will commence active operations immediately. Another Company from New Jersey have purchased 4000 acres on Broad Top and Terrace Mountains. The Powelton Coal and Iron Company have purchased 5000 acres of valuable ore lands in Woodcock Valley, and expect to build furnaces and rolling mills.

The Groves have commenced the mining of iron ores near Marklesburg with the intention of transporting it, via Broad Top Railroad, to Huntingdon, and thence, by Canal, to Danville; and the Glamorgan Iron Company are opening up their ore banks, near the Broad Top Railroad, preparatory to the manufacture of iron from coke made from Broad Top coal. With all these surroundings the prospects of the Huntingdon and Broad Top Company are more flattering than ever before, and promise an early return to holders.—*Philad. Ledger.*

Railroad Earnings--Weekly.

The earnings of the Galena and Chicago Union Railroad for the week ending April 22, were:

	1863.	1864.
Freight	$22,487 48	$32,102 10
Passengers	8,379 17	13,760 22
Mails, &c	1,250 00	1,300 00
Total	$32,116 60	$47,162 82
Increase 1864		$15,045 72

The earnings of the Marietta and Cincinnati Railroad for the 3d week in April, were:

	1864.	1863.
Passengers	$6,096 85	$3,215 20
Freight	9,302 68	11,721 26
Mail, express & telegraph	1,054 58	721 00
Total	$16,454 11	$15,657 46
Total this month to date	$50,528 16	$46,667 15

The earnings of the Grand Trunk Railway for the week ending April 16, 1864, were:

Passengers	$31,729 64
Express freight, mails and sundries	2,500 00
Freight and live stock	58,948 43
Total	$93,178 07
Corresponding week, 1863	71,121 00
Increase	$22,057 07

The traffic of the Great Western Railroad for the week ending April 15th, 1864, was as follows:

Passengers	$23,416 84
Freight and live stock	41,020 85
Mails and sundries	1,245 27
Total	$65,682 96
Corresponding week of 1863	53,945 54
Increase	$11,737 42

The Detroit and Milwaukee Railroad traffic for the week ending April 14, 1864:

Passengers	$11,429 31
Freight and live stock	12,535 27
Mails and sundries	584 74
Total	$24,513 32
Corresponding week last year	19,435 31
Increase	$5,078 01

The earnings of the Hannibal and St. Joseph Railroad first week in April, 1864, were $46,843 76
Corresponding week of previous year 30,292 52
Increase $16,551 24

The earnings of the Chicago and Northwestern Railroad for the second week in April 1864, were:

Passengers	$14,597 13
Freight	13,157 66
Mail	584 37
Express	352 92
Total	$33,692 08
Same period last year	20,651 97
Increase, 63 per cent	$13,040 11

The earnings of the Milwaukee and Prairie du Chien railroad for the week ending April 14, were:

	1864.	1863.
Freight	$20,624 29	$12,971 92
Passengers	8,576 96	4,690 35
Mails, rents	968 50	1,380 00
Total	$30,169 75	$19,042 27

The earnings of the Chicago and Rock Island Railroad for the 2nd week in April, 1864, were $40,051 00
Corresponding week of previous year 28,283 00
Increase $11,768 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2nd week of April, 1864, were $70,509 00
Corresponding week of previous year 59,238 00
Increase $11,271 00

The earnings of the Michigan Central Railroad for the 3d week in April, 1864, were $77,548 87
Corresponding week of previous year 57,011 30
Increase $20,537 57

The earnings of the Chicago and Alton Railroad for the 3rd week in April were $41,192—an increase of $3,500 over same time in 1863.

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 2nd week of April were $40,712, an increase of $4,865 on same week last year.

Pittsburg, Ft. Wayne & Chicago Railway.

We give elsewhere the report of the President and directors of this Company for the year ending December 31, 1863. The following is a comparative statement of earnings and expenses during the past and preceding years:

Earnings:	1862.	1863.
Freight	$2,401,680 13	$3,341,033 65
Passenger	1,116,740 62	1,562,409 05
Express	36,107 32	33,053 75
Mail	93,900 00	93,900 00
Rent of railway	85,000 00	85,000 00
Rents	3,619 73	2,835 33
Miscellaneous	8,312 82	14,701 96
Total	$3,745,310 62	$5,132,933 74
Expenses, viz:		
Conducting transportation	$504,867 80	$779,316 48
Motive power	634,006 55	904,246 19
Maintenance of way	501,420 68	893,311 96
" cars	169,122 72	232,078 98
General expenses	68,980 97	217,356 95
	$1,878,398 72	$3,026,310 56
Net earnings	$1,866,911 90	$2,106,623 18
Earnings per mile	$7,997 67	$10,966 78
Expenses "	4,011 10	6,462 33
Net earnings pr mile	$3,986 57	$4,504 45
Mileage of engines	2,694,467	3,472,914
" cars	24,533,330	30,523,395
Tons transported	643,107	805,525
Mileage of do	126,046,905	166,570,631
Passengers carried	656,885	842,032
Mileage of do	45,311,455	61,436,269

The outlay for construction and equipment exceeded the appropriation for the year 1862 by $183,671 11; and for 1863 by $222,056 13—making a total to December 31, 1863, of $405,727 24, which expenditure has been provided for by the trustees or purchasing committee, from assets in their hands, leaving a surplus of means in the hands of the Company of $140,000. The Comptroller in his report says:

The release of the future earnings from the burden of the large expenditures, yet necessary for the perfection of, and additions to the Company's property, by an increase of the Capital Stock, and by this method guaranteeing early dividends to the shareholders, and providing, promptly and economically, the additional facilities imperatively demanded for the satisfactory transaction of the business constantly seeking the line as an outlet, is a measure which should engage the early attention of all who are interested, either as shareholders or bondholders of the Company. This effected, the finances will rest upon a broad and safe foundation, and regular dividends on the whole capital will, in all probability, be thereafter secured to the holders of the same.

By reference to the above comparative statement it will be seen that the increase of gross earnings in 1863 was $1,387,628 12; in expenses, $1,147,911 84; and in net earnings $239,711 28. The Superintendent in his report says:

I do not regard it as extravagant to suppose the day is not far distant when the annual traffic will be fifty per cent. more than it was in 1863. The war has doubtless some influence on this; but when the large increase of local traffic is considered, the restriction this has produced on through traffic, and our inability to meet present demands, I cannot doubt a large volume of traffic will find this route its channel, soon after the war is closed. The weight of crops, and the pecuniary condition of the country, will no doubt produce fluctuation, but in any series of five years, for some time to come, an increase may reasonably be expected.

In 1863, the traffic on the Eastern Division was probably over $13,000 per mile of Railway, and on 26 miles the additional traffic ot the Cleveland and Pittsburg passes over it—of these 26 miles 16 are double track. The Committee authorize this track to be completed the present year, though not fully in regard to the high bank at Economy, designing at that place to pass one track through the other for about 2-5 of a mile. This was adopted to postpone an expense of about $30,000, required to complete that embankment. It would be better to have this completed, but it will answer to defer it.

The Railway is now opened from Homewood to New Castle, by the New Castle road, on which two daily trains run. This is a part of the Pittsburg and Erie Railroad Line, which it is expected will be connected through to Erie by July next. No doubt this line will open considerable traffic between Erie and Pittsburg, and probably to some extent require trains exclusively arranged for that line. We now have 22 daily trains to New Brighton, exclusive of extra freight, making a total of 26 to 30 trains. About half of this route from Pittsburg to New Brighton has a double track. The Erie traffic will increase this.

The traffic of the Eastern Division for 1863, is about (have not the exact amount) $13,000 per mile of Railway. An increase of 50 per cent. will require a double track for this Division in order to conduct transportation most economically. What will be true in this respect for the whole Division, is now true for the portion between Pittsburg and Homewood. In my judgment the double track should be extended to Homewood as early as practicable. This will be ten miles from Rochester, the point to which it is now authorized. The line for this ten miles is rather rough to grade for a second track. The line is in places very crooked, and more or less straightening should be done when preparing for a second track. Curves cannot be avoided, but some can be taken out and others very materially softened, so as to greatly improve the line and reduce the wear and tear of rails and machinery. It often happens that lines of railway are located to reduce as much as possible the expense of grading, without regard to the objection to curves in the operations of running it. We have a good many curves on which the rail under present traffic will not last over two years, and what is bad for the rail is equally bad for the machinery and the power required to run it. It is therefore a question of great importance to provide for the most economical management, by expending so much for the straightening of the line, as will be consistent with the advantage in the operation of it. There is no power now to take the original advantage of the ground in many cases, as the work done is too large to be thrown away; but on the Eastern Division there are many curves that could be thrown out, or materially softened at an expense that would be fully warranted by the benefit it would confer in operating the Railway. Attention should be given to this in preparing for a second track.

I have above recommended a second track from Rochester to Homewood, about 10 miles. No detailed estmate has been made for this, but from general observation, I think it would cost about $200,000—including the improvements that should be made in the line.

The next point of importance for a second track is in the vicinity of Alliance where 20 miles would be a great advantage in running trains. This section would be favorable grading and could be made probably for about $15,000 per mile, or $300,000. It would be well to have these two sections of second track as soon as they can be well provided for. If 100 miles of second track could be completed on the Eastern Division in the year 1865, it would be an economical improvement in regard to operating expenses and largely increase the capacity of the Railway.

The question of second track cannot long be deferred, consistent with due regard to the economy of operating the Railway, and its increasing traffic. My view is that sections most pressed, and such as would afford most relief to the general traffic, should first have attention. The latter will generally be, where, from the movement of trains, the greatest number meet. The sections before indicated, appear to me the most urgent, and quite necessary to be entered upon with as little delay as practicable. The Eastern Division will naturally demand the first attention, but the Western Division would indicate more want than its present traffic calls for, if we had the means of accepting all that offered, which we have not by a large amount.

As traffic increases, it will be a serious matter for the Board to consider its eastern outlet. There have been times when we have had from 50 to 250 cars waiting transit east from Pittsburg. This does not often occur except when the river is navigable. When this happens a large amount of freight is brought up for the eastern markets and have proved more than could be taken away, without holding back more or less of our freight. If the Pennsylvania Road cannot increase its capacity to meet such emergency, our business must be restricted to a material extent. In looking to future increase this is an important matter. If we cannot obtain sufficient outlet from Pittsburg, it will be necessary to do all that we can beyond the eastern capacity, via: Lake Shore, and the Atlantic and Great Western.

The Company commenced the year 1864 with 146 locomotives; 67 first class passenger coaches, 18 baggage, 6 mail, 13 express, 16 emigrant, and 8 smoking cars; 642 box freight, 396 stock, and 462 flat cars: 58 drovers, 99 ruble, 117 hand, 7 wrecking and 6 boarding cars. The actual number used in freight is 1,360.

GENERAL ACCOUNT, DECEMBER 31, 1863.

Cost of railway equipment, structures &c	$18,191,293 70
Stock of supplies for current operations	536,719 22
Due from other Companies	296,436 59
Miscellaneous assets	311,724 05
Cash in hand	330,840 10
Balance on debit of income acccunt *	265,727 24
	$19,932,740 90
Capital stock	$6,164,531 89
Funded debt	12,935,173 00
Due to other Companies	34,439 48
Miscellaneous liabilities	242,188 22
Due J. F. D. Lanier, *et al*, Trustees.	12,110 56
Due for current expenditures in December and prior	544,297 75
	$19,932,740 90

* This balance has since been extinguished by the Trustees, and a surplus provided of $140,000.

OFFICERS, 1863–'64.

President.—GEORGE W. CASS.
Vice President.—SAMUEL HANNA.
Gen. Supt.—J. N. M'CULLOUGH.
Chief Engineer.—JOHN B. JERVIS.
Comptroller.—THOS. D. MESSLER.
Treasurer.—J. P. HENDERSON.
Secretary.—WM. H. BARNES.

Russian Railways.

We are indebted to the London Railway *News*, an exceedingly well conducted journal, for an account of the Railways of Russia, and it is interesting to American readers, inasmuch as it gives us a vivid idea of the system in a country which has always been the steady friend of our own, and has patronized on more than one occasion American enterprise and talent.

Previously to the introduction of the system there, there was scarcely anything worthy to be called even a highway, except that between St. Petersburg, Moscow and Warsaw, a macadamized road between Moscow and Warsaw, and a few others less considerable. Wagons without springs, and sleds but little better than boxes, were the principal means of transportation. A mild winter was a real misfortune, for the fields, bogs and morasses were then almost impassable. Starvation might actually occur in a province, when at two hundred miles distance there was an abundant harvest. In spite of temporary assistance by the Government, it was unable to prevent frequent and great distress among the people.

The origin of the railway system is attributed to a German capitalist, the Chevalier von Gerstner, but we may claim for an American, the well-known Col. Whistler, originally connected with the New England railways, the merit of executing the work. The former gentleman began his agitation on the subject in 1833, surveying a line from St. Petersburg to Moscow at his own expense, and a short experimental line was also laid out from the capital to the Emperor's residence at Czar Koleso.

This was opened in 1838, 13 years after the opening of the Stockton and Darlington, and 8 years after the commencement of the Mohawk and Hudson, which was chartered in 1826, commenced in 1830 and finished in 1831. The capital of the Russian Company for its construction was almost all contributed by the lower classes of the people, the merchants and the nobles standing aloof. The capital £156,250 could not, however, be raised till the shares were placed at 57 roubles each, and then it was immediately taken up. This sum even for a short line of 12 miles was found insufficient, and the Government had to come forward with a loan of half a million of roubles. The work was a success. It repaid the Government advance in 10 per cent. instalments, and gave the shareholders a fair dividend. The road was then pushed to Paulosk and the earnings increased. It is now traversed by a million passengers annually, of whom 50 per cent. are of the third class. One of the chief attractions is that of a fine instrumental band which performs during the summer at a hall near the terminus, and this brings great crowds, whose fares materially contribute to the annual dividend of ten per cent. It is curious to see how railways add to the enjoyment of the public as well as to the advancement of their business.

The next movement was the establishment of another short line from St. Petersburg to Peterhoff, a distance of 20 miles, and it succeeded, although there was a competing hourly line of steamers between the two points. Notwithstanding this and the adoption of very low fares, the line is able to make annual dividends at the rate of 6 and 7 per cent. It is proposed to extend it to Riga by the way of Oranienbaum and Reval. This when completed will connect the capital with the Baltic, and thus furnish commercial communication with the ocean during the winter season when the navigation of the Neva is suspended by the frosts.

The success of these two short lines induced the Government to undertake the great line between St. Petersburg and Moscow, at the public expense. Von Gerstner was ready with a route, somewhat circumlocutory, connected with steam vessels on the Volga, and passing through the most important towns of Novrogod, Iver and Moscow. The plan was approved by the Imperial Senate and presented to the Czar Nicolas in 1842, for his sanction. But he was not satisfied with the route. He inquired if it was the shortest which could be laid down, and then taking a map, a ruler and a pencil, he laid the ruler on the map and with the pencil drew a direct line upon it between the two cities. "This," said the Czar, "is my plan." The people of Russia, next to God revere their Emperor, and believe nothing impossible with either. The plan was of course adopted. Count Kleinmichael was selected as Chief Engineer, and he wisely distrusting his own skill and experience, at once employed our countryman, Col. Whistler to take charge of the work. This he did with characteristic energy. He engaged two other Americans, Messrs. Harrison & Eastwick to establish at the expense of the Government, locomotive and rolling stock manufactories at Alexandrowski near St. Petersburg. Ross Winans of Baltimore furnished large portions of the engines and machinery. At one time 50,000 soldiers and 20,000 peasants were employed on the work. The road was finished, regardless of expense in 1851, and in August of the same year five regiments of the guards were sent over experimentally to test its strength and capacity for traffic. Some days afterwards the Emperor and his family went over the line, and in November following, it was opened to the public.

It was found to have cost sixty-five millions of dollars. It has 8 chief stations and 34 stopping places. The time for passenger trains is 30 hours, and express trains 20. The fare is moderate, yet the returns are remunerative. A third class passenger can travel the whole distance of 400 miles by the ordinary trains, for about $3 12½ cents. The express trains charge something more viz., 1st class about $15, 2d class about $10, 3d class about $7 81. The expense of working, all charges included, is about 70 per cent. of the earnings, leaving enough to pay 4 per cent. interest on the capital originally borrowed by the Government for the work, viz., twelve millions of roubles, the rouble being worth 75 cents. It is now disposed to sell out the road to a private company, and negotiations are on foot for the purpose; the price asked being 100 millions of roubles, and 80 millions having been offered by the *Credit Mobilier* of Paris.

Some branch lines are under consideration, but we have no positive information as to the construction of any great and important works.

Progress is now the ruling idea of Russia. Its support of the telegraph line to California, its abrogation of serfdom, its rapid settlement of its possessions in Asia on the coasts opposite ours, the opening of the Amore, and the selection of a port low enough down to be accessible to com-

merce during the winter by American ships, already numerous in that part of the world, are indications of its growing enterprise.

When the Pacific Railroad is finished, we shall see the whole current of the Pacific Ocean trade diverted to our shores.

☞ At the last monthly meeting of the Directors of the Baltimore and Ohio Railroad Company, an appropriation of $400,000 was made by the Board to aid in the construction of a railroad from Hagerstown to connect with the Baltimore and Ohio Railroad at a point east of Harper's Ferry. The sum of $500,000 was also appropriated for the construction of a bridge across the Ohio river for the purpose of connecting the Northwestern Virginia and Marietta and Cincinnati Railroads. Proposals for the construction of this Bridge will be received by James L. Randolph, Esq., Engineer, at Parkersburg, West Virginia, until the 13th of May.

Highways.—Right of Railroad Companies to their use.

In Craig against The Rochester City and Brighton Railroad Company, it was adjudged that the appropriation by a railroad company of a highway and laying its track thereon, is an additional burden upon the soil which entitles the owner of the fee to compensation, and that the Railroad Company acquires the right to such use of the soil in the manner pointed out by law, its proceedings may be restrained by injunction.

The case was heard upon a motion by the defendants, to dissolve an injunction which had been issued to restrain them from laying a railroad track opposite the plaintiff's premises, no consent of the plaintiff who was the owner of the fee to the centre of the street, had been obtained nor had damages been appraised. The defendants had obtained from the city of Rochester, authority to lay the track as proposed. The court denied the motion with the following opinion:

Johnson, J.—In the case of Williams *vs.* The New York Central Railroad Company, (6 N. Y. Rep. 97,) it was held that an appropriation of a highway by a Railroad Company, is the imposition of an additional burthen upon, and the taking of the property of the owner of the fee, within the meaning of the constitutional provision which forbids such taking without compensation; and that the company can derive no title by any act of the legislature or any municipal authority, without the consent of the owner of the fee, or the appraisal and payment of his damages in the mode prescribed by law. The same principle was again asserted in Carpenter *vs.* Oswego and Syracuse Railroad Company, (24 N. Y. Rep. 655,) and also in Mahon *vs.* New York Central Railroad Company (*id.* 658). In the latter case, Clerke, J. who delivered the opinion of the court, says "an easement for the purpose of a highway, does not authorize, as against the proprietors of the soil, the laying down of a railroad upon the track of the highway. The use of the land for a railroad is totally different from that public right of passage for which highways were designed." And still more recently, it is understood the same court, in a case yet unreported, has emphatically reaffirmed the same doctrine. This must now be regarded as the settled law of this State, no other court having the power to overrule, or the right to disregard, the decisions of the court of appeals. These decisions settle and determine most conclusively the questions presented in this case, the important one being whether the defendant can use and occupy the soil of the street for its railroad without the consent of the owner or owners of the fee, on the appraisal and payment of damages to such owners. If anything can be regarded as settled by judicial determination, this, with us at least, is no longer an open question.

It is claimed, however, in behalf of the defendants, that inasmuch as the cars on the defendants' road are to be moved by animal instead of mechanical power, upon the railway, the decisions above referred to do not apply to this case, and several decisions of this Court are cited which do hold that the appropriation of a street or highway, by a railroad company, so far as is necessary for the purpose of laying down and maintaining its track thereon, upon which its vehicles are to be moved by animal power, is not a taking of the property of the owners of the fee, within the meaning of the constitutional provision requiring compensation to be made. There are several cases of this kind, in the court, it must be admitted, distinctly asserting this doctrine. But so far as they are contrary to the decisions of the court of appeals they are of no force or authority whatever, and are not to be followed. This corporation was formed under the general railroad law, and of course has no power, rights, or privileges, superior to other corporations, created under the same law. It can take under its charter and franchise, precisely what other corporations created in like manner can take, without making compensation, or without the consent of the owner, and nothing more.

Nothing can be clearer than that the burthen which the court of appeals has declared to be an addition to that of an easement of a highway and a taking of private property, within the meaning of the provision of the constitution before referred to, does not consist in the particular force by which the carriage is drawn along the street. Every one must see that simply propelling the carriage along the street, whether by horses or mules, or steam, or any other mechanical contrivance, would be simply exercising the right of passage over the highway and no other or different right. But the new and additional servitude or burthen, which constitues the taking or appropriation, consists principally, if not entirely, in the use and occupation of the soil of the street, in laying down and maintaining thereon the permanent structure, upon which alone the principal business of the corporation is to be carried on, as the cases unmistakeably show. This is a permanent and exclusive right and occupancy, which no other corporation or person can enjoy in common with the defendant without its permission.

I am aware of the interpretation put by Brown, J. in the case of The Brooklyn Central and Jamaica Railroad Company, *vs.* The Brooklyn City Railroad Company (32 Barb. 420,) upon the decision in the case of Williams *vs.* the New York Central Railroad Company, above cited. But it is only necessary to refer to the opinion in that case, to show that the learned justice has entirely misconceived the grounds on which the decision must have been rested by the other judges. In the case now before us, it is true, all persons having occasion to use the street, or streets, in which the defendants' track is to be laid, may, under the restriction imposed upon this corporation by the municipal authority of the City, travel upon the track of the road, the same as upon other parts of the street, but not in the same manner, and for the same purpose for which it is to be used by the corporation. To a certain extent, and in very material particulars, the right to the use of the track, for the purpose of passage merely, is in the company exclusively, and not common alike to all. It may be granted that the right of the defendant to the use of its track within the bounds of the city, is considerably less exclusive than it may be beyond those boundaries, where no special restrictions have been placed upon it, beyond those imposed by the statute. But the difference is one of degree merely, and in no respect fundamental.

The provisions of the constitution must apply to the rights and immunities of this corporation in respect to taking private property, alike in Rochester and in Brighton. In either town, so far as the principle of this case is concerned, the sole question is, does the corporation take private property, or to any extent burden it, beyond the servitude of the easement of the highway.

This question, as has been seen, has been repeatedly answered by the court of last resort, and is no longer matter for controversy. Until that court shall seem fit to reverse its numerous decisions upon this question, the defendant, before it can lay down and use its track in the street, must either obtain the consent of the owner of the fee in such street, over which the track is laid, or have the damages appraised, and payment made, as prescribed by statute. I have come to this conclusion after a careful consideration of all the authorities bearing upon the subject, and not without regret on account of the sacrifice of individual interests and public convenience, which it may occasion. But the rule of law, when once ascertained, must be upheld and enforced by all courts, whatever the detriment to the interests of individuals or to the ease and convenience of the public. I shall not attempt to go over the several cases decided in this Court, in the first and second judicial districts, to which we have been referred by the defendants' counsel, for the purpose of pointing out the erroneous character of the decision or of showing their entire inapplicability to the case before us. I rest the decision in this case entirely upon those of the court of appeals, which cannot, as I conceive, without manifest perversion, be distinguished, in any essential particular, from the present case. It may be that in the city of New York where the fee of all the streets is claimed, and held to be in the city, the consent of the city authorities to the laying down and maintaining a railroad in the streets, is to be regarded as the consent of the owner of the fee, as held by my brother Wells, in the case of The People *vs.* Kerr, (37 Barb. 357). But the conclusion of Sutherland, J., in the same case, that the cases of The Trustees of the Presbyterian Church in Waterloo *vs.* The Auburn and Rochester Railroad Company, (8 Hill, 567,) and Williams *vs.* The New York Central Railroad Company, (supra,) "should be considered as having been decided on the theory that the acts of the legislature authorizing the construction of the roads required these companies to acquire title to the soil of the highway

and to compensate the owner therefor," is without any foundation whatever, as will plainly appear from an examination of these cases. But, even if it were so, it would not aid the defendant here, because the act under which it has its being has the same requirement in regard to compensation.

Motion denied.

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The Baltimore and Ohio and Marietta and Cincinnati Railroad Companies will receive sealed proposals at this office, until the 13th day of May next, for the MASON WORK of the RAILROAD BRIDGE to be built over the Ohio river at Parkersburg, West Virginia.

Plans and specifications can be seen at the Engineer's office at Parkersburg. The Companies reserve the right to reject any or all bids.

Payments monthly in cash, with proper reservation as security for the fulfillment of the contract.

This will be an extensive work well worth the attention of first class contractors.

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NEW YORK, April 9, 1864. 3m16

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PROPOSALS.

SEALED PROPOSALS will be received at the office of the Minnesota Central Railway Company, in Minneapolis, Minnesota, until the 5th day of May, 1864, at 12 o'clock noon, for the grading, masonry and bridging on the branch line of said road from Mendota to St. Paul.

This work comprises a large amount of sand rock excavation, and the masonry and superstructure of a bridge across the Mississippi River.

Notice is hereby given that on or about the same date, the work of completing the grading, masonry and bridging on the main line of said road, from Farribault to the Iowa State line, (57) fifty-seven miles, will be contracted for.

The work upon the branch line is of a very heavy character and is worthy the attention of responsible contractors.

Payments will be made monthly, in cash, and bids received for the work in small or large quantities, the company reserving the right to reject any bids not satisfactory as to price or as to the responsibility of the parties making the same.

For information with regard to said work, application may be made to the company's Chief Engineer, at Minneapolis, Minnesota.

S. CHAMBERLAIN, President.
D. S. SHEPARD, Chief Engineer. 4t15

TO THE STOCKHOLDERS OF THE MARIPOSA COMPANY.

Notice is hereby given, that a meeting of the Stockholders of the Mariposa Company will be held at the office of the said Company, No. 54 Wall street, in the City of New York, on the 9th day of May next, at noon, for the purpose of deciding upon the increase, and increasing the amount of the capital stock of the said Company, by an addition of twenty thousand shares to the one hundred thousand shares already issued, making, with such increase, a total capital, of one hundred and twenty thousand shares, at the par value of one hundred dollars a share, amounting, altogether, to twelve millions of dollars, in order that the floating debt of the company may be paid, and the mining and other resources of its estate may be more completely and expeditiously developed.

By order of the Board of Trustees

JAMES HOY,
MORRIS KETCHUM,
GEORGE OPDYKE,
Majority of the Trustees

NEW YORK, April 11, 1864. 4t-17

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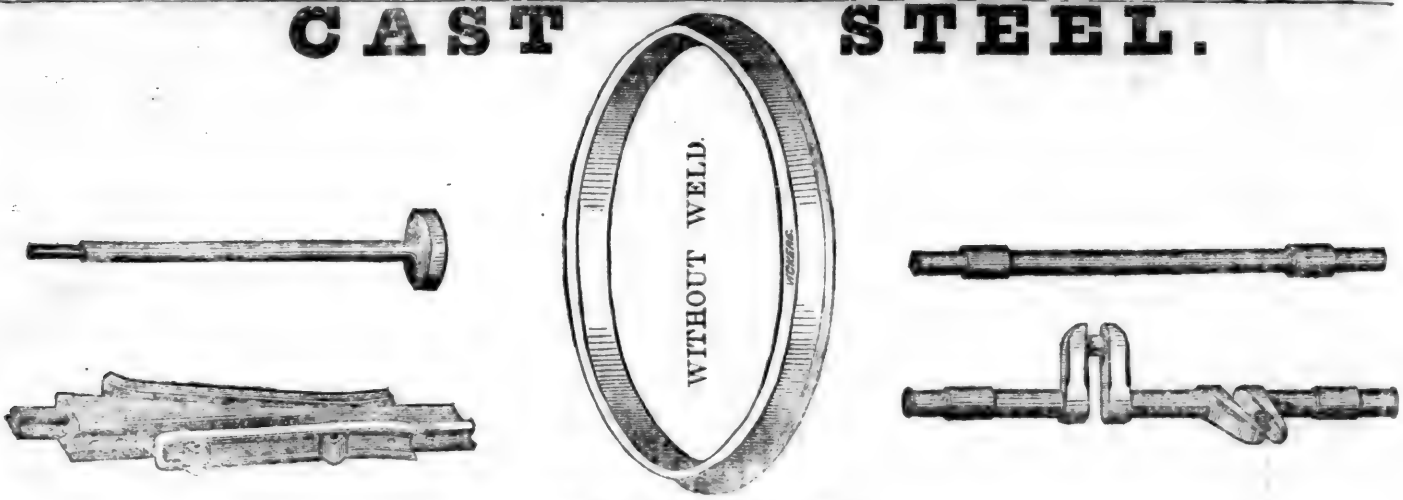
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ÆTNA

FIRE INSURANCE CO. OF NEW YORK,

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☞ THE DIRECTORS OF THIS COMPANY Have this day declared a Semi-Annual CASH DIVIDEND to Stockholders of FOUR (4) PER CENT., payable on demand. Also, a SCRIP DIVIDEND of FIFTY (50) PER CENT., to its Customers upon the premiums earned during the year ending December 31st, 1863, on all its policies entitling the holders to participate in the profits of the Company's business, and scrip will be issued on the 15th day of February. Also, an INTEREST DIVIDEND of SIX PER CENT, in Cash on all outstanding scrip, payable on demand; all free from Government tax.

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THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 51 Beekman st., (up-stairs,) New York.

OFFICE OF THE

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1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

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67 Water street,
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XX., No. 19.] SATURDAY, MAY 7, 1864. [WHOLE No. 1,464, VOL. XXXVII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane ombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 7, 1864.

☞ We invite attention to the Circular of the Commissioners of the Pittsburgh, Fort Wayne and Chicago Railway Company, in another part of this week's issue.

American Coal Production.

There is no natural production of our country to which we may look for greater future advantage, all things considered, than Coal. We know that the coal mines of England are the main spring of her industry and wealth. Her farmers having fully occupied the whole agricultural surface of her island as far as practicable, the poorer classes have gone into the coal pits, in some instances 2,000 feet to find new fields of employment and have found them, and what is there produced is one of the great elements of her prosperity. So it is to be of ours. In 1820 there were but 365 tons of coal produced from our mines, and these came from the Lehigh region, and were brought to market by Canal.

In 1860 the production of the mining districts of Pennsylvania alone were 9,412,822 tons. The last census returns from the other Coal regions of the United States give the amount of bushels, with the exception of Rhode Island (where 1,000 tons per annum are produced from a remarkable but not a very valuable coal measure,) as follows:

	Bushels.
Maryland	14,200,000
Ohio	31,639,375
Indiana	379,035
Illinois	14,906,648
Iowa	86,500
Missouri	97,000
Kentucky	6,732,000
Virginia	11,229,675
Georgia	48,000
Alabama	10,000
Tennessee	3,474,100
Washington Territory	131,350
	82,936,698

And yet this product is very small in comparison with what the future will bring forth. Our coal fields completely overshadow by their immensity all others yet known. England, France, Spain, Portugal, Belgium, Sweden, Poland and Russia says Professor Le Conte, have their beds of coal. It is found abundantly in Asia, Africa, and South America, but nowhere is the formation more extensively displayed than in the United States, and nowhere are its beds of greater thickness, more convenient for working, or of a more valuable quality.

There are within the limits of the United States, he further observes, no less than four coal fields of enormous dimensions. One of these, the Appalachian coal field, commences on the North in Ohio and Pennsylvania, sweeping through Western Virginia and Eastern Kentucky, and extends even into Alabama. Its area is estimated at 60,000 square miles. A second occupies the greater portion of Illinois and Indiana, an extent almost equal to the Appalachian. A third covers the greater part of Missouri, while a fourth occupies the greater part of Michigan. The estimates of the area of those great coal fields by Marcou and Rodgers, both eminent geologists, are 200,000 square miles, Professor Le Conte had previously estimated the area at only 135,500 square miles.

We may form an opinion of the extent of our Coal area by comparing it with those of British America and Europe. It is said by Mr. Lyell that the fifth Coal region on this part of the continent is in New Brunswick and Nova Scotia, from which a considerable quantity is exported. The proportions then stand thus:

United States	200,000	square miles.
British America	36,000	"
Great Britain	11,860	"
Spain	3,408	"
France	1,719	"
Belgium	518	"

It will be perceived that our coal measures are of a greater extent than all these others put together.

Upon the origin of coal, and the opinions of the learned on the subject we do not intend to enlarge, though it would be a pleasant task to do so, but of the character of the article itself commercially a few hints may be in place, and in time, during the present excitement in relation to coal mines. Thus when the analysis of any coal is presented to us as a guide to our subscription, and it contains not much more than 5 per cent. of ash, it may be considered quite pure; if it contains more than 10 per cent. it is quite impure, or in other words is too much mixed with foreign matter.

Aside from the earthy matter, the organic matter of coal consists of two mixtures, purely mechanical in their association, carbon and bitumen. The former is equivalent to pure charcoal. The relative proportions of these substances to each other give rise to the principal varieties of coal, so well known in our market. The pure Carbon Coal is called Anthracite (from two Greek words anthrax and lithos.) If it has 10 or 20 per cent. of bitumen it is called dry or semi-bituminous, when it contains from 20 to 30 per cent. it is bituminous or coking coal. When there is a greater per centage of the bitumen than this, it is called in this Country fat coal, for it blazes and melts away.

Another eminent authority Professor Ansted whose attention to the subject of the supply of coal in Great Britain has been recently drawn, makes some very pertinent remarks on the quality of coal, the value of which depends much if not entirely on the use to which we wish to apply it. Thus a good coal for the parlor grate may not answer at all for the gas works; a good article for the locomotive or steamboat may not do for furnace work. When it is pure carbon or nearly so,

it requires a strong draft to keep up combustion, and peculiar contrivances both in Engines, stoves and furnaces are being continually brought forward for this object. Cannel Coal which yields an enormous quantity of gas is a very expensive fuel for an open grate, or for a steam furnace, in the latter case because the heat is not sufficiently concentrated. Professor Austed therefore estimates the value of coal locally, or according to the place in which it is used. If it makes a large quantity of ash, too much of the caloric is wasted in keeping this ash at a red heat. No coal, says he can be considered bad when the quantity of this ash is only about 6 or 7 per cent, or where the per centage of volatile matter, amounts to 10 and not exceeding 25 per cent. If it has less than 10 it is anthracite, if 25 and upwards it is Cannel. The annual product of the Coal mines of Great Britain is now estimated at one hundred millions of tons, and as the total supply in the mines yet to be brought to the surface is estimated to be only 170,400 millions, Sir William Armstrong and other savans nearly shook the isle from its propriety by announcing that in two or three hundred years more the supply would be exhausted. Looking forward to such an event as possible, we might offer our sympathies, and assurances that the sixth or eighth generation of Britons yet unborn shall be kept warm and comfortable by American coal.

In looking over the report of the Morris Canal and Banking Company, April 4, 1863, of which we have given our usual abstract, we notice that its appendix contains some valuable tables showing the advance of the coal interests in Pennsylvania and Maryland, and inferring therefrom the inevitable increase of the business of the Canal which is a large transporter of Lehigh and Scranton coal.

In comparing the various tables which apparently give the total amount of the production of coal, especially in the anthracite regions of Pennsylvania, we find the discrepancies so great that we cannot decide on their correctness.

Fernon's Annual Coal Register gives the amount as corrected by the Superintendent of the United States Census for 1864 at 15,601,578, tons estimating the bituminous products at 25 bushels to the ton.

It is very evident, our coal fields offer inducements to capital and industry unknown in any other part of the world. The useful metals lie almost side by side with our coal, and are in large demand at renumerating prices, Our railways are now increasing in number, and are boundless in extent, our rivers on a gigantic scale there everywhere navigable, are ploughed by innumerable steamers, our climate requires for one season of the year enormous quantities of fuel for domestic comfort alone; our factories consume it at all times and in all places. This Coal of ours is being developed just in time and in quantity to meet the needs of a population increasing at an unexampled rate. The war over, as we trust it now soon will be, and our coal mines will become an element of our greatest power and prosperity. We may now and then feel oppressed with a sense of the national burdens thrown upon us by wretched and unscrupulous enemies, waging war on us without cause and without humanity; we may sometimes wonder how it is that this fair country of ours should have produced such ungrateful children, but it can never be lost while we adhere to principle and the Union. When there are no more gold and silver, no more coal, no more land, no more rivers and lakes and no more men, the republic may go down, but not till then.

Toledo and Wabash Railway.

The gross earnings of this road for the years ending December 31, 1862 and 1863 have been as follows:

	1862.	1863.
From freight	$1,090,949 42	$1,021,650 07
" passengers	248,642 15	349,339 91
" mails	24,416 67	24,300 00
" express	16,432 44	21,155 06
" other sources.	22,706 06	23,352 85
Total	$1,403,146 73	$1,439,797 89

Expenses, viz:

	1862.	1863.
Repairs of road bed	$176,895 86	$242,018 03
" bridges, etc.	2,058 69	3,837 82
" build'gs etc.	11,802 92	11,734 75
" engines	62,451 41	87,758 69
" cars	84,680 99	101,362 78
" tools, etc	11,049 85	12,310 16
Fuel	82,842 80	98,981 41
Oil and waste	19,469 94	29,551 59
Loss and damage	10,176 49	20,153 85
Agents and clerks	28,913 61	32,113 28
Conductors, etc	105,955 26	109,770 66
Handling freight	18,694 43	26,819 00
Rent of depots, etc	6,880 48	7,277 00
Other transp. expenses.	37,673 46	47,715 91
Taxes, rents, insurance, etc	111,605 45	67,471 42
	$771,151 64	$898,876 35
Net income	$631,995 09	$540,921 54

There have been received during the year the following amounts from sources exclusive of earnings, viz:

General stock	$568,000 00	
Preferred stock	28,800 00	
Equipment bonds	513,046 83	
Profit and loss—disc'nts	2,725 46	
		1,112,572 29
Total		$1,653,493 83

Appropriated as follows:

Renewal of bridges, iron, chairs, spike and ties	$149,529 35
Construction and equipment	312,950 97
Interest, etc	795,197 83
Amount paid for $95,970 S. F. bonds	93,295 48
Amount of overdrawn acc't of 1862.	154,765 11
Balance carried to 1864	147,755 09
Total	$1,653,493 83

Of the above balance of $147,755 09 which is brought forward as an asset into the year 1864, $95,708 97 is available, viz:

Post office department	$4,962 76
U. S. Military	18,087 49
Peru and Indianapolis R. R. military.	7,478 41
Deposited in Bank at New York	31,733 16
" " at Toledo	40,374 15
	$102,635 97
Less amount due on notes	6,927 00
Actual net available surplus	$95,708 97

Compared with the previous year the gross earnings show an increase of $36,651 16; with an increase in expenses of $127,724 71—making the decrease in net earnings, $91,073 55.

The capital of the company, and which relatively represents the cost of its roadway, equipment and other property is thus compared:

	1862.	1863.
General stock	$1,409,350 00	$2,331,878 00
Preferred stock	926,200 00	982,900 00
First mort. bonds	3,400,000 00	3,400,000 00
Second "	2,500,000 00	2,500,000 00
Sinking fund bonds.	245,700 00	151,830 00
Equipment "		600,000 00
First mort. coupons funded (notes)	62,741 24	27,164 38
Do. unfunded	3,176 95	1,866 81
	$8,547,168 19	$9,995,636 19

The capital has been increased during the present fiscal year by the issue of 18,510½ shares of general stock, and 1,134 shares of preferred stock, and also by the issue of $600,000 of equipment bonds. Of this increase of capital 450½ shares of the general stock were issued to holders of stock in the late Toledo, Wabash and Western Railroad Company, and 334 shares of preferred stock to holders of evidences of indebtedness against that Company, as they have from time to time been presented for redemption, and in strict conformity to the agreement hitherto made in that behalf. Otherwise the increase of the capital was made by authority of the stockholders, for the expressed purpose of completing the construction of the road, the erection of freight buildings, machine shops, the procurement of locomotives, cars and other equipment, which was imperatively demanded for the safe and successful operation of the road, and also for the further object of reimbursing the operating income department of the road, which had been largely overdrawn for construction expenses, and which were properly chargeable to the capital of the Company.

The amount realized from this increase of the capital, is $1,109,846 83, such increase of capital being predicated upon amounts withdrawn from the operating income of the road for equipment and construction purposes for previous years, together with like expenditures for the current year, as follows:

For the fiscal year 1859	$166,325 46
" " 1860	42,216 53
" " 1861	89,883 28
" " 1862	435,914 65
" " 1863	462,580 32
	$1,196,920 24

The principal of the entire issue of First Mortgage Bonds matures on the first day of August, 1865. The Company, in view of the proximity of their maturity, recently proposed to the holders to extend the date of their payment for a period of years, and receive the proper interest coupons therefor. This proposal has been acquiesced in by the holders of a large majority of these bonds, and accordingly they have already presented their bonds at the office of the Company for the registry of such extension, and received the proper coupons. Other holders have signified their intention to pursue the same policy, and it is believed that at an early day the extension of the entire issue will be perfectly consummated. This extension is made in pursuance of prior covenants and agreements which are duly of record and on strictly legal principles.

The amount of Sinking Fund Bonds authorized to be issued was $249,112 50. Inasmuch as this bonded liability was created for the purpose of retiring over-due coupons of the Second Mortgage Bonds, it was deemed advisable to make provision for their gradual payment, and accordingly a

sinking fund was created for that purpose. In compliance with this original plan the Company, during the current fiscal year, have taken up by purchase, at an average rate of ninety-seven per cent., $95,970 of bonds, which have been canceled. The total amount of Sinking Fund Bonds now outstanding is $151,830.

The Funded Coupons originally embraced two installments of coupons of the First Mortgage Bonds which matured prior to the purchase of the road, and hence necessarily became a capital liability. The total sum of this indebtedness with accrued interest amounted to $147,689 37, which was adjusted by promissory notes payable in five equal annual installments. This original liability is now reduced to $27,164 38, and will mature on the first day of November next. The report says:

The revenue account of the past, as compared with that of the previous year, shows an increase of $92,894 96 from passenger earnings, and a falling off of $68,642 24 in freight earnings.

For the first six months the gross earnings from freight transportation were largely in excess; and there was every indication that the most sanguine estimates for the year would be exceeded by the result. But after the first of July various causes combined to diminish the receipts, and to divert in other directions the trade on which these estimates had been based. The great increase of vessels on the lakes, in proportion to the business offered, opened a water competition which it was difficult, and at many points impossible to meet, so that the grain from a large area of country in Illinois heretofore tributary to this line was diverted to Chicago.

The partial failure of the corn crop, caused by the drought of July and the August frost, was also seriously felt, and although the amount saved has been larger than anticipated, the wants of the army have diverted it from its usual channels, and instead of passing over the road, large quantities from our best local stations have been sent to Louisville and Cincinnati for distribution south.

Thus while other lines have been benefited by the war, this line has comparatively suffered, from diversion of its legitimate freight as well as in great increase of expenses. The restoration of freight to its natural channels, and the return of labor to the soil, cannot fail to supply it with a heavy and permanent business, and make it one of the most prosperous lines in the country.

Notwithstanding these drawbacks, very much has been done toward putting the roadway in first class condition, and supplying power and facilities for moving and handling as heavy a business as can be anticipated. One hundred first class box freight cars have been purchased, and fifty-two box freight cars and twenty-seven platform cars built at the Company's shops at Fort Wayne. Five new freight locomotives have been added to the stock of the Company, and three light passenger locomotives have been disposed of and replaced by engines of the most powerful class. In view of the embarrassments heretofore experienced in the handling and storage of freight and grain at Toledo, very large additions have been made to the freight buildings, elevators and docks at that terminus, and it is believed that no Company in the country has now better or even equal accommodations for the handling and transfer of freight, in connection with rail and water.

On the 1st of January, 1863, the amount of storage room under cover was 38,000 square feet, open platform 20,000 square feet. At present the Company has under cover 86,000 square feet, and of open platform 31,000 square feet, making 117,000 square feet against 58,000 square feet last year.

In addition to the completion of the extension of the Lake Freight House 270 feet in length, a Transfer House has been built in connection with the Cleveland and Toledo Railroad, of ample capacity to handle all the freight passing, or which may for some years to come pass between the two roads. These buildings are built in the most substantial and permanent manner.

Messrs. King & Co., have also largely extended their elevator capacity as indicated in the last published report, and can now furnish storage room for 1,452,000 bushels, against 691,000 bushels the capacity on the first of January, 1863.

The increasing requirements for room for the manufacture of new cars and for the repairs of those in use, have made it necessary either to make additions to the shops at Fort Wayne or establish new ones at some other points. The location was finally decided in favor of Toledo, principally on account of its advantages as the terminus of the road, and the facilities for obtaining lumber and materials, and also of a donation from citizens of $10,000 to be applied toward the construction of buildings. The foundations for these shops on an extensive scale have been laid ready for the brick work, and a large stationary engine procured, but farther work has been for the present suspended until the business of the road should be such as to warrant their completion. The total amount so far expended has been $7,876 39.

Much labor and expense has been expended upon the track and roadway; gravel trains have been kept at work on all the divisions of the road, and that portion particularly between Defiance and Fort Wayne, heretofore the roughest and most difficult to maintain, has been thoroughly ballasted and relaid with new iron and ties.

The statistics of improvements are as follows:

Number of miles ballasted	30
" " new iron	37
" " repaired iron	22
" of new wrought iron chairs	28,083
" " ties	120,762
Feet of truss bridge rebuilt	1,789
" stringer " "	84
" pile " "	575

A convenient brick freight house, 100 feet long by 35 feet wide, has been erected at Fort Wayne, and an elevator for the transfer of grain at Logansport.

The prospects for the future are encouraging; large quantities of provisions have been packed at important points on the line of the road and its tributaries, the greater part of which are still held for the opening of lake navigation.

The amount of wheat in the country at this season of the year was never larger, and there is every indication of such a demand for it eastward and abroad, that a strong movement in the spring must reasonably be anticipated.

The amount of corn saved is also quite large, the high price preventing the usual waste while it will tend to draw it all to market.

Since the last report the new road from Clayton to Keokuk has been fairly opened, and a very large trade from Southern Iowa has been and will be thrown upon this line which it has never before received.

Negotiations have been in progress for the construction of a road from Attica to Rockville, connecting at that point with the Evansville and Crawfordsville Railroad, and at Terre Haute with the Terre Haute, Alton and St. Louis Railroad. The length of road required to form this highly important connection is but 38 miles, and it is expected that the right of way and grading can be mostly paid for by local contributions. It is hoped that some plan can be devised by which, with some assistance from this and other companies interested, this link can be completed at an early day, opening at once communication with the Ohio River at Evansville, with its heavy tobacco trade, and with St. Louis by the shortest lake and rail route. It affords access to a large country naturally and legitimately tributary to Toledo and Lake Erie, and would give us a trade that could not be affected by the competition of the canal, or by the low water rates from Chicago.

The equipment consists of 47 locomotives, 18 passenger, 661 box freight, 10 mail and baggage, 150 stock and 107 platform cars. Miles run by engines, 1,279,950. Passengers carried, 262,952.

GENERAL BALANCE, December 31st, 1863.

Road bed and equipment	$9,995,636 19
General Post Office department	4,962 76
U. S. military service	17,784 03
Bills receivable	2,200 00
Toledo, Logansport & Bur. R.R.Co.	10,779 62
Quincy and Toledo R. R. bonds	3,000 00
Illinois and Southern Iowa R. R. Co.	3,841 26
Peru & Indianapolis R. R. Co.	7,478 41
Charles Knox, Gen'l Fr't Agent	803 46
Second mort. coupons, fundable	2,313 50
Fuel on hand and prepared for use	32,225 24
Cash in N. Y. to pay coupons	31,733 16
Cash account	40,374 15
	$10,152,631 78
Balance of income account	$147,755 09
General stock	1,331,875 00
Preferred stock	982,900 00
First mortgage bonds	3,400,000 00
Second mortgage bonds	2,500,000 00
Sinking fund bonds	151,830 00
Equipment bonds	600,000 00
First mortgage coupons funded	27,164 38
First mort. coupons unfunded	1,866 81
Second mort. coupons unfunded	2,313 50
Unpaid coupons	5,887 00
Toledo car shop subscriptions	740 00
Bills payable	300 00
	$10,152,631 78

Directors.—Azariah Boody, James Spears, Isaac H. Knox, William Baker, Hector Morison, George Cecil, James R. Jesup, Rob't Brackenridge, William Kent, Warren Colburn, John Ross, William Kidd, Chauncey Vibbard, J. H. Brotherton, J. N. Drummond.

President.—AZARIAH BOODY.

Vice President.—WARREN COLBURN.

Secretary & Treasurer.—JOHN N. DRUMMOND.

Marietta and Cincinnati Railroad.

The following report has been made to the Stock Exchange by the Committee on Securities:

There seems to be no objection to admit to the regular list the Marietta and Cincinnati Railroad Company's First Mortgage Bonds, (JOHN L. TAYLOR, of Chillicothe, Ohio, Trustee,) 7 per cents., payable 1st August, 1891; Coupons due 1st February and August, in New York. 2,500 Bonds of $1,000 each, $2,500,000; 1,800 Bonds of $500 each, $900,000; 1,000 Bonds of $100 each, $100,000—$3,500,000; of which $1,000,000 are by special indorsement made payable, both principal and interest, at the London Joint Stock Bank, London, at the fixed rate of 4 shillings sterling per dollar. All the Sterling Bonds and $1,000,000 of the Dollar Bonds are stated to have been sold. The line completed from Marietta to Loveland, 182 miles; Portsmouth (56) and Hillsboro (21) branches, 77 miles; Main line extension to Cincinnati, under contract to be completed this year, 24 miles—283 miles. The position of this Company is as follows: Mortgage above recited, $3,500,000; First Preferred Shares, $50 each, entitled to 6 per cent. in cash, or in kind, and entitled to share with the Common Stock above 6 per cent. per annum, $5,445,442 21; Second Preferred Shares, $50 each, with the same privileges as the Firsts, $3,483,571 97; Common Stock Shares, $50 each, $1,850,000—Aggregate, $14,279,014 18. Transfer Office in New York, Farmers' Loan and Trust Company.

☞ An amendment to the Railway Law in Nova Scotia authoring the Government to arrange for the Pictou line, or any of the lines provided for in the general act, by paying any company that may undertake to build any of the lines, four per cent on the cost of construction, not to exceed £10,000 currency per mile, for a period of twenty years, was carried unanimously.

Agreement for the use of a Bridge.—Restriction of Right to Carry Passengers.

In the case of the Niagara Falls International Bridge Company against the Great Western Railway Company the facts were peculiar. The plaintiff had erected a suspension bridge across the Niagara River. In 1853 the plaintiff agreed with the defendant for the sum of $45,000 to lease the railroad floor of the bridge, excepting the sidewalks and gates, for the entire use of the railway company. The agreement contained many special provisions. The railway company was to have the exclusive right to extend to other companies and persons the privilege of crossing the railroad bridge with locomotives, trains and cars carrying passengers and freight, and pursuing a legitimate railroad business, subject to certain conditions. The railway company was not to afford the means to other persons, except railroad passengers, of crossing and evading the payment of tolls to the bridge companies, and they were to be responsible that the companies and individuals to whom they should underlet should keep within the restrictions—they having all the profits arising therefrom. Regular railroad passengers, coming from a point five miles distant from the bridge, or going to such point, on producing tickets from the railroad company, showing them to be regular railroad passengers, were to be permitted to pass over the upper sidewalks and lower floor—free of toll, walking or riding; the bridge companies having the right to charge the regular toll on the carriages. The railway company was thus restricted, and it agreed to adopt reasonable regulations necessary to prevent evasions of the rights of the bridge companies to have tolls from all except legitimate railway passengers; and if any agents should be guilty of collision or evasion, the railway companies were to dismiss such agent on the fact being made known to them. The bridge companies were to allow the directors and employees of the railway company and such other railway companies as the Great Western should make arrangements with, free tickets to pass the bridge, and the Great Western agreed to allow from their own, and procure from the railroad companies with whom they should arrange for the use of the bridge, as aforesaid, free tickets for the directors and officers of the bridge companies over their respective railways.

The plaintiffs complained of a breach of the contract touching the use of the cars by the Great Western Railway Company, in carrying passengers across the bridge, and also in not procuring free tickets or passes for their directors over the road of the New York Central Railroad Company. They complained of continual breaches of the agreement relating to passengers crossing the bridge in the cars of the Great Western, and alleged large damages, and as a part of their relief they prayed for a perpetual injunction. The issues joined were referred to three referees, who found the facts above stated.

As conclusions of law, the referees decided that the plaintiffs were entitled to recover of the defendant, the Great Western Railway Company, the sum of $486 61, and the interest thereon, $65 64, and the sum of $361 33, being in the aggregate $918 58, as and for damages sustained prior to the commencement of the action, for the aforesaid breaches of the agreement, and that the plaintiffs are entitled to an injunction, as prayed for, restraining the Great Western Railway Company, &c.

Judgment was accordingly entered, and the Great Western Railway Company appealed.

MARVIN, J.—The defendant excepted to the final report of the referees, and the judgment entered thereon, and to each and every part thereof, and particularly to certain portions of the report finding certain facts, and to the conclusions of law or judgment touching damages, and the injunction.

There is a particular exception to the finding of the referees, that the Great Western Railway Company granted to the New York Central Railroad Company the right to the use of the bridge for the carriage and transportation of freight across the same. This finding of the referees is important, as upon it, the item of damages for neglecting to furnish to the directors of the plaintiffs, free passes over the New York Central is made to depend. This fact was so found from written evidence, and rests upon construction. In the agreement of September 29, 1856, between the two railroad companies, it is provided that "the freight brought to Suspension Bridge by the New York Central Railroad Company to pass over the Great Western Railway, is to be conveyed in the cars of the New York Central Company, and placed free of expense or charge for tolls to the New York Central Company alongside the freight warehouse belonging to the Great Western Company, and hereinafter referred to." By the agreement or lease of October 1, 1853, the defendant was to have the exclusive right to extend to other companies and persons the privilege of crossing said railroad bridge with locomotives, trains and cars carrying passengers and freight on such terms as they might agree to, subject, however, to the conditions prescribed in the indenture to the defendant. In a subsequent article, it is provided the plaintiffs are "to allow the directors and employees of the defendant, (Great Western,) and such other railway companies as they shall make arrangements with, free tickets to pass their bridge, and the parties of the second part, (the Great Western,) shall allow from their own and procure from the railroad companies with whom they shall arrange for the use of the bridge as aforesaid, free tickets for the directors and officers of the parties of the first part to pass over their respective railways." On reading these clauses, it seems to me entirely clear that the referees have not erred in their construction of the agreements. The New York Central Company is to convey in its cars, the freight which is to pass over the Great Western over the bridge to the freight warehouse of the Great Western, free of expense or charge for tolls, that is, no tolls were to be charged to the New York Central. Now is not the New York Central a railroad company with which the Great Western Railway Company made an arrangement for the use of the bridge? Most clearly it is, and an arrangement most valuable to the New York Central. It gave the company the use of the bridge free for its freight business destined for the Great Western, and in effect extended its road into Canada. It, at once, under a provision in the agreement between the plaintiffs and Great Western, gave to the directors and employees of the Central free tickets to pass the bridge of the plaintiffs, that is, any portion of the bridge, sideways and lower bridge. It follows that, by the agreement, the defendant was bound to procure from the New York Central free tickets to pass over its railway, for the directors and officers of the plaintiffs. No objection is now made to the validity of such an agreement, but objections are made that the evidence did not show a breach of the agreement. In my opinion the evidence was quite sufficient to sustain the findings of the referees touching the breach of the agreement, and also the damages. I am also of the opinion that the evidence justified the finding of the referees touching the permission of persons to cross the bridge in the cars of the defendant, in contravention of the agreement, and the collection of tolls from such persons, or some of them, and also the amount of damages sustained by the plaintiffs by reason of such breaches of the agreement. The conclusion of law, to which the referees came touching the damages, is not erroneous. This brings us to that part of the judgment awarding an injunction, and of which it is understood the defendant, (the Great Western,) most complains. It is insisted that a proper case for an injunction has not been made. That this question may be properly considered, it may be well to bring together briefly, the leading facts of the case affecting the question.

The plaintiffs constructed and own the suspension bridge, or rather bridges, as there are two, one above the other the lower bridge for carriages and foot passengers, and the upper one, having a railroad track to be used by locomotives and trains of cars. It has also sidewalks for foot passengers. The plaintiffs leased to the defendant "the railroad floor and structure including all its supports, fixtures and gates, excepting the sidewalks and their gates to be for their, (the defendant's,) certain use and under their control for and during the continuance of their charter, for railroad purposes." The defendant also has the exclusive right to extend to other companies and persons the privilege of crossing the railroad bridge with locomotives, trains and cars conveying passengers and freight subject to the conditions and restrictions prescribed. The lower bridge and the sidewalks of the upper railroad floor were to be under the control and for the use of the plaintiffs. It is declared in the agreement to be understood that the privilege of the defendant was for the purpose of passing locomotives and cars with freight and passengers in the prosecution of legitimate railroad business, and that it was not to afford the means to any other persons or person except railroad passengers, of crossing and evading the payment of tolls to the plaintiffs, and the defendant stipulated to be responsible that the companies or individuals to whom they should underlet should keep within the restrictions and conditions. The plaintiffs agreed to permit railroad passengers to pass over the upper sidewalks and lower floor free, on the production of tickets showing that they were regular railroad passengers coming from or going a distance of five miles east or west, to or from the bridge. If such passengers rode across in carriages, then the plaintiffs were permitted to charge the regular toll on the carriages. It was agreed that the defendant should not carry passengers over the bridge or give tickets to them unless they had come or were going at least five miles to or from the

bridge; and that the defendant should at all times adopt such reasonable regulations as should be necessary to prevent evasions of the rights of the plaintiffs to have tolls from all except legitimate railway passengers. The case shows that these provisions have been constantly violated. Persons are carried over the bridge in the cars of the defendant almost daily who are not *regular railroad passengers*, and at times these persons are numerous. It was made a matter of complaint by the plaintiffs for a long time prior to the commencement of the action, and some efforts were made by the defendant to correct the evil. It was arranged at one time that the plaintiffs should put a collecter upon the trains for the purpose of receiving or collecting tolls of persons passing over in the cars, who were not the regular railroad passengers, and such collector was employed for a short time, when the defendant excluded him from the cars, the arrangement working badly, and in practice producing difficulties with passengers. The defendant employed, and I suppose still does employ, *a bridge conductor* to take the trains from the New York Central depot across to the defendant's depot, and he collects twenty-five cents from every passenger over the bridge *who has no ticket*, or it is made his duty to do so. It is not made his duty to ascertain where the passenger from whom he collects is going.

The conductors on the trains of the defendant from the west continue on over the bridge to the New York Central depot, and they collect *bridge fares* and pay over in gross to the bridge conductors. No fare is collected of those who have regular railroad passenger tickets. Now it may be that the person from whom fare is thus collected came to the bridge a passenger in the cars a distance of five or more miles, or that he is going a passenger in the cars a distance of five or more miles, and if so, the defendant, by the agreement, had and has the right to carry him across the bridge in its cars. Or it may be that such person is only "passing from one side of the river to the other," and if so, the defendant has no right to carry him in its cars. It is obvious that the plaintiffs have no practical means of ascertaining who are or who are not properly carried over the bridge by the defendant. The plaintiff's have no right to put a collector upon the cars, and if they had it would not be possible for him to ascertain who were not "regular railroad passengers."

In my opinion the entire judgment should be affirmed.

Judgment affirmed.

☞ The Atlantic and Ohio Telegraph Company have declared a dividend of two dollars per share. The consolidation of this Company with the Western Union Telegraph Company, is to be effected in the following manner: a lease is made of the former by the latter Company for ten years, at ten per cent. per annum, on the par of $70, payable quarterly. Those stockholders who prefer to dispose of their stock on or before the 16th of May, can have that privilege at seventy dollars per share, cash, or can exchange it for Western Union stock at the rate of twenty shares of Atlantic and Ohio for seven shares of Western Union. This privilege to extend only till the 16th of May, inclusive.

Morris Canal and Banking Company.

We have the report of this Company for the fiscal year ending February 29, 1864. From this we learn that the improvements that were being made, and the ordinary repairs to the canal and its works were completed by the time the weather would allow the water to be let into the canal, and to be opened for business, about the 25th of March. The navigation of the year was terminated by ice about the 15th of December.

The revenues of the company from tolls and other sources were		$374,601 76
And the expenses were:		
Repairs of canal & works	$103,035 58	
Operating canal	37,712 83	
Salaries, law and other expenses	$27,643 93	
Less gain in int.	7,391 69	
	20,252 24	
Transportation expenses	1,828 87	
		162,829 52
Balance—profits of the business		$211,772 24
Balance at credit Feb. 28, 1863		10,108 21
		$221,880 45
Dividends on preferred stock		$117,500 00
" consolidated stock		35,875 00
Interest on mortgage bonds		44,340 00
Bad debts		7,674 51
Balance—surplus		16,490 94
		$221,880 45

Compared with the previous year the revenues show an increase of $71,447 37; with an increase in expenses of $27,015 01—making the increase in net revenue $44,432 36.

The expenditures during the year for the permanent improvement of the canal and its works have been as follows:

Lengthening and improving locks	$6,841 59
Piers, wharves and basins at Jersey City	8,923 69
Land damages and real estate	10,411 36
Outlet lock at Mill Creek, Jersey City	1,320 66
Osgood dredging machine	5,317 04
Water power building, at Newark	2,480 16
New Boating stock	8,089 75
General Improvement account	5,175 43
Total	$48,559 68

This amount added to construction account, less $1,020 premium on $23,000 mortgage bonds sold, gives as the total cost of canal and appurtenances to date of the report, $2,973,029 89.

During the past year, the wood lock at Stanhope has been replaced by a cement stone masonry lock. The lift lock at the head of the Pompton feeder has been so enlarged as to allow the ordinary sized boats to pass into the slack water at the head of the feeder, and thence up the Pompton river, a distance of two miles, to the site of the Furnace and Rolling Mill, known as the Ryerson Iron Works. An outlet lock has been constructed into Mill Creek, at Jersey City, thereby increasing the facilities for passing boats to and from New York bay and the Hudson river. Some additions have also been made to the piers and wharves for handling and storing coal at Jersey City. The engineer, in his report, says:

It will be recollected that the work of lengthening the locks was suspended at the outbreak of the war. At that time 9 locks had been lengthened, leaving 22 lift and guard locks to be lengthened, in order to allow an increase of the length of the boats ten feet. One lock has been lengthened since that time, leaving now only 21 to be lengthened. Of these, 3 are west of Port Washington, leaving only 18 to be lengthened, in order to give the trade to and from that point the benefit of longer boats and greater tonnage.

Should the improvement, recommended in the annual report of April 1st, 1861, be made in the line of Canal at Dover, it would do away with the necessity of lengthening 5 locks, and reduce the number to be lengthened east of Port Washington, to thirteen. The line of Canal can be greatly improved by making one inclined plane, in place of the 3 lift locks west of Port Washington, that have not been lengthened.

These improvements cannot safely be longer delayed. The Morris and Essex Railroad is being extended to Easton, which, when completed, will open a direct railroad communication between the coal mines and the consumers of coal on the line of the Morris Canal, and also between the Jersey ore mines and Pennsylvania furnaces.

This will induce a strong competition for what is called the "way trade" of the Canal, and will rrquire the cost of water transportation to be reduced to its lowest possible rates.

With these improvements completed and the depth of water increased to six feet, thereby enabling the boats to carry one hundred ton cargoes; the water communication will, it is believed, be able to secure the carrying of all the trade that it can conveniently accommodate.

The winter repairs have been completed, and the Canal has been throughly cleaned preparatory to opening the navigation for the ensuing season. The water was let into the Canal on March 19th.

Notwithstanding the current expenses have been much increased over those of previous years, owing to the general advance in prices of labor and materials, the earnings have been such that the company have been enabled to pay the interest on their bonded debt, the usual dividend of 10 per cent. on their preferred stock, and a dividend of 3½ per cent. on their consolidated stock, and have a net balance to the credit of profit and loss of $16,490 94.

The entire tonnage of the canal the past year has been 718,519—an increase over the previous year of 6,501.

GENERAL STATEMENT.

Cost of Canal and appurtenances		$2,973,029 89
Assets:		
Cash	$10,084 56	
Bills receivable, etc	15,241 82	
Materials	8,626 08	
		* 33,952 46
		$3,006,981 85
Capital stock—Consolidated		$1,025,000 00
" " Preferred		1,175,000 00
Mortgage bonds		750,000 00
Bills payable, etc	$31,362 54	
Dividends unclaimed	8,177 27	
Coupons	761 10	
		40,240 91
Profit and loss—Surplus		16,490 94
		$3,006,981 85

President.—EPHRAIM MARSH.
Engineer & Sup't.—WM. H. TALCOTT.
Secretary.—LEWIS N. CONDIT.

Penn Haven and White Haven Railroad.

The Penn Haven and White Haven Railroad crosses the river at Penn Haven, upon a substantial bridge, the piers and abutments of which are up, and the timbers in such a state of forwardness as to warrant its completion in a month. The road then follows the river bank, through almost a continuous bed of solid rock to a point where it again crosses the river near White Haven. We learn that the track is laid upon two-thirds of the entire road. We may, therefore, safely conclude that ere many weeks elapse the products of our valley will be opened up to market by a continuous line, while travelers can go to Philadelphia or New York in a little more than half the time now required.—*Luzerne Union, April 13.*

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED & GUARANTIED STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlan. & St. Law., guar.	$2,494,900	6	6	----
Berkshire, guarantied	600,000	7	7	----
Bos., Con. & Mont., pref.	800,000	6	—	70½
" " " new pref.	554,000	6	—	----
Buff., N.Y. & Erie, guar.	850,000	7	—	----
Camden & At., pref.	620,800	7	—	21
Catawiss'a, pref.	1,160,000	7	—	39½
Chemung, guar.	380,000	—	—	----
Cayuga & Susq., guar.	843,500	—	—	----
Cheshire, pref.	2,017,825	7	—	56½
Chicago & Alton, pref.	2,432,596	7	3½	95
Chicago & N. W., pref.	2,400,000	7	1½	76½
Cochecho, pref.	177,750	8	—	----
Ct. & Pass. Rivers, guar	49,200	6	—	----
" " " pref	833,000	6	—	61½
Cumberland V., 1st pref.	241,900	8	8	----
" " 2d pref	243,000	8	8	----
Detroit & Mil., pref.	1,500,000	—	—	----
Dubuque & S. City, pref.	1,987,614	7	—	72
Elmira, J. & Can., guar.	500,000	—	—	----
Elmira & W'msp., pref.	500,000	—	—	54½
Erie, pref.	8,535,700	7	7	107
Hannibal & St. Jos., pref.	5,309,128	7	—	62
Harrisburg & Lan., guar.	1,182,100	7	7	----
Housatonic, pref.	1,180,000	8	4	103½
Indianap. & Madis'n, pref	353,900	8	8	----
Kennebec & Port., pref.	247,000	6	—	----
" " new pref.	125,000	6	—	----
Lack. & Bloomsb'g, pref.	500,000	7	—	----
Marietta & Cin., 1st pref.	5,105,384	7	—	70
" " 2d pref.	3,424,169	7	—	45
Mich. S. & N. Ind., guar.	2,893,600	10	—	136
Mil. & P. du C., 1st pref.	1,051,000	8	8	116½
" " " 2d pref.	1,014,000	7	7	95
Mil. & St. Paul, pref.	2,255,000	7	—	82½
N. H. & Northamp., guar.	1,010,000	—	4	----
N. Y. & Harlem, pref.	1,500,000	8	—	133
Niagara Br. & Can., guar.	1,000,000	6	6	----
Paterson & Hud., guar.	630,000	—	8	----
Pat. & Ramapo, guar.	248,000	—	8½	----
Peoria & B. V., guar.	1,200,000	—	6	----
Phila. & Reading, pref.	1,551,800	7	7	----
Phila. & Trenton, guar.	1,000,000	—	10	----
Pitts., Ft. W. & C., pref.	2,000,000	7	—	100
Pittsfield & N. A., guar.	450,000	6	6	100
Port., Saco & Ports., guar.	1,500,000	6	6	----
Rutland & Bur. pref.	382,700	8	—	----
" " pref.	608,176	6	—	----
St. L., Alton & T. H., pref.	1,700,000	6	—	80
Toledo & Wabash pref.	982,900	7	7	81
Troy & Greenbush, guar.	274,400	6	6	----
Vt. & Canada, guar.	1,600,000	8	8	----
Warren, guarantied	1,307,750	7	7	----
White Mountains, guar.	200,000	5	5	----
Wrightsv., Y & G., guar.	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description.	Amount outstanding.	Interest.	Principal payable.	Market Price.
Chesapeake & Del.:				
1st Mortgage	$2,657,343	6	1886	101½
Chesapeake & Ohio:				
Maryland Loan	2,000,000	6	1870	----
" sterling	4,375,000	5	1890	----
Preferred bonds	1,700,000	6	18..	----
Bonds guar. by Va.	200,000	6	18..	----
Delaware Division:				
1st Mortgage	800,000	6	1878	100
Delaware & Hudson:				
1st Mortgage	600,000	6	1865	110
2d Mortgage	300,000	6	1870	----
Delaware & Raritan:				
See C. & Amb. R. R.				
Erie and Penn.:				
1st Mortgage	7?2,000	7	1865	----
Interest Certificates	161,990	6	1868	----
Lehigh Navigation:				
1st Mortgage	829,172	6	1870	115½
Unsecured bonds	2,773,726	6	65-85	----
Monongahela Nav.:				
1st Mortgage	125,000	6	1863	----
2d Mortgage	57,000	6	1865	----
Morris:				
1st Mortgage	465,500	6	1876	107½
North Branch:				
1st Mortgage	590,000	6	1876	38
Schuylkill Nav.:				
1st Mortgage	1,764,550	6	1872	102
2d Mortgage	3,980,670	6	1882	93
Improvement	568,500	5	1876	98
Susq. & Tide Water:				
Md. Sterling Loan	816,000	5	1865	----
Md. stg. loan conv.	200,376	5	1865	----
Mortgage bonds	993,000	6	1878	66½
Preferred Int. b'ds.	227,560	6	1878	25
Union. (Pa.)				
1st Mortgage	2,500,000	6	1883	2½
West B. & Susq.:				
1st Mortgage, S. F.	450,000	6	1878	78
Wyoming Valley:				
1st Mortgage	750,000	6	1874	101½

CANAL STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal N. Stocks:	$	$	p c	$
Chesapeake and Del.	100	1,343,563	—	75
Chesapeake & Ohio.	100	8,225,595	—	
Delaware Division.	100	1,633,350	—	44
Del. and Hudson	100	7,500,000	7	250
Del. and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Mich.			—	----
Lehigh Navigation	50	2,500,000	6	84½
" " scrip.	50	1,803,000	6	83
Monongahela Nav.	50	726,800	3	----
Morris, consolidated	100	1,025,000	3½	85
" preferred	100	1,175,000	10	143½
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Nav., con.	50	1,932,457	—	29
" " pref.	50	2,722,607	—	37
Susq. and T. W.	50	2,048,200	—	20½
Union, preferred	50	2,750,000	—	4½
West Br. and Susq.	100	1,000,000	6	135
Wyoming Valley	100	500,000	6	78

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton Ca.	200,000	5	5	3½
Acton Vale Ca	50,000	5	5	2½
Adventure L. S.	20,000	----	----	----
Etna "	20,000	----	----	19½
Albany and Boston "	20,000	----	14½	19½
Algomah "	20,000	----	2	3½
Allouez "	20,000	1	----	3½
Arizona Ariz. T.	10,000	100	----	----
Ascot Ca.	20,000	20	----	----
Astor L. S.	20,000	----	1	84
Atlas "	20,000	----	1	7
Aztec "	2,000	----	1	9
Balt. and N. C N. C	20,000	5	5	40c
Bay State L. S.	20,000	----	3½	22½
Beaver "	20,000	----	----	----
Bedford Ca.	125,000	5	----	2
Black River "	200,000	2½	2½	46c
Bohemian L. S.	20,000	----	7½	10½
Bolton Ca.	20,000	5	----	1
Boston L. S.	20,000	----	5	5½
Brome Ca.	100,000	5	----	2
Cabot L. S.	20,000	----	----	----
Cambridge "	20,000	5	5	25c
Caledonia "	20,000	----	----	----
Canada Vt.	100,000	1	----	6½
Carp Lake L. S.	20,000	----	----	4½
Cascade "	20,000	----	----	----
Central "	20,000	----	5	70
Chaudiere Ca.	100,000	1	----	50c
Chester "	200,000	1	----	20c
Cheticamp	30,000	5	----	----
Collin L. S.	20,000	----	¼	----
Columbian "	20,000	----	4½	13½
Consolidated "	20,000	----	5	5c.
Copper Falls "	20,000	----	24½	48½
Copper Harbor "	20,000	----	1	----
Corinth Vt.	20,000	10	----	----
Cornwall Vt.	100,000	1	----	65c
Copper Hill "	200,000	1	----	----
Dana L. S.	20,000	----	2½	3½
Deep River N. C.	------	5	----	20c
Dacotah L. S.	20,000	----	----	5½
Devon "	20,000	----	1	----
Doylestown Pa.	20,000	----	----	----
Dudley L. S.	20,000	----	¼	4½
Dunham Ca.	200,000	2	----	55c
Durham "	200,000	5	----	46c
Eagle River L. S.	20,000	----	3½	6½
Escot Ca.	25,000	20	----	4
Essex L. S.	20,000	----	----	----
Eureka "	20,000	----	----	----
Everett "	20,000	----	5	3
Evergreen Bluff "	20,000	----	----	5
Flint Steel "	20,000	----	----	17½
Forest City "	20,000	----	3	----
Forest Shepherd "	20,000	----	----	----
Franconia N. H.	20,000	----	5	----
Franklin L. S.	20,000	----	6½	55½
French Creek Pa.	100,000	5	----	1½
Gardner Hill L. S.	20,000	5	5	1
Glencoe Ca.	200,000	1	----	30c
Globe L. S.	20,000	----	1	----
Grand Portage "	20,000	----	1	----
Great Western "	20,000	----	1	5½
Green Mountain Vt.	30,000	10	----	9½
Guilford L. S.	20,000	5	5	50c.
Hamilton "	20,000	----	----	7
Hancock "	20,000	----	6½	10½
Hanover "	20,000	----	----	¼
Highland "	20,000	----	6	6½
Hilton "	20,000	----	----	6½
Hope "	20,000	----	----	2½
Hudson "	20,000	----	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Humboldt L. S.	20,000	----	2	9½
Hungarian "	20,000	----	1	----
Huron "	20,000	----	16	41½
Indiana "	20,000	----	----	6
Isle Royale "	20,000	----	16½	26
Jefferson "	20,000	----	----	----
Kickapoo "	200,000	----	1	----
King Phillip "	20,000	----	----	----
Knowlton "	20,000	----	1	p
Lafayette "	20,000	----	----	----
Lake Ca.	200,000	1	----	10c
Logan "	100,000	3	----	1½
Madison L. S.	20,000	----	1	5½
Malden "	20,000	----	½	----
Mandan "	20,000	----	2½	6½
Manhattan "	20,000	----	2½	6½
Maryland Md.	------	5	----	1½
Mass L. S.	20,000	----	----	----
Massachusetts "	20,000	----	----	----
Mendota "	20,000	----	----	9
Mesnard "	20,000	----	5½	12
Middlesex "	20,000	----	----	----
Minnesota "	20,000	----	3½	65
National "	20,000	----	5½	32
Native "	20,000	----	3	3½
Naumkeag "	20,000	----	1	2½
Nelson Ca.	------	----	----	10c
Nequaket L. S.	20,000	----	1	----
New England "	20,000	5	2	3½
N. J. Consol N. J.	------	----	----	----
Newton Ca.	200,000	1	----	----
New York L. S.	20,000	----	----	----
N. Y. & Passaic N. J.	100,000	5	----	----
North Cliff L. S.	20,000	----	3	7½
North State "	20,000	5	5	20c.
North Sutton Ca.	100,000	5	----	1½
North Western L. S.	20 000	----	7½	14
Norwich "	20,000	----	----	----
Ogima "	20,000	----	----	5½
Ontonagon "	20,000	----	----	4½
Ottawa Ca.	200,000	1	----	95c
Pennsylvania L. S.	20,000	25	2½	10½
Petherick "	20,000	----	1½	16½
Pewabic "	20,000	----	2½	57
Phœnix "	20,000	----	15	33
Pittsburg & Boston "	20,000	----	5½	95
Pontiac "	20,000	----	3½	6
Prince of Wales Ca.	------	----	----	----
Providence L. S.	20,000	----	----	2
Quincy "	200,000	----	10	88
Reid Hill Ca.	100,000	----	----	----
Reliance L. S.	20,000	----	----	----
Rockland "	20,000	----	5	12½
Rudisell	------	5	----	75c
St. Clair L. S.	20,000	----	3	7½
St. Flavien Ca.	100,000	5	----	----
St. Mary's L. S.	20,000	----	8½	9½
Sheldon "	20,000	----	----	----
Silver Creek "	20,000	----	¼	----
Silver Hill "	20,000	5	----	25c
Silver Valley "	20,000	5	----	30c
South Side "	20,000	----	3	4½
Springfield Md.	20,000	----	5	2½
Star "	20,000	----	7½	8
Strafford "	30,000	10	----	2½
Superior L. S.	20,000	----	4	10
Sussex "	------	----	----	----
Sutton Ca.	100,000	5	----	2½
Toltec L. S.	20,000	----	20	2½
Tremont "	20,000	----	1	3½
Vermont Vt.	------	5	----	----
Vernon "	25,000	10	----	----
Victoria L. S.	20,000	----	1½	----
Waterloo Ca.	100,000	3	----	1½
Washington L. S.	20,000	----	4	----
West Minnesota "	20,000	----	----	3
Wickham Ca.	200,000	5	----	70c
Wickopee "	100,000	5	5	5½
Winthrop L. S.	20,000	----	2½	5½
Wyandotte "	20,000	----	----	----
Lead and Zinc:				
Bucks County Pa.	------	----	----	1½
Canada Ca.	50,000	5	----	----
Clute	------	----	----	2½
Crystal Lake	------	----	----	----
Erie	------	----	----	----
Gay's River	100,000	1	----	----
Hampton	100,000	5	----	----
Lancaster Pa.	------	----	----	----
Mineral Point	100,000	5	----	----
Mount Hope N. Y.	80,000	----	2½	----
New Jersey (3) N. J.	12,000	100	----	110
N. Y. & Boston N. Y.	100,000	5	----	6
Oswegatchie "	100,000	5	----	1
Placentia Bay N. F.	------	----	----	----
Ramsay Ca.	20,000	25	----	----
Rossie "	100,000	5	----	----
Shawangunk N. Y.	100,000	5	----	----
Sussex N. J.	------	----	----	----
Union	100,000	5	----	87c.
Plumbago:				
Buckingham Vt.	50,000	5	----	----
Orford "	150,000	3	----	----
Sunapee "	2,000	50	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake N. Y.	50,000	50	----	11
East River	6,000	50	----	----
Georges' Creek Md.	10,000	100	----	108
Harewood	20,000	5	----	----
Kahtadin	3,000	100	----	----
Lake Superior L. S.	20,000	25	----	----
Teal Lake	------	----	----	----
Tyson	20,000	10	----	----
Coal:				
American Pa.	37,500	25	----	100
Ashburton "	50,000	50	----	40
Baltimore Md.	------	100	----	----
Bear Valley "	40,000	12	----	17½
Belmont Pa.	10,000	50	----	----
Bridgeport "	30,000	10	----	----
Coal Brook "	4,000	50	----	----
Cumberland (pref.) "	50,000	100	----	71
Franklin "	1,000	100	----	110½
Georges' Creek Md.	10,000	100	----	121
Hazleton Pa.	32,300	50	----	71
Lawrence "	2,000	100	----	----
Lorberry "	4,000	100	----	60
Metropolitan "	------	100	----	----
Penn. Cannel "	6,000	50	----	----
Penn "	160,000	50	----	216
Pine Knot "	4,000	50	----	----
Summit "	40,000	20	----	----
Mineral Land and Mining:				
Mitchell Granite	2,000	50	----	----
Rutland Marble Vt.	------	----	----	24
St. Lawrence N. Y.	10,000	10	----	----
St. Mary's L. S.	20,000	50	----	----
Saginaw S. & M. Mich.	------	----	----	----
Union	------	----	----	----
Gold:				
Albion N. S.	100,000	3	----	2½
Atlantic	100,000	2	----	2
Atlantic & Pacific Nev.	50,000	100	----	53
Central Col.	50,000	20	----	17½
Chaudiere Ca.	100,000	5	----	3½
Chebucto N. S.	100,000	5	----	1
Colorado Col.	50,000	10	----	4½
Denver "	50,000	20	12½	15
Excelsior	30,000	10	----	----
Gilbert River Can.	100,000	5	----	15c
Gold Hill	50,000	10	----	----
Gold Field	50,000	10	----	2
Gold Mining Col.	------	----	----	4½
Gold River	100,000	3	----	----
Halifax N. S.	200,000	2	----	50c
Hope Col.	80,000	25	10	11½
Isabella	------	----	----	----
Mariposa Cal.	100,000	100	----	32
Montague N. S.	50,000	10	----	----
Montana Col.	100,000	5	½	½
New England "	50,000	5	----	3½
Nova Scotia N. S.	100,000	----	----	2½
Oldham	100,000	2	----	----
Peck	100,000	5	----	----
Prince Albert	100,000	2	----	14
Quartz Hill	------	----	----	13
Riviere du Loup Ca.	20,000	10	----	----
Stafford "	100,000	5	----	2½
Stewart	100,000	5	----	2½
Tascher	------	10	4	----
Victoria	100,000	2	----	----
Waverly	50,000	10	----	----
Silver:				
Am. & Mexican A. T.	200,000	----	----	----
Fort Filmore N. M.	50,000	----	20	----
Santa Rita Ariz. T.	------	----	----	----
Sonora Ex. & Min. "	------	----	----	----
Quicksilver:				
New Almaden Cal.	------	----	----	----
Quicksilver "	100,000	100	----	69½
Santa Clara "	------	----	----	20½
Land and Improvement:				
Boston Water Power	------	----	----	46
Boston & Roxbury Mill	7,000	----	----	41½
Canton (Baltimore)	50,000	100	----	58
Cary Improvement	60,000	5	----	11
East Boston	------	----	----	14
Essex (Boston)	10,000	100	----	106
Waverly (Boston)	------	----	----	3½
Express:				
Adams'	20,000	100	----	----
American	2,000	500	----	----
National	2,500	100	----	----
Overland Mail	5,000	100	----	----
United States	8,000	100	----	----
Wells, Fargo & Co.	10,000	100	----	----
Steamship & Transit:				
Central Am. Transit	------	----	----	154
Nicaragua Transit	------	----	----	2½
Pacific Mail Steamship	40,000	100	----	227
Union Steamship (Bos.)	------	----	----	126
Trust:				
Farmers' Loan & Trust	20,000	50	----	----
N. Y. Life Ins. & Trust	10,000	100	----	----
United States Trust	10,000	100	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2 horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	43
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,822	63,622	9	....	125
30 Nov. '62	0.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	165,594	120,300	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	86
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	60½
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	95
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	50,000	20,000	23,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	32½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '62	—	—	—	—	—	Avenue D (New York City)	—	—	—	—	—	—	—	—	—
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	100	....	89
30 Sep. '62	24.01	—	—	6	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	6 ,967	127,843	10,868	—	....	48
30 Sep. '62	56.15	1.90	—	140	2	Brooklyn City	1,332,506	1,000,000	170,0 0	10,000	491,629	118,890	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Centr'l P'k,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	—	—	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '62	4.63	—	—	—	—	Harlem Br.,Morris & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.00	16.00	—	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N.Riv.& Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	123
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& ErieBas. (Buff.)	208	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.12	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.03	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	23	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	65
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	8	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	34
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	62
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	62
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	32
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	43½
31 Oct. '62	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	—	19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	68	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	18
31 Oct. '62	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	79
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	20
31 Oct. '62	8.35	—	—	17	5	Spruce & Pine (Phil.&Gr'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	15½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	51½
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	37
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	74
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	22½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	6.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	4.03	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,675	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	—	—	—	St. Louis	296,604	296,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	107½
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.					
1st Mortgage	82,000	7	J. & J.	1870	112
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1899	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-'72	100
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	20,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	--	M. & S.	1888	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1888	112
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	120
" " ..... coupon		6	" "	1867	124
Loan of Dec. 31, 1848 .....registered	8,903,342	6	" "	1868	128
" " " ..... conpon		6	" "	1868	128
Texas Indemnity, of Sep. 9, 1850.....coupon..	3,461,000	5	" "	1865	165
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	106
" " " ..... coupon		5	" "	1874	108
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	102
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of June, 1861.... coupon	1,026,600	6	" "	1881	112
" " " " ... coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	115
" " " ..... coupon		6	" "	1851	113
Loan of July 17, 1861.....registered	80,000,000	6	" "	1881	116
" " " ..... coupon		6	" "	1881	118
Loan of Feb. 25, 1862 (5-20s).....registered..	40,230,000	6	May & Nov.	1882	105½
" " " (5-20s)..... coupon..	350,000,000	6	" "	1882	105½
Treasury Notes of Feb. & Aug. 1861..coupon..	52,931,000	7.3	Feb. & Aug.	1864	109½
" " Apr & Oct. 1861..coupon..	86,989,500	7.3	April & Oct.	1864	110
Treasury Notes of 1863 (legal tender),coupon..	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	----	----------	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
"	70,314,639	5	" "	notice	----
Certificates of Indebtedness.....(coin)	157,093,241	6	" "	1 year	103
" " .....(currency)		6	" "	1 year	95½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds .....coupon	5,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " ("). "	38,000	5		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	140
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " ..... "		6	" "	'81-'82	105½
" — " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	----------	----------	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	103
" " " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'62-'80	100
" —War bonds..... "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1 969,397	6	" "	1870	102
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1856	85
" " " ..... "	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	96
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	-------	86½
" — " special stock "	1,216,737	5	" "	-------	----
" — " Deferred stock ..... "	1,243,000	5	" "	-------	----
" — " special stock "	479,545	5	" "	-------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1864	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1858	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " ..... "		5	" "	'81-'91	----
" — " ..... "		5	" "	'93-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " ..... "	67,500	6	" "	'91-'96	105
" — " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	----------	d'm'd.	60
" — " (R. R. etc)..... "	3,902,000	5	----------	'67-'99	----
" — " " (banks)..... "	5,398,533	6	----------	-------	----
" — " " (war loan)..... "	670,000	6	----------	-------	----
Maine—State bonds .....coupon	----------	6	Mar. & Sept.	'63-'77	104
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	104½
Maryland—State bonds (st'l'g).....coupon	816,000	5	Chiefly quarterly.	1885	----
" — " (st'l'g conv.).. "	200,376	5		1885	----
" — " (st'l'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.).. "	2,490,569	5		'89-'90	103
" — " " (dollar)..... inscribed	500,000	5		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	503,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	5	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	108½
" — " " (East'rn R.R.) "	500,000	5	Jan. & July.	'65-'71	----
" — " " (N. & W. R.R.) "	400,000	5	" "	1870	----
" — " " (Cons Stat.ac.) "	150,000	5	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	122½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip..... "	200,000	6	" "	'64-'66	----
" — " ..... "	247,000	6	June & Dec.	'68-'72	----
" — " ..... "	52,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120
" " " " "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1868	110
" —Coast Defence Loan... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan .....(" ") "	567,000	7	" "	1868	108
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	106
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1865	68½
" — " " " "	199,000	6	" "	1863	70
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	50
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	93
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	103½
" " —Notes	200,000	6	----------	----------	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" " " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " " " Deficiency Loans...	548,107	5	" "	pleas.	----
" " " " " " ...	900,000	5	" "	1875	----
" " " " " " ...	442,961	5	May & Nov.	1869	107
" " " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " " " " " ...	1,300,000	6	" "	'68-'78	115
" " " " " " ...	700,000	7	" "	1870	113
" " " " Comptroller's b'ds	28,695	5	----------	d'm'd	----
" " " " " " ...	11,050	5½	----------	d'm'd.	----
" " " " " " ...	14,230	6	----------	d'm'd	----
" " " " Railroad Loans....	421,000	6	Jan. & July.	'65-'67	----
" " " " " " ...	287,700	4½	J., A., J., & O.	1864	----
" " " " " " ...	68,000	5	Feb. & Aug.	1876	----
" " " " " " ...	28,000	5½	J., A., J., & O.	1865	----
" " " " " " ...	320,000	5½	Jan. & July	1865	----
" " " " " " ...	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	100½
" " " " " " ...	15,889,025	6	" "	64-'76	112
" " " " " " ...	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	78
Ohio—State bonds (foreign debt) ....coupon	1,'08,905	6	Jan. & July.	1890	110½
" — " " (" ") ..... "	1,015,000	6	" "	1865	94
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	----
" — " " (" ") ..... "	1,600,000	6	" "	1875	105
" — " " (" ") ..... "	4,095,300	6	" "	1881	106½
" — " " (" ") ..... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	275,385	6	" "	1862	106
" — " " (war loan) .....coupon	299,704	6	" "	1866	----
" — " " (" ") ..... "	280,989	6	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans.....	151,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	98
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	106½
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1852	101½
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,558,673	5	Jan. & July.	1865	----
" — " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	101
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	102
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	104
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	----------	----
" —Relief Notes in circulation...	97,360	----	----------	----------	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	105½
South Carolina—State bonds (stg)....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	57
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	45
" — " " (railroads) .... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	608,000	5	----------	1890	45
" — " " (Hermitage) . "	48,000	6	----------	1890	57
Texas—Had no debt in 1861	----------	----	----------	----------	----
Vermont—Inscribed certificates	176,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	51
" —State bonds (railroad) .....coupon	12,6'4,500	6	" "	'85-'90	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----------	----
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67-'68	99
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (" ").... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	65,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,368	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	75,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,053	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,000	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,049
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	125,596	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	198,152	202,014	1,999,492
1864	155,084	168,151	198,119	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	25,536	51,340	55,831	55,062	42,101	400,459
1860	32,192	33,403	40,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,381	53,554	670,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,236	56,199	855,608
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	73,359	79,073	76,304	52,220	780,226
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,386	66,575	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,202	63,137	52,269	60,285	84,640	96,529	88,401	105,252	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	104,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	154,259	1,574,895
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,606	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	687,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,000	626,070	587,416	528,842	605,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,036,321	10,469,481
1864	984,837	914,133	1,094,508	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,006	110,656	88,527	119,280	205,802	196,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,858	94,360	1,462,782
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,126	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	199,456	129,019	188,370	203,576	159,250	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	201,494	287,122	229,407	204,716	2,183,296
1864	143,906	169,877	177,066	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,778	121,123	141,269	115,444	125,308	155,164	156,975	170,157	157,443	222,013	1,985,424
1860	212,714	209,422	161,047	134,606	156,281	129,995	140,560	167,220	180,000	193,961	169,549	220,370	2,075,523
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,022,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	276,083	403,571	2,922,970
1863	458,958	425,047	366,802	270,676	241,771	207,392	190,364	219,561	268,100	302,174	295,780	484,550	3,726,140
1864	501,231	472,240	356,626	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	158,044	144,804	149,592	139,102	181,612	246,529	245,192	253,742	192,322	2,132,866
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,845
1861	321,844	279,268	229,334	192,054	199,488	177,829	159,290	268,983	299,862	284,020	243,249	224,401	2,899,612
1862	190,130	235,637	181,084	191,648	206,246	209,252	261,079	352,786	414,543	410,336	372,598	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,453	437,679	424,531	4,571,028
1864	318,200	406,595	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,584	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,506	35,326	40,706	58,704	52,864	77,112	83,059	76,764	65,563	710,225
1864	66,540	77,874	90,755	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,805	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	150,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	156,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,253	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	223,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,285	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,526	181,983	180,915	226,819	276,109	325,818	305,284	279,859	2,647,853
1863	248,784	230,508	254,208	297,693	253,951	237,982	188,141	235,512	300,822	371,361	326,050	341,505	3,267,250
1864	250,163	299,990	333,058	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	105,393	150,346	210,887	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,543	307,333	242,089	209,134	2,124,814
1862	230,169	159,655	151,902	175,666	186,039	174,001	172,189	216,624	295,056	322,389	307,475	258,632	2,650,701
1863	242,078	246,857	256,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,180	3,186,064
1864	252,435	278,848	348,802	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,849	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,352	808,985	811,458	730,736	523,047	7,164,622
1861	489,065	420,793	627,051	689,889	677,073	558,743	523,138	562,076	696,175	927,056	952,980	872,955	7,996,763
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,992,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,900	84,209	88,278	90,617	91,868	89,220	91,190	100,118	97,218	97,857	85,785	84,554	1,102,822
1860	97,016	95,666	88,598	90,463	89,577	83,978	100,640	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,620	83,856	97,337	92,802	91,958	89,366	97,855	91,111	90,671	1,110,065
1862	100,604	96,589	102,808	94,957	94,157	97,337	101,867	103,223	99,435	107,993	99,155	125,715	1,225,010
1863	129,776	128,766	125,445	118,075	105,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,484	230,377	248,862	241,695	264,522	283,646	288,619	245,977	2,735,295
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,022	3,515,601
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	295,358	254,456	276,200	291,763	278,219	2,905,829
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,828	4,088,827
1863	335,685	361,834	396,771	429,929	505,517	464,809	461,684	574,486	714,302	815,902	746,955	528,009	6,224,082
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,544	231,253	191,128	2,335,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	402,987	427,094	395,845	350,758	407,077	463,509	506,814	468,500	487,642	5,132,934
1864	390,676	455,211	602,603	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	63,748	71,854	112,384	93,766	67,721	85,359	95,969	118,937	129,166	125,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	54,414	73,679	67,946	67,428	84,879	122,786	106,100	125,027	77,599	51,296	920,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,587	162,858	137,068	92,574	1,172,100
1862	82,235	47,142	85,006	85,582	106,545	113,578	115,214	168,219	170,380	172,870	147,648	139,528	1,463,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	161,062	134,563	111,339	1,439,798
1864	79,735	95,842	152,896	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1867	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	100
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1938	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	110
" " " 1850	700,000	6	Jan. & July.	"	1880	112½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	112
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1875	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	103
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1883	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	107½
" " $675,000	675,000	6	"	"	1875	105
" " $1,700,000	1,700,000	6	"	"	1883	107½
" " $2,500,000	867,000	6	"	"	1889	108
Consolid. Mort. Loan $6,000,000						114½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1866	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	108
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	55
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	62
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	128
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	765,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1900	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1847	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1604	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	109
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1892	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " "		8	" "	" "	18—	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	108
General 1st Mortgage	3,500,000	7	" "	" "	1885	92
Bonds issued for coupons of do	756,000	7	May & Nov.	" "	1885	103
2d Mortgage	2,000,000	6	" "	" "	1890	90
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	90½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1954	100
3d Mortgage	658,200	8	" "		1870	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	105
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	98½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	599,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1857	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.		1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	125,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,677,000	7	Jan. & July.	" "	1865	118
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	500,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,500,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	239,000	7	March & Sept.	New York.	1882	55
2d Mortgage	200,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	107
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	115
2d Mortgage	2,516,500		March & Sept.	" "	1881	116
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	544,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1873	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	106½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	60,000					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	116
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	112
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1853	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	93
Land Security	3,344,600	7	April & Oct.	" "	1881	100
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1853	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1905	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	114
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	140
Convertible	1,002,000	7	" "	" "	1867	155
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	119½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	----	120
Income	20,500	---	----------	----------	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	65
Ind., Pittsburg and Cleveland:						
1st Mortgage	550,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----	----
1st Mortgage	280,000	7	----------	----------	----	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	800,000	7	----------	----------	----	----
Guaranteed by Covington	200,000	6	----------	----------	----	----
Cincinnati (exchanged)	100,000	6	----------	----------	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	----	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	----	----
City of Keokuk	200,000	8	----------	----------	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	963,000	7	May & Nov.	Milwaukee.	----	80
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†	----------	----------	----	----
Unsecured Bonds	1,785,000	†	----------	----------	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	150,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,500,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1rt Lien	800,000	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	600,978	7	Feb. & Aug.	New York.	1891	105½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----	----
Michigan Central:						
1st Mortgage Sterling	447,489	6	Jan. & July.	London.	1872	95½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,698,000	8	" "	N.Y. & Boston	1869	127
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1880	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1862	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	86
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	111½
2d General Mortgage	2,656,500	7	" "	" "	1877	104
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	----	----
2d Mortgage	600,000	8	----------	----------	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	110
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----	----
Oskaloosa Division	500,000	7	----------	" "	----	----
1st Land Grant	2,000,000	7	----------	" "	----	64
2d Land Grant	700,000	---	----------	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	----	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	----
Tennessee State Loan	674,860	6	----------	----------	----	----
Alabama State Loan	389,410	6	----------	----------	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,036	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	----	----
1st Mortgage	500,000	10	----------	----------	----	----
1st Mortgage	2,235,000	6	----------	----------	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	638,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	81,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'62 '4'5	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----	----
New Orleans City Subscription	1,500,000	5	----------	----------	----	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1850	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	110
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	102½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	118
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1853	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	109
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	102½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	138
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	111
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	118
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	115½
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	115
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	115
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	105½
3d Mortgage	980,500	7	Jan. & July.	"	1867	105
New York and New Haven:						
Plain Bonds, Coupon	$12,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	105½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	107
2d Mortgage	3,077,000	7†	" "	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103
Chattel Mortgage	360,000	10	" "	"	1887	124
Northern (N. H.):						
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	82
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,225,000	7	" "	" "	----	60
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	114
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1594	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,800	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1872	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	866,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,800	6	April & Oct.	"	1870	108½
" 1861, "	110,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	111
" 1845, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	110
" 1857, (convertible)	2,480,500	6	" "	"	1886	130½
" 1856, "	1,442,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	55,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	115½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	110
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	100
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	89,429	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	300,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	334,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75½
2d Mortgage	937,500	7	" "	"	1863	37
3d Mortgage	440,000	7	" "	"	1863	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1861	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1868	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,220,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,033	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1905	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'76	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	117
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	94
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	----	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	92½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	27½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	925,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'70	102½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	112
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1865	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1903	----
Sterling, issued in 1855	[144,500	6	----	----	1903	----
Company's endorsed by State,	150,000	6	----	----	1879	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,886	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	595,270	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,638,718	427,285	100,000	1,419,769	922,622	28,579	2,582,505	116.9	.....	505,156	200,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,350	*	—	793,350	700,000	—	1,493,350	22.5	.....	230,251	104,894	—	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,087,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	.....
31 Aug. '62	51.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,153	17	141
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,486	70,187	—	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	28,924	1,594,661	62.0	.....	206,429	97,700	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	760,000	156 129	1,644,967	62.0	127,390	135,072	.....	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	88,023	—	1,010,000	660,000	—	1,612,475	operated by N. Y. & N. H.		.....	.....	4	.....
31 Dec. '62	66.0	—	5.0	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	51.3	1.0	53.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,764,362	117.4	518,810	1,036,437	454,096	12	160½
30 Nov. '62	49.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	105
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	54.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	22.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	23	201	South Western	3,770,425	*	—	2,921,900	500,000	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	.....	—	46	82	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	91
30 Apr. '62	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	157½
1 Apr. '63	242.0	—	.....	29.0	56	23	706	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	54½
31 Mar. '63	181.8	—	.....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,894	1,529,141	513,100	6	111
31 Dec. '63	121.0	138.7	60.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,066	2,291,481	1,279,40[illegible]	6	122
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,360,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.9	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,671,028	2,118,847	6	125½
— — —	—	148.0	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	51	39	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	60
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,906,125	—	.....	103.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,061	22,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,993	158,541	—	72
1 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,698	1,689,900	1,382,284	140,699	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '62	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	836,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	.....
1 Mar. '63	96.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132 0	.....	285,974	104,951	—	100
— — '58	238.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	238.0	.....	645,827	371,40	—	200½
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73.0	357,302	774,618	307,527	18	125
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	792,738	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	389,094	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	54	Keok., Ft. Desmoines & Minn.	1,037,576	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,366	—	.....
— — '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	41
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '62	29.0	—	.....	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746.068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	.....	—				Louisville and Frankfort	1,396,229	129,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	186.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,907,500	76,715	9,797,911	368.0	595,258	1,777,983	1,032,165	—	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,355,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	208.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,900	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,999	108,424	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,067,436	7,999,489	—	14,834,955	329.3	1,148,558	2,946,540	1,674,260	8	146
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	92½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	258.0	—	.....	—	25	22	838	*Mississippi Central*	4,066,022	756,292	—	2,000,961	2,554,732	895,992	6,331,809	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	94.8	—	13.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	206.8	579,224	1,017,567	420,020	—	55
31 Dec. '62	208.8	—	17.7	68.0	21	26	907	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,980	—	.....
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.2	34	30	420	*Pacific*	11,162,670	662,617	—	8,435,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	237,398	—	.....
28 Feb. '63	17.0	—	3.9	206.0	...	...	.....	*South Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
6 Sep. '62	84.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,231,493	344,163	—	1,971,127	3,501,000	67,351	5,996,277	90.1	232,631	253,235	65,259	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	787,881	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	22.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	83.0	9.6	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.6	136,963	172,113	91,487	—	—
31 May, '63	99.7	9.6	.....	—	18	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,352	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	—	283,197	170,276	6	112
31 May, '59	37.0	—	.....	—	—	—	-----	Somerset and Kennebec	783,763	*	—	169,200	556,800	----------	----------	37.0	----------	55,403	24,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,241,011	296.8	----------	3,922,203	2,305,788	6	112
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '60	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,200,000	4,350,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	55
								MASSACHUSETTS.													
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	536,565	421,969	136,191	6½	117
31 Mar. '63	74.3	8.6	51.1	—	33	72	494	Boston and Maine	2,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	134
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	3,952,600	207,400	—	3,160,000	122,720	—	3,402,989	61.8	435,121	702,222	255,262	8	143½
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	145½
30 Nov. '62	46.6	1.1	2.7	—	7	15	102	Cape Cod Branch	$4 907,760	123,565	—	681,634	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	68½
30 Nov. '62	60.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	112
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	254,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	106
30 Nov. '62	50.9	42.5	74.5	—	23	56	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	122
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	232,385	30,275	—	200,000	75,000	11,752	367,182	12.4	----------	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	126
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	802,760	54,214	14,000	800,000	300,000	—	800,000	30.7	42,262	134,178	45,835	5	87½
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	892,464	40,260	—	293,701	550,000	175,672	1 019,373	25.0	53,624	44,589	9,653	—	12½
30 Nov. '62	79.5	7.8	99.5	—	24	61	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	360,500	134,058	4 187,740	102.1	388,535	580,150	312,031	6	119½
30 Nov. '62	43.4	1.0	14.9	—	18	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	187½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,000	464	471,170	ope	r. by B.	and L'll	17,500	4	110
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	110
30 Nov. '62	0.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,870	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,809,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	43½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	934,564	8	160
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,556,645	45.7	164,248	200,744	92,979	6½	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	----------	247,279	124,406	—	62½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire	2,839,713	*	—	2,085,592	803,700	—	3,049,738	53.6	263,324	298,056	104,643	—	----
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	----------	243,651	112,327	7	66
31 Mar. '62	29.8	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	----------	ope	r. by C'd	162,426	74,885	7	118½
30 Nov. '62	22.3	—	2.8	—	2	4	50	Merrimac and Conn. Rivers	608,258	*	—	595,588	508,000	—	----------	55.7	----------	34,916	12,395	—	----
30 Nov. '62	59.2	13.0	12.5	—	24	14	434	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	----------	82.0	----------	312,171	128,652	4	85
31 Mar. '62	24.7	—	2.2	—	5	2	80	Sullivan	1,480,730	*	—	600,000	750,000	277,210	----------	24.7	----------	68,040	15,566	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	----	----	-----	Belvidere Delaware	3,170,126	*	—	997,502	2,089,500	173,982	3,261,344	76.0	----------	259,921	113,533	—	----
31 Dec. '62	65.9	32.2	.....	8.0	----	----	-----	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	----------	134.2	----------	3,040,148	1,728,848	10	188
31 Dec. '62	60.2	—	.....	—	----	----	-----	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,098	2,155,024	60.2	----------	144,386	65,128	—	15
31 Dec. '62	54.0	—	48.0	—	3°	20	540	Central of New Jersey	4,915,252	606,542	672,115	3,630,000	2,000,000	320,433	6,322,193	84.0	537,204	1,397,587	774,341	10	175
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	----
31 Dec. '62	99.5	—	.....	—	----	----	-----	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	93.8	512,349	1,111,087	552,124	10	----
31 Dec. '62	21.5	—	—	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	294 200	77,798	438,798	21.2	----------	90,618	29,592	—	165
31 Dec. '62	----	----	----	----	----	----	-----	Raritan and Delaware Bay	2 460,417	*	—	1,208,558	1,250,000	143,606	2,597,161	—	[2 mos.	10,588	----------	—	25
31 Dec. '62	24.0	—	.....	—	----	----	-----	Warren	1,907,750	----------	—	1,307,750	600,000	----------	1,907,750	24.0	----------	239,889	124,742	6½	110
31 Dec. '62	38.5	—	.....	42.	—	—	—	West Jersey	821,984	*	—	581,883	212,500	31,743	821,984	—	82,938	90,129	43,023	—	—
								NEW YORK.													
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	----
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,456	—	100
30 Sep. '62	68.3	—	14.5	—	20	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
31 Dec. '62	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	112½
30 Sep. '62	144.0	4.0	115.1	—	66	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,964	—	137
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	47½
30 Sep. '62	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,985	24,209,000	18,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	3,994,999	7	133½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	220
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	1½
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	----------	276,276	66,545	6½	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	54,292	3,486,292	129.0	309,922	458,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	----	----	-----	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	.....	—	----
30 Sep. '62	40.9	5.6	8.0	—	5	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	18.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	696,911	808,500	271,007	1,696,508	46.0	247,898	271,158	154,968	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	----	----	-----	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----------	103,953	36,572	—	----
— — '58	223.0	—	.....	—	----	----	-----	North Carolina	4,235,000	*	—	4,000,000	----------	----------	----------	223.0	----------	----------	----------	—	----
— — '59	97.0	—	.....	—	----	----	-----	Raleigh and Gaston	1,240,241	*	—	973,800	126,200	----------	----------	97.0	----------	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----------	459,458	219,688	—	----
30 Sep. '60	161.5	—	.....	—	24	32	144	Wilmington and Weldon	2,569,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,069	477,554	235,291	8	----
15 Mar. '60	81.0	3.0	.....	102.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	----	----	----	----	----	----	-----	Atlantic and Great Western	613,251	----------	----------	566,939	----------	77,294	----------	----------	----------	----------	----------	----------	----
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,576,255	118.2	----------	541,150	234,320	—	----
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,183	1,628,356	3,673,000	1,126,458	6,810,422	141.0	----------	699,716	230,551	—	12½
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	451,063	91,947	2,155,800	1,334,000	—	3,968,193	198.3	----------	877,404	464,415	10	132
1 May, '59	131.5	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	5,032,000	228,978	----------	131.8	304,168	190,745	19,160	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,637	20	166
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,558,162	288,789	25,340	1,036,055	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
1 Dec. '62	93.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	----------	1,500,000	1,500,000	----------	----------	98.7	484,297	1,561,628	975,923	8½	150
30 Nov. '62	101	102.5	.....	—	45	20	806	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,529	8,251,846	208.5	----------	1,436,317	552,800	—	109
31 May '63	109.2	79.4	.....	—	82	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	5,526,800	3,567,595	—	7,810,858	188.6	663,371	1,361,537	747,562	—	147
31 Dec. '58	61.4	—	.....	55.6	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----------	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	.....	31.0	8	9	103	Columbus and Indianapolis	2,555,000	*	—	780,000	1,600,000	295,000	----------	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami	229,883	15	----
31 Mar. '63	143.0	—	7.4	—	16	8	375	Dayton and Michigan	3,544,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	----
30 Nov. '62	83.5	—	37.8	—	25	22	427	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	999,545	15	140
20 Jun. '62	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,166,820	226.6	445,157	620,025	299,630	—	----
30 Apr. '62	192.8	—	.....	—	48	24	928	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	----------	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,900,728	2,400,000	466,215	----------	125.0	----------	----------	----------	—	----
30 Jun. '63	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	5,956,508	595,400	232,179	2,697,090	2,488,225	7,800	5,401,088	205.9	418,328	599,630	115,290	—	----
31 Dec. '62	116.0	9.0	.....	—	10	10	257	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	166,610	2,608,237	125.0	214,404	229,396	82 983	—	----
31 Dec. '62	242.4	—	.....	—	47	18	923	Toledo & Wabash	9,955,650	*	25,000	3,314,775	6,651,730	38,272	10,152,632	250.0	1,279,950	1,439,798	540,927	—	76

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Oct. '62	88.0	—	....	—	....	....	....	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	....	....	....	—	....
31 Oct. '62	24.5	—	22.6	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,546	365,365	210,817	8	88
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	....	—	18½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56 545	1,384,456	74.5	....	255,560	166,427	8	....
31 Oct. '62	110.7	2.8	42.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	657,114	10,882,314	202.0	1,107,638	1,506,362	768,463	6	244
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,545	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	....	....
31 Dec. '62	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd to	Northn	Cen.	196,907	334,799	110,366	—	37
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	223,580	83,826	10	....
31 Oct. '62	86.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,309,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	....
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	670,961	1,166,030	289,153	2,028,144	50.5	150,984	198,084	104,134	—	37
31 Dec. '62	80.0	—	16.0	—	18	4	1,246	Lackawanna and Bloomsburg	3,528,993	*	—	1, 335,000	2,128,565	232,487	3,767,913	80.0	....	511,824	257,440	—	....
31 Oct. '62	46.0	25.0	18.5	—	22	8	956	Lehigh Valley	3,373,922	554,363	—	2,297,250	1,465,000	31,547	3,927,386	76.0	367,230	822,927	460,516	8	91½
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,000	3,288,700	33.8	62,155	126,316	68,801	—	47½
31 Oct. '62	24.5	105.5	62.5	—	....	....	....	Mine Hill and Schuylk. Haven	3,252 266	*	—	3,250,000	....	....	3,252,265	130.0	....	451,918	174,438	8½	66
30 Nov. '62	55.5	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,105,350	289,000	6,447,780	60.4	263 534	397,186	218,960	—	80
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	9,527,40.	—	25,324,213	441.4	.....	10,304,891	4,872,219	8	66
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norristn	1,521,520	236,289	—	1,243,500	438,900	—	1,852,696	24.0	229,938	262,333	129,742	6	81
31 Oct. '62	190.0	—	10.5	96.0	18	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,450	6,893,500	157,739	12,124,857	1 0.0	213,574	413,472	80,909	—	34
30 Nov. '62	147.4	5.5	137.8	—	166	67	8,430	Philadelphia and Reading	21,074,422	3,765,774	629,345	13,211,228	10,667,328	—	25,613,828	355 0	2,721,689	6,252,902	3,706,900	—	66
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,344	8	188
31 Oct. '62	98.0	—	34.8	—	37	110	650	Phila., Wilmington and Balt.	6,979.924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200.6	582,616	2,280,802	1,080,996	9	71½
31 Oct. '62	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,887	124,432	—	1,767,373	1,500,000	82,530	3,565,639	72.0	209,746	215,587	106,356	—	12
31 Dec. '62	468.3	—	72.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,133,934	2,106,622	10	111½
31 Dec. '62	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northn	Cen.	40,476	144,728	87,112	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,526	797,913	29.6	81,934	194,788	97,802	—	45
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	415,300	199,155	6	129
30 Nov '62	13.6	—	0.6	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,917	8,500	—	.....	13.6	23,964	25,594	6,759	....	....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,265	151,538	6	....
1 Jan. '59	142.2	21.3	....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	....
28 Feb. '59	102.0	—	....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	—	.....	2,643,833	—	.....	—	.....	1,499,636	701,943	7	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	606,214	514,000	99,110	1,137,707	47.6	.....	29,907	19,187	—	....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	872,597	—	....
1859	271.6	14.0	20.0	5.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	.....	.....	.....	—	....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
1859	47.4	—	2.5	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	219	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734,118	357,384	6	....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	—	.....	—	.....	.....	.....	—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,953	57,243	—	....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '60	56.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,583	.....	50.0	31,200	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	389,000	.....	70.0	102,200	282,846	196,568	—	....
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	—	.....	90.7	93,639	203,867	.....	—	68
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,276	—	2,233,376	3,183,038	633,019	6,379,434	119.6	394,393	322,928	61,230	—	....
31 Aug. '62	62.5	....	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	....
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.6	679,677	713,418	191,406	—	1½
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	.....	—	1,378,500	.....	.....	1,378,500	ope	r. by Vt.	Central	.....	4	128
30 Jun. '62	53.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,278	7,187	—	....
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	532,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	55,552	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	.....	.....	.....	—	....
30 Sep. '59	77.8	5.0	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	84,121	16,332	—	....
30 Sep. '59	109.5	....	....	—	8	....	....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	25½
30 Sep. '60	88.3	88.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,055	.....	167.7	270,846	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,686	374,906	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,228	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,900	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,863	.....	43.5	1,068,054	163,753	79,088	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,065	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,502	52,929	4,832,929	195.0	280 968	634,081	359,120	5	89½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,462,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,987	—	....
								WISCONSIN.													
1 Dec. '59	55.6	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	....
31 Dec. '61	109.9	—	24.9	27.8	....	....	....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,180	—	....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	68
10 May, '62	104.0	—	....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,892,471	142.0	384,231	344,769	83,830	—	....
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,080	—	11,938,000	16.10	.....	236,798	67,552	—	....
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,708	117,842	—	15
0 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,858	—	....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,285,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	1½	....
31 Dec. '62	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	95.6	.....	.....	.....	—	....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,840	20,008	—	....
1 July, '61	60.0	—	....	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,729,232	60 0	.....	132,550	36,670	—	....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.5	155,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	23	120	Panama	5,000,000	*	615,555	5,000,000	3,275,000	—	10,765,738	48.7	.....	1,743,294	1,013,444	13	24

New York Stock Exchange.

Actual Sale Prices for the week ending May 4.

	Th.28.	F.29.	Sat.30.	M. 2.	Tu.3.	W.4.
American Coal Co.	105	103	----	100	----	
Buffalo, N. Y. & E., 1M.	109	----	----	110	----	
California 7s	----	140	----	----	----	
Canton Co.	47	46	----	46	38	38
Central Am. Transit	----	55	54	----	51	----
Chicago & Alton	----	92	----	92	92½	91
" " pref.	----	97	----	----	----	95
" " 1 M.	----	----	----	----	----	
" " Inc. b'ds	95	----	94	----	----	
Chicago, Burl. & Q.	139	140	143	142	138	137½
" " " 8 p.c.	----	128	----	----	----	128
Chic. & Northwest'n	56½	58	56	54	53½	54½
" " pref.	77	77	79	75	----	76½
" " 1st M.	----	----	92	----	92	----
" " 2d M.	95	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	103	----	----	----	----	----
Chicago & Rock Isl.	114½	114	112	111	111	
" " 1st M. '70.	111	----	111	----	----	
Clev., Col. and Cin.	166	165	----	----	165	----
Clev. and Pittsburg	112½	113½	111½	110	109	109
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	105	----	----	----	----
" " 4 M.	89	----	89½	89½	89½	
Clev. and Toledo	148	148	147½	147	147	147
" " S. F. 7 p.c.	----	118	----	----	----	----
Cumberland Coal, pref.	75	77	77	75½	66½	71
Del. & Hudson Canal	235	235½	----	----	----	230
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	114½	114½	113½	113½	112½	112½
" pref.	107	107	107	106½	107½	107
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	117	119	118	----	----	----
" 4 M. 7 p.c. '80	----	----	----	116½	115½	----
" 5 M. 7 p.c. '88	115	----	----	----	----	----
Galena and Chicago	123	125	123½	122½	120	122
" 1M. 7 p.c. '65	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	50	----	----	----
" " pref.	----	----	62	----	----	62
" " bonds.	98½	----	----	----	----	100
Hudson River	140	140	138	137	138	137
" scrip.	----	----	----	----	----	----
" 1M. 7 p.c. '69.	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip.	130	129	127	125½	127	125½
" full stock.	----	128	----	----	127	----
" Can. bd. sc.	121	----	----	----	----	----
" bonds.	----	121	----	----	120	119½
Marietta & Cin. 1st pref.	----	75	----	70	----	70
" " 2d "	----	----	----	----	45	----
Mariposa Mining Co.	33	----	34	33	31	32
Michigan Central	140	142	141	139	138	136
" S F. 8p.c. '82	----	130	130	128	----	130
" conv. 8p.c. '69	----	----	----	----	----	127
M. S. and N. I.	99½	99½	97½	95	93	92½
" " guar'd.	137	140	137	130	135	136
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	107½	106	----	----	----	----
Mil. and P. du Chien	69	66	64	63	58	64
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	115	----	----	114	----
Minnesota Mining Co.	----	----	----	65	----	----
Miss. & Mo.	----	----	----	----	41	----
" L. G. bonds.	69	70	----	65	63	65
Missouri 6s	70½	----	70½	71	70	70
" iss. to H. & St. J. R.	----	70½	----	----	----	93
" " Pacific	----	80½	80	80	----	----
New York Central	134½	136	134½	134	132½	133½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	111
N. York & Harlem	231	220	224	230	227	230
" " pref.	----	----	----	----	----	----
" 1M. 7 p.c. '73	116	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	100½	----	100½	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
Norwich & Worcester	----	----	----	----	----	----
Ohio & Miss. cer.	56½	55½	54½	53	51½	53
Pacific Mail S.S. Co.	230	227	226	226	223	227
Panama	----	245	245	----	----	----
Penn'a Coal Co.	218	----	----	----	----	216
Phila. and Reading	137½	137	135½	143½	132	132
Pitts. Ft. W. & Chicago	117	117½	114½	114	111	111½
" " 1M.	116	----	----	115½	----	----
" " 2M.	----	111	----	----	----	----
" " 3M.	----	----	97½	100	----	----
Quicksilver Mining Co.	71	71	70	72	69	69½
St. L., Alton & T. H.	67	----	68	75	----	60
" " pref.	83	----	----	----	78	80
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	95	----	----	94	----
" " Inc. b'ds.	----	92	90	----	----	----
Tennessee 6s, 1890	59	58	58	57	----	----
Toledo & Wabash	----	70½	----	70½	69½	70
" " Pref.	80	81	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	104	----	----	----	----
" " 2M.	92	92½	91	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	51	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 4.

	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.	W.4.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	105	105	105
U. S. 6s, 1881, reg.	115	----	----	----	----	----
U. S. 6s, 1881, cou.	----	----	----	113½	113	----
U. S. 6s, '81, O. W. L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	124
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " new 98	98½	98½	98½	98½	98½	98½
U. S. 6s, 5-20s, coupon	111½	111½	111½	106x	106	105½
U. S. 6s, " reg.	106½x	106½	106	106½	----	104½
7.30 Notes, Feb. & Aug.	----	----	----	110½	110	109
" " Ap'l & Oct.	111½	111	111½	110	110	110
American Gold	177½	----	----	176	177	179½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 3.

	W. 27.	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.
Beaver Meadow	----	----	86	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	42½	42½	41½	41	40	39½
Camden & Amboy	----	----	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	105	----	----
" " 6s, '83	----	----	----	----	----	107½
" " 6s, '89	----	----	----	----	----	----
Chea. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	44½	----	44½	44½	----
Elmira & W'mesport	----	----	----	----	----	----
" " pref.	----	----	----	54½	----	----
" " 7s...112	----	----	----	----	----	----
" " 10s... 78	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	84½	----	84½
" 6s ...115½	----	----	----	----	----	----
" " scrip.	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	91½
" " scrip.	----	----	----	----	----	----
" " 6s	----	----	----	----	----	110
Little Schuylkill R. R.	47½	----	47½	----	47½	47½
" " 7s	----	----	----	----	----	----
Long Island	----	----	47½	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	63½	----	63	----	----	----
Morris Canal	82	----	----	----	----	85
" " pref.	----	----	----	----	----	----
" " 6s '70	----	----	----	----	----	----
North Pennsylvania	34½	----	38½	32½	31	30
" " 6s	----	----	----	----	----	103
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	74x	----	73½	73	72½	66
" 1st m.	115	----	----	----	----	----
" 2d m.	113	----	----	----	----	----
Penn. State, 5s	98½	----	----	98½	97	98
" " 6s, coupon	----	----	----	----	100	101
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	105½	105½	----	----	105½	----
" new	109½	109½	109	----	108½	108½
Philad., Germ. & Nor.	61½	----	----	61	----	----
Phila. & Reading	70	68½	68½	67½	67½	64½
" 6s, '86	----	----	----	----	----	----
" 6s, '70	----	----	----	105½	----	----
Philadelphia & Erie	----	35	----	34	----	----
" " 6s	----	107	----	107	107	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	35	34½	----	----	29
" " pref.	----	41½	----	40	38	37
" " 6s '82	----	96½	----	94½	94	92
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	----	----	21	20½
" " 6s '78	66½	----	----	----	----	----
" " scrip	55	----	----	----	64	----
Union Canal, pref.	----	----	4½	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	78	----	----	----	----
Arch street, (Horse)	----	36	34	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	16	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 3.

	W. 27.	Th 28.	F. 29.	Sat. 30.	M 2.	Tu 3.
Baltimore City 6s, 1875	----	----	----	----	113	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	114
Balt. and Ohio	115	----	112	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	112	----	----	----	112
" " " '80	----	112	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	57	----	55
" " b'ds, '85	----	----	----	105½	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 3.

	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.	W.4.
Boston and Lowell	117	----	----	----	----	----
Boston and Maine	133	132½	----	----	----	134
Boston and Providence	----	----	----	----	----	143½
Boston and Worcest.	148	----	----	147	146	145½
Cheshire, pref.	57½	57½	57	----	56½	----
Concord	----	----	----	----	66	66
Connecticut River	112	----	----	----	112	----
Eastern, Mass.	107	----	----	----	106	----
Eastern, N. H.	----	----	----	----	----	107
Fitchburg	123½	----	----	122½	121½	122
Manchester & Lawr'ce.	110	----	----	----	----	118½
Michigan Central	----	----	----	----	132	137
Northern, N. H.	87½	88	----	----	86	85
Old Colon. and Fall R.	118½	119½	119	119	119½	119½
Ph., Wil. & Baltimore	71½	----	71½	71½	----	71½
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	122½	----	----	120	123	----
Vermont & Mass.	----	----	43½	43½	43½	43½
Western	----	----	160	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	125
Metropolitan "	----	61	61	61	61	60½
Middlesex "	95	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	56	56	55½	----	----	----
Isle Royale "	28	----	----	26	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	59½	60	59	57	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	91	91	----	----	88	----
Rockland "	----	15	13	13	12½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 22d of April:

Maryland 6s	69	to	71
United States 6s, 1881	63	"	65
Do. 5s, 1874	58	"	60
Virginia State 6s	45	"	48
Do. 6 per cent.	31	"	33
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	77	"	79
Do., Pennsylvania do. do.	75	"	77
Erie shares, $100 (all paid)	67	"	69
Do., 7s, preference	58	"	62
Do., 7s, 1st mort., 1867	62	"	68
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	63	"	68
Do., 7s, 5th mort.	65	"	70
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	66	"	68
Do. do. $100 shares, $90 paid, dis.	15	"	14
Do. do. $100 shares, all paid	73	"	75
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	68	"	72
Do. do. S. F. 1st mort., do., '82, x. c.	70	"	75
Michigan S. and N. Indiana 7s, S. F., 1885	55	"	60
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	58	"	60
Do. do. 7s, 1864	54	"	57
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	75
Do. do. $100 shares	77	"	80
Panama, 1st mortgage 7s, 1885	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	43	"	45
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, May 7, 1864.

Stock Exchange and Money Market.

The great financial experiment of the present hour is that of the 10-40's, a 5 per cent. stock offered to the public by the Government, in further aid of its necessities. Every attempt has been made to delay the subscriptions to this loan on the part of those who deem 5 per cent too low a rate of interest, and want more for their money, as well as those who, actuated by secret desires for the success of the rebellion, and the overthrow of free institutions, seek to disparage the credit of the Country, and prevent its securing any further popular loans.

This last class is much larger, and more active than is generally supposed. But beyond all question the loan will be a success, for the reasons that the interest being punctually paid in gold, the holders really receive about 8 per cent, and on the other hand, the holders, on the return to specie

payments which will take place at no distant day, will even then get a fair interest for their money, though gold and paper should have become convertible terms. Again, of all the securities so far put upon the market, those of the Government are, except perhaps a few California loans, those only which pay their dividends in gold. That the people of the North have confidence in the stability of the Union, and the boundless resources of the Country is evident from the celerity with which they have hitherto responded not only to the calls of the Treasury, but the generosity they have shown in furnishing out of their own pockets as gifts, about two hundred and eighty seven millions of dollars towards various other expenses of the war, in the raising and equipping of regiments, establishing hospitals, and taking care of the sick and wounded.

Mr. Chase unmoved therefore by the personal appeals of capitalists, or the combinations of the friends of the confederates, or the open attacks of political opponents in Congress, will make no change in the tenor or terms of the 10-40's. So that they who hold off for an increase of the rate of interest will be disappointed. It is well enough in this connection also to note, that exclusive of this last loan, the actual funded debt of the Government is but $768,000,000, notwithstanding all the clamor about thousands of millions as being the actual amount. The present interest paid and payable on this debt is exactly $47,735,000, and on this, next year, there will be a saving of 1 per cent. by the conversion of the 7-30's into 6 per cents. The receipts in gold at the Custom House have thus far been more than double the amount required for the payment of the interest, with an accumulating surplus.

This extraordinary success in finance should cause a blush of shame on the cheeks of those who are decrying the resources of the Nation and the financial policy of the Treasury department. When Mr. Gladstone succeeds in getting two or three millions a head of the immediate wants of the British Exchequer, he is lauded to the skies. When Mr. Fould by dint of consummate skill can get the receipts and expenditures of a single year of French finance in "equilibrium," all Paris sets up a shout of praise for the wonderful talent of the minister. When Mr. Chase finds money for an expensive war without a single foreign loan, when he has a large fund of gold always on hand, and pays his interest regularly on that commodity, when at the end of three years all the claims against his Department, civil or military are liquidated and discharged, what is his reward? Why a struggle to sustain even his reputation as a man of integrity.

When we speak of the funded debt, it is all which really will remain for the future to take care of. Whatever of legal tenders, or short bonds or certificates of indebtedness may remain, are clearly within the reach of absorption at an early day. Two years of taxation under the amended revenue law will take up the whole, and even if the Government returned to specie payments to morrow, a large portion of the legal tenders would be retained in circulation, by the voluntary preferences of the people. This is an important fact that should not be forgotten when we are engaged in solving the financial problem.

A feature in the money market of the last week is the effect produced by the recent passage of the resolution in Congress, raising the tariff 50 per cent. for a temporary period, and until the Tariff itself as amended takes effect. The merchants have generally warehoused their latest importations under this measure, and the duties at the custom house have necessarily declined. These duties, however, are not lost, as they will have to be paid on the withdrawal of the goods from the warehouses for sale.

If a check to imports are given by the amended act, we shall be glad of it, for if our merchants are so intent on gain that they will import till the last dollar of capital or credit is staked, they deserve no commendation for their patriotism.

There was a time in our early history, just after the first peace with England, that free trade and unchecked importations were fully tried by us. Mr. Cary in his memorable volume the "Olive Branch," relates that with free ports in some of the States, and low duties in others, the Confederation was filled with foreign goods, often the sweepings of foreign warehouses, or the gimcracks of the day; that these drew away all the specie left in the country by our French allies, or had been hoarded up by our prudent forefathers; that mortgages were next taken in payment for foreign goods, and then whole blocks of houses were sold by the sheriff, as in Philadelphia, to discharge the foreign indebtedness. Not until the new Constitution, and a new tariff did the Country achieve its pecuniary independence. And so now, when our importations begin to take hold of our purses, and empty them into the pockets of those who send us their surplus products, manufactured by unfortunate people working for ten cents a day, when we give real security for the pitiful works of art (so called) paid for in their weight in gold, we too shall find whole blocks in our cities transferred to foreign houses by our zeal for art, and love of luxury.

The gold market has fluctuated considerably the past week, having suffered in all, a reduction of about 10 per cent. from its highest recent price. There has been a dull feeling in the Stock Exchange generally, and a large number of operators have retired from a contest, where the principal portion get nothing but hard blows, where the giants get all the honors, and the little ones who follow in their train, do so at the loss of wind and limb.

Enormous losses have followed several combinations also, where veterans were engaged against veterans, politicians against ocean navigators; and millionaire adventurers, the birth of a day against old hoarders and ancient chroniclers of former excitements.

This condition of things has necessarily unsettled the market, and it also waits to see the effect which the pending Congressional measures will have upon its future. Those who think that legislation is wholly unable to control the movements of commerce and of money are mistaken. There are always some subjects on which law is potential even with free traders. In France for example, where tobacco is as great a necessity as wine, the whole population submits to have the Government monopolize the entire supply, control the manufacture and adjust the price. In England, the Government also virtually permits no one to smoke, snuff, or chew, except through the medium of an excise of monstrous disproportion to the ale which he drinks by the gallon. There is not a civilized nation on the globe which is not known by its positive interference with natural laws of some kind or other. The true art of legislation is to make these burdens of society as light and as equitable as possible, but in the abstract, burdens they are and burdens they will be to the end of time, and there is no escape from them except by a flight to the wilderness, or consorting with the wild beasts of the forest. Nothing is more absurd than these ranting declamations about freedom of trade or commerce. There is really no such thing. We have come the nearest to it, but have not only been in danger of losing all our commerce, but if the rebellion had been successful, of losing all the liberty which was ours by conquest or descent.

Let us look our difficulties therefore manfully and cheerfully in the face, and not suffer ourselves to be destroyed by financial sophisms of any kind. We owe a large debt, but we are able to pay it.

We are pleased to notice the recommendation of Governor Seymour to pay the interest on our State debt in gold to the foreign holders. These persons are not to blame for the derangement of our finances, nor the issue of paper money. The troubles we meet are of domestic origin, and must be borne as well as they can. When we had their money it was in gold, and it is dishonest and disreputable to repudiate the original contract. And there are doubtless hundreds of merchants, bankers and capitalists in this city who would be only too happy to advance to these foreign creditors the paltry amount required to save the honor of the State. There are no more generous men in the world than a certain class of our merchants, none who judge better on some subjects, and we trust that the controller will find them eager to assist him, and the Governor quick to applaud them for this creditable purpose.

The increase of the wealth of the City of New York since the war, has been made apparent by the recent returns of the valuation of its real and personal property since 1863. This increase is found to be in the valuation of personal property, $25,000,000, and in real estate $11,000,000, in all thirty-six millions of dollars. We have no doubt that a large increase will also be discovered in all the principal cities and towns in the loyal States, an evidence of the indomitable enterprise and industry of our people, and an assurance of their increasing resources in spite of the war. Let the sceptics of the old world consider this fact, and take it as a reply to their doubts about our future.

In the Senate of the United States an amendment of the bank bill is proposed by Mr. Doolittle that no bank or banking association whatever shall issue any new notes, except National notes, after the passage of the act, not redeemable in gold or silver coin on demand; and also, that every bank, etc., shall reduce the amount of their circulation to the amount of cash capital paid in and per cent added thereto, or amount secured by pledge of United States or State stocks, on penalty of a tax of one per cent. per month on all excess of circulation after a period not yet specified.

This is a move in the right direction. It would effectually stop the further increase of local bank currency, issued without the least necessity for it, and only increasing the further inflation of paper

money without an adequate justification. If the Government inflates, it is for cause, and the greatest of causes, while local institutions do so from the sole desire of making money, irrespective of the cause or the country.

The amount of the National banks currency about which such an outcry has been made is quite inconsiderable in proportion to their capital. The circulation on the 15th of April, was as follows:

Fives	$7,012,200	Above tens.	$511,000
Tens	8,307,000		
Total			$15,860,200

It is one of the advantages of the new system, that the public will always know what the circulation is.

The business at the Sub-Treasury on Tuesday was as follows:

Amount on hand	$34,136,500
Receipts from customs	85,000
From other sources	157,102
Total	$34,378,602
Payments	3,352,638
Balance	$31,025,964
Subscriptions to ten-forty loan	62,200

The total value of the exports of produce and merchandise, exclusive of specie, from the port of New York during the past week was $2,544,056.

The receipts from internal revenue last month amounted to upward of ten millions of dollars, by far the largest amount received in any one month from that source since the law went into operation.

The aggregate exports of produce and merchandise (exclusive of specie) for the past week were $2,544,056.

The foreign exports from Baltimore during the last week were $282,467.

Gold has fluctuated the last week, but the transactions were inconsiderable and without animation.

Exchange on London ruled for 110 in gold. Government securities are firm but not very active. Money is plenty, and the rate is from 6 to 7 per cent.

The railway, share and bond market has been depressed, with a disposition to rally, but it is very evident there is prevailing much caution among dealers which must for a time at least prevent any great advance from present quotations, which to speak the truth are generally as high as *bona fide* operators can safely handle.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 5s, 1874, 104; Wisconsin 6s, 99; Kentucky 6s, 105; Illinois War Loan, 101¼; U. S. 5s, 1874, coupon, endorsed, 102; At. & Gt. Western (Ohio div.) 1st mort., 101; Cin., Ham. and Dayton 2d mort., 110; McGregor 1st mort., 91¼; Long Island R. R., 94; Ohio and Miss. pref., cer., 90; Sixth Avenue R. R., 123; Central Coal, 55; Quartz Hill gold, 13; Gold Mining Co. of Colorado, 4¼; Copake Iron, 11; New Jersey Zinc, 110; Bucks Co. Lead, 1½; Mariposa 1st mort., 79¾; Rutland Marble, 24; Ocean Bank, 95½; Atlantic Bank, 100; Bank of Commerce, 110; Metropolitan Bank, 115; Bank of Republic, 103; Merchants Bank, 104; Shoe and Leather Bank, 105.

Philadelphia.—Camden and Amboy mort. 6s, 1889, 111½; Huntingdon and Broad Top, 35; do., 2d mort., 98; Pittsburg coup., 5s, 78¾; Allegheny coup., 5s, 81; Penn. War Loan, 107½; North Penn. scrip, 96; Northern Central R. R., 59¾; City 5s, 95; 2 and 3d streets 1st mort., 112; Union Canal, 2; Wyoming Valley bonds, 101½; Clinton Coal, 1⅞; Bear Valley Coal, 17½; New York and Middle Coal Fields, 16½; Fulton Coal, 10; Big Mountain, 9½; Buck Mountain Coal, 65; North Carbondale, 8¾; New Creek, 1½; Irwin Oil, 7; McClintock Oil, 4½; Oil Creek, 9; Maple Shade, 14; Mineral Oil, 4; Keystone Zinc, 2½; Green Mountain, Copper, 6; Connecticut Copper, 1¾; Empire Mining, 7; Merrimac, 8¾; New London, 4; Penn. Mining, 10¼; Phila. and Boston, 2; Union Bank of Tennessee, 19; Consolidation Bank, 34; Corn Exchange Bank, 38; Third National Bank, 105; Philadelphia Bank, 142; Louisville Bank, 103; Mechanics Bank, 30¼; Girard Bank, 49⅝; Western Bank, 80½. The latest quotations are: City 6s, 105@105⅛; do., new, 108½@108¾; State 5s, 98@98¾; do., coupon, 101½@101; do.. 6s, 1879, 103½; Phila., Wil. and Balt., 72@73; Reading, 64⅞@65; do., 6s, 1870, 108@108½; do., 1886, 129¼@130¼; Camden and Amboy, 185½@188; Pennsylvania R. R., 67@67¼; do., 1st mort., 115; do., 2d mort., 112@114; Little Schuylkill R. R., 47@47½; Morris Canal, 85@85¼; do., pref., 143@144; do., bonds, 107@108; do., 2d mort., 106; Wyoming Valley Canal, 77@78; do., 6s, 101½@102½; Susquehanna Canal, 20@20½; do., 6s, 65@67½; Sch. Nav., 28½@30; do., pref., 37@37½; do., 6s, 1882, 90½@93; Union Canal pref., 5; do., bonds, 25@26½; Delaware Div. Canal, 42@44; do., bonds, 100; Elmira and Williamsport, 36½@37; do., pref., 54@55; do., 7s, 1873, 111⅛@113; do., 10s, 77@79; Beaver Meadow, 85@86; Long Island R. R., 48@48; Lehigh Coal and Navigation, 84@85; do., scrip, 75@83¾; North Pennsylvania, 30¼@30¾; do., 6s, 102½@108; do., 10s, 116@124; Philadelphia and Erie, 31@33; do., 6s, 106¾@107; Minehill, 62½@63; Catawissa, 15½@18½; do., pref., 40; Lehigh Valley, 91@91½; do., bonds, 110@111; Fifth and Sixth streets, (horse,) 60@60½; do., 7s, 107¼; Second and Third, 76@79; do., 7s, 111⅛@112; Race and Vine, 12½@18; West Philadelphia, 70@74; Spruce and Pine, 14½@15½; Green and Coates, 42¾@43¾; do., 7s, 100@112; Chestnut and Walnut, 63@65; Arch, 33@36; Thirteenth and Fifteenth, 37@40; Seventeenth and Nineteenth, 16@20; Girard College, 30¾@32; Tenth and Eleventh, 50@51½; Norristown, 61@62½.

Boston.—Northern (Ogdensburg,) 1st mortgage, 107; do., 2d mort., 87¼; Vermont Central, 1⅝; do., 1st mortgage, 92½; do., 2d mort., 27½; Michigan Central 8s, 1882, 130; N. Y. and Boston Air Line, 6s, 77; Rutland and Burlington 1st mort., 75½; Essex, R. R. 6s, 1881, 98; Great Falls and Conway R. R. 6s, 98; Eastern R. R. 6s, 1874, 106¼; Old Col. and Fall River R. R. scrip., 47; Taunton Branch R. R., 110; Bear Valley and Summit Branch, R. R., 29½; Union Railway Cumpany, 125½; Boston, Concord and Montreal R. R. pref., 70½; Nashau and Lowell, 126; Massachusetts 5s 1883, 117¼; do., 1891, 119¾; Rhode Island 6s, 1871, 102½; do., 1882, 104; Boston City 5s, 1878, 123½; Cambridge 6s, 1879, 99½; Bangor 6s, 1874, 104; Bath 6s, 1891, 102¾; Boston, Newport and N. Y. Steamboat Co., 105⅞; Cary Land Co., 11½; Boston Water Power Co., 46; Essex Co., 109; Union Steamship Co., 126; Short Mt. Coal, 53; Merchants' Bank, 105; Maverick Bank, 46; State Bank, 72; Atlantic Bank, 100; Union Bank, 120; Market Bank, 78¼; Columbian Bank, 115⅛; Traders' Bank, 99½; Salem Bank, (Salem)65½; Mercantile Bank, (Salem) 94¾; Naumkeag Bank, (Salem) 97; Lowell Bank, 100; Hide and Leather Bank, 109¾; Bay State Bank, (Lawrence) 78¼; Eliot Bank, 105; Bank of North America, 103; Washington Bank, 104; Boston Bank, 102¼; North Bank, 102¼; Tremont Bank, 118¾; Atlas Bank, 105; Shawmut Bank, 103¾; Cambridge Market Bank, 98¾; Bank of Commerce, 106⅞; Mt. Wallaston Bank, (Quincy) 101; Continental Bank, 102; Acton Mining Co., 8¾; Albany and Boston, 19½; Albion Gold, 2⅞; Astor, 6¼; Black River, 46; Bay State, 22¾; Bedford, 2; Brome, 2; Boston, 5⅝; Copper Falls, 43½; Chebucto Gold, 1; Canada, 6¾; Cornwall, 65c.; Colorado Gold, 4¼; Chaudiere Gold, 3¼; Chester, 20c.; Dana, 8¾; Dudley, 4⅝; Durham, 46c.; Dacotah, 5½; Everett, 3; Eagle River, 6¾; Escott, 4; Green Mountain, 9¼; Gt. Western, 5¾; Gilbert River, 75c.; Gilberton Gold, 116½; Hanover, 4¼; Huron, 41¾; Hancock, 10⅞; Humboldt, 9¾; Lenoxville, 8⅛; Logan, 1¾; Mesnard, 12; Macomb lead, 4¼; Madison, 5½; Manhattan, 6⅝; Massachusetts Gold, 8½; New England Gold, 3⅞; North Cliff, 7½; Nelson, 10; Ottawa, 95c.; Oswegatchie lead, 1; Phœnix, 33; Pontiac, 6; Penn. 10¼; Rocky Mountain, 11½; Star, 8; Superior, 10; St. Clair, 7¾; South Side, 4¾; St. Mary's, 9¼; Stewart Gold, 2⅞; Toltec, 2⅞; Winthrop, 6½; Wickham, 70c.; Waterloo, 1½.

Baltimore.—N. W. Va. 3d mort., 40; Marietta and Cincinnati R. R. bonds, 105½; Central Ohio R. R., 12⅞; do., 4th mort., 62; City Passenger R. R., 22½; Georges' Creek, 121; Maryland Copper, 1.40; Mineral Hill, 4.00; Springfield, 2.65; Atlantic Coal, 1.40; Bare Hill, 6.00; Santa Clara, 19¼; Susq. Coal and Coal Mt., 5.25; Balt. Chrome, 2.50; Bank of Baltimore, 101½; Farmers and Mechanics Bank, 40; Bank of Commerce, 24. The latest quotations are: Balt. and Ohio, 108@114; do., 6s, 1867, 103@105; do., 1875, 112@115; do., 1880, 112½@113; do., 1885, 110@113; Northern Central, 54½@57; do., bonds, 1885, 105½@106¼; N. W. Va., 15@21; do., 1st mort., 110@114; do., 2d mort., 106; do., 3d mort., 39¾@45; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@62; do., income 1857-'60, 40@47½; Western Md. bonds, 90; do., guar., 115; Maryland 6s, 92; do., 6s, coupon, 1870, 112; do., Ins., 112; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 113@114; do., 1885, 115@116; do., 1890, 113@115½; do., coupon, 112@116; do., 5s, 1838-'70, 101; City Passenger R. R., 22@23; Canton Co., 35@50; Gardner, 65@1.05, Guilford, .35@.40; Maryland, 1.35@1.40; North State, .15@.20; Rudisell, .65@.75; Silver Hill, .20@.30; Springfield, 2.50@2.60; George's Creek 121½@124; Santa Clara, 18½@19¾; Baltimore and Cuba Smelting and Mining, 185; Balt. and North Carolina, .25@.40; Balt. Chrome, 1.90@2.50; Bare Hill, 5.00@6.00; Atlantic Coal, 1.35@1.45.

Montreal.—Champlain and St. Lawrence R. W., 12½@14; do., preferential, 95@96; do., 6 per cents, 82½@85; Government 5 per cents, ster-

ling, 68@91; do., currency, 88@91; do., 6 per cents, 1872, currency, 101@102½; Montreal City bonds, 6 per cents, 96@97½; do., Water Works, 6 per cents sterling, 96@97½; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 91@92; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $2½@5; Huron Copper Bay, 65@70; Montreal Telegraph Co., 129@131; City Gas Co., 122@125; City Passenger Railway, 122½@123½.

Chicago Lake Tunnel.

This bold attempt to introduce pure and wholesome water into the city of Chicago, by tunnelling a great main from the shore out into the lake, appears to be not only feasible, but to meet with greater facilities of execution than was at first expected. The great tunnel progresses. The iron portion of the shore shaft has been sunk, and has reached the expected stiff clay. If this clay continues throughout, both questions of cost and trouble, may be considered settled. There is every reason to expect that the tunnel will pass through a uniform stiff clay, in which case the operations of the workmen will be easy. The clay is found to be of excellent quality for making bricks, and it is now planned to make the bricks required for the tunnel out of the clay excavated, thus effecting a greater saving.

The Great South American Railway.

It appears quite probable that a railway may be constructed across the continent from Chili to Buenos Ayres. Mr. Henry Meiggs, the American, having sent some engineers into the chain of mountains of Colchagua, they discovered a pass highly favorable to the construction of a railroad by which to connect the Atlantic with the Pacific. The report states that the pass, called the "Valley of the Marshes," has an elevation of only 6,600 feet above the Central Valley of Chili, and its extent over the mountains is 87 miles. They calculated that the "total expense of the line would be $8,000,000," and the time necessary for its construction, two years. None of the grades and curves will be more difficult than those on the road from Pabellon to Chanorcillo, on which steam is used in the ordinary manner. On some portion of the line there are many indications of copper and silver.

☞ The Lehigh Coal and Navigation Company have decided that full certificates of stock in the capital of the company shall be forthwith issued to the holders of the scrip certificates, according to the number of shares in the latters' certificates specified, and that until the necessary exchange of certificates can be effected the present holders of said scrip certificates be entitled now and hereafter to all the rights and privileges of stockholders of the company.

☞ In the U. S. Senate, on the 30th ult., Mr. Harlan, from the committee on public lands, to whom had been referred the Senate bill, with House amendments, granting lands to Minnesota for a railroad from the Mississippi to Lake Superior, reported it back with a recommendation that the Senate concur in the amendments. Agreed to, and the bill thus passed.

☞ The colonists of the Saguenay District are proposing to construct a canal to unite Bagotville with the waters of Lake St. John.

Interest and Dividends.

The Chicago, Burlington and Quincy Railroad Company have declared a dividend of four dollars per share in cash, free of Government tax, payable on the 25th of May at the Bank of Commerce, in New York, at the office of J. E. Thayer & Brother, Boston, and at the office of the company in Chicago. Also an option on new stock at par in the proportion of one new share to six old ones.

A dividend of 2½ per cent. on the common stock of the Elmira and Williamsport Railroad Company has been declared, payable on and after the 2d day of May, at the Pennsylvania Railroad Company Building, Room No. 1, corner of Third street and Willing's alley, Philadelphia.

The Concord, Nashua and Lowell, and Manchester and Lawrence Railroad Company have each declared dividends of four per cent.

The coupons due 1st of May on Scioto and Hocking Valley Railroad first mortgage bonds (J. F. D. Lanier, Trustee,) will be paid on presentation, to Winslow, Lanier & Co.

Coupons of the Evansville and Crawfordsville Railroad Company due May 1, will be paid at the office of the Farmers Loan and Trust Co.

Coupons due 1st of May on the mortgage bonds of the Indianapolis and Madison Railroad Company, will be paid at the office of J. & S. Ferguson, No. 35 Pine street, New York.

The coupons of the St. Croix and Lake Superior Railroad Company, due on the first of May, will be paid by the New York National Exchange Bank.

The Lehigh Zinc Company announces a dividend of five per cent., clear of the usual amount of tax, payable on the 10th instant.

Elevated Tops to Railway Carriages.

To the Editor of the American Railroad Journal:

Dear Sir:—I perceive that the construction of raised, or elevated, tops to railway carriages has become quite a *mania* with managers of railways on this continent. I have been combating this propensity but to little effect, and it is therefore that I venture to endeavor to enlist the aid of your valuable Journal in opposition to it.

All that *can* be said in favor of this practice is summed up in three words "It looks better." Now will the sensible portion of this great community always be content with *looks* at the expense of utility? Give public opinion *time* and it will sooner or later come right and mere *ornament* if it comes in contact with, or becomes antagonistic to, utility, must eventually give way before it. I have no fear but the public will ere long, when the advantages and disadvantages shall have had time to be fully weighed, put its veto upon this elevated roof business, but it is all the time working an enormous injury.

1st. They cost on an average, in stained glass and superior gilt mouldings and the various *et ceteras*, about six hundred dollars each.

2d. It will take double the quantity of the common stove arrangement, and more than double the quantity of fuel to properly warm a car.

3d. It makes a car *top-heavy* and has a greater tendency (especially upon the narrow gauge roads,) to upset.

4th. The air impinges upon its sides (in a degree greater being higher up,) than upon the same area of the *sides* of the car, (to say nothing of the *end*,) and in so far requires more power of the engine.

5th. It *prevents* the ventilation of the car on a narrow gauge track where this elevated top is over 3½ feet wide, or a broad gauge if over 4 feet, and very much increases its expense under any circumstances.

Now let us try the old fashioned common car.

1st. The *expense* of this raised top will fully ventilate three or four cars.

2d. Half the quantity of stove arrangement, and less than half the quantity of fuel will answer.

3d. No top heaviness.

4th. But very little more power of the engine (the receiving cap being short,) will be required than the common ventilators (which moreover are now all dispensed with,) would take.

Thus you see that we may have all our cars thoroughly ventilated for both winter and summer, for about one-third of the expense that we can have a raised-top car without any ventilation, for either winter or summer! This is exactly the result of our senseless proceeding of the sacrifice of comfort to looks!

It is true that a few of the cars on the "through line between New York and Washington," belonging to the Philadelphia, Wilmington and Baltimore Railroad Company have been ventilated, and have lately been put upon the road, notwithstanding these have elevated tops, but this has cost the company a large sum of extra money, and this boon to the public has been obtained entirely through the public spirit and enterprise of that company.

But if any one wishes to see just as perfect a ventilation which has cost but half the money, they will see it on the Michigan Central Railroad where they have no elevated tops.

Henry Ruttan.

Cobourg, April 27, 1864.

Milwaukee and St. Paul Railroad.

The bonds and shares of the Milwaukee and St. Paul Railway Company have been admitted to official dealings at the Stock Exchange Board. They embrace the following:

First and only mortgage	$4,600,000
Income bonds	289,000
Preferred stock	2,400,000
Common stock	1,000,000
Total	$8,289,000

☞ The Philadelphia, Wilmington and Baltimore Railroad Company have completed a double track from Philadelphia to Newark, Del., and, in a few weeks, it is expected that the additional track will be completed to the Susquehanna river. The work on the bridge over the river is also progressing rapidly.

Camden and Amboy Railroad.

A meeting of the stockholders of the Camden and Amboy Railroad Company was held in Bordentown on the 28th ult. In the report made, the extensive and radical improvements now in progress were dwelt upon at length. The double track, enlarged stations, and increase of equipments, were shown to be in rapid progress. The stockholders heartily acquiesced in and endorsed the necessarily heavy expenditures.

☞ We understand that Mr. Burpee is to be entrusted with the survey of the Western Extension route via Douglas Valley; that Mr. Buck is

to conduct the survey of the Branch line from St. Stephens to St. Andrews; and that Mr. Boyd, Resident Engineer of the European and North American Railway, will make the survey to the Nova Scotia border in the event of it not being included in the Intercolonial survey.—*St. John News, April* 20.

New York Central Railroad.

Hon. Erastus Corning has resigned the Presidency of the Central Railroad; and at a meeting of the Directors, held last evening the resignation was accepted and Dean Richmond, of Buffalo, elected President and Hon. Richard M. Blatchford, of New York, elected Vice-President of the Company.

The retirement of Mr. Corning marks an important event in the history of that corporation. His connection with it dates back to its very origin. First as controlling Manager of the Utica and Schenectady and afterwards as President of the Consolidated Road, his administration covers a period of thirty years. And not only was he long regarded as the presiding spirit of the corporation with which he was more immediately connected but as, in some respects, the head of the Railroad interests of the country. He was widely known, and enjoyed a potential influence in business councils not only within but beyond the borders of our State.

Mr. Richmond, who succeeds him, is a man of great energy of character and business sagacity, and commands in an eminent degree the confidence of the Directors and Stockholders of the Road. Mr. Blatchford, the Vice-President elect, has been identified with the Central for a long time, thoroughly understands its interest and will make a faithful and efficient officer.—*Albany Journal*, April 29.

Railroad Earnings--Weekly.

The earnings of the Milwaukee and Prairie du Chien railroad for the week ending April 14, were:

	1864.	1863.
Freight	$20,574 91	$13,854 60
Passengers	10,206 61	4,936 84
Mails, rents	968 50	1,044 69
Total	$31,750 02	$19,356 13
Increase		$12,393 89

The earnings of the Chicago and Northwestern Railway for the third week in April, 1864, were $40,458 10
Corresponding week of 1863 22,311 57

Increase $18,146 53

The Detroit and Milwaukee Railroad traffic for the week ending April 21, 1864:

Passengers	$11,179 05
Freight and live stock	15,758 51
Mails and sundries	571 22
Total	$27,508 78
Corresponding week last year	18,894 18
Increase	$8,614 60

The traffic of the Great Western Railroad for the week ending April 22d, 1864, was as follows:

Passengers	$23,218 84
Freight and live stock	46,747 01
Mails and sundries	2,501 31
Total	$72,467 16
Corresponding week of 1863	53,455 93
Increase	$19,011 23

The earnings of the Chicago and Alton Railroad Company for the week ending April 23, were:

	1864.	1863.
Passengers	$15,047 64	$12,751 44
Freight	24,126 24	23,830 24
Sundries	2,018 72	1,109 47
Total	$41,192 60	$37,691 15
Increase 1864		$3,501 45

The earnings of the Grand Trunk Railway for the week ending April 23, 1864, were:

Passengers	$29,573 39
Express freight, mails and sundries	3,000 00
Freight and live stock	73,339 49
Total	$105,912 88
Corresponding week, 1863	73,873 60
Increase	$32,039 28

The earnings of the Hannibal and St. Joseph Railroad 2d week in April, 1864, were $50,582 55
Corresponding week of previous year 25,827 29

Increase $24,755 26

Union Pacific Railroad, Eastern Division.

The *Commercial Gazette*, of Wyandotte, Kansas of the 9th ult., brings us important information in relation to the condition of this road. At the annual meeting of the stockholders on the 4th ult., at which 125,545 shares were represented, the former Board of Directors was unanimously elected, with the exception of John C. Fremont—Samuel A. Stinson being elected in his place—as follows:

John D. Perry, late President Exchange Bank, St. Louis, Mo.

J. B. Alexander, President Exchange Bank, St. Louis.

Timothy B. Edgar, President Second National Bank, St. Louis.

J. P. Devereux, late Cashier Union Bank, St. Louis.

James C. Kennedy, of New York.

A. C. Anderson, Merchant, St. Louis.

R. J. Wood, Merchant, St. Lonis.

John K. Hale, Wyandotte, Kansas.

S. A. Stinson, Leavenworth, Kansas.

The officers for the ensuing year as follows:

John D. Perry, President.

John J. Devereux, Secretary and Treasurer.

Samuel Hallett, General Manager.

From the official report and the statements contained in the *Gazette* it appears that 40 miles are now graded and ready for the rails, with 84 bridges, averaging 100 feet, including the bridge over the Kansas River, all nearly completed, and 73 culverts. The ties are out and distributed, the poles for the telegraph set, and the wire, insulators and instruments on hand.

Rails are in rapid course of delivery for 100 miles, cars, locomotives, and all the rolling stock provided for and in course of delivery, and a new steamer purchased to run in connection with the road from Weston and Leavenworth, to Wyandotie and Kansas City. The brick are contracted for and being manufactured for engine houses, machine shops, &c., and several of the large brick buildings on the levee have been purchased for offices, warehouses, &c.

The second section of 40 miles is already located, the ties are under contract and in rapid course of delivery, and machines and men for grading one mile a day are on the road.

Twenty miles of the third section are located, and the progress of the work is such that 100 miles will be completed by November next.

On the 5th an excursion took place over ten miles of the road which is in running order, on which two engines and a number of construction cars are constantly employed. At a celebration of the opening, a public meeting was held at which numerous addresses were made, all of them eulogistic of the work, its prospects, and of the energy of the general managers. We notice also that letters from the P. M. General and Secretary of the Interior have been published which give assurance of Governmental favor, in the following words:

DEPARTMENT OF THE INTERIOR,
WASHINGTON, D. C., Feb. 6, 1864.

Samuel Hallett, Esq., Contractor Union Pacific Railway, E. D.:

DEAR SIR:—The energy and vigor with which you have pushed the great work of constructing the Union Pacific Railway, E. D., is a subject of public gratification.

By the arrangement just now made by you, with Messrs. John D. Perry, Esq., of St. Louis, and Thomas C. Durant, Esq., of New York, a just confidence is inspired that all obstacles in the way of the immediate and successful prosecution of the work are overcome.

The company may confidently rely upon the good will and cordial support of the Government in affording every lawful facility in its power that will tend to forward the early completion of the enterprise.

The Government is particularly gratified to have the main line and branches so united in interest, that all the friends of the Pacific Railroad may work in harmony together.

Very respectfully, your obedient servants,

J. P. USHER, Sec'y Interior.
M. BLAIR, P. M. General.

From this it will be seen that the Government recognizes only the parties who are really engaged in this great work.

So great were the difficulties attending its commencement it was feared they would be insuperable, but these seem to have yielded to the indomitable energy and financial enterprise of the company, ably directed by the manager and contractor.

Grain Elevators.

At the terminus of the Milwaukee and St. Paul Railway, at some convenient point on the Menomence river, an Elevator and warehouse are about to be constructed, which may be well called Monsters, at least in size. The work is already parcelled out, and the material is being brought together. It may be as well to state that the Milwaukee and St. Paul Railway will by the 1st of August, have completed their road from Portage City to Watertown, and from the Watertown junction with the Milwaukee and Prairie du Chien Railway to Milwaukee. The dimensions of this elevator are unprecedented. The length is to be 280 feet, width 88 feet, height to lower eaves 78 feet. It will contain 112 bins. The warehouse will be furnished with nine receiving elevators and five shipping ports, capable of taking in 45,000 bushels and giving out 25,000 bushels per hour. Its ordinary capacity is to be one million three hundred thousand bushels. And the extraordinary capacity will be fifteen hundred thousand bushels, being the largest grain warehouse in the world.

We may conceive some idea of its size, when we are told that there will be used in its construction 7,500 piles, 3,500,000 feet of lumber, 8,000 kegs of nails, in short whole cargoes of material.

Another of these huge fabrics is being erected in Milwaukee, on a location between the Canal and the river just south of the Cherry bridge, and as is supposed by the Milwaukee Dock Company, under a charter obtained from the last legislature. It is intended for the accommodation of the rapid-

ly increasing business of the St. Paul Railway, and will accommodate the trade of the Horicon Division, and the main line east of Portage City, while the Elevator described above will accommodate the trade of the Watertown Division, and the main line west of Portage City. It will be ready to receive the fall crop. The dimensions are 145 by 160 feet, and the height to the eaves 80 feet. The first story is to be built of brick and the balance iron-clad in the usual style of plank warehouses. The foundation piles are now being driven at the rate of 25 a day, and will soon be doubled. The dock is built and the dock piles for the foundation already driven. The other material is being delivered upon the ground as fast as the state of the roads will permit. It will rest on a foundation built upon more than 6,000 piles. It will have eight receiving and shipping elevators, capable of handling 30,000 bushels of grain per hour. It is to have 116 bins, with an aggregate storage of 1,250,000 bushels, being larger than any other elevator on the continent, with the exception of the one described above.

With these great improvements completed, the St. Paul Railway will have a connection with storage capacity, and a receiving and shipping facility, equal to any railroad in the country if not in the world, It will probably be able to handle more grain, with the same equipment, than any road in America. But the development of the country northwest of Milwaukee warrants the ample outlay, and timely provision for handling the rapidly increasing trade. The great system of roads now constructing in Minnesota; the speedy completion of the St. Paul Railway to Winona, will pour over this railway a stream of products now unknown in our commercial history. It is stated in a Chicago paper that the great Rock Island Elevator is the largest in the world. Milwaukee will soon bear away the palm in this respect, as she has for several years as the greatest primary wheat receiving market in the world.

A brief comparison will show the relative capacity of the great Chicago Elevator and those now constructing in this city.

	Area.	Capacity.
St. Paul Elevator	24,640 ft.	1,500,000
Mil. Dock Company	23,200 "	1,250,000
Rock Island	22,000 "	1,100,000

These elevators are purely an American idea, and are characteristic of American ingenuity and sagacity. On the Black Sea the wheat of the Country is brought to Odessa, and piled up in the open air, in banks sometimes miles in extent. It has been known to remain there so long, that the surface actually sends forth sprouts enough to make a thatch, but of course so imperfect a one, that the quality is injured by the exposure. The exporters there have neither warehouses nor even sheds enough to protect the grain from the weather, while here it is carefully housed, lifted from railway cars to the merchant vessels with extraordinary despatch, and preserved throughout its transit with a care, which tells not only on the price but on its reputation, as a merchantable article.

We may add that these elevators are a wonderful economy and assistance to the grain raisers, dealers, shippers and exporters, and wherever we see them or hear of additional structures like those we have described, we know that the localities where they are erected are rapidly increasing in resources, production and wealth.

Finances of the City of New York.

The following is an abstract of the report of the Comptroller for the year ending December 31, 1863:

The amount of money in the city Treasury at the commencement of the year was	$1,739,911 72
—and the receipts into the Treasury from all sources during the year	18,447,828 64
Total means	$20,181,745 36
Amount of warrants on the Treasury paid by the chamberlain and by him returned to the comptrol'r	18,526,803 59
Balance, Dec. 31, 1863	$1,654,941 77

The aggregate valuations of property within the city and county, as returned by the Commissioners of Taxes and Assessments to the Board of Supervisors, were as follows:

Real estate		$402,187,382
Personal owned by residents	$179,277,329	
Personal owned by non-residents	12,689,832	
		191,967,161
Total as returned by Commissioners		$594,154,543

But the Committee on Annual Taxes of the Board of Supervisors, on examination of the rolls found several errors which they caused to be corrected, and approved of the following statement, which was adopted by the Board as the basis for estimating and computing the tax:

	As returned by the Commissioners of Taxes and Assessments.	As reported by the Comm'tee on Annual Taxes and adopted by the Supervisors.	As ascertained on extending items of Taxes.
Real estate	$402,187,382	$402,196,652	$402.196,532
Personal	191,967,161	192,000,161	192,000,161
Totals	$594,154,543	$594,196,813	$594,196,693

The amount of the yearly taxes levied in this county during the last five years was as follows:

	For the use of the corporation.	For County and State purposes.	Total.
1859.	$6,546,034 11	$3,314,891 98	$9,860,926 09
1860.	6,085,448 60	3,673,059 26	9,758,507 86
1861.	6,713,293 40	4,944,338 88	11,627,632 28
1862.	5,111,056 08	4,795,215 02	9,906,271 10
1863.	6,341,202 96	5,750,702 18	12,091,905 14
Tot.	$30,797,035 15	$22,448,207 32	$53,245,212 47

The aggregate funded and temporary indebtedness of the corporation at the close of the year 1862 was		$27,491,642 00
The amount of stocks and bonds issued was		5,799,500 00
Total		$33,291,142 00
The amount redeemed and canceled in 1863 was as follows, viz.:		
Revenue bonds of 1862	$183,600	
Revenue bonds of 1863	1,824,600	
Street improvement fund bonds	317,000	
Volunteer soldiers's family aid fund bonds, No. 2	500,000	
Volunt'r soldiers's bounty fund bonds	500,000	
Public building stock No. 2	50,000	
Public stock for rebuilding Tompkins Market.	17,000	
		3,392,200 00
Total amount, Dec. 31, 1863		**$29,898,942 00**

The aggregate indebtedness at the close of 1863, as above was contracted for the following purposes:

For introduction of the croton water	$10,364,033 00
For Central Park—land and improvements	8,789,571 00
For erection of public buildings	442,000 00
For building docks and slips	500,000 00
For payment of damages on acc'nt of fire in 1855	402,768 00
For indebtedness of Old Public School Society	154,000 00
For purchase of West Washington and other market property	600,000 00
For liquidation of floating debt in 1859	2,748,000 00
For expense growing out of and connected with the present war.	3,885,570 00
Total	$27,885,942 00
In addition to the above amount the corporation have borrowed from time to time, to enable them to make advances to contracors and others for opening and improving streets, which is payable from the assessment to be collected for such improvements, and for which bonds are outstanding, the sum of	2,013,000 00
Total amount of city debt	$29,898,942 00

The amount of city debt, as above (exclusive of the "Trust Funds,") is payable as follows:

From the sinking fund for the redemption of the city debt	$20,346,372 00
From future taxation	7,539,570 00
Total	$27,885,942 00
The amount of investments by the Commissioners of the sinking fund, applicable to the redemption of said debt is	$7,731,501 00
Amount of cash in said fund	253,650 71
	7,985,151 71
Actual amount of indebtedness Dec. 31, 1863	$19,900,790 29

In closing his report, Mr. Brennan says:

It is satisfactory to know that, notwithstanding the increase of the public expenditures growing out of the present war, the city government occupies a sound financial position both at home and abroad, and its loans are readily taken by capitalists as safe and permanent investments at a premium on their par value.

Milwaukee and Prairie du Chein Railway.

The following is the essential section of a very important act which recently passed the Legislature of Wisconsin, empowering the Milwaukee and Prairie du Chien Railroad Company to bridge the Mississippi at Dubuque, and to complete their southern branch at that point:

The Milwaukee and Prairie du Chien Railway Company is authorized to lease or purchase from any company a railroad from the terminus of the said road in Monroe, Greene County, in this State, to the Mississippi River and across the same, to in and through the City of Dubuque, in the State of Iowa, when constructed, or in process, or in contemplation of construction, upon such terms and conditions as may be agreed upon between the parties. And they are also empowered to construct a railroad between the points aforesaid, that is, from Monroe to the Mississippi River, and to, in, and through Dubuque. And the Milwaukee and Prairie du Chien Company is empowered to lease, purchase, build, or construct a bridge or bridges at and from any point or points in either or both Grant and Crawford Counties across the Mississippi River for the purpose of crossing the same with a railroad track or tracks, provided such bridge or bridges can be so constructed with

draws that the navigation of the river shall not be unnecessarily incommoded thereby. And the said Milwaukee and Prairie du Chien Railway Company is empowered to lease or purchase any railroad or railroads constructed, or hereafter to be constructed, in the State of Iowa, having its terminus, or their termini, on the Mississippi River opposite, or nearly so, of any present or future terminus or termini of the said Milwaukee and Prairie du Chien Railway Company on the Mississippi River.

Pittsburg, Fort Wayne & Chicago Railway.

To the Bondholders and Stockholders of the Pittsburg, Fort Wayne and Chicago Railway Company.

The undersigned, Commissioners to carry into effect the recent financial arrangement between the bondholders and stockholders, deem it proper to communicate to you this statement:

1. The application of earnings of the railroad to improvements of the property, in the nature of construction, have been, according to the books:

During the receivership under the order entered Jan. 17, 1860	$1,007,650 06
During the six months from November, 1861, to May 1, 1862	236,694 60
From May 1, 1862, when the present company went into possession, to Dec. 31, 1862	970,147 56
(Of which $536,678 were for depot and bridge bonds)	1,517,162 25
Total	$3,731,654 47

Which investment is now bearing good interest, in the shape of enlarged earnings, and virtually increases the intrinsic value of the stock full $3,500,000.

2. This expenditure has been made without increasing the debt or stock of the company, as reorganized. Net earnings over interest supplied a million last year, and large sums before; and the residue has been provided for by remission of interest, made in conformity to the agreement for reorganization, and by surpluses in the hands of the bondholders' committee resulting from provident adjustments.

3. Before the late financial arrangement, the company had provided for $1,912,509 to be expended for improvements during the present year; most of which was to have been furnished by net earnings, and the residue from the other resources mentioned. It was not contemplated, in the execution of this work, to increase the capital stock, or to incur any additional bonded debt, or any floating debt. No doubt was entertained that the net earnings, after paying interest, would have been sufficient for these purposes. Neither the officers of the company nor the committee of the bondholders felt any hesitation in acting upon this conviction.

4. The purchase and construction of new equipment has formed an important share of these expenditures. Among them was a provision for 95 new locomotives. The cars have been proportionately increased. Contracts for iron have also been advantageously made. The track has been greatly improved. It needs still further expenditure. The equipment received is still inadequate to the business which offers. The savings on this work, as compared with the present range of prices, will be nearly two millions of dollars.

5. It was in this condition of things that the desire of the Board to proceed more rapidly with the improvements contemplated, and the demand of the stockholders for the application of the net earnings to dividends, led to a conference between these interests and the bondholders which has resulted in some modifications of the financial plan fixed in 1859, by the agreement of reorganization.

These modifications are substantially the following:

To the bondholders is accorded—

1. An extinguishment of the right of the company, after July 1, 1867, to require them to accept six per cent. bonds, or to receive payment of the principal; a change which leaves all the bonded debt of the company irredeemable until July 1, 1912.

2. The establishment of sinking funds for the first and second mortgages having priority over dividends, and the application of their incomes to the purchase of the bonds at their market value.

3. Incidentally, an increase of their security by a large additional expenditure of new capital upon the property.

4. An enlargement of the voting power of the first and second mortgage bondholders from one vote on every $200 to one vote on every $100 of par value.

5. The payment of interest on the third mortgage bonds semi-annually instead of annually.

To the stockholders, upon these conditions, is accorded:

1. The power to provide for all new construction by issues of new capital stock.

2. A release of the provisions of the trust deeds which require all net earnings over 6 per cent. on the original $6,500,000 of capital to be applied as sinking funds to purchase in the bonds; or in some cases, to new improvements.

The practical result of these measures is, to leave the net earnings in each year, after paying interest and sinking funds, at the disposal of the company, for dividends upon the stock; and the policy may now be deemed to be settled, by the unanimous action of the stockholders and bondholders, to apply such surplus of net earnings to dividends, as far as prudence and sound discretion will warrant.

6. The annual charge for interest and sinking funds will be as follows:

8 per cent. on $5,250,000 of 7 per cent. first mortgage bonds	$420,000
8 per cent. on $5,160,000 of 7 per cent. second mortgage bonds	412,800
7 per cent. on $2,000,000 of third mortgage or income bonds	140,000
On bridge bonds and Chicago depot b'ds.	30,950
Total interest and sinking fund	$1,003,750

7. The net earnings for 1863, as stated in the President's Annual Report, were $2,106,623 18, which would have been sufficient to pay the interest on the bonds, and the installments of the two new sinking funds, and to leave a surplus of $1,102,873 18, which, if the new financial arrangement had then existed, would have been applicable to dividends on $6,500,000 of stock, being over 16.96 per cent.

This was, in the main, without the benefit of the $1,517,162 of new capital expended on the road and equipment during that year, and with an equipment very inadequate to the business which offered.

The President's estimate of net earnings for the present year, made also in the Annual Report, is $2,500,000; and, in a Special Report, he stated that the net earnings for March, after deducting the proportion for interest and the new sinking funds, were over 2½ per cent. on the present amount of the stock.

Thus far the receipts for April are quite equal to those of March.

8. In judging of the value and productiveness of your property, it is to be noted:

That it is a direct and continuous line, without branches or dependencies, between great industrial and commercial centres, 468 miles long, every part having a through business and an abundant local traffic, rapidly increasing, with easy grades and slight curves, more than two-thirds of the distance being straight line, traversing a grain-growing region of unsurpassed fertility, as yet but partially developed.

That the investment of capital in bonds and stock is less than that of any other leading line of equal, or even similar, productive capacity, by more than one-third.

That the present affluence of earnings is mainly due to these permanent causes.

If the business capacity of the line be properly sustained and developed, there is no reason to doubt, in the judgment of the undersigned, that it will maintain its dividends in every condition of circumstances which will allow of dividends in similar enterprises.

It must be borne in mind, also, that as *none of the bonds are payable for 48 years, and none of them are* CONVERTIBLE *into stock*, the whole increase of net earnings arising from a natural and permanent growth of business enures to the stock, which forms at present but one-third of the invested capital. The less permanent effect of an inflated currency will operate, during its continuance, in the same manner.

The undersigned, in the exercise of the discretion intrusted to them by the bondholders and stockholders, will not now press the sale of any new issue of stock under the new arrangement; they see no cause for a premature issue. That measure can be deferred until an easier condition of the money market; and the gradual and general distribution among permanent investors of the present stock will enable us more nearly to obtain its real value.

Dated New York, April 27, 1864.

JAMES F. D. LANIER,
J. EDGAR THOMSON,
SPRINGER HARBAUGH,
SAMUEL J. TILDEN,
LOUIS H. MEYER,
Commissioners.

NOTE.—The following is a copy of the Special Report made by the President, hereinbefore referred to:

NEW YORK, April 8, 1864.

GENTLEMEN: The unanimous action of the stock and bondholders has liberated the net income of the railway after paying interest and sinking fund, so as to place it at the disposal of the Board of Directors for the purpose of dividends, surplus funds and other objects consistent with the interests of the corporation.

The first and second mortgage bonds, being five-sixths of the whole funded debt, were so arranged in six series as to make the amount due for interest each year payable in monthly instalments of one-twelfth each month. Two years having confirmed the theory upon which the plan was adopted, it might now be well to assimilate to it the plan of paying dividends on the capital stock by paying quarter annual dividends, instead of annual or semi-annual dividends, as is generally customary with other corporations.

I herewith submit an approximate statement of the earnings, expenses, and disbursements for the months of January, February, and March past, which is sufficiently near correct to justify the Board acting upon it with a view of making a dividend, if it is thought best to declare one at this time:

Earnings for January		$290,675 81
Earnings for February		455,211 02
Earnings for March		602,603 28
Total for three months		$1,348,490 11
Deduct operating expenses:		
For January	$210,296 21	
For February	263,328 22	
For March	330,000 00	
		803,624 43
Balance		$544,865 68
Less interest and sinking fund as follows:		
Three months on first mort.	$91,875 00	
Three months on 2d mort.	90,300 00	
Three months on 3d mort.	35,000 00	
Three months on Chicago depot bonds	1,737 50	
Three months on interest and sinking fund on Allegheny bridge bonds	6,000 00	
Sinking fund of one per ct. on first and second mortgages for three months	26,025 00	
		250,937 50
Leaving a balance of		$293,928 18

Which is applicable to dividends, and subject to the order of the Board. The above balance of unexpended and unappropriated income is equal to a dividend of 4.52 per cent. on the outstanding capital stock.

The small earnings for January were caused, as you are aware, by an almost total suspension of the business of the railway for about one-fourth of the whole month, arising out of a combination of the locomotive runners to interfere with the police and management of the railway.

It would not be prudent at this time to divide all the surplus earnings, as unforeseen contingencies may affect future earnings, and, to enable the company to make full dividends in adverse times, a surplus fund ought to be accumulated.

Respectfully submitted.

(Signed) G. W. CASS, President.

To the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railway Company.

Upon the reading of the above report, it was unanimously resolved to declare a dividend of 2½ per cent. for the quarter year from January 1 to March 31, 1864, payable at the office or agency of the company on the 15th day of May next.

CHICAGO AND NORTH WESTERN RAILWAY CO., April 23, 1864.

THE ANNUAL MEETING OF THE BOARD AND STOCHOLDERS of the CHICAGO AND NORTH-WESTERN RAILWAY COMPANY, for the election of DIRECTORS, and for the transaction of any other business that may come before them, will be held at the Office of the Company, in the City of Chicago, on THURSDAY, the 2d day of June, 1864, at 3 o'clock P. M.

4t-19 WILLIAM B. OGDEN, President.

TRANSFER OFFICE OF THE CHICAGO AND NORTH WESTERN RAILWAY CO., No. 8 Wall st., NEW YORK, April 23, 1864.

THE PREFERRED STOCK BOOKS of the Chicago and North Western Railway Company will be closed on the 15th day of MAY next.

On all Preferred Stock then issued and outstanding, a Dividend of ONE and THREE-FOURTHS PER CENT. will be paid on the 1st of JUNE next.

Future Dividend days on above Stock will be Semi-Annually on the 1st of DECEMBER and JUNE.

By order of the Board,

4t-19 JAMES R. YOUNG, Secretary.

THE MANAGEMENT OF STEEL.

D. APPLETON & CO.,

Nos. 443 and 445 BROADWAY,

PUBLISH THIS DAY:

THE MANAGEMENT OF STEEL. Including Forging, Hardening, Tempering, Annealing, Shrinking, and Expansion. Also, the Case-Hardening of Iron. By Geo. Ede. Employed by the Royal Gun Factories Department, Woolwich Arsenal. First American from second London edition. 1 vol., 12mo, 50 cents.

"Steel being one of the most valuable metals, and requiring great care in the forging, hardening, tempering, annealing, and management of it in general, I think, after having had nearly twenty years' good practice, experience, and study combined, I am now able to give a little information to those who have not had so much to do with it as I have."—(Extract from the Work.

Sent free by mail on receipt of price. 2t-18

Sherbrooke Gold Mining Co.

OF NOVA SCOTIA.

OFFICERS.

President.

HERMAN FUNKE.

Directors.

HERMAN FUNKE, HERMAN STURSBERG,
FRED. SCHUMACHER, CARLOS PIERCE,
HENRY A. TILDEN, JAMES S. WHITNEY,
FRANK J. PRATT.

Secretary and Treasurer.

FREDERICK SCHUMACHER,

OFFICE OF THE COMPANY,

No. 50 Cliff Street, New York.

WM. F. SHIRLEY,

BROKER IN MINING STOCKS,

137 Broadway, New York,

HOME INSURANCE BUILDING,

gives especial attention to the purchase and sale of GOLD, COPPER, IRON, and LEAD STOCKS at the Mining and Public Board. Also MINERAL LANDS purchased and sold on commission. Facilities for forming new companies.

Refers to Everett Clapp, President Palisade Bank, Yonkers; W. A. Cobb, President Fulton Insurance Company, N. Y.; W. H. Beers, Actuary New York Life Insurance Company, N. Y.; J. F. Seymour & Co., 79 Warren street, N. Y.; D. S. Cash, Ontonagon, Mich.; Corbitt Bacon, Central City, Colorado. 6m17

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

For sale by

WILLIAMS & PAGE, Boston.

BULLION MINING CO.,

COLORADO.

CAPITAL.....5,000,000.

Shares, Full Stock.....$25 each.
Subscription Price..... 10 each.

RESERVED IN THE TREASURY, 50,000 SHARES.

PROPERTY:

1,217 Claims, equal to 121,700 feet, in the Gregory, Bobtail, Briggs and many other equally valuable Lodes in Clear Creek and Gilpin Counties, Colorado, and in addition, a valuable water-power of 2,400 feet on Clear Creek.

Title undoubted.

TRUSTEES:

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EDWARD B. WESLEY, New York.
HENRY H. ELLIOTT, New York.
CHARLES T. CROMWELL, New York.
STILLMAN WITT, of Cleveland, Ohio.
GEORGE COOK, of Central City, Colorado.
EDWARD B. WESLEY, President.
JOHN E. WILLIAMS, Treasurer.
CHAS. T. CROMWELL, Counsel, 79 Cedar st.
FREDERIC B. ELLIOTT, Secretary.

MANAGING DIRECTOR AND GENERAL SUPERINTENDENT,

GEORGE COOK, of Central City, Colorado.

40,000 Shares of the Stock remain to be sold at Ten Dollars each.

Books will be open on WEDNESDAY, the 13th instant, at the office of JEROME, RIGGS & CO., No. 46 Exchange Place.

NEW YORK, April 9, 1864. 3m16

SUBSTITUTE FOR

CAR DUCK.

Kingman's Patent Car Covering.

A HEAVY CANVASS, bedded in Water Proof Paste and Painted. Costing now about half as much as Car Duck. Full particulars, directions, and samples sent Also an experienced man sent to show the best way to apply it when requested.

WILLIAMS & PAGE, Boston.

SPECIAL NOTICE

TO

BANKERS, BROKERS,

Coal, Mining Companies, Merchants and Others.

THE BUILDINGS

69, 71, and 73 Broadway,

(Cor. of Rector street,)

Are to be altered into and fitted up in a very superior manner as first class offices. Also offices corner of Broad street and Exchange Place, No. 4 and 6 Broad street, and No. 19 Wall street. Parties desiring to select space and have improvements to suit themselves can see the plans by calling on

EDWARD MATTHEWS,

Corner of Broad street and Exchange Place, NEW YORK.

TO THE STOCKHOLDERS OF THE MARIPOSA COMPANY.

Notice is hereby given, that a meeting of the Stockholders of the Mariposa Company will be held at the office of the said Company, No. 34 Wall street, in the City of New York, on the 9th day of May next, at noon, for the purpose of deciding upon the increase, and increasing the amount of the capital stock of the said Company, by an addition of twenty thousand shares to the one hundred thousand shares already issued, making, with such increase, a total capital, of one hundred and twenty thousand shares, at the par value of one hundred dollars a share, amounting, altogether, to twelve millions of dollars, in order that the floating debt of the company may be paid, and the mining and other resources of its estate may be more completely and expeditiously developed.

By order of the Board of Trustees.

JAMES HOY,
MORRIS KETCHUM,
GEORGE OPDYKE,
Majority of the Trustees.

NEW YORK, April 11, 1864. 4t-17

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern.

PERKINS & LIVINGSTON,
54 Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or ershipped at ports in the United States.

M. K. JESUP & COMP'Y,
59 Exchange Place.

New York, 1st June, 1863.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.

For sale by

PERKINS & LIVINGSTON,
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RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,
70 Beaver st., New York.

RAILROAD IRON.

500 TONS BEST AMERICAN. Weighing 60 to 65 lbs. to the yard, for immediate delivery.

For sale by

JOSIAH S. LEVERETT & CO.,

4t16 No. 89 Maiden Lane, New York.

RAILROAD IRON.

2,500 TONS RAILROAD IRON, 50 lbs. per yard.

5,000 Tons Railroad Iron, 56 lbs. per yard.

In yard and on shipboard to arrive. All New York and Erie pattern, of best English make, and inspected at the works. For sale by

DEHON, CLARK & BRIDGES,
28 Beaver Street.

New York, 2nd April, 1864.

JUST PUBLISHED.

Holley's Railway Practice.

AMERICAN AND EUROPEAN RAILWAY PRACTICE in the Economical Generation of Steam, including the materials and construction of

Coal-Burning Boilers, Combustion, the Variable BLAST, VAPORIZATION, CIRCULATION,

Super-Heating, Supplying & Heating Feed-Water, &c,

And the adaptation of Wood and Coke-Burning Engines to Coal-Burning, and in Permanent Way, Roadbed, Sleepers, Rails, Joint Fastenings, Street Railways, etc., etc.

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With seventy-seven Lithograph Plates. One volume folio, cloth. Price $10.

ALSO RECENTLY PUBLISHED,

Ward's Steam for the Million. One Vol. 8vo, cloth, $1 00
Walker on Screw Propulsion. " " " 75
King on Steam, Steam Engine, Propellers, etc. Eighth edition, cloth 2 00
Whildin's Strength of Materials. 12 mo, cloth 75

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BOOKSELLER, PUBLISHER AND IMPORTER,

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MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD,

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat pieces nor "laminate." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to **NAYLOR & CO.,**

421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

OFFICE OF THE

ÆTNA

FIRE INSURANCE CO. OF NEW YORK,

NEW YORK, *January* 12, 1864.

☞ THE DIRECTORS OF THIS COMPANY Have this day declared a Semi-Annual CASH DIVIDEND to Stockholders of FOUR (4) PER CENT., payable on demand. Also, a SCRIP DIVIDEND of FIFTY (50) PER CENT., to its Customers upon the premiums earned during the year ending December 31st, 1863, on all its policies entitling the holders to participate in the profits of the Company's business, and scrip will be issued on the 15th day of February. Also, an INTEREST DIVIDEND of SIX PER CENT, in Cash on all outstanding scrip, payable on demand; all free from Government tax.

LIVINGSTON SATTERLEE, Sec'y.

TIRES,

LOWMOOR, BOWLING & SEMI-STEEL.

AXLES,

Kinsly Co., Bridgewater and Nashua.

For sale by **WILLIAMS & PAGE,**

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COAL.

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AND

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of all kinds.

QUINTARD & WARD,

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The Mercantile Mutual INSURANCE COMPANY,

No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1843.

ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of EUGENE KELLY & CO., No. 36 Wall street. 1md21.

PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 61 Beekman st., (up-stairs,) New York.

OFFICE OF THE

COLUMBIAN (MARINE) INSURANCE COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL.... $1,000,000

Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.

LOSSES PAID IN GOLD

Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,

MARKED with initials of Road, with chains and keys. EXTRA LOCKS AND KEYS—when ordering Locks and Keys to match others, enclose key in letter.

WILLIAMS & PAGE,

67 Water street, BOSTON.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XX., No. 20.] SATURDAY, MAY 14, 1864. [WHOLE No. 1,465, VOL. XXXVII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 14, 1864.

Chicago and Alton R. R.

We give this week a full abstract of the recent annual report of this company. We learn that the company has recently completed a lease of the Alton and St. Louis Railroad, which will be built within the next three months. This will give the company uncontrolled possession of the line through from Chicago to St. Louis.

Chicago and Great Eastern Railway.

Work on the Chicago and Great Eastern Railway is progressing rapidly. The rails have all been purchased, and with the exception of 170 tons, are already delivered, and being forwarded to Chicago. The purchase was made at an average of about $96 per ton, saving to the Company at least $140,000 below the present market rate. A large force is employed, and the line will probably be open for traffic early the ensuing Fall.

The opening of the Chicago and Great Eastern Railway will give the Cincinnati and Chicago Air Line unrestricted facilities for traffic between the Northwest and the Atlantic cities, from which it has heretofore been entirely excluded, and must very largely increase its business.

The following is an official statement of traffic of the Cincinnati and Chicago Air Line Railroad, from January 1st 1862, to March 31, 1864:

Year 1862.	1863.	Increase.
$328,656.79	$528,364.15	$199,707.36, or 61 per ct

January, February, and March,

1862.	1863.	1864.
$71,460.78	$106,118.87	$169,104.93
Increase, 34,658,09		63,986,06
or 48 per ct.,		or 68 per ct.

Increase for three months of 1864 over 1862, $98,644 15, or 139½ per cent.

Central Pacific Railroad of California.

We have received and read with attention the report of the Finance Committee of the Senate of California on the subject of the Central Pacific Railroad, of which we give the following abstract:

By the act of Congress of July 1, 1862, this project was included as one of those recipients of its bounty, opening as it did the only organized plan for the construction of a road across the Sierra Nevada. The Company is now engaged in its construction, and will soon be ready to transport passengers and freight over a portion of the line. It has actually expended in the purchase of the rights of way, real estate, engineering, construction, buildings, superstructure, rolling stock, and other necessities, grading, bridging for 30 miles, and all the rolling stock for 60 miles, a sum exceeding $1,660,000.

A large sum will still be needed to complete the nineteen remaining miles of the first fifty miles, and it is highly important to the Company and State that this division of fifty miles should be completed by the 1st day of December next. The grading of this nineteen miles is very heavy and expensive, as much of it consists of deep cuttings through rock and cemented gravel. The Company must rely to a great extent upon State aid for the means to complete it, as the assistance granted by the National Government is not available until forty miles are completed.

It is also necessary that a large amount of work should be performed during the present season upon deep rock cuttings, tunnels and heavy embankments, on that portion of the line east of the first fifty miles, as otherwise the progress of construction will be greatly delayed. It is believed that after the construction of the first fifty miles, there will be no difficulty in securing the necessary means, which with the Government grants, will insure an early completion of the work. The Senate bill, No. 302, which this report alludes to was based on the principle of issuing State bonds to the extent of $1,500,000, such bonds to be delivered to the company which should first complete a line to the Eastern boundary of the State; the great point being to complete the road over the mountains to the Valley beyond. This Company is the only one organized for the construction of a railroad over the Sierra Nevada, or that uses a gauge in conformity with that required by that act. *It is then, the only line which can really form a part of the great Union Pacific Road.*

The report recommends, therefore, as the act 302 is to operate in futuro only, while immediate assistance is required, that its consideration be indefinitely postponed, both because it is not advisable to increase the State debt, and efficient aid can be better extended to the Company by allowing it to issue its own bonds, secured by a mortgage on its property, the State to pay the interest on a certain portion of said bonds as the same become due; the money to pay such interest to be raised by a special tax for that purpose.

A bill is therefore presented by the Committee as a substitute for the other, by which last the State agrees to pay from the proceeds of a special tax the interest on the bonds to the amount of $1,500,000 (to be issued by the said Company,) for the period of twenty years, and in consideration thereof, the Company is to perform valuable and important services to the State, and especially to transport free of charge all troops and munitions of war belonging to the State. The company also agrees to convey to the State a half section of land with a large portion of a ledge of granite adjacent to the main line of their road, 22 miles from Sacramento, suitable for public buildings hereafter to be erected by the State.

The report makes one valuable statement which should not be overlooked, and is applicable to other States than California, viz: that the road costing about fifteen millions, and the lands it will raise in value many millions more, will pay yearly taxes into the State Treasury double the interest (at the lowest calculation) which the State will advance during the 20 years.

The Company is willing to accept the proposed bill in place of the former one, as its aid is immediate and valuable, while that of the bill 302 is remote and contingent. The report is a clear sighted paper evincing a thorough knowlededge of the subject, of its financial relations, and its importance to the Great State of California and the other States.

Chicago and Alton Railroad.

We have the report of this company for the fiscal year ending December 31, 1863, from which we learn that the earnings during that time were:

From freight		$1,120,448 40
" passengers		736,058 58
" mails		28,112 53
" express		35,579 44
" sundries		17,988 58
" military		83,582 69
Total		$2,021,770 22
Less payments to—		
Joliet and Chicago R. R.	$187,122 37	
St. Louis, Alton & Terre Haute Railroad	59,479 71	
Alton & St. Louis Packet Company	55,692 48	
U. S. tax on passengers.	22,709 98	
Omnibus transfer, ferry, etc.	23,059 08	
		348,063 62
Earnings Chicago and Alton R. R.		$1,673,706 60
And the expenses were:		
Repairs of road	$236,728 07	
" locomotives	77,282 77	
" cars	96,280 75	
" bridges	11,633 38	
" build'gs. etc.	29,137 23	
Locomotive running	230,444 87	
Station agents, etc	105,259 98	
Conductors, etc	41,885 88	
Station expenses	33,542 09	
Office expenses	24,204 62	
Taxes	15,884 03	
Rent	10,016 79	
Compensation account	17,434 75	
Miscellaneous	42,110 57	
		971,840 78
Balance to income account		$701,865 82
Balance to credit of this account, Jan. 1, 1863		143,137 77
Premium on bonds sold, less adjustment of Joliet and Chicago rent account, Oct. 15th to Dec. 31, 1862		9,397 30
		$854,400 89
Payments from this account—		
Interest on bonds	$256,480 00	
Dividend on pref. stock	84,763 00	
" common "	44,575 00	
Contribution to sinking fund	15,000 00	
Construction account	103,841 28	
		504,659 28
Balance		$349,741 61
This balance is represented by—		
Advanced trustees on renewal account	$120,000 00	
Cash on hand	98,343 98	
Accounts due the Co.*	115,251 50	
Stores on hand, paid for.	166,881 17	
	$500,476 65	
Less due by the Company	151,735 04	
		348,741 61
Difference		$1,000 00

* In addition to the above there is due from U. S. Government the sum of $25,800 for rolling stock sold.

The difference of $1,000, is amount paid on account of reorganization, and not yet charged to income account.

The expenditures on construction and renewal account during 1863 were $330,523 73; of which $103,841 28 is charged against income account, and the remainder, $226,682 45 is charged against the 300 first mortgage bonds issued for renewals, that being the balance unexpended January 1, 1863.

The capital is $8,305,939, (less $15,000 paid trustees of the sinking fund 1st August, 1863, to redeem a like sum of preferred sinking fund bonds,) represented by the following bonds and shares of stock:

First preferred sinking fund bonds, 7 per cent.	$585,000
First mortgage bonds, 7 per cent	2,400,000
Income bonds, 7 per cent	1,100,000
Preferred stock, 7 per cent	2,422,596
Common stock	1,783,343
Total	$8,290,939

The first section of alterations and modifications of the bondholders agreement of the assented creditors of the Chicago and Mississippi Railroad Company, approved July 9th, 1862, requires an annual appropriation of $72,000 for interest and sinking fund, as applicable to the payment of interest and the redemption of $600,000 first preferred mortgage sinking fund bonds. $15,000 was paid to Samuel J. Tilden and Lewis H. Meyer, trustees of the mortgage, on the 1st August, 1863, for the redemption of bonds, and their report enumerates those drawn in the presence of Philip F. Smith, Notary Public. The Trustees deed designates the 1st February and 1st August in each year, for the redemption of bonds, which will increase the amount of sinking fund and diminish the interest from year to year, the annual appropriation of $72,000 remaining the same, until the final redemption of the $600,000 first preferred mortgage sinking fund bonds.

The receipts from all sources, for the fiscal year, are $2,021,770 22, less $338,063 62 rent paid Joliet and Chicago Railroad Company, and compensation to St. Louis, Alton and Terre Haute Railroad Company, Alton and St. Louis Packet Company, and cost of transfer at St. Louis, &c., making those of the company $1,673,706 60, for its line of 220 miles between Joliet and Alton; an excess of $448,705 77 over the earnings of 1862, or $7,607 75 per mile, against $5,568 55 in 1862, being a gain of $2,039 20 per mile, equal to 36.73 per cent.

The military earnings for 1862 were $152,483 90 and for the fiscal year of 1863, $67,102 10, (a falling off of $95,381 80,) deducting these respective amounts of earnings from those derived from the regular traffic of the company in each year, its increase in 1863 over 1862 is $534,107 57, or 43.90 per cent.

The operating expenses for the fiscal year are $971,840 78, or 58.08 per cent. on earnings of $1,673,706 60, leaving the balance of profit, $701,865 82, carried to the credit of income account. The operating expenses of 1862 were $767,207 01, or 62.62 per cent. on its earnings of $1,225,000 83, leaving a balance of profits of $457,793 82, making a gain of $244,072 in the profits of the fiscal year 1863 over those made in 1862, or 53.32 per cent.

In the report of January, 1863, $75,820 59 appeared to the credit of reserve material account, for stores delivered by the late receiver on his surrender of the road on the 16th October, 1862, this item being an asset and a credit, it is deemed proper to dispose of it by passing it to the credit of construction and to the debit of stores on hand, so that this account, as it now stands, should represent the actual stores belonging to the company.

The balance of $349,741 61 at the credit of income account derived from profits unexpended and earned since the organization of the company, on the 16th October, 1862, over and above interest and dividends paid, will be subject to reduction on the final rendering of the account of the Trustees of the assented creditors of the Chicago and Mississippi Railroad Company, owing to the expenses incurred in the execution of this trust. Our report of February 21st, 1863, enumerated $800,000 first mortgage bonds, in the hands of Trustees, as part of unappropriated assets; these bonds were granted for the purposes of improvement and renewal of the line of road and rolling stock, its appurtenances and other purposes of organization and their execution and delivery to the Trustees for their signature contemplated their restoration on their approving improvements then estimated and since completed. Application has been made to the Trustees for the surrender of these bonds, and the account of expenditures on improvements and renewals of road and rolling stock, made up to June 30, 1863, amounting to $284,558 89, has been duly rendered to them; they have, however, not signified their approval of it, and only surrendered $180,000 of the $300,000 first mortgage bonds, the remainder, as we are officially advised, being appropriated to meet the expenses of reorganization, and other purposes, as appears in statement. Of this appropriation of first mortgage bonds, $54,000 were paid to James Robb, Esq., Receiver, viz: $14,000 on account of a distributive dividend on $24,000 first mortgage bonds of the Chicago and Mississippi Railroad Company not entitled to the benefits of the bondholders' agreement, and $40,000 as a deposit to await the decision of the U. S. Court for the Northern District of Illinois, as to claims preferred by certain parties, creditors of the old corporations, claiming to participate in the proceeds of the price bid for the railroad by Samuel J. Tilden and Lewis H. Meyer, Trustees. If the decision of the Court is adverse to claimants, the deposit of $40,000 reverts to the foregoing Trustees, and from them to the company, for the benefit of its renewal fund, less a distributive dividend of 2 per cent. on $24,000 first mortgage bonds of the Chicago and Mississippi Railroad Company, and expenses of defending suit.

The balance of renewal fund accounted $120,000 in the hands of Trustees will be lessened and become an item of available cash assets by the recovery of the $40,000 deposited with the receiver, and now subject to the award of the United States District Court, and such other securities in possession of Trustees, not needed to satisfy the obligations of their trust, the amount of which cannot be stated without the final rendering of their account whatever it may be, inclusive or exclusive of the $40,000 deposited with the receiver, will go in reduction of the renewal fund of $120,000, making the balance unsatisfied as chargeable to income account, and without this adjustment being concluded, and the state of the fund clearly ascertained, it is inexpedient to make any dividend on the shares of the common stock of the company out of the profits of the last six months of the preceding year.

The Judge of the Circuit Court of Cook County on the 24th of August, 1863, granted an injunction restraining the payment of a dividend on preferred and common stock ordered by resolution on the 27th July on a petition filed by Corydon Weed, a creditor of the Chicago and Mississippi Railroad Company for about $6,000, and without notice or hearing being given to the Company. The proceedings, in answer to Weed's complaint, were conducted by A. W. Church, Esq., counsel of the company, assisted by James F. Joy, Esq., of Detroit, a demurrer was filed to the complainant's bill for want of equity, and a decree entered sustaining the demurrer and dismissing the bill.

The debts of the old corporations, and those contracted under the Spencer lease, now outstanding, are large. The company is without data to fix their amount, but it is not supposed they exceed $700,000, principal and interest. Nominally they would appear to be much larger, but many creditors holding large claims, have been satisfied out of securities lodged as collateral, as these

claims have given rise to reports calculated to prejudice the credit of the securities of the company. We submit a letter of the company's counsel which is made part of this report.

We deem it proper to append as a part of this report, an opinion of the Hon. Thomas Drummond, Judge of the United States District Court for the Northern District of Illinois, delivered December, 1863, in the case of creditors claiming a recognition of debts contracted subsequent to the mortgages executed by the old corporations. This opinion is conclusive of the utter futility of any attempt to disturb the title of the company.

The 11th section of the charter of the company requires the renewal of the lease subsisting between the Joliet and Chicago Railroad Company, and the Receivers of the St. Louis, Alton and Chicago Railroad in February, 1861. Prior to the organization of this company, a written proposition was submitted by the President of the Joliet and Chicago Railroad Company to the bondholders' committee of reorganization for the execution of a perpetual lease of the road of said company, with the option of purchase by this company of the same, for the price of $1,300,000. Disagreements arose as to the carrying out of this proposition, and in April last application was made by the Joliet and Chicago Railroad Company to the Circuit Court of Cook County for a writ of mandamus to compel the appointment of arbitrators as specified in the 11th section of the charter of this company; a suit was commenced for rent, claimed as due for the use of the Joliet and Chicago Railroad, on the terms of compensation provided in the lease with receivers. No notice having been served on the Joliet and Chicago Railroad Company, of the intention of this company to terminate the use of its road, a settlement of rent was made in September, 1863, on the terms of the receivers' lease, with notice given at that time, that the road would be abandoned on the 31st December, 1863. Pending this notice, the following letter was addressed to the executive committee of this Board, by Governor W. A. Buckingham, of Connecticut, containing a proposition to sell for $900,000 the $1,000,000 of shares of the Joliet and Chicago Railroad Company:

NORWICH, October 26, 1863.

MESSRS. ROBB, HAVEMAYER & ROBBINS,

Executive Committee Chicago and Alton Railroad Co., New York:

GENTLEMEN:—A majority of the stockholders of the Joliet and Chicago Railroad Company having given me authority, by Power of Attorney, to negotiate for a settlement of the existing controversy between the last named company and the one you represent, by a sale of their stock, and all efforts, thus far, having failed to accomplish the desired result, I now make the following offer as a compromise for the purpose of avoiding all future controversy:

To the authority I now hold, I have no doubt but I can obtain power from others so as to control seven-eighths, if not the whole stock, which I will sell and transfer to you, or your company, on the 1st day of January next, on the payment, in cash, of ninety dollars per share, or at the rate of $900,000 for the entire road, which will, however, be subject to a mortgage securing the issue of bonds to the amount of $500,000. It is however understood, and this offer is upon the condition that no sale of property shall be made by the Joliet and Chicago Railroad Company before such transfer, and that the Chicago and Alton Railroad Company shall pay to the Treasurer of the Joliet and Chicago Railroad Company all rents which may be due up to the 1st of January next, which rents, together with all moneys, notes, and accounts, now in his hands, or which may at that time be in his hands, belonging to said company, shall be used for the payment of their floating debts, after which the balance, if any, shall be divided among their present stockholders.

I make this proposition at a price much below what I regard as the cash value of the stock, and would request a reply in writing within fifteen days of this date, should it not be accepted within that time this offer would be regarded as withdrawn without further notice.

I am, yours very respectfully,

WM. A. BUCKINGHAM.

Insufficient time being allowed to permit this proposition to be submitted to you and obtain the written consent of three-fourths of your shares, as required by the charter of the company, in order to provide means to comply with the proposition of Gov. Buckingham, by the issue and conversion of new securities, the privilege of the purchase was surrendered to friendly parties on condition of their concluding a perpetual lease of the Joliet and Chicago Railroad to this company, which is made part of this report.

Reference to this report will show the compensation paid the Joliet and Chicago Railroad in 1863 to be $187,122 37, but had the lease now in force been in operation for the same time, the compensation would not have exceeded $140,000, viz:

Dividend on $1,000,000 shares at 7 per cent.	$70,000
Eight per cent. interest on $500,000 mort. bonds	40,000
Cost of maintaining 37 miles of railroad track and taxes	30,000
	$140,000

Equivalent to a gain of near $50,000 on the compensation allowed in 1863.

Your consent has been obtained to lease the extension of the line of road from Alton to East St. Louis, at an annual cost of $50,000, preliminary negotiations are commenced with the Alton and East St. Louis Railroad Company, a corporation chartered in 1857, and since organized, but they may not be successful without a further authority from you to increase the compensation owing to the greatly enhanced price of iron, ties, and labor over those current in the earlier part of 1863. The traffic of the company is now conducted between Alton and East St. Louis over the St. Louis, Alton and Terre Haute Railroad, and with the Alton Packet Company. The compensation paid for this service in 1863 amounted to $115,172 19. Notwithstanding this excessive expense the service has been performed in the most unsatisfactory manner and with facilities so inadequate as to seriously impair the traffic of your road to an extent quite equal, if not greater than the compensation paid the railroad and packet companies.

Every consideration of economy, facility in conducting traffic and the removal of all objections to the line as not offering the advantage of an unbroken through line between Chicago and St. Louis suggests the advantages of its earliest completion. Had the traffic of 1863 been conducted by the company on the basis of the present lease of the Joliet and Chicago Railroad, and the proposed lease with the Alton and East St. Louis, the result would have been as follows:

Earnings Chicago to St. Louis		$2,021,770 22
Expenses	$971,840 78	
Add repairing Joliet & C. R. R. and repairing Alton extension	50,000 00	
		1,021,840 78
Balance		$999,929 44

FIXED CHARGES.

Joliet & Chicago R. R. lease	$145,000	
Alton extension	50,000	
Interest on Chicago and Alton sinking fund bonds	42,000	
Sinking fund on same	30,000	
Interest on Chicago & Alton 1st mortgage bonds	168,000	
Do. Income bonds	77,000	
		512,000 00
Surplus		$487,929 44

The St. Louis, Jacksonville, and Chicago Railroad Company have 54 miles of its line in operation, and it is expected to complete 50 miles additional, this year, south of Jacksonville, connecting with the line of the company 4 miles north of Alton. The road from Petersburg north will connect at or near Bloomington, and a contract between the two corporations is made part of this report. It is designed to promote the traffic of each and prevent injurious competition; the 10 per cent. drawback conceded to the St. Louis, Jacksonville, and Chicago Railroad Company on the traffic it gives to the line of the company is yielded as an inducement to adopt it in preference to others, and we anticipate that large advantages will be permanently secured to both corporations in the execution of their contract, as the section of country through which the Jacksonville line of over 150 miles is located is extensively settled, and among the best improved of the State.

The equipment of the road consists of 52 locomotives; 32 passenger, 524 freight, 106 stock, and 216 platform cars—total freight and construction cars, 846. Miles run by locomotives, 1,002,440. Passengers carried, 306,994.

In the annexed Balance Sheet there is a debit to the trustees, and a corresponding credit to issue of bonds and stocks of $85,000, which may need explanation:

The plan adopted in the issue of the new securities of the Chicago and Alton Railroad Company has been to debit the trustees and credit the issue of stocks and bonds with the gross amount of the securities sent trustees, and the trustees were credited and issue account debited as the bonds and stocks were issued. The $85,000 represents amount in hands of trustees unissued on December 31, and comprise $49,000 first mortgage bonds, $22,000 income bonds, and $14,000 common stock.

GENERAL BALANCE SHEET, DECEMBER 31, 1863.

Cost of road, equipment, &c.		$8,280,639 00
Reorganization expenses		1,000 00
L. H. Meyer and S. J. Tilden, "Trustees," bonds and stocks unissued as per contra		85,000 00
Fund for renewals		500,000 00
Advanced Trustees on renewal acc't		120,000 00
Cash in hand		98,343 98
Due by sundry persons		115,251 50
Stores on hand—unused		166,881 17
United States Government—rolling stock sold them		25,300 00
		$9,392,415 05
Seven per cent. sinking fund bonds	$585,000	
Seven per cent. first mort. bonds	2,400,000	
Seven per cent. income bonds	1,100,000	
		$4,085,000 00
Seven per cent. pref. stock	$2,422,596	
Common stock	1,783,343	
		4,205,939 00
Sinking fund account		15,000 00
Sundry bonds and stocks unissued as per contra		85,000 00
Income account		849,741 61
Due to sundry persons		151,735 04
Joliet and Chicago shares on hand		500,000 00
		$9,392,415 65

President.—JAMES ROBB.

Directors.—James Robb, John A. Drake, John Crerar, George A. Robbins, Albert Havemeyer.

Secretary and Treasurer.—JOSEPH PRICE.

Superintendent.—C. H. ALLEN.

☞ The Supreme Court of Massachusetts has decided that a corporation is not taxable for its personal property, except the machinery of a manufacturing corporation by a special provision. The tax upon such property is by an assessment upon the stockholders for the value of their shares.

The Lake Superior Iron Trade.

Less than nine years ago, the first shipment of iron ore from Lake Superior to the lower lake ports were made, the entire shipments for that year (1855) amounting to 1,447 tons. The business of iron mining in this region before this, had been carried on rather as an experiment than otherwise, for although the mines were known to be equal in extent and richness to any in the world, the means of transportation from the mines to the lake shore were inadequate to the demands of the business, and the interruption in the water communication at Saut Ste. Marie was a serious inconvenience and an additional expense. The completion of the Saut canal in that year, and of the Bay de Noquette and Marquette Railroad, to the mines in 1858, have removed these difficulties, and the business has since been steadily increasing, with wonderful rapidity and without interruption —except during the first year of the rebellion— until, in 1863, the shipments reached 185,257 tons.

The following table shows the amount of annual shipments of ore from each working mine, from the year 1855, to and including the past year.

SHIPMENTS OF IRON ORE.

Year.	Jackson Iron Co.	Cleveland Iron Co.	Lake Sup'r Iron Co.	Total Gross tons.
1855....	.....	1,447	.....	1,447
1856....	4,497	7,100	.....	11,597
1857....	13,912	12,272	.....	26,184
1858....	11,104	19,931	.....	31,035
1859....	10,662	30,344	24,668	65,679
1860....	41,286	42,696	33,016	116,998
1861....	12,919	7,311	25,200	45,430
1862....	42,767	35,244	37,710	115,721
1863....	63,688	47,612	74,057	185,257
Total amount shipped to date.....				599,348

These amounts, especially those for the last two years, fall far below the demand, the difficulty having been in procuring transportation for the ore, and men to mine it. The quantity actually spoken for to supply the various furnaces using this ore, before the opening of navigation in 1862, was over 140,000 tons, while, in 1863, 250,000 tons would not have supplied the demand.

The products of the furnaces have not been as great, during the past year as might have been desired, owing partly to the insufficiency of ready money put into the business in the early part of the year, and partly to the extreme difficulty of procuring laborers to keep a supply of coal on hand. Considering the price of pig iron has maintained, the length of time some of our furnaces have stood idle has been waste of a valuable opportunity for heavy profits. The past year has added another to the list of blast furnaces in this county. The Morgan Furnace, at the Little Cary, was started on the 27th of November last, since which time it has turned out over 12 gross tons of pig iron per day, and the arrangements are such that no stoppage for want of fuel is anticipated. The money to be made in the business has induced the company to lay out a sufficient amount of capital to carry on the work without cessation throughout the year, thus saving the valuable time that they would otherwise be idle, as well as the expense of stopping and starting, and the damage to the furnace, occasioned by the cooling. The following table shows the products of the several furnaces since the inauguration of the business in 1858:

PRODUCTS OF PIG IRON.

Year.	Pioneer Iron Co.	Collins Iron Co.	Forest Iron Co.	Northern Iron Co.*	Value pr ton.
1858..	1,627	.....	.....	.....	$25
1859..	4,683	2,575	.....	.....	25
1860..	3,500	1,950	.....	150	25
1861..	2,580	2,060	2,430	900	23
1862..	1,438	2,207	2,802	2,143	35
1863..	2,237	2,141	2,626	1,904	45
Morgan Iron Company.....					405 tons.

The running time of the several furnaces was as follows: Collins, 5½ months; Forest, 10 months, (though for a part of this time it was working slowly for want of sufficient fuel); Northern Iron Co., 6 months; and Morgan, from the time of starting to the close of the year. The running time of the Pioneer we have not learned, but we think it has not exceeded 5 or 6 months.

* Estimated, except for 1863.

The average value at Marquette of the ore shipped during the past year was $5 per ton, and that of the pig iron produced $45 per ton, giving the aggregate value of the iron product of the country for 1863, $1,327,245.

Heretofore there have been but three producing mines, and, until the completion of the Morgan Furnace but four furnaces in operation, only one of the Pioneer furnaces having been worked. But with the revival of trade since the financial crisis that followed the breaking out of the rebellion, has come an increased demand for iron, with a very large advance in price, which, with the experience of numerous furnaces and rolling mills proving the superiority of the Lake Superior ore, has turned the attention of capitalists towards this region more than ever before, for purposes of mining and smelting, as well as for furnishing railroad transportation. * * * *

With the further extension of the Marquette and Ontonagon Railroad, a rich iron region in the vicinity of Lake Michigamme will be made available—a result that may be expected by the opening of the season of 1865.

The increase of this business has been so great, and the future so promising as to induce the building of a railroad to connect the mines with the waters of Lake Michigan, as well as preparations to continue the road to Green Bay City, which is to be commenced as soon as the connection with navigation on Lake Michigan is established. It has also set on foot other railroad projects, which, however, have not yet assumed a shape to be considered as fixed facts.

The blast furnaces will be made to turn out iron during the coming season, nearer to their full capacity than ever before, while new ones will, we doubt not, be added to the number. * *

One new furnace, we understand, is settled on for the coming season, on the Marquette and Ontonagon Railroad., near the Escanaba river, and we presume the American Iron Mining and Manufacturing Company will build one on their location near L'Anse bay.—*Marquette News and Journal, April* 15.

Indianapolis and Madison Railroad.

The Legislature of the State of Indianapolis in the session 1836–'37, passed an act providing for an extensive system of internal improvements on the part of the State, and appropriated some $12,000,000 to that object to be raised by the sale of 5 per cent State bonds.

Under the provisions of this act the construction of many railroads, canals and turnpike roads was commenced. Among the most prominent and important of these works was the—

MADISON AND INDIANAPOLIS RAILROAD —designed to connect the capital of the State, and the fertile and rapidly developing region around it, with the navigation of the Ohio River at Madison, a distance of 87 miles.

The construction of the works indicated was entrusted to the sole control and management of a Board of Public Works, elected by the Legislature in joint ballot.

The Madison and Indianapolis Railroad was put under contract in the spring or summer of 1837, and was pushed forward with considerable vigor for that early period of such improvements in the West. Unfortunately the terminus at Madison was unnecessarily made over an inclined plane of 314 feet to the mile, giving an ascent of some 420 feet in about one mile and a third. This work cost a large sum of money, and consumed so much time as greatly to retard the operations of the line.

In the year 1841 the road was completed and put in operation to what was termed Griffith's Depot, a point 26 miles north of Madison at a cost of about $1,200,000; and from this point north to Edinburg, a further distance of about 30 miles, about $450,000 was expended in grading and bridging. The twenty six miles completed was laid with a T rail weighing forty-two pounds to the yard.

In 1837, great pecuniary embarrassments came all over the States, particularly in the West. The State of Indiana failed to meet the interest on the debt she had already created under the act aforesaid; and being, of course unable to negotiate further loans to carry on the extensive system of improvements she had commenced, was compelled to suspend operations on all the lines from want of funds.

The unfinished works of the State being as yet almost entirely unproductive, (the twenty-six completed miles of the Madison and Indianapolis Railroad, having produced under State management a nett income in the year 1841, of only $1,152,) and all going rapidly to decay, the Legislature at the session of 1841–'42, passed an act authorizing the organization of Companies to which the various public works should be conveyed for the purposes of completion.

The terms upon which, according to this law, the Madison and Indianapolis Railroad was to be conveyed were as follows:

1st. That the projected company should complete the road to Indianapolis by the first day of January 1848, and thereupon the $450,000 expended on the "unfinished" portion of the line should become a grant or donation to said company.

2d. The proposed company should pay the State until the first of January 1845, (subsequently extended to the thirteenth of January 1853,) the sum $1,152 annually, as rental for the use of the twenty-six miles already finished by the State.

3rd. The Company might at any time purchase the interest of the State by paying in the original bonds thereof, the cost of constructing the twenty six miles being $1,200,000; and if the Company should not elect to do so, then the purchase to remain open on the same terms to individuals or other corporations.

4th. That if the Company should not purchase this interest before the 13th January 1853, then the State should be entitled to receive annually thereafter, such portion of the nett revenues as the twenty six miles constructed by her, should bear to the whole length of the line being a fraction less than one-third.

5th. The sole control, management and property of the road to reside in the company, and the Board of Directors elected by the stockholders; but reserving to the State after the 1st May, 1867, the right to purchase the road by paying the company the cost thereof, with six per cent interest thereon, unless the dividends in the mean time should have paid such rate of interest.

Under this law a company (the Madison and Indianapolis) was organized in 1842, for the completion of the road, and with great effort and difficulty a sufficient amount of stock was procured, to complete ten miles of the road north of Grif-

fith's Depot. To this corporation the whole finished and unfinished portions of the road were duly transferred.

The road, thus far, having given so little promise of usefulness or profit, the pecuniary embarrassments of the country continuing, the amount necessary to the completion of the work being comparatively so great, the credit and means of the company being so low, the price of rails being exorbitant, and the croakers of the financial world continually predicting that the road when completed, would not pay the running expenses, the company found themselves in a most embarrassing position. They had not credit for a ton rails or even a keg of spikes, and scarcely means from subscriptions for the grading and bridging of the route.

However, by the timely aid and credit of one or two individuals at Madison who loaned money and endorsed paper, the company was enabled to purchase flat bar iron for thirteen miles of road. This being added to the twenty-six miles already in operation, the greatly increased business began to show that the road when completed would be a valuable and profitable work.

In 1845, J. F. D. Lanier, one of the Directors made a loan of $50,000 in New York on the 7 per cent bonds of the Company convertible into stock, and guaranteed by himself and a few other men of wealth. This loan was taken by the house of Winslow and Perkins, and was about the first Western Railroad loan negotiated in that city. In the exhibit of the affairs and prospects of the company made by Mr. Lanier at this time he gave it as his opinion that within two years after the completion of the road to Indianapolis the gross receipts would reach $150,000 to $200,000 per annum. How much more than realized was this the subsequent years' history of the road need only be referred to.

In 1846, the Company through the same parties negotiated another loan of $100,000.

These loans, with a sale of stock at par, enabled the company to complete the work to Indianapolis within the time specified, though with a flat bar over three fourth's of the line. Immediately upon the completion of the road these bonds were converted by the holders into stock.

Hitherto the efforts and means of the company had been entirely directed to the completion of the line within a given time, and hence every other object had been neglected. The equipment was deficient in every sense whether in necessary buildings, motive power or rolling stock. When the line reached Indianapolis the inclined plane was worked with horses, and there was upon the road only four locomotives, three inferior passenger cars and sixteen freight cars. No machine shops, engine houses, wood houses or water stations, and but small and inferior station buildings had been provided.

In 1848, the capital stock was increased $300,000 to take up twenty eight miles of flat bar, and substitute T rail, and to provide motive power and rolling stock.

In 1849, a further addition was made to relay the remaining forty miles with heavy rail, and provide the necessary grounds, buildings and other fixtures, and to add still further to the equipments. This was accomplished in the years 1850 and 1851. Large buildings were erected at Madison and Indianapolis for depots, machine shops, engine houses, car shops, etc. Wood houses and water stations were provided, two wharves were constructed and ample grounds purchased to facilitate the transhipment of produce at Madison, and a Union track built at Indianapolis to connect this with other railroads centering at this point.

In 1851, the largely increased business of the road rendered necessary a further addition to its equipments, and an issue was made of $250,000 in bonds of the company bearing 7 per cent. interest, secured by mortgage on the road and convertible into stock after the 1st May 1853. The expenditure of this sum placed the road in good condition and equipment, and at the end of the fiscal year it had 23 locomotives, including two for working the inclined plane, 24 first class passenger, baggage and express cars, and about 300 freight cars. The station and engine houses, machine shops, etc., were also sufficient for its current business. In the same year a second track was laid between Columbus and Edinburg.

During the legislative session of 1851 and 1852, a bill was passed authorizing the sale of the State's interest in the road to the Company for $600,000 in the 2½ per cent. stocks of the State, or $300,000 in money, the payment to be divided into four annual instalments to be made from the 1st January 1854, to the 1st January 1857. This proposition the Company promptly accepted, and the contract was closed.

The same act required the Company to construct within four years a new terminus at Madison so as to avoid the inclined plane at that city. For the construction of this new work, the company now resolved upon an issue of $200,000 of bonds similar to those already issued, and under the same mortgage. At this time the companys stock was $1,650,000, and its debt $250,000, or with the proposed issue a total of $450,000.

The new track at Madison was completed in the Spring of 1854. It reduced the grade from 314 to 100 feet, and lengthened the road nearly one mile.

In 1853, the Martinsville and Franklin, (25 miles) and the Columbus and Shelbyville (23 miles) railroads were completed, the first in May and the latter in December. Both these roads had been largely aided by the company, and by it been operated from the date of opening. In October of the same year a running arrangement was made with the Jeffersonville Railroad Company, for the use of the company's track between Edinburg and Indianapolis. The arrangement was carried into effect on the 16th November, and during its existence the Jeffersonville Company was bound not to continue its own line between the two places.

The same year (5th September 1853,) the Madison and Indianapolis, and the Peru and Indianapolis Companies agreed to consolidate their interest, the two to become one corporation under the title of the "Madison, Indianapolis and Peru Railroad Company." The consolidation was consummated on the 1st January 1854. The connection, however, was but short-lived. A considerable portion of the original stockholders in the Peru Company, having become dissatisfied with the arrangement, took measures in the latter part of August to dissolve the consolidation, and on the 4th September procured a decree from the Circuit Court temporarily enjoining the Madison Company from further operating the Peru road and from that date joint operations were discontinued. A final decree of separation was rendered in May 1855, by consent of both parties to the contract, and providing for a fair and equitable adjustment of accounts between the parties on interest. The receipts upon the Peru portion of the road during the eight months of consolidation amounted to $63,076 82, and the amount expended for the benefit of said road had been $140,131 23.

The capital account of the Madison Company at the end of the fiscal years 1853'–54 stood as follows:

Share capital	$1,647,700
7 per cent. mortgage bonds	600,000
Income bonds	59,000
Domestic bonds	2,300
	$2,289,000

Which amount represented the cost of the road, etc., exclusive of the amount due to the State.

(To be Continued.)

☞ We give elsewhere an abstract of the report of the McGregor Western R. W. Co. We learn that they are vigorously pushing the work on the extension of their line to Austin. They have secured the rails for the whole 80 miles on favorable terms, and intend to have it completed this year. The prospects of this company are of the most encouraging character.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending April 29th, 1864, was as follows:

Passengers	$21,374 05
Freight and live stock	26,692 68
Mails and sundries	1,227 01
Total	$59,293 74
Corresponding week of 1863	54,274 19
Increase	$5,019 55

The earnings of the Grand Trunk Railway for the week ending April 30, 1864, were:

Passengers	$31,260 00
Express freight, mails and sundries	2,500 00
Freight and live stock	76,475 38
Total	$110,235 38
Corresponding week, 1863	80,902 77
Increase	$30,212 61

The earnings of the Galena and Chicago Union Railroad for the week ending April 30, were:

	1863.	1864.
Freight	$31,414 46	$38,128 31
Passengers	8,396 82	18,572 31
Mails, &c	2,085 84	1,300 00
Total	$41,897 12	$58,000 62
Increase 1864		$16,103 50

The earnings of the Marietta and Cincinnati Railroad for the 4th week in April, were:

	1864.	1863.
Passengers	$7,840 33	$5,195 30
Freight	13,788 34	11,480 56
Mail, express & telegraph	1,058 18	962 81
Total	$22,686 85	$17,638 67
Total this month to date	$73,215 01	$64,305 82

The earnings of the Chicago and Alton Railroad Company for the week ending April 30, were:

	1864.	1863.
Passengers	$14,564 40	$9,358 98
Freight	24,613 14	16,630 89
Sundries	2,661 14	1,048 48
Total	$41,838 68	$27,038 35
Increase 1864		$14,800 33

The earnings of the Hannibal and St. Joseph Railroad 3d week in April, 1864, were. $51,606 00
Corresponding week of previous year.. 24,456 00
Increase $27,150 00

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED & GUARANTIED STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlan. & St. Law., guar.	$2,494,900	6	6	----
Berkshire, guarantied ..	600,000	7	7	----
Bos., Con. & Mont., pref.	800,000	6	---	70½
" " " new pref.	564,000	6	---	----
Buff., N.Y. & Erie, guar.	850,000	7	---	----
Camden & At., prof. ----	620,800	7	---	21
Catawissa, pref. ----	1,150,000	7	---	40½
Chemung, guar. ----	380,000	---	---	----
Cayuga & Susq., guar. ----	343,500	---	---	----
Cheshire, pref. ----	2,017,825	7	---	54½
Chicago & Alton, pref..	2,422,596	7	3½	90
Chicago & N. W., pref..	2,400,000	7	1½	78
Cochecho, pref. ----	177,750	8	---	----
Ct. & Pass. Rivers, guar	49,200	6	---	----
" " " pref.	833,000	6	---	60
Cumberland V., 1st pref.	241,900	8	8	----
" " 2d pref	243,000	8	8	----
Detroit & Mil., pref. ----	1,500,000	---	---	----
Dubuque & S. City, pref.	1,987,014	7	---	72
Elmira, J. & Can., guar.	500,000	---	---	----
Elmira & W'msp., pref.	500,000	---	---	53½
Erie, pref. ----	8,535,700	7	7	107½
Hannibal & St. Jos., pref.	5,309,[illegible]28	7	---	65
Harrisburg & Lan., guar.	1,182,100	7	7	----
Housatonic, pref. ----	1,180,000	8	4	103½
Indianap. & Madis'n, pref	353,900	8	8	----
Kennebec & Port., pref.	247,000	6	---	----
" " new pref.	125,000	6	---	----
Lack. & Bloomsb'g, pref.	500,000	7	---	----
Marietta & Cin., 1st pref.	5,105,384	7	---	70
" " 2d pref.	3,424,169	7	---	45
Mich. S. & N. Ind., guar.	2,[illegible],000	10	---	135½
Mil. & P. du C., 1st pref.	1,051,000	8	8	116½
" " 2d pref.	1,014,000	7	7	95
Mil. & St. Paul, pref. ----	2,255,000	7	---	82½
N. H. & Northamp., guar.	1,010,000	---	4	----
N. Y. & Harlem, pref....	1,500,000	8	---	133
Niagara Br. & Can., guar.	1,000,000	6	6	----
Paterson & Hud., guar.	630,000	---	8	----
Pat. & Ramapo, guar....	248,000	---	5½	----
Peoria & R. V., guar....	1,200,000	---	6	----
Phila. & Reading, pref...	1,551,800	7	7	----
Phila. & Trenton, guar..	1,000,000	---	10	----
Pitts., Ft. W. & C., pref.	2,000,000	7	---	98
Pittsfield & N. A., guar.	450,000	6	6	100
Port., Saco & Ports., guar.	1,500,000	6	6	----
Rutland & Bur. pref....	382,700	8	---	----
" " pref....	608,176	6	---	----
St. L., Alton & T. H., pref.	1,700,000	6	---	82
Toledo & Wabash pref.	992,000	7	7	50
Troy & Greenbush, guar	274,400	6	6	----
Vt. & Canada, guar....	1,600,000	8	8	----
Warren, guarantied....	1,307,750	7	7	----
White Mountains, guar.	200,000	5	5	----
Wrightsv., Y & G., guar.	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description.	Amount outstanding.	Interest.	Principal payable.	Market Price.
Chesapeake & Del.:				
1st Mortgage ----	$2,657,343	6	1886	101½
Chesapeake & Ohio:				
Maryland Loan....	2,000,000	6	1870	----
" sterling.	4,375,000	5	1900	----
Preferred bonds...	1,700,000	6	18..	----
Bonds guar. by Va..	200,000	6	18..	----
Delaware Division:				
1st Mortgage ----	800,000	6	1878	106
Delaware & Hudson				
1st Mortgage.. ----	600,000	6	1885	110
2d Mortgage ----	300,000	6	1870	----
Delaware & Raritan:				
See C. & Amb. R. R.	----------	--	------	----
Erie and Penn.:				
1st Mortgage ----	752,000	7	1845	----
Interest Certificates	161,990	6	1868	----
Lehigh Navigation				
1st Mortgage ----	829,172	6	1870	115½
Unsecured bonds ..	2,773,726	6	'63–'65	----
Monongahela Nav.:				
1st Mortgage ----	125,000	6	1860	----
2d Mortgage ----	57,000	6	1865	----
Morris:				
1st Mortgage ----	465,500	6	1876	107½
North Branch:				
1st Mortgage ----	500,000	6	1876	88
Schuylkill Nav.:				
1st Mortgage ----	1,764,550	6	1872	102
2d Mortgage ----	3,980,670	6	1882	95½
Improvement ----	668,500	6	1876	98
Susq. & Tide Water:				
Md. Sterling Loan.	816,000	5	1865	----
Md. stg. loan conv.	200,376	5	1865	----
Mortgage bonds	993,000	6	1878	55
Preferred Int. b'ds.	227,569	6	1878	25
Union, (Pa.)				
1st Mortgage ----	2,500,000	6	1883	20½
West B. & Susq.:				
1st Mortgage, S. F..	450,000	6	1878	78
Wyoming Valley:				
1st Mortgage.....	750,000	6	1878	101½

CANAL STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal N. Stocks:	$	$	p.c.	$
Chesapeake and Del.	100	1,343,563	---	75
Chesapeake & Ohio.	100	8,223,695	---	----
Delaware Division..	100	1,633,350	---	44
Del. and Hudson	100	7,500,000	7	120
Del. and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	---	----
Illinois and Mich.	---	----------	---	----
Lehigh Navigation .	50	2,500,000	6	86
" " scrip.	50	1,803,000	6	83
Monongahela Nav....	50	726,800	3	----
Morris, consolidated	100	1,025,000	3½	85
" preferred....	100	1,175,000	10	143½
North Branch	100	----------	---	----
Sault Ste Marie.....	100	----------	---	----
Schuylkill Nav., con.	50	1,932,457	---	31
" " pref.	50	2,722,607	---	40
Susq. and T. W.....	50	2,048,200	---	21
Union, preferred....	50	2,750,000	---	4½
West Br. and Susq..	100	1,000,000	6	135
Wyoming Valley....	100	500,000	6	78

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ---- Ca.	200,000	$5	$5	3½
Acton Vale ---- Ca	50,000	5	5	1½
Adventure ---- L. S.	20,000	----	----	----
Ætna ---- "	20,000	----	----	19½
Albany and Boston "	20,000	----	14½	19½
Algomah ---- "	20,000	----	2	3½
Allouez ---- "	20,000	1	----	3½
Arizona ---- Ariz. T.	10,000	100	----	----
Ascot ---- Ca.	20,000	20	----	----
Astor ---- L. S.	20,000	----	1	6½
Atlas ---- "	20,000	----	1	7
Azteo ---- "	2,000	----	1	9
Balt. and N. C ---- N. C	20,000	5	5	40c
Bay State ---- L. S.	20,000	----	3½	19½
Beaver ---- "	20,000	----	----	----
Bedford ---- Ca.	125,000	5	----	2
Black River ---- "	200,000	2½	2½	45c
Bohemian ---- L. S.	20,000	----	7½	10½
Bolton ---- Ca.	20,000	5	----	1
Boston ---- L. S.	20,000	----	5	5
Brome ---- Ca.	100,000	5	----	2
Cabot ---- L. S.	20,000	----	----	----
Cambridge ---- "	20,000	5	5	75c
Caledonia ---- "	20,000	----	----	----
Canada ---- Vt	100,000	1	----	5½
Carp Lake ---- L. S.	20,000	----	----	4½
Cascade ---- "	20,000	----	----	----
Central ---- "	20,000	----	5	65
Chandiere ---- Ca.	100,000	1	----	50c
Chester ---- "	200,000	1	----	20c
Cheticamp ---- "	30,000	5	----	----
Collin ---- L. S.	20,000	----	----	----
Columbian ---- "	20,000	----	4½	12
Consolidated ---- "	20,000	----	5	5c.
Copper Falls ---- "	20,000	----	24½	61
Copper Harbor ---- "	20,000	----	1	----
Corinth ---- Vt.	20,000	10	----	----
Cornwall ---- Vt.	100,000	1	----	58c
Copper Hill ---- "	200,000	1	----	----
Dana ---- L. S.	20,000	----	2½	5½
Deep River ---- N. C.	----------	5	----	20c
Dacotah ---- L. S.	20,000	----	----	5½
Devon ---- "	20,000	----	1	----
Doylestown ---- Pa.	20,000	----	----	----
Dudley ---- L. S.	20,000	----	----	4½
Dunham ---- Ca.	200,000	2	----	31c
Durham ---- "	200,000	5	----	40c
Eagle River ---- L. S.	20,000	----	3½	6½
Escot ---- Ca.	25,000	20	----	4
Essex ---- L. S.	20,000	----	----	----
Eureka ---- "	20,000	----	----	----
Everett ---- "	20,000	----	5	3
Evergreen Bluff.. "	20,000	----	----	9
Flint Steel ---- "	20,000	----	----	13½
Forest City ---- "	20,000	----	5	----
Forest Shepherd .. "	20,000	----	----	----
Franconia ---- N. H.	20,000	----	5	----
Franklin ---- L. S.	20,000	----	6½	52
French Creek ---- Pa.	100,000	5	----	1½
Gardner Hill ---- L. S.	20,000	5	5	1
Glencoe ---- Ca.	200,000	1	----	30c
Globe ---- L. S.	20,000	----	1	----
Grand Portage ---- "	20,000	----	1	----
Great Western.... "	20,000	----	1	5½
Green Mountain ... Vt.	30,000	10	----	10½
Guilford ---- L. S.	20,000	5	5	55c
Hamilton ---- "	20,000	----	----	7
Hancock ---- "	20,000	----	6½	13
Hanover ---- "	20,000	----	½	3½
Highland ---- "	20,000	----	5	7
Hilton ---- "	20,000	----	----	6½
Hope ---- "	20,000	----	----	2½
Hudson ---- "	20,000	----	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Humboldt ---- L. S.	20,000	----	2	9
Hungarian ---- "	20,000	----	1	----
Huron ---- "	20,000	----	16	89
Indiana ---- "	20,000	----	----	6
Isle Royale ---- "	20,000	----	16½	24
Jefferson ---- "	20,000	----	----	----
Kickapoo ---- "	200,000	----	1	----
King Phillip ---- "	20,000	----	----	----
Knowlton ---- "	20,000	----	1	9
Lafayette ---- "	20,000	----	----	----
Lake ---- Ca.	200,000	1	----	19c
Logan ---- "	100,000	3	----	2
Madison ---- L. S.	20,000	----	1	5½
Malden ---- "	20,000	----	½	----
Mandan ---- "	20,000	----	2½	6½
Manhattan ---- "	20,000	----	2½	6½
Maryland ---- Md.	----------	5	----	1½
Mass ---- L. S.	20,000	----	----	----
Massachusetts ---- "	20,000	----	----	----
Mendota ---- "	20,000	----	----	9
Meanard ---- "	20,000	----	5½	11
Middlesex ---- "	20,000	----	----	----
Minnesota ---- "	20,000	----	3½	63
National ---- "	20,000	----	6½	33
Native ---- "	20,000	----	½	3½
Naumkeag ---- "	20,000	----	1	2½
Nelson ---- Ca.	----------	----	----	10c
Nequaket ---- L. S.	20,000	----	1	----
New England ---- "	20,000	5	2	3½
N. J. Consol ---- N. J.	----------	----	----	----
Newton ---- Ca.	200,000	1	----	----
New York ---- L. S.	20,000	----	----	----
N. Y. & Passaic.. N. J.	100,000	5	----	----
North Cliff ---- L. S.	20,000	----	3	7½
North State ---- "	20,000	5	5	20c.
North Sutton ---- Ca.	100,000	5	----	1½
North Western.... L. S.	50,000	----	7½	14
Norwich ---- "	20,000	----	----	----
Ogima ---- "	20,000	----	----	5½
Ontonagon ---- "	20,000	----	----	4½
Ottawa ---- Ca.	200,000	1	----	95c
Pennsylvania .... L. S.	20,000	25	24	10½
Petherick ---- "	20,000	----	1½	16½
Pewabic ---- "	20,000	----	2½	56
Phœnix ---- "	20,000	----	15	33
Pittsburg & Boston "	20,000	----	5½	90
Pontiac ---- "	20,000	----	3½	6
Prince of Wales ... Ca.	----------	----	----	----
Providence ---- L. S.	20,000	----	----	2
Quincy ---- "	200,000	----	10	88
Reid Hill ---- Ca.	100,000	----	----	----
Reliance ---- L. S.	20,000	----	----	----
Rockland ---- "	20,000	----	5	12½
Rudisell ---- "	----------	----	----	75c
St. Clair ---- L. S.	20,000	----	3	8
St. Flavien ---- Ca.	100,000	5	----	----
St. Mary's ---- L. S.	20,000	----	8½	8½
Sheldon ---- "	20,000	----	----	----
Silver Creek ---- "	20,000	----	½	----
Silver Hill ---- "	20,000	5	----	25c
Silver Valley ---- "	20,000	5	----	30c
South Side ---- "	20,000	----	3	5
Springfield ---- Md.	20,000	----	5	2½
Star ---- "	20,000	----	7½	7
Strafford ---- "	30,000	10	----	2½
Superior ---- L. S.	20,000	----	4	10
Sussex ---- "	----------	----	----	----
Sutton ---- Ca.	100,000	5	----	2½
Toltec ---- L. S.	20,000	----	20	2½
Tremont ---- "	20,000	----	1	2½
Vermont ---- Vt.	----------	5	----	----
Vernon ---- "	25,000	10	----	----
Victoria ---- L. S.	20,000	----	1½	----
Waterloo ---- Ca.	100,000	3	----	1
Washington ---- L. S.	20,000	----	4	----
West Minnesota.. "	20,000	----	----	3
Wickham ---- Ca.	200,000	5	----	15c
Wickopee ---- "	100,000	5	5	5½
Winthrop ---- L. S.	20,000	----	2½	6½
Wyandotte ---- "	20,000	----	----	----
Lead and Zinc:				
Bucks County ---- Pa.	----------	----	----	1½
Canada ---- Ca.	50,000	5	----	----
Clute ----	----------	----	----	2½
Crystal Lake ----	----------	----	----	----
Erie ----	----------	----	----	----
Gay's River ----	100,000	1	----	----
Hampton ----	100,000	5	----	----
Lancaster ---- Pa.	----------	----	----	----
Mineral Point ----	100,000	5	----	----
Mount Hope ---- N. Y	80,000	----	2½	----
New Jersey (3) ---- N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	5
Oswegatchie ---- "	100,000	5	----	1
Placentia Bay ---- N. F.	----------	----	----	----
Ramsay ---- Ca.	20,000	25	----	----
Rossie ---- "	100,000	5	----	----
Shawangunk ---- N. Y.	100,000	5	----	----
Sussex ---- N. J.	----------	----	----	----
Union ----	100,000	5	----	57c.
Plumbago:				
Buckingham.. ---- Vt.	50,000	5	----	----
Oxford ---- "	100,000	5	----	----
Sunapee ---- "	2,000	50	----	----

MINING STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ---- N. Y.	50,000	50	----	10½
East River ----	6,000	50	----	----
Georges' Creek ---- Md.	10,000	100	----	108
Harewood ----	20,000	5	----	----
Kahtadin ----	3,000	100	----	----
Lake Superior ---- L. S.	20,000	25	----	----
Teal Lake ----	----------	----	----	----
Tyson ----	20,000	10	----	----
Coal:				
American ---- Pa.	37,[illegible]00	25	----	95
Ashburton ---- "	50,000	50	----	40
Baltimore ---- Md.	----------	100½	----	----
Bear Valley ---- "	40,000	12	----	18
Belmont ---- Pa.	10,000	50	----	----
Bridgeport ---- "	30,000	10	----	----
Coal Brook ---- "	4,000	50	----	----
Cumberland (pref.,)	50,000	100	----	72
Franklin ---- "	5,000	100	----	110½
Georges' Creek ---- Md.	10,000	100	----	120
Hazleton ---- Pa.	32,300	50	----	71
Lawrence ---- "	2,000	100	----	----
Lorberry ---- "	4,000	100	----	69
Metropolitan ---- "	----------	100	----	----
Penn. Cannel ---- "	6,000	50	----	----
Penn ---- "	160,000	50	----	210
Pine Knot ---- "	4,000	50	----	----
Summit ---- "	40,000	20	----	----
Mineral Land and Mining:				
Mitchell Granite ----	2,000	50	----	----
Rutland Marble ---- Vt.	----------	----	----	24
St. Lawrence ---- N. Y.	10,000	10	----	----
St. Mary's ---- L. S.	20,000	10	----	----
Saginaw S. & M. Mich.	----------	----	----	----
Union ----	----------	----	----	----
Gold:				
Albion ---- N.S.	100,000	3	----	2½
Atlantic ----	100,000	2	----	2
Atlantic & Pacific. Nev.	80,000	100	----	[illegible]
Central ---- Col.	50,000	20	----	17½
Chaudiere ---- Ca.	100,000	5	----	3½
Chebucto ---- N. S.	100,000	5	----	1
Colorado ---- Col.	50,000	10	----	4½
Denver ---- "	50,000	20	12½	15
Etna ----	50,000	10	----	----
Excelsior ----	80,000	10	----	14
Gilbert River ---- Can.	100,000	5	----	1
Gold Hill ----	50,000	10	----	----
Gold Field ----	50,000	10	----	----
Gold Mining ---- Col.	----------	----	----	3½
Gold River ----	100,000	3	----	----
Halifax ---- N. S.	200,000	2	----	50c
Hope ---- Col.	80,000	25	10	11½
Isabella ----	----------	----	----	----
Mariposa ---- Cal.	100,000	100	----	30
Montague ---- N. S.	50,000	10	----	----
Montana ---- Col.	100,000	5	½	----
New England ---- "	50,000	5	----	[illegible]
Nova Scotia ---- N. S.	100,000	----	----	2½
Oldham ----	100,000	2	----	----
Peck ----	100,000	5	----	----
Prince Albert ----	100,000	2	----	14
Quartz Hill ----	----------	----	----	12½
Riviere du Loup ---- Ca.	20,000	10	----	----
Stafford ---- "	100,000	5	----	2½
Stewart ----	100,000	5	----	2½
Tasoher ----	----------	10	4	----
Victoria ----	100,000	2	----	----
Waverly ----	50,000	10	----	----
Silver:				
Am. & Mexican.. A. T.	200,000	----	----	----
Fort Filmore ---- N. M.	50,000	----	20	----
Santa Rita ---- Ariz. T.	----------	----	----	----
Sonora Ex. & Min. "	----------	----	----	----
Quicksilver:				
New Almaden ---- Cal.	----------	----	----	----
Quicksilver ---- "	100,000	100	----	69½
Santa Clara ---- "	----------	----	----	19
Land and Improvement:				
Boston Water Power..	----------	----	----	44½
Boston & Roxbury Mill	7,000	----	----	41½
Canton (Baltimore)	50,000	100	----	42
Cary Improvement....	60,000	5	----	11½
East Boston ----	----------	----	----	12½
Essex (Boston) ----	10,000	100	----	108½
Waverly (Boston) ----	----------	----	----	3½
Express:				
Adams' ----	20,000	100	----	----
American ----	2,000	500	----	----
National ----	2,500	100	----	----
Overland Mail ----	5,000	100	----	----
United States ----	8,000	100	----	----
Wells, Fargo & Co....	10,000	100	----	----
Steamship & Transit:				
Central Am. Transit ..	----------	----	----	54
Nicaragua Transit	----------	----	----	2½
Pacific Mail Steamship	40,000	100	----	227
Union Steamship (Bos.)	----------	----	----	167½
Trust.				
Farmers' Loan & Trust	20,000	50	----	----
N. Y. Life Ins. & Trust	10,000	100	----	----
United States Trust....	10,000	100	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single trk.	Length. In progress or projected	Equipment. Horses.	Cars. 2 horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	41
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	126
30 Nov. '62	0.99	—	—	—	—	Cliftondale	95,000	70,000	25,000	2,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	4	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	40½
30 Nov. '62	12.43	—	123	23	—	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	56
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	54,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	81
30 Nov. '62	6.33	—	200	42	—	Middlesex (Boston)	461,780	355,000	—	59,457	124,718	41,398	4	....	96
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	32½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	237	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	....	—	28	Broadway (Brooklyn)	230,656	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	0.50	....	....	....	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	100	60	....
30 Sep. '62	24.01	—	....	—	69	25 Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	....	—	140	29 Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	3.50	....	—	23	2 Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	56
30 Sep. '62	—	2.50	....	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	....	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	....	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	....	—	—	Centr'l P'k, N. & E. Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	....	....	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	....	....	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	5.67	....	....	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,965	121,565	12	100	....
30 Sep. '62	....	—	....	....	—	Fourteenth Street (N. Y.)	....	....	....	....	....	....	—	....	....
30 Sep. '62	4.52	—	....	....	—	Grand St. & Newtown (W'g)	....	....	....	....	....	....	8	....	....
30 Sep. '62	4.63	—	....	....	—	Harlem Br., Moris'a & Ford'm	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	—	....	....	—	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	—	....	....	—	Niagara Street (Buffalo)	....	....	....	....	....	....	—	....	....
30 Sep. '62	10.00	16.00	....	....	42	— Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	59,408	19,430	—	100	....
30 Sep. '62	—	—	....	....	—	N. Riv. & Wall st. Ferry (N.Y.)	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	11.00	....	....	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	....	....	—	Rochester City & Brighton	....	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	....	....	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	70
30 Sep. '62	....	—	....	....	—	Seventh Avenue (N. Y.)	....	....	....	....	....	....	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	120
30 Sep. '62	—	—	....	....	—	Tenth Av & 32d st. (N. Y.)	....	....	....	....	....	....	—	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	....	....	—	Troy and Lansingburg	....	....	....	....	....	....	—	....	....
30 Sep. '62	—	—	....	....	—	Utica City	....	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	....	....	—	V. Brunt st. & Erie Bas. (Buff.)	228	320	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.22	—	....	7	—	Hoboken and Hudson City	32,000	30,000	—	5,000	....	....	....	....	—
31 Dec. '62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	—	Jersey City & Bergen Point	....	....	....	....	....	....	—	....	....
31 Dec. '62	4.20	—	....	....	—	Orange and Newark	....	....	....	....	....	....	—	....	....
31 Dec. '62	5.80	—	....	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	65
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,524	5½	....	34½
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	62
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	62
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	32
31 Oct. '62	8.73	—	187	50	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	41
31 Oct. '62	11.00	—	....	....	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	—	....	....	—	Lombard & South st. (Phila.)	....	....	....	....	....	....	—	....	16
31 Oct. '62	11.17	—	....	....	—	North Philadelphia	300,000	200,000	100,000	—	....	....	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	85,985	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	....	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	62,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	200,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	16
31 Oct. '62	5.20	—	....	....	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	....	....	—	....	5
31 Oct. '62	7.78	—	50	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	483,198	203,757	175,800	1,037	286,896	131,645	24½	....	78
31 Oct. '62	5.53	—	46	—	1	12 17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	20
31 Oct. '62	8.35	—	—	—	17	5 Spruce & Pine (Phil. & G'rd'F.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	15½
31 Oct. '62	7.65	1.51	170	30	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	51½
31 Oct. '62	6.25	—	128	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	38
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	74
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	—	....	22½
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	....	....	....	....	....	....	....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	....	....	....	....	....	....	....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	....	....	....	....	....	....	....
31 Dec. '62	3.63	—	....	....	....	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	....	....	....	....	....	....	....
						MISSOURI.									
30 Nov. '62	5.29	—	....	....	....	Citizens' (St. Louis)	117,437	100,000	....	....	....	....	....	....	....
30 Nov. '62	3.25	—	....	....	....	Missouri (St. Louis)	76,674	70,000	....	....	....	....	....	....	....
30 Nov. '62	4.48	—	....	....	....	People's (St. Louis)	83,575	70,000	....	....	....	....	....	....	....
30 Nov. '62	10.20	—	....	....	....	St. Louis	298,504	298,504	....	....	....	....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1891	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1875	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorche-ter:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	107½
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	112
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	16,500	7	J. & J.	1880	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	—	M. & S.	1885	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1888	112
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of June 28, 1847.....registered	29,415,250	6	Jan. & July.	1867	120
" " " .....coupon		6	" "	1867	124
Loan of Dec 31, 1848 .....registered	8,908,342	6	" "	1868	128
" " " .....coupon		6	" "	1868	124
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	105
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	106
" " " .....coupon		5	" "	1874	105
Loan of June 22, 1860.....registered	7,922,000	5	" "	1871	102
" " " .....coupon		5	" "	1871	100
Oregon War Debt of June, 1861.... coupon	1,026,000	6	" "	1881	112
" " " .....coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	113½
" " " .....coupon		6	" "	1881	114
Loan of July 17, 1861 .....registered	50,000,000	6	" "	1881	115
" " " .....coupon		6	" "	1881	116
Loan of Feb. 25, 1862 (5-20s).....registered	40,230,000	6	May & Nov.	1882	106
" " " (5-20s).....coupon	380,000,000	6	" "	1882	106½
Treasury Notes of Feb. & Aug. 1861..coupon	52,931,000	7.3	Feb. & Aug.	1864	110
" " Apr & Oct. 1861..coupon	86,989,500	7.3	April & Oct.	1864	111
Treasury Notes of 1863 (legal tender)..coupon	50,000,000	6	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	28,050,295	4	On red'mp'n	10 d's	----
" "	70,814,639	6	" "	notice	----
Certificates of Indebtedness.....(coin)	157,092,241	6	" "	1 year	103
" " .....(currency)		6	" "	1 year	98½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est	1868	----
" " " " (B'k of State). "	610,000	6	paid for	1868	----
" " " " (" "). "	35,000	5	many y'rs	1868	----
California—Civil bonds of 1857.....coupon	3,727,800	7	Jan. & July	1878	115
" " " 1860..... "	195,500	7	" "	1880	----
" —War bonds..... "	610,001	7	" "	1872	----
Connecticut War Fund bonds.....coupon	2,000,000	6	Jan & July	'71-'72	----
" " " " " ..... "		6	" "	'81-'82	105½
" " " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	----------	1872	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1877	----
" " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" " " (R. R.)..... "	625,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,987	6	Jan. & July.	1870	103
" " " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" " " (dollar)..... "	1 969,397	6	" "	1870	102
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	85
" " " " "	2,058,173	2½	" "	1886	65
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	95
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	-------	85½
" " " special stock "	1,216,737	5	" "	-------	----
" " Deferred stock..... "	1,213,000	5	" "	-------	----
" " " special stock "	479,515	5	" "	-------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1883	----
" " " (war loan) ..... "	809,000	7	" "	'81-'82	----
" " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" " " " " "	54,000	7	May & Nov.	1878	----
" " " (domestic).....	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " " ..... "		5	" "	'81-'91	----
" " " " ..... "		5	" "	'91-'96	----
" " " (bank) ..... "	600,000	5	" "	1891	----
" " " ..... "	67,500	6	" "	'91-'96	105
" " " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	----------	d'm'd.	60
" " " (R. R. etc)..... "	3,902,000	6	----------	'67-'99	----
" " " " (banks) ..... "	5,395,553	6	----------	-------	----
" " " " (war loan)..... "	670,000	6	----------	-------	----
Maine—State bonds .....coupon	-------	6	Mar. & Sept.	'63-'77	104
" " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101
Maryland—State bonds (st'k'g)..... .....coupon	816,000	5	Chiefly quarterly.	1863	----
" " " (st'k'g conv.)... "	200,376	5		1865	----
" " " " (st'k'g)..... "	5,585,555	5		'89-'90	101½
" " " " (st'k'g conv.)... "	2,490,569	5		'89-'90	103
" " " " (dollar)..... inscribed	500,000	3		1891	----
" " " " (") ..... "	102,000	4½		1885	----
" " " " (") ..... "	767,560	5		'42-'52	----
" " " " (") ..... "	399,408	5		1880	----
" " " " (") ..... "	148,711	5		'89-'90	103
" " " " (") ..... "	133,689	6		pleas.	----
" " " " (") ..... "	5,000,000	6		1870	107
" " " " (") ..... "	85,000	6		1885	----
" " " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	2,995,555	6	April & Oct.	'68-'71	----
" " " " (T. & G.R.R.)... "	508,180	6	" "	'88 '90	----
" " " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " " (" "). "	500,000	5	" "	1893	108½
" " " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" " " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" " " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" " " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	122½
" " " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" " " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " " " (" ") "	94,000	5	Jan. & July.	1874	----
" " " scrip.....	200,000	6	" "	'64-'66	----
" " " "	241,000	6	June & Dec.	'68-'72	----
" " " "	58,000	6	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	129½
" " —Bounty Fund Loan..... "	600,000	5	" "	'77-'78	117½
" " —Coast Defence Loan..... "	500,000	5	May & Nov.	1893	119
" " —Back Bay Loan ..... "	1,000,000	5	" "	1883	118½
Michigan—Renewal Loan .....coupon	168,000	5	" "	1880	----
" —Canal Loan.....(sink'g f'd) "	216,000	6	Jan. & July.	1878	100
" —War Loan.....(" ") "	100,000	6	" "	1879	----
" —Redemption l'n (" ") "	567,000	7	" "	18-6	103
Minnesota—State bonds .....coupon	2,000,000	6	" "	'63-'83	----
" " " (Indian war). "	260,000	8	Jan. & July.	1867	105
" " " (Railroads)..... "	100,000	7	" "	1871	----
Mississippi—State bonds (Banks).....coupon	2,275,000	7	" "	1885	----
Missouri—Bank Stock Loan of 1857.....	2,000,000	6	----------	'41-'71	----
" " " " "	63,000	5½	Jan. & July.	1868	68½
" " " " "	199,000	6	" "	1868	71
" " " " "	100,000	6	April & Oct	1868	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R Loans: Pacific R R ..coupon	7,000,000	6	" "	'72-'88	98
" " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	91
" " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	-------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	108½
" " —Notes	200,000	6	----------	-------	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	581,820	6	" "	'65-'71	----
" " " " ("). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " " " " Deficiency Loans...	348,107	5	" "	pleas.	----
" " " " " " "	900,000	5	" "	1875	----
" " " " " " "	442,961	5	May & Nov.	1888	107
" " " " " " "	1,180,781	6	Jan. & July	pleas.	----
" " " " " " "	1,800,000	6	" "	'68-'78	115
" " " " " " "	700,000	7	" "	1870	113
" " " " " Comptroller's b'nds	25,698	5	----------	d'm'd	----
" " " " " " "	11,050	5½	----------	d'm'd.	----
" " " " " " "	14,230	6	----------	d'm'd.	----
" " " " " " "	421,000	----	----------	'65-'67	----
" " " " " Railroad Loans....	287,700	4½	J., A., J., & O.	1884	----
" " " " " " "	68,000	5	Feb. & Aug.	1876	----
" " " " " " "	25,000	5½	J., A., J., & O.	1885	----
" " " " " " "	320,000	5½	Jan. & July.	1885	----
" " " " " " "	100,000	6	" "	1867	----
" " " —Canal Fund Loans.....	6,922,274	6	" "	'83-'74	109½
" " " " " "	15,889,025	6	" "	64-'76	115
" " " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	87
Ohio—State bonds (foreign debt) ....coupon	1,008,905	6	Jan. & July.	1860	110½
" " " " (" ") ..... "	1,015,000	6	" "	1865	94
" " " " (" ") ..... "	379,866	6	" "	1868	----
" " " " (" ") ..... "	2,188,532	6	" "	1870	105
" " " " (" ") ..... "	1,800,000	6	" "	1875	106½
" " " " (" ") ..... "	4,995,309	6	" "	1881	106½
" " " " (" ") ..... "	2,400,000	6	" "	1886	106
" " " " (domestic debt).....	275,385	6	" "	1863	105
" " " " (war loan).....coupon	299,704	6	" "	1886	----
" " " " (" ") ..... "	280,969	6	" "	1888	----
" —Irreducible debt (school funds, etc)...	2,920,403	6	Yearly.	-------	----
Oregon—State scrip	56,372	----	----------	-------	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" " " "	10,780,095	5	Jan. & July.	due.	97½
" " " "	3,886,070	5	Feb. & Aug.	due.	----
" " " "	3,690,614	5	Mar. & Sept.	due.	100½
" " " "	3,241,398	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	101½
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" " " "	675,029	5	Feb. & Aug.	1864	----
" " " "	1,046,629	5	June & Dec.	1864	----
" " " "	1,558,673	5	Jan. & July.	1865	----
" " " "	2,277,755	5	" "	1862	----
" " " "	1,766,214	5	" "	1870	101
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	102
" " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	104
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	380,937	5	----------	-------	----
" —Relief Notes in circulation...	97,360	----	----------	-------	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	104½
South Carolina—State bonds (stg).....coupon	434,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	57
" " " " (intern. impr.) "	2,063,366	5	----------	Var.	45
" " " " (railroads)... "	12,799,000	6	----------	Var.	----
" " " " (capitol) ..... "	608,000	6	----------	1890	45
" " " " (Hermitage) . "	45,000	6	----------	1890	58½
Texas—Had no debt in 1861	-------	----	----------	-------	----
Vermont—Inscribed certificates	175,000	6	----------	'65-'84	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'90	61
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'90	----
" " " (sterling)..... "	1,865,000	6	" "	1892	----
West Virginia—No information	-------	----	----------	-------	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	99
" " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" " " (domestic) ... "	100,000	6	" "	1877	----
" " " (") ... "	1,100,000	6	" "	'78-'83	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,090	63,995	86,211	76,426	81,453	103,635	94,928	107,755	73,751	64,937	838,641
1861	81,581	75,621	78,361	65,358	75,280	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,096,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,550	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,809	153,294	1,673,706
1864	100,991	164,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,407	68,116	71,792	73,578	72,392	67,076	87,223	120,058	126,000	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,439	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,758	1,261,050
1862	120,770	90,607	75,078	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,235	198,152	202,014	1,999,492
1864	155,034	168,151	196,119	176,888	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,226	28,556	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	56,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	103,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,19
1864	98,123	111,495	157,962	174,599	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,504	52,220	730,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,608	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,500	184,389	1,574,993
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	456,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,965	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	468,560	547,174	506,610	430,063	372,706	419,010	515,948	719,354	734,108	714,211	6,214,183
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	886,136	902,906	861,589	8,400,224
1863	846,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	122,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,806	93,449	80,705	166,541	219,528	252,106	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	160,359	209,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	148,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	201,716	2,193,295
1864	143,906	160,577	177,251	196,872	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	102,161	100,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,079	1,983,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,076	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,600	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,006
1860	186,257	185,926	209,904	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	280,582	284,020	248,249	224,401	2,899,612
1862	190,130	236,637	151,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,493	3,445,827
1863	299,944	271,085	275,643	289,229	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,467	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	38,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,069	76,764	68,883	710,225
1864	56,540	77,874	90,765	73,215	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,311	59,082	48,797	37,429	60,229	139,761	163,615	95,906	44,875	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,769	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163 734
1863	67,120	76,132	44,925	58,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,069	1,224,343
1864	102,748	116,135	88,222	140,417	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,636	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,451	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	163,170	186,951	170,362	161,301	126,558	178,773	235,500	276,151	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,589	2,647,833
1863	248,784	230,508	254,208	267,003	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,008	3,267,250
1864	250,163	299,880	333,058	327,206	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,336	102,959	151,864	143,143	127,145	119,770	108,203	150,366	210,837	226,077	181,617	132,049	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,784	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,069	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,958	322,269	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	204,221	215,449	215,449	309,169	375,487	339,793	306,186	3,165,064
1864	252,435	278,848	348,802	338,275	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,340	370,544	509,211	478,563	409,628	447,513	504,217	591,920	743,599	709,671	637,792	520,599	6,303,708
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	780,756	623,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,078	558,743	523,138	562,076	696,175	927,036	962,980	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,993,244
1863	920,272	700,167	867,590	911,397	839,126	841,166	818,512	840,450	1,079,561	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,200	88,378	99,517	91,868	89,220	91,100	100,118	97,218	97,867	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	83,378	100,639	104,118	106,478	111,173	99,461	100,141	1,176,708
1861	103,495	88,201	88,700	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,019
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,000	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,600	215,475	225,464	220,377	245,582	241,695	264,022	285,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	309,906	321,208	249 032	3,316,501
1861	161,106	160,538	191,266	252,154	263,917	270,061	289,987	265,558	234,456	276,209	291,763	278,219	2,906,539
1862	193,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,528	4,088,837
1863	385,655	361,834	396,771	429,929	506,517	464,800	461,884	574,486	714,302	815,902	746,955	526,009	6,324,085
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,553	245,938	286,344	231,253	191,138	2,335,354
1861	217,262	202,071	265,725	270,675	216,501	264,778	180,429	248,031	270,086	352,071	302,790	301,068	3,031,787
1862	298,429	274,258	295,778	282,696	277,009	261,210	249,419	277,380	397,525	401,209	364,334	370,983	3,745,210
1863	337,350	366,503	461,965	462,987	427,094	395,845	360,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	456,211	602,603	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,831	68,748	71,854	112,384	93,766	67,721	85,269	95,980	118,887	129,166	135,610	1,117,697
1863	109,808	110,603	120,310	123,115	113,798	123,940	118,077	150,378	163,470	144,736	143,748	162,921	1,584,913
1864	100,872	147,485	160,498	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,256	926,725
1861	59,639	47,042	62,551	76,274	70,278	80,074	93,464	138,722	142,537	162,858	137,088	92,574	1,172,100
1862	82,235	47,142	66,006	83,582	106,845	113,678	115,214	168,219	170,380	172,870	147,848	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,586	165,564	116,379	120,095	151,062	134,563	111,339	1,434,798
1864	79,735	95,842	132,896	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.†	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$400,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	226,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'55-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	100
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	111
" " " 1850	700,000	6	Jan. & July.	"	1880	112½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	112½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1865	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	107½
" " $675,000	675,000	6	"	"	1875	105
" " $1,700,000	1,700,000	6	"	"	1883	107
" " $2,500,000	867,000	6	"	"	1889	108
Consolid. Mort. Loan $5,000,000						111
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	108
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	103
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1865	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	62
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	500,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	128
" " " inconvertible	3,084,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1860	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1907	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1865	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " ")		8	" "	" "	18...	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,297,000	7	Jan. & July.	New York.	1870	110½
Chicago and Northwestern:						
Preferred Sinking Fund	1,230,000	7	Feb. & Aug.	New York.	1885	108
General 1st Mortgage	3,000,000	7	" "	" "	1885	92
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	103
2d Mortgage	2,000,000	6	" "	" "	1900	90
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	354,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1886	110
Cincinn., Wilm. and Zanesville:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1909	
2d Mortgage	674,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1886	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	105
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1896	99
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1854	
C. and T. Income (convertible)	169 000	7	" "		1854	
C. and T. Dividend (convert.)	128,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	118
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	250,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	107
1st Mortgage (R. Extension)	1,499,000	7	" "	" "	1875	115
2d Mortgage	2,516,500		March & Sept.	" "	1881	116
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	" "	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,965					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1861	
Free Land, 2d Mortgage	1,500,000	8			1861	
Florida and Alabama:						
Internal Improvement (State)		7			1961	
Free Land, 2d Mortgage		8			1991	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	350,000	7			1861	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	116
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	103
Elgin and State Line	132,000		Jan. & July.	" "	1879	----
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1895	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1895	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	93
Land Security	3,344,600	7	April & Oct.	" "	1881	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	114
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	140
Convertible	1,002,000	7	" "	" "	1867	106
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	---
Construction	2,896,500	6	" "	New York.	1875	119½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			120
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	65
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1881	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	210,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Musca. :						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	900,000	7	May & Nov.	Milwaukee.	----	86
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,500,000	6	May & Nov.	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,800	7	" "	" "	----	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	225,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	563,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	105½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1850	----
1st Mortgage	1,600,000	7				
Memphis, Clarksev. and Louisv. :						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	95½
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	127
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	127½
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1868	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1865	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	111½
2d General Mortgage	2,656,500	7	" "	" "	1877	106
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	110
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		99
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1906	----
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,285,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1905	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey :						
Company's (various)	688,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'5	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1898	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	666,000	8			1890	----
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1885	109
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July	" "	1864	102½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	118
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1885	101
Bonds of June, 1854	2,919,200	7	June & Dec.	" "	1864	102½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	118
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	110
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	119
3d Mortgage	6,000,000	7	" "	" "	1883	118
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	117
5th Mortgage	1,739,500	7	June & Dec	" "	1888	116
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	119
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100½
3d Mortgage	950,000	7	Jan. & July.	"	1907	105
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,089,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1926	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	105
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	106
2d Mortgage	3,077,000	7†	" "	" "	1861	36
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103
Chattel Mortgage	360,000	10	" "	"	1887	124
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	82
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	60
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1866	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	112
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1861	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	107½
" 1861, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1850	111
" 1848, "	101,000	6	" "	"	1850	110½
" 1849, "	67,000	6	" "	"	1880	110
" 1857, (convertible)	2,480,500	6	" "	"	1886	130½
" 1856, "	1,442,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	116
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	110
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	98
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	787,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----------	----------	1900	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	77
2d Mortgage	937,500	7	" "	"	1863	37½
3d Mortgage	440,000	7	" "	"	1863	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1886	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	117
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	95
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----------	----------	------	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	93
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	28
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,310,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'75	102½
Hudson & Boston R. R. Loan	160,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	111½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1868	----
Sterling, issued in 1866	£144,500	6	----------	----------	1866	----
Company's endorsed by State.	150,000	6	----------	----------	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Laterni and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. rond leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	.....	.....	58.1	2	2	19	*Alabama and Mississippi*	461,606	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,862	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,906	777,777	240,485	2,476,023	109.6	.....	307,628	111,282	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	.....
1 May, '61	409.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	.....	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,760	922,622	23,579	2,582,505	116.9	.....	595,116	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,453	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,519	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	.....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,161,255	73.0	404,297	958,459	[596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic	2,439.775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	—	.....
31 Dec. '62	57.0	—	1.8	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,208	6	.....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	736,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	117½
31 Dec. '62	75.9	8.9	7.2	—	3	3	—	New Haven and Northampton	1,774,455	58,023	—	1,010,000	650,000	—	1,612,475	oper	ated by	N. Y.	& N. H.	4	.....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,805	151,781	88,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,690	12	160½
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,175	353,684	158,927	—	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,286	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	[1,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,397,385	86.7	.....	418,036	205,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	28.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,387	.....	.....	.....	91.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770 425	*	—	2,921,900	396,500	19,915	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,886	24	91
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	383.0	1,308,146	2,412,821	1,206,039	8	129
1 Apr. '63	242.0	—	.....	29.0	96	23	705	Chicago and Northwestern	12,325,829	510,083	—	3,731,316	8,336,000	226,641	13,147,336	242.0	.....	1,083,654	448,503	—	58
31 Mar. '63	181.8	—	.....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529.141	578,188	6	113½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10.952.115	341 7	1 484,065	2,291,481	1,279,401	6	122
31 May, '63	174.5	5.5	14.3	—	21	24	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,244,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610.229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	123
— — —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870.586	*	—	1,780.295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,000 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,416	704,650	—	64
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,483	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2.233.413	*	2,750	986,061	1,219,100	51.772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	236	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158.541	—	72
1 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,649,900	1,382,284	140,689	3,458,108	110.0	.....	448,858	[20,334	9	100
1 Dec. '62	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991.400	11,036	2,196,839	84.0	.....	450,079	247,338	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1.549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,880	527,863	268,156	—	.....
1 Mar. '63	88.5	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	361,812	—	1,538,743	132 0	.....	285,974	104,951	—	100
— — '55	238.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	238.0	.....	645,827	371,40	—	36½
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	367,302	774,61s	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	702,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '58	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	369,044	.....	86 0	7 mo's.	85,219	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	3,280,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,531	276,197	155,889	—	.....
1 Jun. '58	88.5	—	.....	101.3	4	4	54	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	—	.....	88.5	11 mo's.	458,821	21,356	—	.....
— — '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,000,000	15,000	.....	230.0	.....	.....	.....	—	50
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,406	227,534	—	.....
30 Jun. '62	29.0	—	.....	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746.068	29.0	215,031	78,985	26,793	2	80
30 Jun. '62	65.1	—	.....	—				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65 1		179,251	62,421	2	95
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595 258	1,777,963	1,062,165	—	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	[25,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	1,533,015	2,685,000	1,150,717	.....	206.0	.....	1,232,624	550 451	—	.....
31 Aug '60	53*	—	.....	135.8	...	...	...	*Vicksburgh, Shreveport & Texas.*	1,682,691	*	—	1,533,015	248,969	109,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada								
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,370,623	447,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	[40,598	.....	—	.....
31 May '63	284.8	—	23.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,956	329.3	1,448,558	2,946,560	1,674,200	8	141½
31 Mar. '63	346.0	251.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,618,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,613,831	1,461,276	—	95½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	603.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,650,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114 0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	800,000	—	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	95	22	535	*Mississippi Central*	4,966,022	756,232	—	2,000,981	2,654,732	895,902	6,331,899	236,0	.....	684,342	[28,002	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254.894	159,018	—	798,285	456,949	275,000	1,974,444	69.7	.....	176,462	116,433	—	.....
31 Dec. '58	53.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,650	—	.....
								MISSOURI.													
31 Aug. '63	94.5	—	13.2	—	31	24	575	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.5	579,324	1,047,567	420,026	—	45
31 Dec. '62	205.8	—	17.7	68.0	21	26	507	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	151.6	—	5.6	—	—	—	—	*Platte County*	-1,200.000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,966	227,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,518	4,500,000	—	.....	114.0	98,371	241,482	128,886	—	.....
0 Sep. '62	86.5	8.6	8.2	—	16	13	210	*St. Louis and Iron Mountain*	5,331,493	214,158	—	1,971,127	3,301,000	57,661	5,666,277	90.1	232,631	289,295	66,250	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,844	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	61.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,963	172,118	91,457	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,962	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	—	283,197	150,276	6	113½
31 May, '60	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,231,011	288.8	.....	3,922,203	2,305,788	6	110
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '60	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,668	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	58
								MASSACHUSETTS.													
30 Nov. '62	25.7	1.8	43.6	—	21	37	602	Boston and Lowell	,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6½	117
31 Mar. '63	74.3	8.8	51.1	—	53	72	484	Boston and Maine	2,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,340	945,980	455,207	8	134
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	3,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	144
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	2,962,594	437,416	100,000	4,800,000	—	93,854	5,335,584	82.6	564,117	1,066,130	490,304	8	145
30 Nov. '62	44.0	1.1	2.7	—	7	15	102	Cape Cod Branch	4 907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	68½
30 Nov. '62	50.0	2.4	5.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	288,152	133,864	6	110
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	50,000	4,766,000	89.0	452,168	635,629	315,734	—	106½
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	125
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,886	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	—
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	126
30 Nov. '62	20.1	1.6	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,289	—	293,701	550,000	175,672	1 019,373	25.0	53,624	44,589	9,653	—	14½
30 Nov. '62	79.5	7.8	26.5	—	24	54	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4 187,740	102.1	388,585	580,150	312,031	6	120
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	137½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	404	471,179	oper	r. by B.	and L'll	17,500	4	110
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	110½
30 Nov. '62	5.1	—	.....	16.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,310	979,306	42,352	1,945,470	oper	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.5	5.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	218,065	115,241	—	42½
30 Nov. '62	156.1	17.3	126.6	—	73	51	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	155
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	90
								NEW HAMPSHIRE.													
31 Mar. '63	95.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902 686	93.5	.....	247,279	124,406	—	62½
30 Nov. '62	55.6	—	.....	—	11	11	502	Cheshire	2,839,713	*	—	2,085,592	803,700	—	3,049,732	63.6	268,124	298,056	104,643	—	—
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	245,651	112,327	7	68½
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	20,904	.....	oper	r. by C'd	162,426	74,585	7	119
30 Nov. '62	29.2	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	668,000	—	.....	52.7	.....	34,916	12,395	—	—
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	86½
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76 0	.....	259,921	113,533	—	—
31 Dec. '62	82.5	32.5	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,223	*	3,971,030	5,009,200	3,020,181	—	.....	124.2	.....	3,040,148	1,728,648	10	188
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	48.0	—	32	26	540	Central of New Jersey	4,916,252	606,542	672.113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	175
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	—
31 Dec. '62	33.6	—	.....	—	—	—	—	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.5	512,349	1,111,087	662,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	165
31 Dec. '62	.....	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,585	.....	—	25
31 Dec. '62	24.1	—	.....	—	—	—	—	Warren	1,907,750	*	—	1,307,750	600,000	—	1,907.750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	38.5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	561,893	212,500	31,743	821,984	—	52,956	90,127	43,625	—	—
								NEW YORK.													
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,115	123,939	—	—
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,862	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.5	—	14.5	—	29	24	399	Buffalo and State Line	2,277,335	503,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
31 Dec. '62	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469.481	3,511,414	7½	112
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,515	2,637,529	1,269,954	—	140
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	228,611	293,457	109,137	2½	46½
30 Sep. '62	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,359,880	654.9	5,692,223	10,897.631	3,994.999	7	133
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	256
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	1½
30 Sep. '62	35.9	—	2.2	—	6	10	51	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	.....	—	.....
30 Sep. '62	40.9	6.6	8.9	—	5	11	54	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	13.0	—	0.4	—	2	5	6	Staten Island	207,106	36,443	—	63,102	193,687	70,913	327,708	13.0	50,277	37,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.0	229,424	280,871	172,757	—	.....
30 Sep. '62	34.8	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,987	—	606,911	809,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	102,953	35,572	—	.....
— —	'58	223.0	—	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— —	'58	97.0	—	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	252,000	1,130,470	1,045,000	51,300	2,934,609	171.9	.....	469,458	219,688	—	.....
30 Sep. '58	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,056	102,391	3,114,954	171.0	323,069	477,554	225,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,560	364,072	—	—	—	—	—	—
								OHIO.													
— —	'58	—	—	—	.....	.....	.....	Atlantic and Great Western	613,231	.....	—	566,950	—	77,294	.....	—	.....	.....	.....	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,684	*	11,000	1,859,813	1,169,000	2,126	3,876,256	118.2	.....	541,150	234,320	—	.....
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	250,541	—	12½
31 Mar. '63	80.5	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,938,788	481,088	91,947	2,158,800	1,334,000	—	3,988,198	198.3	.....	877,404	404,415	10	132
1 May, '59	131.5	—	.....	31.0	16	16	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	175.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,687	20	165
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	25,345	1,036,035	1,752,400	128,857	2,917,322	67.0	248,387	575 200	228,651	—	45
1 Dec. '62	95.5	1.2	22.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,297	1,551,628	975,923	33½	180
30 Nov. '62	101	102.5	.....	—	45	50	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	112
31 May '63	103.7	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,587	747,562	—	146½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	569,573	576,250	632,456	.....	61.5	75,120	66,125	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,566,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	216	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,202	oper	r. w. Lit.	Miami.	229,583	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,464,745	389,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	.....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	989,849	15	146
20 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,279,554	378,487	88,095	11,164,820	228.6	445,167	629,025	299,520	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,613	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,715	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	155.9	62.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	8,986,868	595,400	252,179	2,697,090	2,455,225	7,800	5,401,088	205.9	415,028	599,580	176,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & Now'k	2,309,419	*	—	848,770	1,212,900	165,610	2,606,237	125.0	214,404	259,295	82 959	—	.....
31 Dec. '62	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,998,698	*	28,000	3,514,775	6,451,580	38,272	10,112,622	240.0	1,279,960	1,489,780	540,921	—	10

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2d Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Oct. '62	88.0	—	—	—	—	—	—	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	.....	.....
31 Oct. '62	24.5	—	23.5	—	18	3	1,203	Beaver Meadow	1,012,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	305,386	210,817	8	85½
30 Sep. '62	66.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	2,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	.....	—	18½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,887	*	—	956,900	270,500	56 545	1,284,456	74.5	.....	255,560	165,427	3	.....
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,598,200	4,629,000	637,114	10,862,314	202.0	1,107,658	1,505,362	753,468	6	240
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	875,116	105,544	—	492,190	598,500	27,478	1,118,168	36.0	130,002	173,393	98,654	.....	.....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease d to	North'n Cen.	—	196,907	334,790	110,308	—	37
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,400	223,530	33,820	10	.....
31 Oct. '62	36 9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,500	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77½
31 Oct. '62	32.0	—	1.3	44.3	3	3	19	Hempfield	1,616,560	41,340	—	1,599,565	500,000	100,000	2,408,565	32.3	23,476	29,799	5,079	—	.....
31 Oct. '62	31.3	19.2	3.8	—	11	1	105	Huntingdon and Broad Top	1,425,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	34
31 Dec. '63	80.0	—	16.0	—	18	4	1,246	Lackawanna and Bloomsburg	3,528,993	*	—	1, 335,000	2,128,565	232,487	3,767,913	80.0	.....	511,824	257,440	.....	.....
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,386	76.0	367,230	832,927	466,516	6	91½
31 Oct. '62	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,256.100	960,000	72,000	3,288,700	38 8	62,155	126,316	68,801	—	47½
31 Oct. '62	24.5	106.5	62.5	—	—	—	—	Mine Hill and Schuylk. Haven	3,252 265	*	—	3,250,000	—	—	3,252,265	130.0	—	461,918	174,435	8½	62½
30 Nov. '62	56.6	13.2	8.8	—	18	2	577	North Pennsylvania	5,485,476	406.187	—	3,147,350	3.106,350	287,000	6,447 740	66.4	263 334	397,136	218,960	—	30
31 Dec. '62	355.6	55.8	318.0	—	263	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13.274 100	3,52 .40.	—	28,324,213	441.4	.....	10,304,991	4,872,218	8	69½
31 Oct. '62	17.0	7.0	42.0	17.0	18	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,500	438,960	—	1,852,698	24.0	229,938	282,333	129,742	6	60½
31 Oct. '62	186.0	—	10.6	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	6,[illegible]	157,739	12,124,867	75.0	213,574	413,474	80,909	—	33
30 Nov. '63	147.4	5.5	187.8	—	166	67	3,430	Philadelphia and Reading	21,074,422	3,765,774	629,348	13,211 228	10 667,328	—	28,613,828	355 0	2,721,689	6,252,902	3,706,900	—	66½
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249 200	29.2	102,364	432,351	228,844	8	186
31 Oct. '62	95.0	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,9 9 924	744,425	351,129	5,620,500	2,579,000	—	9,508,400	200 5	582,615	2,250,892	1,080,995	9	71½
31 Oct. '62	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1.767,373	1,500,000	82,530	3,665,720	72.0	209,746	215,587	105,356	—	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	6,132,934	2,106,623	10	114½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	North'n Cen	—	40.476	144.725	87,112	—	40
31 Oct. '62	29.6	—	2.5	—	4	1	101	Tioga	719,914	77,999	—	97,550	398,500	66,826	797,913	29.6	81,934	134,188	97,882	—	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,900	—	.....	62.0	297,700	415,300	199.158	6	120
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	457,.17	8,500	—	.....	13.6	25,954	25,594	6,739	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	54.0	—	.....	47.4	4	2	21	Charleston and Savannah	801,615	34,372	250,000	706,366	195,266	197,905	1,099,586	51.0	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	959,200	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,146,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	965,743	960,410	108,172	2,067,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,135	—	605,214	514,000	99,410	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	11,289.673	2,020,000	200,000	.....	140.0	.....	318 718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,284	—	536,654	1,992,000	390,407	.....	130.8	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,942	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	160.500	—	298,721	740,000	—	.....	—	—	—	—	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,157,400	*	—	798,285	554,949	315,518	.....	59.4	69,870	177,256	60,025	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	88,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,207	50,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	800,000	204,544	.....	45.8	57,850	127,953	87,242	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	*	—	216,952	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,[illegible]	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,508	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195.647	—	1,280,400	800,000	.....	.....	90.7	99.639	208,867	.....	—	[illegible]
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,959,708	556,275	—	2,253,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	.....
31 Aug. '62	62.5	.....	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,209	140,886	24,579	—	.....
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679.677	713,418	191,466	—	1½
30 Jun. '62	47.0	5.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	.....	—	1,378,500	.....	.....	1,378,500	oper	r. by Vt.	Central	.....	4	123
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212.274	89,612	—	516,164	793.200	110,145	.....	23.7	53,041	45,273	7,187	—	.....
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,983,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	15,952	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,634,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.5	3.8	106.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	113,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,573	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,001	loss	—	25½
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,617,500	590,056	.....	167.7	270,846	450,427	222.214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,998	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,944	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	6,799	1,486,627	80.5	.....	326,564	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,755,655	143.2	224,014	560,904	282,328	—	47
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,946	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,098,054	163,763	79,085	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	29,554	—	667,212	85,000	—	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,611	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 985	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,283,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.0	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.0	.....	786,476	329,480	—	.....
31 Dec. '62	191.0	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,526,900	2,454,000	221,282	7,978,841	234.4	.....	1,163,784	414,741	—	68
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,892,471	142.0	364,331	344,769	83,839	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938 600	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,467,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
0 Jun. '63	1,096	157.0	.....	78.0	204	130	2,399	Grand Trunk	77,210 345	*	—	15,125,480	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,858	—	.....
31 July, '63	220.0	115.5	65.0	—	92	126	1,689	Great Western	23,935,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	1½	.....
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	105.0	0.9	12.0	—	14	18	271	European & North American	4,669,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,006	—	.....
1 July, '61	66.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,358	—	1,380,000	13,100	136,000	1,779,232	60 0	.....	152,555	56,670	—	.....
								NOVA SCOTIA.													
Dec. '62	51.5	50.5	.....	—	20	15	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,410	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.1	—	—	—	11	22	120	Panama	8,000,000	*	815,658	1,000,000	3,570,000	—	10,763,720	48.1	.....	1,748,294	1,015,444	15	150

New York Stock Exchange.

Actual Sale Prices for the week ending May 11.

	Th.5.	F.6.	Sat.7.	M. 9.	Tu.10.	W.11.
American Coal Co.	90	95	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	135	----	----	----	----	----
Canton Co.	36	55	36	38	38	42
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	----	88	----	86	91	
" " prof.	----	94	94	----	90	
" " 1M.	----	----	----	100	----	
" " Inc.b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	136½	136	----	137	129½ x	129
" " " 8 p.c.	----	----	128	----	----	----
Chic. & Northwest'n.	53	51	52	52	54½	53
" " pref.	75	72	----	74	76	78
" " 1st M.	93	93	----	----	91	92
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	103	106	105	108	111	113½
" " 1st M. '70.	110	----	----	----	----	110½
Clev., Col. and Cin.	----	----	165	164	----	165
Clev. and Pittsburg	108	103	102½	107	108	112
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	89	----	----	----
Clev. and Toledo	146	146½	146½	146½	146½	
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref. 6s	64	62½	64½	64½	72	
Del. & Hudson Canal	227	223	220	----	----	
Del., Lack. & West.	280	----	----	----	----	240
" " 1M.8 p.c.'71-5.116	----	----	----	----	----	----
" " 2M.8 p.c.'81	----	----	116	----	----	----
Erie	111	109	107½	103½	109½	112
" pref.	107½	106½	106½	107½	107	107½
" 1 M. 7 p.c. '67.	----	110	----	----	----	----
" 2 M. 7 p.c. '79.	----	----	119	----	----	----
" 3 M. 7 p.c. '83.	----	----	----	----	----	----
" 4 M. 7 p.c. '80.	116	----	----	117	----	----
" 5 M. 7 p.c. '88.	----	----	----	----	----	----
Galena and Chicago	120	116½	113	116½	118	122
" 1M.7p.c.'63	----	----	----	----	----	----
" 2M.7p.c.'75	----	----	----	----	----	108
" 1M. Ex.'82.	116	----	----	----	----	----
Hann. & St. Joseph.	----	----	48	----	----	----
" " pref.	61	60	----	----	----	68
" " bonds.	----	----	----	----	----	101
Hudson River	135	133½	135½	139	137	140
" scrip.	----	----	----	----	----	----
" 1M.7p.c.'69.	----	----	----	----	114	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	----	----	----	----	----	----
" conv. bonds	----	----	108	108	----	----
Illinois Central scrip	123½	123	122	124½	124½	128
" full stock	125	----	----	118½	----	----
" Can.bd.sc.	----	----	----	----	----	122
" bonds.	119½	----	----	----	----	----
Marietta & Cin. 1st pref.	66	65	68	----	----	70
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	32	32	32	35	36	36
Michigan Central	135	133½	131½	133½	139	141½
" S.F.8p.c.'82	----	----	----	127½	----	----
" conv.8p.c.'69	----	----	----	127	----	----
M. S. and N. I.	90	88	87½	91	91	95½
" " guar'd.	135	----	131	133	134	135½
" " 1M.S.F.	----	----	----	----	----	----
" " 2 M.	----	106	----	106	----	----
Mil. and P. du Chien	62	60	60	----	63	67½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	110	----	----	----	----	----
Minnesota Mining Co.	----	60	----	----	----	----
Miss. & Mo.	40	----	----	40	41	50
" L.G.bonds.	64	66	----	61	----	60
Missouri 6s	70	70	70	70	----	71
" iss. to H.&St.J.R.	----	92	91	----	----	----
" " Pacific	----	78	76	76	----	78
New York Central	132	131	129	130½	130½	133
" " 7s, 1864	----	----	----	----	----	----
" " 7s,S.F.'76.	118	----	----	----	----	----
" " 7s,conv.'76.	----	----	----	----	----	----
" " 6s, S.F.'83.	110	----	111	109	----	----
N. York & Harlem	228	230	230	235	235	256
" " "pref."	----	----	----	----	----	----
" " 1M.7p.c.'78	----	----	----	----	----	----
" " 2M.7p.c.'64	----	----	----	----	----	----
" " 3M.7p.c.'67	----	----	----	----	----	105
Norwich & Worcester	----	----	----	----	----	110
Ohio & Miss. cer.	52	50	50	52	52½	54
Pacific Mail S.S. Co.	225	225½	225	----	227	----
Panama	250	----	----	----	----	----
Penn's Coal Co.	205	200	200	----	210	
Phila. and Reading	130½	129½	127	129½	129½	133
Pitts. Ft.W.&Chicago	109	105	105½	106	112	114½
" " 1M.	----	115	115½	----	116	----
" " 2M.	110	110	110	----	----	----
" " 3M.	----	----	----	----	98	----
Quicksilver Mining Co.	66	66	66½	66½	70	71
St.L., Alton & T. H.	58	54	55	58	64	64
" " pref.	----	72	72½	----	79	82
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	95	98	95	95
" " Inc.b'ds.	88	----	82	82	83	----
Tennessee 6s, 1890.	50	55	----	58½	----	----
Toledo & Wabash	70	69½	70	69½	69½	70
" " Pref.	----	----	----	----	----	80
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	87½	----	----	----	----	----
" " Int.b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	61	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	102
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	105	----	----	----
U. S. 5s, 1865, coup.	165	167	----	----	----	166
U. S. 6s, 1881, reg.	----	112½	----	----	113½	----
U. S. 6s, 1881, con.	113	113	113½	114	114	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " l.y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	124	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " new	98½	98½	98½	98½	98½	98½
U. S. 6s, 5-20s, coupon	105½ x	106½	106½	106	106½	106½
U. S. 6s, " reg.	105½ x	106	106½	105½	106½	106
7.30 Notes, Feb. & Aug.	----	110	----	----	----	----
" " Ap'l & Oct.	109½	109½	109½	110½	110½	111
American Gold	177½	174	172½	169½	168	174½

Philadelphia Stock Exchange.

Actual Sales Prices for the week ending May 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Beaver Meadow	85	85½	----	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	40½	40½	----	----	40½	----
Camden & Amboy	186	----	188	----	----	----
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	105	----	----	----	105
" " 6s,'83.107	----	----	----	----	----	----
" " 6s,'89.	----	----	108	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	44	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " prof. 6s	----	53½	----	----	----	111½
" " 7s.	----	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	86	----	----	----	----	----
" 6s ..115	----	----	----	----	----	----
" " scrip.	----	----	----	----	----	----
Lehigh Valley R. R.	91½	----	91½	----	----	----
" " scrip.	----	----	----	----	----	----
" " 6s.	110	----	----	----	110	----
Little Schuylkill R. R.	47½	48	48	48	----	47½
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Minehill	62½	62½	62½	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	30½	----	----	31	30	30
" " 6s.	----	103	----	103	----	----
" " 10s.	----	----	----	----	----	----
Pennsylvania R. R.	68½	70	70½	69½	69½	69½
" 1st m.	115	----	----	----	----	----
" 2d m.	----	----	----	112	112	----
Penn. State, 5s	98	98	----	----	----	97½
" " 5s, coupon.	----	101½	101½	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	105	105½	104½	----	104½	----
" " new	108½	108½	108½	108½	----	108½
Philad., Germ. & Nor.	61	----	----	----	60½	----
Phila. & Reading	65½	65½	64½	63½	64½	64
" " 6s, '86.	----	----	----	107½	----	----
" " 6s, '70.	83	83½	84½	83	83	83
Philadelphia & Erie	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	30½	31½	31	----	----	31
" pref.	38	40½	40½	39½	40	----
" " 6s '82.	----	----	----	----	94½	95½
" " 6s '76.	----	----	----	----	----	----
" " 6s '72.	----	----	----	----	----	----
Sunbury and Erie, 7s.	----	----	----	----	----	108
Susq. Canal	20½	22½	22½	21½	21	21
" " 6s '78.	----	----	----	----	----	----
" " scrip.	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '82.	25½	----	----	----	----	26
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	----	----	----	----
Arch street, (Horse)	----	----	84½	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	41	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	78	----
Spruce & Pine, "	----	----	15½	----	----	----

Baltimore Stock Exchange.

Actual Sales Prices for the week ending May 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Baltimore City 6s, 1875	----	----	112	----	----	112
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890.114	----	----	113	----	----	----
Balt. and Ohio	----	----	110	----	108	110
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	112½	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	110	----	----	----	----	111
Northern Central	53	53	55	55	55	
" " b'ds, '85.	106	106	106	----	----	----
" " " 90.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sales Prices for the week ending May 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	134½	134½	----	----	----
Boston and Providence	144	----	----	----	----	----
Boston and Worcest.	----	145	----	----	----	----
Cheshire, pref.	56½	----	57	56½	----	----
Concord	66	----	----	----	----	65½
Connecticut River	111	111½	----	----	110	----
Eastern, Mass.	106	----	----	----	106½	106½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce.	118	----	----	----	----	125
Michigan Central	----	----	----	----	----	119
Northern, N. H.	84	84	85	----	86	86½
Old Colon. and Fall R.	120	----	----	----	----	----
Pb., Wil. & Baltimore	71½	----	----	70½	----	71½
Portl'd, Saco & Ports.	112½	----	----	----	----	113½
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	48	48	42½	42½	43	42½
Western	----	----	----	----	155	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	125	125	----	126
Metropolitan "	----	61	----	----	----	61
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	65	----
Franklin "	53	----	51	50½	51	52
Isle Royale "	----	24	----	----	----	----
National "	83	----	----	----	----	----
Minnesota "	----	----	63	63	----	63
Pewabic "	57½	----	55	55	55½	56
Pittsburg "	----	----	----	90	----	----
Quincy "	----	----	----	----	----	----
Rockland "	----	12½	12½	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 27th of April:

Maryland 6s	69	to	71
United States 6s, 1881	60	"	64
Do. 5s, 1874	54	"	56
Virginia State 6s	45	"	48
Do. 6 per cent.	31	"	33
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., Pennsylvania do. do.	74	"	76
Erie shares, $100 (all paid)	64	"	66
Do., 7s, preference	55	"	60
Do., 7s, 1st mort., 1867	60	"	65
Do., 7s, 2d mort., 1859	63	"	66
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	62	"	66
Do., 7s, 5th mort.	63	"	68
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	70	"	75
Do. do. $100 shares, $90 paid, dis.	18	"	16
Do. do. $100 shares, all paid	70	"	72
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	68	"	70
Do. do. S. F. 1st mort., do., '82. x. c	65	"	70
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.	...	"	...
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	50	"	55
Do. do. 7s, S. F., 1876	65	"	70
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	70	"	75
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	55	"	60
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	40	"	45
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, May 14, 1864.

Stock Exchange and Money Market.

The aspect of the Money Market and Stock Exchange has changed very considerably since our last issue. Gold has continued to decline, having fallen within the past week 18 per cent., and for some days, the sales were not only inconsiderable in amount, but the operators diminished in boldness and numbers.

The well arranged, yet daring and dashing movements of Gen. Grant, which all along took the enemy by surprise, have had their effect here as well as elsewhere, and should Richmond fall as Vicksburg did, under his heavy and persistent blows, we may expect to see a further decline in gold and exchange, occurring a second time, as it did after the capture of that place.

In a recent letter written by Mr. Chase to a friend in this city, he expressed the opinion that the success of our arms would be an important

aid in restoring the equilibrium between the National currency and specie, since as long as the war drags along and more money is required, there can be but temporary restrictions in some of the forms of its issues.

No greater absurdity has ever been maintained than that it could be carried on by means of gold and silver only. We have maintained this as well as we were able from first to last. It was another absurdity to propose that the Government should sell its stocks in the market for any price it could obtain, and take payment for it in the local bank currency, everywhere suspended in its lawful redemption, everywhere at a discount, and nowhere certainly solvent. We are surprised at the infatuation of those bankers and financiers who have maintained the contrary.

We have therefore read with particular interest and pleasure the late speech of the Hon. Samuel Hooper, of Massachusetts, delivered in the House of Representatives, on the 6th of April last, where we find our positions not only reaffirmed, but stated in a clear and masterly manner. This gentleman, is not only a financial writer of wide reputation, but is as much opposed to paper money in excessive use, as any of the most inveterate bullionists; yet he perceives the difference between a Nation at peace and engaged in ordinary trade and commerce, and a Nation struggling in the battle field for existence. This makes all the difference, not only in the condition of things theoretically but practically. Mr. Hooper shows that the banks in this city decided as early as December, 1861, to suspend specie payments, never very unwilling to do so, as they had suspended only a short time before in a panic, and their object then was to induce the Treasury department to make exclusive use of their dishonored bills. He asserts also, that when the banks were called upon to take the 7-30 loan, some of them demanded a higher rate of interest, looking possibly to 12 per cent. as was the rate during the expiring year of Mr. Buchanan's administration. We may see by this what would have been the fate of the Nation, if its financial resources, and with these its power of military action, had depended on a bank oligarchy. It would have been a scene of disasters, and the end would have been our ruin.

Mr. Hooper also entered upon the discussion of the subject of inflation, and showed most conclusively where the real danger lies. Taking up at random twenty-five banks, six of them in our own State, he furnished evidence that these with a capital of $1,982,968 were issuing circulating notes to the amount of $5,998,088. One of these remarkably elastic institutions, the Bellinger Bank, located we believe in some village on the very lively banks of the Mohawk River, having a capital of $10,000, has a circulation of $76,280, seven times and a half more than its capital. It is no answer to say that the bills of the Bellinger Bank are good and will finally be redeemed; it is the inflation of which it is the agent, and the promoter, of which we complain. And so it is found on examination, that these twenty-five banks with a capital of less than two millions, have within a few hundred dollars, *six millions of bank notes in circulation!!* The inflation then we have to fear, and the inflation under which we are now suffering may be fairly chargeable to these very banks who are complaining that the Government has interfered with their profitable and dangerous prerogatives.

Mr. Hooper also shows, that during the ten years before the war, more gold was exported than would have supplied coined money for the whole currency of the country, a fact we have verified often in our tabular statistics. These conservative banks did not care, however, about retaining it! Nor do they seem to have any other business on hand at present, but to get as many notes in circulation as possible, and to oppose the influences and the operations of the National Bank system, which would most effectually restrict this very improper circulation.

The argument of Mr. Hooper is altogether conclusive that to escape inflation, the power of issuing currency should not be left open to mere associations of individuals, irresponsible to the Nation at large, but that it should be under the control of the National Legislature exerting at all times a wholesome check on the volume of the currency. This the National Bank system will do most effectually if persisted in and enforced.

The necessity of paper money to the extent to which it is now afloat, will we trust soon be over. This opinion which we have also maintained under every discouragement, which disaster and imbecility have thrown on our military progress seems to be that of Mr. Hooper also. He says "unless defeat and disaster attend our military operations, I believe that specie prices and specie payments might be restored within the coming year."

And this belief assumes a very probable shape, if the events of the last week are any indication. The blow struck, and now striking at the head of the rebellion must inevitably lead to such results.

It has been very common with a certain class of writers on these subjects to hold up the Mississippi bubble and the fate of John Law as a terrible scarecrow to American financiers. These persons had better read the recent volume of M. Thiers, one of the most eminent statesmen and writers of France, in which the biography and the schemes of Law are most graphically given. The rock upon which he split was the connection of his bank with distant commercial speculations in America. He commenced this scheme of a bank with thirty years financial experience and study of the subject. He made all his notes payable at sight, in coin current at the time of their issue. He publicly declared that a banker deserved death, if he made issues without ability to answer all demands. A penalty which if inflicted in our day would make short work with a good many celebrated bankers. He discounted at moderate rates, kept merchants' accounts for them, and usury that was eating up the people disappeared before his liberal management.

"It was not long" says Thiers "before the trade of the Country felt the benefit, Languishing Commerce began to lift up her head, the taxes were paid with greater regularity and less murmuring. The deposits of gold and silver increased perceptibly. *If Law had devoted himself entirely to this institution*, he would be considered one of the benefactors of our Country, and the originator of a magnificent system of credit; but his impetuous nature joined *to that of the people among whom he operated*, brought about in a short time, a gigantic and disastrous imitation." France though his financial ability at once recovered from the ruin of the long wars of Louis 14th, but the folly of the Regency, and the Mississippi scheme, taking for their basis his successful monied institution, ended in the bursting of the greatest bubble of the age. Law unhesitatingly gave up all he had to those who had trusted him, unlike many modern Financiers, who generally escape with their ill-gotten plunder, leaving their victims in poverty and despair.

The inflation we have most to fear is that of speculative and private institutions, who using the really national power of issuing paper money for the uses of trade and commerce, without caution or consideration swell its volume at pleasure; at will change the whole character of all exchangeable values, making us rich or poor as they pour out their currency in a flood, or contract it into a rill, where the sufferers perish from thirst.

It is not the Government which is justly to be followed with denunciation and contumely for raising money to save the Union and conquer a peace, whatever else it may be blamed for. Our criticisms in this direction should be tempered with discretion, and modified by circumstances. No man among all the cavillers has yet appeared, who can prove that the Secretary of the Treasury could have done any better than he has done. We are no partisans, and in this JOURNAL, have no politics, (using the word in its ordinary acceptation,) yet we have the opinion, that the war ended during the present year, Mr. Chase's system will come through triumphantly, and his name associated with those of the greatest men of the age.

We must not forget that England at the end of her wars in 1816, when her whole National wealth was but ten thousand four hundred millions of dollars, had a national debt of four thousand three hundred millions of dollars or 41 per cent of her whole property valuation. Yet she went bravely through every difficulty and in 1861, that property had risen to the value of $31,500,000,000, so that her debt but slightly decreased from the amount as it stood in 1816, became a charge of only 12½ per cent. on that valuation. In 1850, our National aggregate of property was about $6,174,-000,000. In 1860, it had become $14,183,000,000 although values under $500 to a great extent had been entirely omitted in the Census, and of this enormous increase, $10,716,000,000 were in the loyal States. In six years more, 1870, we may safely expect at the rate of our former advance the aggregate will be, upwards of twenty eight thousand millions of dollars. This will make a charge with even two thousand millions of national debt, on the value of the nation's property of about 7 per cent only. The increase for 1850 to 1860, was 127 per cent., and the ratio is likely to be greater than ever. No man however sagacious can limit this increase. Half a dozen States equal to half a dozen Californias, in the production of gold and silver, and all the best of the commerce of the Pacific ocean are to mingle in the elements of our National life by the time the next Census is taken. Here in the city of New York we see something of a shadow of the future in the increase of the value of its real and personal estate in a single year by the enormous sum of thirty six millions of dollars. When Congress shall have placed some fifteen or twenty of our newest and fastest wooden war steamers on the routes designated in the late memorial of the Chamber of

Commerce, the cheapest and most useful method of employing our surplus vessels, re-establishing and protecting our foreign trade, at least until private enterprise comes into the field we shall see with the revival of the Ocean Mail service, an extension of our foreign commerce, compared with which the past will seem to have been trifling and inconsiderable.

The following may be taken as a general summary of the character of the market since our last issue.

The import entries have fallen off during the past week, amounting to only $3,645,795, against $4,019,307 same week last season. The Export clearances of Domestic Produce amount to $3,900,520 against $2,499,208 same week in 1863. The Export of Specie is $1,174,000, against $452,000 same week last year. The Customs for the week are $1,112,000.

The Specie Export from New York, from July 1 to March 31, amounts to	$39,896,000
Add since April 1	6,959,000
Total to date	$46,355,000
Against same time 1863	49,288,000
Decreased Specie Exports since July 1	$2,933,000

The foreign exports from the Port of Baltimore during the past week amounted to $167,209.

The value of foreign goods imported at the port of Boston for the week ending May 6, was $421,247, against $557,525 for the corresponding week in 1863.

The total value of exports from Boston for the week ending May 6, was $464,540, against $148,518 for the same week in 1863.

The balance in the Sub-Treasury on Tuesday were as follows:

Amount on hand	$31,969,401
Receipts from customs	66,000
From other sources	700,390
Total	$32,735,791
Payments	1,803,039
Balance	$30,932,752
Subscription to ten-forty loan	135,350

The demand for Government stocks continues good, the sales continuing at firm prices.

The Stock Market is pronounced strong with a tendency to advance. Our usual tables will show the latest results at the Exchange. The railways are all doing so well, they appear to be beyond the reach of any immediate reaction. They all appear to be carefully and successfully managed, and promise future dividends without interruption. The earnings for April show accordingly a large increase. It is understood that the 10-40's are being rapidly absorbed, about fifty millions being already taken. The subscriptions thus far have been far in advance for the same period, of those of the five-twenties. It is also known that large orders for the 6 per cents are coming in from the continent through the leading foreign agencies here.

It may be safely concluded that when the news of the recent operations of Generals Grant, Butler and Sherman reach Europe, it will create such increased confidence in the persistent spirit of the North, and their ability to put down the rebellion, now making its expiring struggle, that American securities will be eagerly sought for. They must then become the most esteemed of all disposed of in the foreign marts. The National Bank Bill has passed the Senate with an amendment by Mr. Sherman, as follows, striking out in the thirty-second section lines one, two, three, four and five, the following words:—"That each association shall select subject to the approval of the Comptroller of the Currency, an association in either of the cities named in the preceding section, at which it will redeem its circulating notes at par," and insert in lieu thereof, "That each association organized in any of the cities named in the foregoing section shall select, subject to the approval of the Comptroller of the Currency, an association in the city of New York, at which it will redeem its circulating notes at a rate of exchange for all cities west of the Alleghany mountains not exceeding one-fifth of one per centum, and for all cities east of the Allegheny mountains at par; and each of such associations may keep three-fifths of its lawful money reserve in cash deposits in the city of New York, and each association not organized in the cities named in the preceding section shall select, subject to the approval of the Comptroller of the Currency, an association in either of the cities named in the preceding section, at which it will redeem its circulating notes at par."

The bill as amended was passed by a vote of 30 yeas against 9 nays.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—At. & Gt. Western (Ohio div.) 1st mort., 100; McGregor Western, 70¼; do., 1st mort., 92; Milwankee and St. Paul 1st mort., 100; N. Y. Central 6s 1887, 110; Long Island R. R., 93; U. S. 5s, 1874, coupon, endorsed, 102; Second Avenue R. R., 70; Sixth Avenue R. R., 120; Brooklyn City Water Loan, 110; Ohio and Miss. pref., cer., 90; North Carolina 6s, 57; Indiana 2½s, 65; do., War Loan, 95; Ohio 6s 1881, 106¼; Sandy River 1st mort., 95; Metropolitan Gas, 136; Copake Iron, 10½; Wyoming Valley Coal, 61; Ashburton Coal, 20; Central Coal, 60; Quartz Hill gold, 12½; Gold Mining Co. of Colorado, 3¼; Bucks Co. Lead, 1⅝; Canada Copper, 5⅛; Bank of State of New York, 110; Market Bank, 105; Bank of America, 136; Bank of Commerce, 111; Ocean Bank, 96; Importers and Traders Bank, 109; Merchants Bank, 114; Mechanics' Bank, 114; Park Bank, 135; Merchants Exchange Bank, 100.

Philadelphia.—Penn. War Loan, 107⅛; Allegheny Co., 5s, 80½; do., scrip, 80; Huntingdon and Broad Top, 34; Phila., Wil. & Balt. R. R., 72½; Ridge Avenue, R. R., 20; 13th and 15th streets, 33; Northern Central R. R., 56½; Union Canal, 2; Fulton Coal, 8½; New York and Middle Coal Fields, 18⅛; Clinton Coal, 5⅝; Bear Valley Coal, 18; Big Mountain, 8½; Locust Mountain, 65; Oil Creek, 7; Feeder Dam, 1⅝; McClintock Oil, 5½; Organic Oil, 1⅞: Mineral Oil, 4; Maple Shade Oil, 12; Seneca Oil, 2; Irwin Oil, 7; Cherry Run, 5; Keystone Zinc, 3; Connecticut Copper, 1¾; Etna Mining, 14; Marquette, 6; Mechanics Bank, 29; Commonwealth Bank, 47; Bank of Kentucky, 100; Commercial Bank, 60. The latest quotations are: City 6s, 104½@104¾, do., new, 108⅞@109; State 5s, 97½@97¾; do., coupon, 101@102; do.. 6s, 1879, 103½; Phila., Wil. and Balt., 72@72½; Reading, 65@65¼; do., 6s, 1870, 107@107½; do., 1886, 130@130¼; Camden and Amboy, 186@188; Pennsylvania R. R., 69⅜@69½; do., 1st mort., 115@115⅛; do., 2d mort., 111½@112½; Little Schuylkill R. R., 47⅛@47¼; Morris Canal, 82@84; do., pref., 141½@142½; do., bonds, 107@108; do., 2d mort., 105@106; Wyoming Valley Canal, 76@78; do., 6s, 103@103½; Susquehanna Canal, 21¾@22; do., 6s, 66@67; Sch. Nav., 31@31½; do., pref., 40⅛@40½; do., 6s, 1882, 94½@95; Union Canal pref., 5; do., bonds, 24@26½; Delaware Div. Canal, 43½@44½; do., bonds, 100@105; Elmira and Williamsport, 34@37; do., pref., 53@54; do., 7s, 1873, 111@112; do., 10s, 75@79; Beaver Meadow, 86@86¾; Long Island R. R., 48@49; Lehigh Coal and Navigation, 84@84¾; do., scrip, 84@84¾; North Pennsylvania, 31@32; do., 6s, 103@103½; do., 10s, 116@124; Philadelphia and Erie, 33@33½; do., 6s, 106@107; Minehill, 62@62½; Catawissa, 18@19; do., pref., 40¼@40¾; Lehigh Valley, 90¾@91¼; do., bonds, 110@110; Fifth and Sixth streets, (horse,) 60@62; do., 7s, 108@109; Second and Third, 76@78; do., 7s, 112@112½; Race and Vine, 12@20; West Philadelphia, 72@74; Spruce and Pine, 15@15¼; Green and Coates, 41½@42; do., 7s, 109@111; Chestnut and Walnut, 63@65; Arch, 33@34; Thirteenth and Fifteenth, 33@33⅛; Seventeenth and Nineteenth, 16@20; Girard College, 30@31; Tenth and Eleventh, 51½@52½; Norristown, 60@60½.

Boston.—Rutland and Burlington 1st mort., 77; do., 2d mort., 37½; do., 3d mort., 9; Northern (Ogdensburg,) 1st mortgage, 106; do., 2d mort., 37; Vermont Central 1st mortgage, 93; do., 2d mort., 28; Vermont and Mass. R. R. bonds, extended, 102; Conn. and Pass. River R. R. pref., 60; do., 6s, 1876, 101¾; Mad River and Lake Erie R. R. 7s, 1866, 70¼; Bear Valley and Summit Branch, R. R., 29½; Eastern R. R. 6s, 1874, 103½; N. Y. and Boston Air Line, 14½; Taunton Branch R. R., 110¾; Lex. and W. Cambridge, (old,) 13½; Maine 6s, 1883, 101; Rhode Island 6s, 1881, 104¾; Massachusetts 6s, 1886, 155¼; do., 1876, 129⅜; do., 1871, 125; do., 1866, 160; Vermont 6s, 1871, 103¼; Boston City 5s, 1883, 123¾; do., 1877, 120; Portland City 6s, 1877, 103¼; Albany City 6s, 1868, (W. R. R.,) 102; Chicago City 7s, 1881, 108; Bangor 6s, 1874, 104; Augusta 6s, 1870, 104¼; Boston Water Power Co., 44½; Cary Imp. Co., 11½; East Boston, 13¾; Essex Co., 108¼; Union Steamship Co., 167¾; Franklin Coal, 99; Gilberton Coal, 112½; Automatic Gas, 34; Cambridge Gas, 106¾; Newtown and Watertown Gas, 65; West Cambridge Gas, 40; Bank of Commerce, 106¼; Traders' Bank, 99¾; Exchange Bank, 125½; Columbian Bank, 115; Market Bank, 78¼; Suffolk Bank, 154¾; Union Bank, 119; Continental Bank, 101⅞; Hide and Leather Bank, 110¼; Bay State Bank, (Lawrence) 71¾; Bank of Republic, 101¾; Merchants' Bank, 104½; National Bank, 100; Maverick Bank, 100¼; Fanuel Hall Bank, 126; Leighton Bank, (Lynn,) 99¼; Revere Bank, 108½; Washington Bank, 104; Malden Bank, 99; New England Bank, 120; Mercantile Bank, (Salem,) 91⅞; Shawmut Bank, 103¼; State Bank, 72¾; Webster Bank, 104½; Atlantic Bank, 100; City Bank, 105; 1st National Bank, 115; Acton Mining Co., 3½; Acton Vale, 1½; Albany and Boston, 19¾; Albion Gold, 2⅞; Bay State, 19¾; Boston, 5; Black River, 45c.; Copper

Falls, 41; Canada, 4½; Chaudiere Gold, 3¾; Cornwall, 58c.; Colonial Gold, 61c.; Chester, 20c.; Columbian, 12; Dunham, 35c.; Dudley, 4½; Durham, 40c.; Dana, 3½; Eagle River, 6½; French Creek, 1⅝; Flint Steel, 13½; Green Mountain, 10⅞; Gilbert River, Gold, 1; Grand Trunk, 17⅛; Huron, 39; Hanover, 8¾; Humboldt, 9; Hancock, 13; Highland, 7; Logan, 2; Macomb lead, 5¼; Manhattan, 6¼; Massachusetts Gold, 3½; Mesnard, 11; New England Gold, 3⅝; North Cliff, 7½; Ottawa, 95c.; Phœnix, 33; Rocky Mountain, 12½; South Side, 5; Star, 7; St. Clair, 8; St. Mary's, 8¼; Tremont, 2⅞; Toltec, 2½; Wickham, 55c.; Winthrop, 6; Waterloo, 1.

Baltimore.—Western Md. bonds, 90; City Passenger R. R., 22; Springfield Mining Co., 2.45; Maryland Copper, 1.30; Balt. Chrome, 2.65; Georges' Creek, 120; Santa Clara, 19; Mineral Hill, 3.75; Balt. Coal, 0.81; Lake Chrome, 0.80; Atlantic Coal, 1.40; Bare Hill, 5.95; Union Bank, 71; Mechanics Bank, 20; Bank of Baltimore, 102; Marine Bank, 31; Western Bank, 22½; Howard Bank, 9⅞. The latest quotations are: Balt. and Ohio, 108@110¼; do., 6s, 1867, 103@104; do., 1875, 111@113; do., 1880, 112½@113; do., 1885, 110@111; Northern Central, 55@56; do., bonds, 1885, 105¾@108; N. W. Va., 13@19; do., 1st mort., 110@111; do., 2d mort., 105; do., 3d mort., 38@40; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 55@60; do., income 1857-'60, 40@49; Western Md. bonds, 90; do., guar., 112; Maryland 5s, 92; do., 6s, coupon, 1870, 112½@113⅛; do., Ins., 112; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1878, 105@107; do., 1875, 111@112½; do., 1886, 112@113; do., 1890, 112½@114; do., coupon, 112@116; do., 5s, 1838-'70, 101; City Passenger R. R., 21½@22; Canton Co., 35@50; Gardner, 65@1.05, Guilford, .35@.40; Maryland, 1.25@1.35; North State, .15@.20; Rudisell, .65@.75; Silver Hill, .20@.30; Springfield, 2.35@2.45; George's Creek, 119@120; Santa Clara, 19½@20; Baltimore and Cuba Smelting and Mining, 185@220; Balt. and North Carolina, .25@.40; Balt. Chrome, 2.45@2.65; Bare Hill, 5.50@6.90; Atlantic Coal, 1.35@1.40.

Montreal.—Champlain and St. Lawrence R. W., 12½@14; do., preferential, 95@96; do., 6 per cents, 82½@85; Government 5 per cents, sterling, 88@91; do., currency, 88@91; do., 6 per cents, 1872, currency, 101@102½; Montreal City bonds, 6 per cents, 96@96½; do., Water Works, 6 per cents sterling, 96@96½; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 91@92; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $2½@5; Huron Copper Bay, 65@70; Montreal Telegraph Co., 129@131; City Gas Co., 124@125; City Passenger Railway, 122½@125.

Extension of the Atlantic & Great Western.

The enterprise, and administrative ability of the manager of the Atlantic and Great Western Railroad, are being again exemplified in the fact, that it has been determined under his recommendation to extend the line of this road from Salamanca, its point of connection with the Erie, to the City of Buffalo. The surveys are completed, the contracts will soon be awarded, and the work will be completed within a year. This settles a great question for Buffalo, as it will make it the chief distributing port for the anthracite and bituminous coal of Pennsylvania and Ohio, for lake steamers, furnaces, forges, and the increasing demand in Canada. It will also throw an immense coal business on the line of the Atlantic and Great Western.

Harbor of Refuge on Lake Michigan.

The Legislature of Wisconsin has an application before Congress for a grant of land, in aid of the proposed construction of a harbor at Sturgeon Bay, by cutting a canal a mile and half in length from the bay to the Lake. This would give entire security to vessels caught in a gale below Sheboygan, which is the only good harbor there. Sturgeon Bay makes up from Green Bay in a Southeasterly direction, and can be easily connected with the lake in the way proposed.

Besides affording shelter to vessels caught in a gale off this point, it would save the fleets of lumber vessels continually loading on the western shores of Green Bay for Chicago and Milwaukee, a distance in navigation of two hundred miles. The application is one of great merit, and should be at once granted by Congress.

Interest and Dividends.

The Northern Central Railway Company have declared a dividend of two per cent. on the Capital Stock and on the instalments paid in for the quarter ending 15th inst., and also an extra dividend on the same of three per cent., both free of State and National taxes. The dividends are payable on and after the 25th inst.

The Pennsylvania Coal Company has declared a dividend of 7½ per cent. payable on the 19th inst. The Company paid 15 per cent in February, and now 7½, making 22½ per cent. since January.

The Pacific Mail Steamship Company have declared a quarterly dividend of 5 per cent. payable on the 19th inst.

The interest coupons of the sinking fund bonds of Cincinnati and Chicago Air Line R. R. Co., due May 1, will be paid at the office of the company, No. 37 William street.

New London Northern R. R.

The only obstacle that has hitherto prevented the extension of what was formerly the Amherst & Belchertown—now a part of the New London Northern—Railroad, namely, the right of crossing the road at Amherst Mass., has been removed by an act of the Massachusetts Legislature. The road will soon, therefore, be extended to Montagne, connecting with the Vermont & Massachusetts Railroad at that point. Since the Amherst & Belchertown became the property of the New London Northern Railroad Co., its affairs have been more liberally managed, and it has afforded better public accommodation than formerly. The proposed extension will increase the facilities and, we believe, materially enhance the value of the property to the Northern Company.

A New Railway to the Ohio River.

A charter has been issued from the Secretary of State's office for a new railroad, to be built from Columbus down the Scioto Valley, through the counties of Franklin, Ross, Pickaway, Pike, and Scioto. Ex-Governor Dennison, of Columbus; L. M. Hubby, H. B. Payne, and Amasa Stone, Jr., of Cleveland, and William H. Clement, of Cincinnati, are the corporators. Capital one million five hundred thousand dollars. The survey will be commenced this week, and the road will be put through as fast as possible. The line of this road takes about the same route as the Ohio Canal to Portsmouth on the Ohio River, and is virtually a continuation of the Cleveland and Columbus road to that point.—*Cleveland Herald.*

Detroit and Milwaukee Railroad.

From the report of this company we learn that the traffic for the past year has shown an increase over that of 1862 of $159,383, or 18.15 per cent. The enhanced price of materials and rates of wages, and the scarcity of labor—consequent upon the war—have necessarily increased the working expenses of the line; but, notwithstanding this serious change, the diligent attention of the officers of the company has been so directed to prudent economy, that the aggregate expenses exceed those of 1862 by only 4 per cent. After paying all the accrued interest on the Oakland and Ottawa, and Detroit and Pontiac, and funded coupon bonds, river front mortgages, &c., amounting to $107,162; and after expending $79,061 on construction account—the whole of the floating debt of the company, with the large amount of interest due thereon, amounting together to $144,916, has been discharged out of the net revenue of the past year, leaving still a balance at credit of that account of $73,883.

While this satisfactory increase in the income of the road enabled the company to extinguish the remainder of its old debts, it was insufficient to provide also for the payment of the current interest on the first and second mortgage bonds, and arrangements were accordingly made with the holders of those bonds for funding the three coupons due in November, 1862, and May and November, 1863; and up to this time coupons have been funded representing over $2,000,000 of the bonds.

There is every reason to hope that the company will be able to resume the payment of interest on the first and second mortgage bonds on 16th May, and thereafter to continue its regular payment.

During the past year, $250,000 of Detroit and Pontiac 8 per cent. bonds, which had matured, have been extended for fifteen years, the rate of interest on them being reduced to 7 per cent. The mortgages on a portion of the company's property at Detroit, which had been foreclosed, and were bearing interest at 10 per cent., amounting in all to $58,245, have now been discharged, by the holder of the mortgages perfecting his title, the company re-purchasing the property, subject to a mortgage made by the purchaser, for $50,000 bearing interest at 7 per cent., the cost being paid out of the net revenue. Two other mortgages, which also were in suit, amounting, together with costs, to $4,924, have been paid off, at the expense of net revenue. The net revenue account has likewise been debited with the cost of a year's insurance on the whole of the company's property—including the rolling stock, and freight and baggage, in store, or in transit over the road.

The report of the engineer shows that during the past year $59,327 have been expended in his department, on the completion of the line, and charged to construction account; $77,069 on maintenance of way, and $55,004 on renewals of rails, sleepers, fences, &c.

The completion of the Flint and Holly railroad, eighteen miles, to connect the Detroit and Milwaukee at Holly with the Flint and Pere Marquette line to Saginaw, is expected in June next; and it is confidently anticipated that the salt, lumber, &c., products of the Saginaw Valley will cause a considerable accession to the freight and passenger traffic of the Detroit and Milwaukee.

The business of the Lansing railroad in connection with the Detroit and Milwaukee at Owosso is greatly increasing, and as its stage connections are improved, will add materially to the traffic it at present brings to Owosso station.

Extension of the M'Gregor Western R. W.

We gave in our issue of 8th of August last a very full abstract of the report then recently made in relation to the M'Gregor Western Railway Company.

We have now received a prospectus, accompanied by numerous auxiliary documents of a proposition on the part of the Company to extend their line of road during the present year from a point sixty miles west of M'Gregor, the eastern terminus, to Austin, in the State of Minnesota, there to connect with the Minneapolis, Faribault and Cedar Valley Railroad, now under construction, and forming with that a continuous line from Chicago *via* M'Gregor to St. Paul. It says:

The first division of forty miles is now nearly complete. All the grading is done; the cross-ties purchased and distributed along the line; all the iron purchased, and, with the exception of a very small quantity delayed by ice at Buffalo, already delivered on company's grounds. Fourteen miles of the track are laid and in operation; ten miles more will be opened for business on the 1st of April, and sixteen miles more, making up the distance of forty miles, from McGregor to Ossian, will be completed and opened for traffic by April 20th.

The funds have been provided for completing and equipping a second division of twenty miles, with the utmost possible dispatch. Contracts have been made for the construction of these twenty miles; the iron has been purchased at favorable rates; and it is the intention of the managers to have this portion of the line ready for business by the first of September next.

The portion of road already built has been constructed in the most thorough manner, and is, in all respects, a first class road.

It will be seen from the foregoing statement, that all the funds required for constructing sixty miles of road, and furnishing it with the requisite rolling stock, shops, and other buildings, have already been provided, leaving the company entirely free from floating debt.

To provide the means for building and equipping the remaining division of sixty miles, it is proposed to issue common stock of the company, to such amount as may be necessary, not exceeding $40,000 per mile, and to offer the same to existing stockholders and others at 70 per cent. of the par value thereof, payable in monthly instalments, as follows:

10	per	cent.	on the	1st of	May, 1864.
10	"	"	"	June,	"
10	"	"	"	July,	"
10	"	"	"	Augt.,	"
10	"	"	"	Sept.,	"
10	"	"	"	Oct.,	"
10	"	"	"	Nov.,	"

The stock will be issued to subscribers in full paid shares, and not subject to further assessment.

H. H. Boody & Co., agents of the company in New York, will receive all moneys paid on account of subscriptions to stock, and will pay out the same for iron and other materials for the road, for rolling stock and for labor done, upon proper vouchers furnished by the engineer in charge of the work.

The McGregor Western Railway traverses the richest and most populous part of the State of Iowa. It has no competitor within fifty miles on either side. It can immediately command a very large business, ample, in the judgment of its managers and of those best acquainted with the resources of the country through which it passes, to pay large dividends on its stock from the moment of its completion. It is confidently believed, in view of the present resources of the country through which this line passes, and of the immense business awaiting its completion, that the securities of no line of railway, now under construction, offer more favorable inducements for investment than those now offered to the public.

It is estimated that sixteen counties in Iowa, and ten in Minnesota will use this line exclusively in the transportation of products and return merchandise. The following statements show the richness and the extent of the production of the country which is to be tributary to the road:

The quantity of wheat raised in the above named counties in Iowa, in 1860, was estimated at fifteen hundred thousand bushels, and in 1863, at over three millions of bushels.

The corn crop of 1860 is placed at three millions of bushels, and in 1863 at five millions. Oats, two millions of bushels, and barley, rye and buckwheat, at five hundred thousand bushels.

Pork, beef and other productions of the country that would be likely to pass over the railroad, are estimated at twenty millions of pounds.

It is considered safe to calculate that two counties of Minnesota will add at least fifty per cent. to the above estimates. Hence the wheat raised in 1863, within the range of the McGregor Western Railroad, must exceed four and a half millions of bushels, and the corn, oats, barley, rye and buckwheat, at least eight millions of bushels, and other productions, (30,000,000) thirty millions pounds.

The productions from the above counties have gone heretofore to McGregor, Harper's Ferry, Lansing, De Soto, Brownsville and other river towns, and large quantities have gone from the Southern tier of counties to the Dubuque and Sioux City Railroad. But as this road runs much nearer to those those southern counties than the Dubuque road, it will not only draw the business from those counties, but also to some extent from the counties south and west of those above named.

Besides, the large shipments made by the Mississippi river, especially of corn, oats, barley, &c., there were sent over the Milwaukee and Prairie du Chien Railway from McGregor, in 1861, 1,274,748 bushels of wheat, 10,7bb barrels of flour, and 3,693,495 pounds of sundries.

In 1862, there were exported from the same place over that road, 1,090,884 bushels of wheat, 5,290 barrels of flour, and 8,812,857 pounds of sundries. From Lansing, 1,350 barrels of flour, 380,381 bushels of wheat, 393,550 pounds of sundries. From De Soto 271 barrels of flour, 51,282 bushels of wheat, 41,429 pounds of sundries. From Brownsville, 130,110 bushels of wheat, and 8,740 pounds of sundries. Heavy shipments of flour, wheat and sundries were made over the La Crosse Railroad during the same year, from these towns.

In 1861, there were also shipped from McGregor, 18,700 dressed hogs. In 1862, 24,500 dressed hogs and 5,000 live hogs. In 1863, dressed hogs were estimated at 35,000, and live hogs at 10,000.

The shipments from the above towns during the months of September, October and November, by the Milwaukee and Prairie du Chien Railroad, were as follows: wheat, 674,740 bushels, flour, 1,480 barrels, sundries, 6,262,900 pounds.

The statistics of 1863, so far as made out, show a large increase over the same months of 1862. There were, in addition, large quantities shipped to La Crosse, Dunleith, St Louis and other points, particularly of corn, oats barley and flour.

The counties from which the road at present derives its business are among the most productive in the West. The land is uniformly good, and adapted to agricultural purposes. While prairies predominate, wood land is sufficiently abundant, and so equally distributed as to supply fuel, fence posts and buildings timber for at least ten times the present population. The surface is gently undulating, and the country is well supplied with springs and streams of pure water.

The rich prairies are easily converted into fields of grain, and, in their native condition, afford peculiar facilities for raising cattle, hogs and sheep. It is estimated that the native productions of the prairies and forests furnish ample subsistence for at least ten times the quantity raised here at present.

The soil is admirably adapted to the growth of wheat, oats, corn, barley, rye, buckwheat, sorghum, hemp, &c. The wheat raised is of superior quality, and brings, in the Chicago and Milwaukee markets, from three to four cents a bushel more than the wheat raised in the counties south of the above named; and the crops are more reliable and uniformly good.

When we take into consideration that the climate is healthy; that schools and churches are well organized and patronized; that unoccupied lands are offered at moderate prices, and that the McGregor Western Railway is rapidly progressing through or contiguous to these counties, it may be safely assumed that no portion of this continent offers greater inducements to emigration. Hence the population and productions of the country are rapidly increasing. As there is no rival railroad nearer than fifty miles, it is confidently estimated that this road will be taxed to its utmost capacity.

An elaborate calculation as to the future earnings of the road when completed, made by the President Hon. Geo. Greene, on the 20th of January 1864, is with the following results:

Total earnings	$555,000
Add for drawback	128,000
	$683,000
Deduct for expenses 50 per ct.	$277,500
Interest on bonds	142,800
Sinking fund	15,000
8 per ct. div. on $2,760,000 stock	220,800
	$656,100
Surplus	$26,900

The President therefore believes that a 10 per cent dividend instead of 8 may be confidently anticipated.

The officers and directors of this company for 1864, are as follows:

President.—George Greene.

Directors.—William B. Ogden, D. J. Ely, H. H. Boody, S. J. Tilden, W. A. Booth, George Greene, David Hammer, F. Andros, W. Greene.

Vice President.—H. H. Boody.

Treasurer.—D. J. Ely.

Secretary.—H. B. Whitehouse.

Discrimination in Freights.

The following decision important to freighters by Railways has just been made by the Supreme Court of Pennsylvania, at Harrisburg, a full Bench present.

Twells *vs.* The Pennsylvania Railroad Co.—The question in this case is whether the defendants may rightfully demand from the complainants higher rates for transporting over their railroad coal oil consigned to him at Philadelphia and received by them for carriage, at Pittsburg, than they may demand of shippers generally from the same place of trading to the same of delivery, merely because the complainant intends to send the oil afterwards to New York. Does the place of final destination beyond the terminus of the defendants' road, justify an increase of the charge made for transporting over the road itself freight thus destined, over the rate established for similar freight destined for the terminus itself? The Court say—"It is clear that if they receive coal oil at Pittsburg, to be carried to Philadelphia, it can make no difference to them, either in the risk or cost of transportation, whether Philadelphia is

the point of ultimate destination of the oil, or whether the consignee intends that it shall afterwards be started anew on another line and forwarded from Philadelphia to New York. The point of final destination of the freight, is a matter in which they can have no interest as carriers over their own road." "We hold then that the rule of the defendants, of which the complainant complains, is unreasonable and such as they have no legal right to enforce. The apology set up for it is not sufficient:—That the imposition of higher rates for carrying the complainant's oil to Philadelphia, because it is afterwards to be forwarded in some way to New York, is necessary to prevent his having an advantage in the New York market over those who employ the defendants to transport all the way, or over those who send oil from Pittsburg to New York with through bills of lading, is a matter outside of their control. It has no proper relation to them as carriers." A decree refunding the excess of fare was made.

Negligence.—Personal Injuries from Carelessness of Railroad Employees.

The facts in the case of Gordon against Grand street and Newtown Railroad Company were novel. The case came before the court on an appeal by defendant from a judgment entered at the Circuit, after a trial before a jury. The action was brought to recover damages for an injury sustained by the plaintiff from the alleged carelessness of the defendant, or its servants and agents at the passenger depot in Brooklyn.

The following facts appeared. The defendant is one of the city railroad corporations engaged in the business of carrying passengers from various points within the city of Brooklyn, to other parts of the city and to Newtown, in Kings County. It has a depot or room for receiving passengers, where they enter the cars of the defendant, in First street, near South Seventh street. The road is operated by means of two tracks, the same cars arriving at the depot upon one track, and departing from thence upon the other. The waiting room for the passengers and from which they enter into the cars, is close to the track which is the means of departure from the depot, there being between the car when it is upon the outward bound track and the waiting room, a narrow platform two feet wide. The cars arriving with passengers are removed from the incoming to the outgoing track by means of a movable section of the track, placed upon what the witnesses call a slide, level with the floor of the depot, which is moved with the door upon it, from one track to the other by means of this movable slide. When the movable section, with the car upon it, is placed upon the outgoing track it approaches within a few inches of the narrow platform adjoining the waiting room. Over this platform, which is about a foot above the level of the track and floor of the depot, the passengers pass from the waiting room to the outgoing car.

On the 8d of November, 1862, the plaintiff, about 7 o'clock in the evening, entered the waiting room with a friend, to take the cars. A car came into the depot, the horses were removed, and she, thinking it was ready to receive passengers, stepped out of the waiting room on to the narrow platform and from thence upon the floor of the depot, for the purpose of entering the car After she stepped out of the waiting room she saw the car commence to move towards her sideways. She stepped back to get out of the way, but before she could get back, her foot was caught between the moving body of the platform and seriously injured. She fainted, and when she came to her senses she found herself in the waitroom, to which she had been removed. There was no lamp or light inside of the waiting room at this time, but there was a light in the office adjoining, which shed its rays into the waiting room. No one gave her any warning as to what she was to do when she went in, nor where to go. She had no knowledge of the manner of shifting the car, nor was there any notice to the passengers directing them how to proceed, or giving information of the shifting of the car put up at the depot or waiting room. The defendant's conductor testified that there was light enough to see all around the depot, from a light in the receiver's office. At the time he commenced to slide the car from one track to the other, quite a number of persons were standing about in the depot, and he told them to stand back and get out of the way, and those who were on the floor of the depot got upon the platform. Supposing all the passengers had got upon the platform, himself and the driver pushed the car, got it upon the slide, and then started the movable section with the car upon it, and after it had moved the distance of two or three feet he heard the plaintiff scream.

He did not notice the plaintiff at all, and saw no one on the table or slide at the time he started it. Another witness for the defendant testified that he was switch tender at the time, and heard the conductor tell the ladies to step back into the waiting room, and saw the plaintiff there. After he told them to stand back he pulled the bolt. The other passengers stepped back. She stepped back at first, and when the car began to move, the plaintiff stepped down again and immediately she screamed.

Brown, J.—This accident, it will be observed, did not occur in the usual and ordinary passage of the cars over the defendant's road. The track of the road is visible to all persons exercising ordinary care, and so is the approach of a car moving upon it. And when a person places himself upon the track while the cars are passing and repassing upon it, such an act would be strong if not positive evidence of carelessness. The injury to the plaintiff was not the result of the usual passage of the cars over the track of the road. It occurred while the car was being moved from the one track to the other. This movement was effected by the voluntary action of the conductor and the driver, and the moving body was entirely within their control. If passengers were upon the floor of the depot they could suspend the movement until they removed themselves out of the way. The conductor saw this at the time, for he gave express directions to the persons on the floor of the depot to stand back and get out of the way. The mistake he made was in moving the slide with the car upon it before his directions were complied with; for if the persons present failed to comply with his directions, from not hearing them or not comprehending what he meant, it was gross carelessness in him to put the slide and the car in motion. Few people, I apprehend, would have had the sagacity to anticipate the movement which ensued. Cars do not usually move sidewise. Not one person in a hundred would have foreseen what the conductor intended to do, unless they had notice of and understood it before hand. It was a process that would not have been intelligible to many persons without previous explanation. A person standing upon a railway in the vicinity of a car or locomotive, might readily enough think the car or locomotive would probably move backward or forward and put them in jeopardy. But no one, without some previous knowledge, would be expected to provide against the contingency of a car, with the railway upon which it stood, coming upon him by a side movement, like that described by the witnesses. This consideration, it seems to me, imposed upon the defendant greater care and circumspection in moving its car from one track to another, than is usually imposed upon a railway company, while at the same time, and in the absence of all proof of knowledge of the structure for shifting the cars and the danger resulting to passengers therefrom by the plaintiff, it is a complete answer to the defendant's argument that the plaintiff's own carelessness contributed to the accident. She went to the defendant's depot to take passage, as she says, in the cars. She saw a car arrive and stop within a few feet of the room in which she was waiting, and without, as she says, any knowledge that the car was to be moved across the track. She proceeded to enter it. Here she was struck and injured, by the act of the conductor in moving the car. If what she says is true, (and the jury were to judge of that,) there was no want of care on her part. Negligence and carelessness cannot be predicated upon such an act. Care in avoiding danger implies that there is or would be with all prudent persons a sense or something to create a sense of danger; for if the circumstances are not such as would put a prudent and cautious person upon his guard, the omission to exercise more than ordinary attention is not the negligence which contributes to an accident. The real point in the case is that presented by the conflicting evidence of the plaintiff and the boy Lyon. He says, when the conductor told the persons on the floor of the depot to step back, she with the other persons, did step back at first, but "after the car began to move she stepped down again, and right away she screamed." If this was true, then undoubtedly she was negligent and should not be allowed to recover. The jury, however, did not concur in this view. They gave credit to her evidence rather than that of the boy Lyon, and that was their province not ours.

The counsel for the defendant insists that the relation of carrier and passenger did not exist between the parties at the time of the accident. This point, I think, cannot be maintained. Neither the entry into the cars nor the payment of the fare is essential to create that relation. Being within the waiting room waiting to take the cars, was as effectual to make her a passenger as if she had been within the body of one of them.

The waiting room is made for the purpose of receiving and accommodating the passengers until the car arrives. Nor can the time of taking the fare be material to create the relation. It is sometimes taken at the office. This is usually the practice upon the great railways of the country; but on the city roads it is almost universally taken after the passenger has entered the car, and while it is in motion over the route.

Seeing no error in the charge of the judge, upon the exceptions taken thereto, I think the judgment should be affirmed.

Judgment affirmed.

CIRCULAR.

To the Bondholders and Stockholders of the Pittsburg, Fort Wayne and Chicago Railway Company.

The undersigned, Commissioners to carry into effect the recent financial arrangement between the bondholders and stockholders, deem it proper to communicate to you this statement:

1. The application of earnings of the railroad to improvements of the property, in the nature of construction, have been, according to the books:

During the receivership under the order entered Jan. 17, 1860	$1,007,650 06
During the six months from November, 1861, to May 1, 1862	236,694 60
From May 1, 1862, when the present company went into possession, to Dec. 31, 1862	970,147 56
(Of which $536,673 were for depot and bridge bonds)	1,517,162 25
Total	$3,731,654 47

Which investment is now bearing good interest, in the shape of enlarged earnings, and virtually increases the intrinsic value of the stock full $3,500,000.

2. This expenditure has been made without increasing the debt or stock of the company, as reorganized. Net earnings over interest supplied a million last year, and large sums before; and the residue has been provided for by remission of interest, made in conformity to the agreement for reorganization, and by surpluses in the hands of the bondholders' committee resulting from provident adjustments.

3. Before the late financial arrangement, the company had provided for $1,912,509 to be expended for improvements during the present year; most of which was to have been furnished by net earnings, and the residue from the other resources mentioned. It was not contemplated, in the execution of this work, to increase the capital stock, or to incur any additional bonded debt, or any floating debt. No doubt was entertained that the net earnings, after paying interest, would have been sufficient for these purposes. Neither the officers of the company nor the committee of the bondholders felt any hesitation in acting upon this conviction.

4. The purchase and construction of new equipment has formed an important share of these expenditures. Among them was a provision for 95 new locomotives. The cars have been proportionately increased. Contracts for iron have also been advantageously made. The track has been greatly improved. It needs still further expenditure. The equipment received is still inadequate to the business which offers. The savings on this work, as compared with the present range of prices, will be nearly two millions of dollars.

5. It was in this condition of things that the desire of the Board to proceed more rapidly with the improvements contemplated, and the demand of the stockholders for the application of the net earnings to dividends, led to a conference between these interests and the bondholders which has resulted in some modifications of the financial plan fixed in 1859, by the agreement of reorganization.

These modifications are substantially the following:

To the bondholders is accorded—

1. An extinguishment of the right of the company, after July 1, 1867, to require them to accept six per cent. bonds, or to receive payment of the principal; a change which leaves all the bonded debt of the company irredeemable until July 1, 1912.

2. The establishment of sinking funds for the first and second mortgages having priority over dividends, and the application of their incomes to the purchase of the bonds at their market value.

3. Incidentally, an increase of their security by a large additional expenditure of new capital upon the property.

4. An enlargement of the voting power of the first and second mortgage bondholders from one vote on every $200 to one vote on every $100 of par value.

5. The payment of interest on the third mortgage bonds semi-annually instead of annually.

To the stockholders, upon these conditions, is accorded:

1. The power to provide for all new construction by issues of new capital stock.

2. A release of the provisions of the trust deeds which require all net earnings over 6 per cent. on the original $6,500,000 of capital to be applied as sinking funds to purchase in the bonds; or in some cases, to new improvements.

The practical result of these measures is, to leave the net earnings in each year, after paying interest and sinking funds, at the disposal of the company, for dividends upon the stock; and the policy may now be deemed to be settled, by the unanimous action of the stockholders and bondholders, to apply such surplus of net earnings to dividends, as far as prudence and sound discretion will warrant.

6. The annual charge for interest and sinking funds will be as follows:

8 per cent. on $5,250,000 of 7 per cent. first mortgage bonds	$420,000
8 per cent. on $5,160,000 of 7 per cent. second mortgage bonds	412,800
7 per cent. on $2,000,000 of third mortgage or income bonds	140,000
On bridge bonds and Chicago depot b'ds.	30,950
Total interest and sinking fund	$1,003,750

7. The net earnings for 1863, as stated in the President's Annual Report, were $2,106,623 18, which would have been sufficient to pay the interest on the bonds, and the installments of the two new sinking funds, and to leave a surplus of $1,102,873 18, which, if the new financial arrangement had then existed, would have been applicable to dividends on $6,500,000 of stock, being over 16.96 per cent.

This was, in the main, without the benefit of the $1,517,162 of new capital expended on the road and equipment during that year, and with an equipment very inadequate to the business which offered.

The President's estimate of net earnings for the present year, made also in the Annual Report, is $2,500,000; and, in a Special Report, he stated that the net earnings for March, after deducting the proportion for interest and the new sinking funds, were over 2½ per cent. on the present amount of the stock.

Thus far the receipts for April are quite equal to those of March.

8. In judging of the value and productiveness of your property, it is to be noted:

That it is a direct and continuous line, without branches or dependencies, between great industrial and commercial centres, 468 miles long, every part having a through business and an abundant local traffic, rapidly increasing, with easy grades and slight curves, more than two-thirds of the distance being straight line, traversing a grain-growing region of unsurpassed fertility, as yet but partially developed.

That the investment of capital in bonds and stock is less than that of any other leading line of equal, or even similar, productive capacity, by more than one-third.

That the present affluence of earnings is mainly due to these permanent causes.

If the business capacity of the line be properly sustained and developed, there is no reason to doubt, in the judgment of the undersigned, that it will maintain its dividends in every condition of circumstances which will allow of dividends in similar enterprises.

It must be borne in mind, also, that as *none of the bonds are payable for 48 years, and none of them are* CONVERTIBLE *into stock*, the whole increase of net earnings arising from a natural and permanent growth of business enures to the stock, which forms at present but one-third of the invested capital. The less permanent effect of an inflated currency will operate, during its continuance, in the same manner.

The undersigned, in the exercise of the discretion intrusted to them by the bondholders and stockholders, will not now press the sale of any new issue of stock under the new arrangement; they see no cause for a premature issue. That measure can be deferred until an easier condition of the money market; and the gradual and general distribution among permanent investors of the present stock will enable us more nearly to obtain its real value.

Dated New York, April 27, 1864.

JAMES F. D. LANIER,
J. EDGAR THOMSON,
SPRINGER HARBAUGH,
SAMUEL J. TILDEN,
LOUIS H. MEYER,
Commissioners.

NOTE.—The following is a copy of the Special Report made by the President, hereinbefore referred to:

NEW YORK, April 8, 1864.

GENTLEMEN: The unanimous action of the stock and bondholders has liberated the net income of the railway after paying interest and sinking fund, so as to place it at the disposal of the Board of Directors for the purpose of dividends, surplus funds and other objects consistent with the interests of the corporation.

The first and second mortgage bonds, being five sixths of the whole funded debt, were so arranged in six series as to make the amount due for interest each year payable in monthly instalments of one-twelfth each month. Two years having confirmed the theory upon which the plan was adopted, it might now be well to assimilate to it the plan of paying dividends on the capital stock by paying quarter annual dividends, instead of annual or semi-annual dividends, as is generally customary with other corporations.

I herewith submit an approximate statement of the earnings, expenses, and disbursements for the months of January, February, and March past, which is sufficiently near correct to justify the Board acting upon it with a view of making a dividend, if it is thought best to declare one at this time:

Earnings for January		$290,675 81
Earnings for February		455,211 02
Earnings for March		602,603 28
Total for three months		$1,348,490 11
Deduct operating expenses:		
For January	$210,296 21	
For February	263,328 22	
For March	330,000 00	
		803,624 43
Balance		$544,865 68
Less interest and sinking fund as follows:		
Three months on first mort.	$91,875 00	
Three months on 2d mort.	90,300 00	
Three months on 3d mort.	35,000 00	
Three months on Chicago depot bonds	1,737 50	
Three months on interest and sinking fund on Allegheny bridge bonds	6,000 00	
Sinking fund of one per ct. on first and second mortgages for three months	26,025 00	
		250,937 50
Leaving a balance of		$293,928 18

Which is applicable to dividends, and subject to the order of the Board. The above balance of unexpended and unappropriated income is equal to a dividend of 4.52 per cent. on the outstanding capital stock.

The small earnings for January were caused, as you are aware, by an almost total suspension of

the business of the railway for about one-fourth of the whole month, arising out of a combination of the locomotive runners to interfere with the police and management of the railway.

It would not be prudent at this time to divide all the surplus earnings, as unforeseen contingencies may affect future earnings, and, to enable the company to make full dividends in adverse times, a surplus fund ought to be accumulated.

Respectfully submitted.

(Signed) G. W. CASS, President.

To the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railway Company.

Upon the reading of the above report, it was unanimously resolved to declare a dividend of 2½ per cent. for the quarter year from January 1 to March 31, 1864, payable at the office or agency of the company on the 15th day of May next.

Union Pacific Railroad Company.

NOTICE is hereby given to the Subscribers to the Capital Stock of the Union Pacific Railroad Company that a call for a further payment of ten per cent. upon the amount of their subscriptions has been made this day, payable at the office of the Company, 13 William street, New York, on or before the 20th of June next.

By order of Executive Committee

JOHN A. DIX, President.

JOHN J. CISCO, Treasurer.
New York, May 10, 1864. 2t-20

Transfer Office of the Chicago and North Western Railway Co., No. 8 Wall st., New York, April 28, 1864.

THE PREFERRED STOCK BOOKS of the Chicago and North Western Railway Company will be closed on the 15th day of MAY next.

On all Preferred Stock then issued and outstanding, a Dividend of ONE and THREE-FOURTHS PER CENT. will be paid on the 1st of JUNE next.

Future Dividend days on above Stock will be Semi-Annually on the 1st of DECEMBER and JUNE.

By order of the Board,

4t-19 JAMES R. YOUNG, Secretary.

Office of the Illinois Central Railroad Co., New York, May 6, 1864.

THE ANNUAL MEETING of the Shareholders of the ILLINOIS CENTRAL RAILROAD COMPANY, for the election of Directors and the transaction of other business, will be held at the office of the Company in the city of Chicago, on WEDNESDAY, the 25th day of May, 1864, at 12 o'clock noon.

The Transfer Books of the Full and Scrip Shares will be closed at the close of business on the 12th instant, and reopened on the morning of the 28th inst.

2t-20 L. A. CATLIN, Secretary.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Patent Car Covering.

A HEAVY CANVASS, bedded in Water Proof Paste and Painted. Costing now about half as much as Car Duck. Full particulars, directions, and samples sent Also an experienced man sent to show the best way to apply it when requested.

WILLIAMS & PAGE, Boston.

Sherbrooke Gold Mining Co.

OF NOVA SCOTIA.

OFFICERS.

President.

HERMAN FUNKE.

Directors.

HERMAN FUNKE, HERMAN STURSBERG,
FRED. SCHUMACHER, CARLOS PIERCE,
HENRY A. TILDEN, JAMES S. WHITNEY,
FRANK J. PRATT.

Secretary and Treasurer.

FREDERICK SCHUMACHER.

OFFICE OF THE COMPANY,

No. 59 Cliff Street, New York.

WM. F. SHIRLEY,

BROKER IN MINING STOCKS,

137 Broadway, New York,

HOME INSURANCE BUILDING,

gives especial attention to the purchase and sale of GOLD, COPPER, IRON, and LEAD STOCKS at the Mining and Public Board. Also MINERAL LANDS purchased and sold on commission. Facilities for forming new companies.

Refers to Everett Clapp, President Palisade Bank, Yonkers; W. A. Cobb, President Fulton Insurance Company, N. Y.; W. H. Beers, Actuary New York Life Insurance Company, N. Y.; J. F. Seymour & Co., 79 Warren street, N. Y.; D. S. Cash, Ontonagon, Mich.; Corbitt Bacon, Central City, Colorado. 6m17

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

For sale by

WILLIAMS & PAGE, Boston.

BULLION MINING CO.,

COLORADO.

CAPITAL.....5,000,000.

Shares, Full Stock.....$25 each.
Subscription Price.....10 each.

RESERVED IN THE TREASURY, 50,000 SHARES.

PROPERTY:

1,217 Claims, equal to 121,700 feet, in the Gregory, Bobtail, Briggs and many other equally valuable Lodes in Clear Creek and Gilpin Counties, Colorado, and in addition, a valuable water-power of 2,400 feet on Clear Creek.

Title undoubted.

TRUSTEES:

WILLIAM B. DUNCAN, New York.
JOHN E. WILLIAMS, New York.
JOHN A. DIX, New York.
EDWARD B. WESLEY, New York.
HENRY H. ELLIOTT, New York.
CHARLES T. CROMWELL, New York.
STILLMAN WITT, of Cleveland, Ohio.
GEORGE COOK, of Central City, Colorado.
EDWARD B. WESLEY, President.
JOHN E. WILLIAMS, Treasurer.
CHAS. T. CROMWELL, Counsel, 79 Cedar st.
FREDERIC B. ELLIOTT, Secretary.

MANAGING DIRECTOR AND GENERAL SUPERINTENDENT,

GEORGE COOK, of Central City, Colorado.

40,000 Shares of the Stock remain to be sold at Ten Dollars each.

Books will be open on WEDNESDAY, the 13th instant, at the office of JEROME, RIGGS & CO., No. 46 Exchange Place.

New York, April 9, 1864. 3m16

Chicago and North Western Railway Co., April 28, 1864.

THE ANNUAL MEETING OF THE BOND AND STOCKHOLDERS of the CHICAGO AND NORTH-WESTERN RAILWAY COMPANY, for the election of DIRECTORS, and for the transaction of any other business that may come before them, will be held at the Office of the Company, in the City of Chicago, on THURSDAY, the 2d day of June, 1864, at 3 o'clock P. M.

4t-19 WILLIAM B. OGDEN, President.

JUST PUBLISHED.

Holley's Railway Practice.

AMERICAN AND EUROPEAN RAILWAY PRACTICE in the Economical Generation of Steam, including the materials and construction of

Coal-Burning Boilers, Combustion, the Varinble BLAST, VAPORIZATION, CIRCULATION,

Super-Heating, Supplying & Heating Feed-Water, &c.,

And the adaptation of Wood and Coke-Burning Engines to Coal-Burning, and in Permanent Way, Roadbed, Sleepers, Rails, Joint Fastenings, Street Railways, etc., etc.

By ALEXANDER L. HOLLEY, B. P.

With seventy-seven Lithograph Plates. One volume folio, cloth. Price $10.

ALSO RECENTLY PUBLISHED,

Ward's Steam for the Million. One Vol. 8vo. cloth,...$1 00
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D. VAN NOSTRAND,

BOOKSELLER, PUBLISHER AND IMPORTER,

6m4 **No. 192 Broadway.**

TO THE STOCKHOLDERS OF THE MARIPOSA COMPANY.

Notice is hereby given, that a meeting of the Stockholders of the Mariposa Company will be held at the office of the said Company, No. 34 Wall street, in the City of New York, on the 9th day of May next, at noon, for the purpose of deciding upon the increase, and increasing the amount of the capital stock of the said Company, by an addition of twenty thousand shares to the one hundred thousand shares already issued, making, with such increase, a total capital, of one hundred and twenty thousand shares, at the par value of one hundred dollars a share, amounting, altogether, to twelve millions of dollars, in order that the floating debt of the company may be paid, and the mining and other resources of its estate may be more completely and expeditiously developed.

By order of the Board of Trustees.

JAMES HOY,
MORRIS KETCHUM,
GEORGE OPDYKE,
Majority of the Trustees.

New York, April 11, 1864. 4t-17

SPECIAL NOTICE

TO

BANKERS, BROKERS,

Coal, Mining Companies, Merchants and Others.

THE BUILDINGS,

69, 71, and 73 Broadway,

(Cor. of Rector street,)

Are to be altered into and fitted up in a very superior manner as first class offices. Also offices corner of Broad street and Exchange Place, No. 4 and 6 Broad street, and No. 4 and 19 Wall street. Parties desiring to select space and have improvements to suit themselves can see the plans by calling on

EDWARD MATTHEWS,

Corner of Broad street and Exchange Place, NEW YORK.

RAILROAD IRON.

CONTRACTS TAKEN FOR WELSH AND ENGLISH RAILS, and Agents for the Manufacturers for the sale of

AMERICAN RAILS.

500 Tons, 56 lb., American for Immediate delivery. 2000 to 3000 Tons English and Welsh Rails, 52, 56, 57, and 58 lbs.

For sale by

ROBERTS & EARNSHAW,

72 Beaver street, N. Y.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American** or **Welsh Rails**, and of any required weight and pattern.

PERKINS & LIVINGSTON,

54 Exchange Place, NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,

59 Exchange Place.

New York, 1st June, 1863.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.

For sale by

PERKINS & LIVINGSTON,

54 Exchange Place.

RAILROAD IRON.

2,500 TONS RAILROAD IRON, 50 lbs. per yard.

5,000 Tons Railroad Iron, 56 lbs. per yard.

In yard and on shipboard to arrive. All New York and Erie pattern, of best English make, and inspected at the works. For sale by

DEHON, CLARK & BRIDGES,
28 Beaver Street.

New York, 2nd April, 1864.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by

E. A. & S. W. HOPKINS,

70 Beaver st., New York.

CAST STEEL.



MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD,

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be repaired every four months. They have been estimated to be good for ten years in the worst places.

THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to **NAYLOR & CO.,**

421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

OFFICE OF THE

ÆTNA

FIRE INSURANCE CO. OF NEW YORK,

NEW YORK, *January* 12, 1864.

☞ THE DIRECTORS OF THIS COMPANY Have this day declared a Semi-Annual CASH DIVIDEND to Stockholders of FOUR (4) PER CENT., payable on demand. Also, a SCRIP DIVIDEND of FIFTY (50) PER CENT., to its Customers upon the premiums earned during the year ending December 31st, 1863, on all its policies entitling the holders to participate in the profits of the Company's business, and scrip will be issued on the 15th day of February. Also, an INTEREST DIVIDEND of SIX PER CENT, in Cash on all outstanding scrip, payable on demand; all free from Government tax.

LIVINGSTON SATTERLEE, Sec'y.

TIRES,

LOWMOOR, BOWLING & SEMI-STEEL.

AXLES,

Kinsly Co., Bridgewater and Nashua.

For sale by **WILLIAMS & PAGE,**
67 Water, St., Boston.

COAL.

ANTHRACITE

AND

BITUMINOUS COALS

of all kinds.

QUINTARD & WARD,
11 Pine street, N. Y.

The Mercantile Mutual INSURANCE COMPANY,

No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1843.

ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels, Freight and Merchandise insured on the most favorable terms.

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of EUGENE KELLY & CO., No. 36 Wall street. 1md21.

PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 61 Beekman st., (up-stairs,) New York.

OFFICE OF THE

COLUMBIAN (MARINE) INSURANCE COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL.... $1,000,000

Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.

LOSSES PAID IN GOLD

Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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American Railroad Journal.

New York, Saturday, May 21, 1864.

Bureau of Agriculture.

The bi-monthly report of the Bureau of Agriculture has made its appearance, and contains an abstract of information obtained by it for the months of March and April 1863. It appears from the introduction, that 130,000 copies of the annual volume have not been enough to meet the demands of the public, and that 60,000 more copies are therefore to be printed. It was certainly a volume of great utility, and its information must have been gratefully received by intelligent agriculturists. It appears that a large correspondence has grown up out of its publication, and receives prompt and careful attention from the Commissioner, Mr. Newton.

Agriculture is indeed the predominant occupation of our people, and to its encouragement chiefly must we look for the population and prosperity of our Western States in particular, remote from the Ocean and necessarily less commercial than those which face the Atlantic. But the commerce of these very States is chiefly maintained by the products of the soil, and it is their interest therefore that our fields should be cultivated, the great prairies blossom like the rose, and the vallies be fat with corn.

The objects which seem most directly to be regarded by the Bureau, are the collection of Agricultural statistics, the numbers and character of farm products, and climatic influences. Proper arrangements have been made to obtain this information by a system of recognised correspondents, and when attained and made public, it exercises a wholesome check on speculation, and maintains a sort of fairness and regularity in prices. This is of immense advantage to dealers and exporters. We find some interesting statements as to the amount of stock in 1864 as ascertained by calculations and information, compared with those of the census of 1860.

HORSES.—These have decreased in number since 1859, by 149,999, and even more than this, according to the returns from Kentucky and Missouri. There has been a decrease in New York and Pennsylvania, and a considerable one in New England, but Ohio, Wisconsin, Iowa and Minnesota are making large accessions to their stocks. There is nevertheless a great demand for good work horses.

MULES.—There has been a decrease in this stock of 20,762, attributable to the drain of the war, and the market will be a remunerating one when peace returns.

CATTLE.—There has been an increase of 24,291, Kentucky and Missouri showing a large reduction, and Iowa an increase of 213,620. The average annual increase in the other loyal States is not large, being only about 3½ per cent. since 1859.

Our export of beef in tierces and barrels for the last three years has been as follows:

1861	$1,372,546
1862	1,963,422
1863	2,807,042

While the prices of our cereals have declined abroad, those of meats have remained steady. The following comparison of these prices is taken from the London Market Lane Express, of March 7. *Flour* was then but 84 cents per 112 pounds higher than in 1850, a year of low prices, whilst *beef* was $4 44 higher per 112 pounds, *mutton* 7½ cents per pound higher, *veal* 4½ cents per pound higher, and *pork* $1 12 per 112 pounds higher, than they were in 1850. Here is a great difference, especially in beef and mutton, "the two principal articles of consumption," as the *Express* says. That there is an increased consumption of meats in Great Britain is seen in these prices, and in the fact that more lands are being put down in grass. As the consumption of our meats increases there, the more will they be liked.

All these statistics admonish our farmers not to neglect cattle-raising; but keeping their attention constantly on their increase or decrease of any stock, and the causes of demand, to timely avoid a scarcity on the one hand, and an over-supply on the other.

COWS.—The high prices of butter and cheese, enhanced by the war, the currency and speculation, show that these animals must continue to be productive stock for our farmers. Their increase in the loyal States since 1859 has been 339,784, with a local falling off in Kentucky and Missouri, being a general increase from 1859 to 1860 of 36 per cent. The foreign exports of butter and cheese for the last three years have been as follows: Of *butter*,

1861	$4,190,745
1862	6,091,831
1863	7,176,648

And those of *cheese*, as follows:

1861	$3,181,171
1862	4,673,889
1863	5,603,884

SHEEP.—There has been a gratifying increase in these animals. As cotton became scarce and dear, wool necessarily came into demand, and our farmers have become raisers of the article on a large, and we are glad to say, remunerative scale. In three years, the increase in these animals has been 9,242,119, and about 61 per cent since 1859. Kentucky and Missouri have not participated much in this increase. It is calculated that this spring has added four or five millions, making the whole number thirty millions, or double what it was in 1859, in the loyal States. Though with approaching peace, the demand for clothing of the army will fall off, yet till Cotton is re-established in its old haunts by the aid of paid freed labor, it may be anticipated that the prices of wool will be steady, and should a European war break out, quite a possible occurrence, this staple would be in large demand abroad. The effect of a nearly permanent tariff on foreign manufactured cloths to last at

least as long as we have a large debt to provide for, must also be to secure a good home market for our wool growers. As we write this, we learn that the wool crop for the State of Michigan for the present season has been fully estimated, and the clip is calculated at 12,000,000 of pounds. In 1850 it was 2,043,283; and the number of sheep. 746,437. This clip has heretofore sextupled in fourteen years. Michigan must now have 4,478,610 sheep—an excess of 535,681 over what was possessed by any State fourteen years since.

Hogs.—This staple is characteristic of the fertile West, where crops of corn are raised of fabulous quantities, and enter very largely into our commerce. American pork is the best in the world, and our lard is famous in all Countries where butter is scarce or unknown. The increase was retarded last year by the destruction of the corn crops in the west, and the number of hogs killed and packed fell off in the loyal States almost a million, viz., 911,323, as nearly as could be ascertained. The value of the exports of this article was as follows:

1861	$13,996,314
1862	33,776,960
1863	39,020,419

The Cincinnati *Price Current* of April 6, contained full returns, of the pork packed in the West and says:

SUMMARY OF HOGS PACKED IN THE WEST.

	1862–'63.	1863–'64.
Ohio	991,183	648,836
Iowa	404,861	313,331
Indiana	585,428	394,217
Illinois	1,472.834	1,273,390
Kentucky	130,920	126,019
Wisconsin	201,745	164,576
Missouri	297,611	370,736
	4,084,582	3,291,105
Decrease	793,477	

The western States producing hogs rank in the following order of production as to quantity:

Indiana, Illinois, Ohio, Kentucky, Iowa and Missouri.

The report has a very interesting statement as to our cereal productions, showing by the following figures, that Great Britain has for the last nine years at least, drawn her principal supplies of wheat from the United States. From 1859 to 1863, both years inclusive, she has received from all parts of the world 49,737,904 quarters of wheat (480 lbs. to the quarter.)

Of these she received as follows:

From Prussia	8,340,202 qrs.
" Russia	7,186,403 "
" Egypt	4,152,230 "
" Canada	2,444,506 "

and from the United States (chiefly from the loyal States) 12,968,574, qrs. The only great competition we have to fear in the future is in the increased production of the great plains of Russia, and the introduction of the steam plough to bring them into fertility, On the other hand it may be said, that there must be consumption, that of population and social advancement to ensure production. No nation will produce much without having real or artificial wants, the latter the result of education, refinement and extreme civilization, if we may use the term. The population of the Russian steppes is sparse, and not far removed from barbarism in all that makes life enjoyable.

The following is a very practical and interesting account of the condition of the British markets the last two months:

Wheat.—The average price of wheat at 42 places in Great Britain was 40 shillings and 1 penny per quarter of 480 pounds. Estimating the shilling at 24 cents, this price per American bushel of 60 pounds would be $1 20. But American red and white winter wheat ranged at about $1 32 to $1 42 at London; and at Liverpool, at $1 30 to $1 65.

At San Francisco it was $2 25 to $2 40 per bushel, having advanced recently from 30 cents to 45 cents per bushel on account of the severe drought noticed more fully in our article on California.

At New York it was ranging from $1 70 to $1 86, currency value, being in gold value, by which it must be compared with English prices, at about $1 13 to $1 23, ascertained by estimating the discount of difference between gold and currency at about one-third.

Freight of wheat to Liverpool from New York was from 3 to 6 cents per bushel, and to London 10 cents. Making allowance for the rates of exchange, insurance, drayage, commissions, &c., it will be seen that the exportation of wheat affords but little profit at this time.

Flour.—In London the best article was worth about 3 cents per pound, and American flour in barrels ranged from $4 32 to $6 ;. in Liverpool, from $4 80 to $5 28 and $6 24.

In New York, from $6 65 to $8 30 per barrel, currency value; in gold, from $4 43 to $5 53; in San Francisco, $4 50 to $7.

Freight to Liverpool, from New York, was 24 cents per barrel, and to London 36 cents.

Indian Corn.—At Liverpool, corn was selling at from 78 to 89 cents per bushel of 56 pounds. In New York, from $1 28 to $1 30 in currency, equal to 85¼ and 86¼ cents in gold. At San Francisco it was $2 25 per bushel.

Provisions.—In London, new American butter was selling at 21 cents per pound; lard, in casks, at 11¼ cents per pound; pork, per barrel, $21 60; beef, per barrel, $23 52 to $26 88.

At New York, western and Ohio butter from 28 to 38 cents per pound, and State from 40 to 44; cheese, from 16 to 18 cents; lard, 13 to 13¼ cents; pork, prime, from $19 50 to $21 per barrel, and from $22 50 to $25 25 for mess; beef, prime, from $7 50 to $9 for country mess, and from $16 to $19 for extra mess. These are currency rates; gold values would be about one-third less.

The report expresses the opinion that owing to the great drought prevailing in California, the cereal crops will there be almost if not quite a failure. It is therefore probable that there will be an active demand for flour for the next six months on our Pacific coasts.

This report also informs us of the probable crops, of fruits, of rye, barley and clover, honey, maple sugar and molasses throughout the loyal States. We should judge from these that we shall have an average yield in all of them.

We notice the meteorological papers appended to the report, obtained from the Smithsonian Institution which are also valuable.

Meteorology though not yet reduced to the form and rules of a science is very likely to become an indispensable adjunct to Agriculture. Some general results have however been fully ascertained through the means of extended and carefully recorded observations. Thus we know the normal course of the winds in various sections of the Union, the mean of the fall of rain, that of heat and cold, clear, cloudy and pleasant days, and if climate is proper to be understood by those who would reap what they sow, then these observations are valuable to those who desire the best and healthiest locations, and the surest returns for their labor. Science is the best friend of industry, as we see in the improvements of agricultural implements, and the conversion of crops, and it is with this view of the subject we refer the readers of the Journal, to the abstract itself, of the Bimonthly report of the Agricultural Department at Washington.

Western (Mass.) Railroad.

The receipts from operations of this road for the years ending November 30, 1862 and 1863, have been as follows:

	1862.	1863.
From passengers	$634,656 44	$837,610 50
" freight	1,351,862 20	1,479,874 21
" mails, etc	109,403 86	118,227 43
	$2,095,922 50	$2,435,712 14
Expenses, viz:		
Repairs of roadway	$253,397 40	$314,106 27
" engines	79,201 41	92,922 23
" cars	170,245 85	163,544 37
" b'ld'gs, etc.	59,317 61	49,789 50
Transportation exp.	529,220 80	565,153 37
General expenses	19,975 14	21,491 16
	$1,111,358 20	$1,207.006 90
Net income	$984,564 30	$1,228,705 24
Add gain on P. &. N. A. R. R		4,126 04
		$1,232,831 28

From this deduct—

Interest on State loans and exchanges	$438,802 35	
One per cent. to sinking funds	50,000 00	
Nine per cent. dividends	463,500 00	
Excise tax on dividends	14,335 04	
		966,637 39
Surplus carried to contingent fund.		$226,193 89
Add balance of do. Nov. 30, 1862		553,174 60
Total contingent fund Nov. 30, 1863		$819,368 49

Compared with the previous year, the gross receipts show an increase of $339,789 64; with an increase in expenses of only $95,648 70—making the increase in net income $244,140 94.

The receipts of the Pittsfield and North Adams Railroad were $59,216 41; and the expenses, $28,090 37—leaving net earnings $31,126 04. Two dividends of three per cent. each, amounting to $27,000, were paid, and the balance, $4,126 04, carried to Western Railroad account, as above.

The securities in the sinking funds, many of which are standing on the books below their market value, have been examined by the Committee, and are found with the accrued dividends, and interest brought up to November 30, to amount to $2,971,361 35, showing an increase for the year of $257,014 79. This unusual accumulation is mainly due to the premiums received for interest paid in gold, on more than one half the funds. It is indeed true that four millions of the debt which these funds are provided to redeem is to be paid in gold, and the fact is not to be overlooked as affecting the ability of the funds to meet it. It is proper however to state in connection, the further fact that of the funds already in the hands of the commissioners for the payment of this indebtedness, full three-eighths of the amount are now in securities, the principal and interest of which are payable in gold, while it is to be hoped that long before the maturity of the debt these circumstances may cease to be of any importance in the calculation.

The business of the year, as herewith exhibited, is matter of congratulation. It shows that with receipts increased more than three hundred thousand dollars, the increased expenses are a little short of one hundred thousand dollars, a much larger rate of increase in receipts than in expenses. This result is attributable, *first*, to a heavier pass-

enger traffic, and a more equal distribution of the work, both in the freight and passenger departments through the whole year, and upon the trains moving in both directions, than has been usual, so that we have realized more to the mile run than in former years of more irregular traffic and lighter passenger trains; and *second*, to the fact that the year was commenced with a large supply of material, mostly laid in at a low cost. This last advantage will be considerably felt in the year already commenced, though not to the same extent, for there is now on hand a fair supply of material which stands on our books at much less than its present value.

The superstructure of the road, the station buildings and rolling stock, have been placed by repairs and renewals in a condition to insure safety, and more than meet ordinary depreciation. With peculiar difficulties in grades and location, the road has demonstrated its ability to maintain the cost and rates of transportation at points which compare favorably with other New England roads. The intelligent, cheerful and faithful cooperation of the officers and men in the performance of their several duties has contributed its full share to these gratifying results.

The scarcity of labor, and the high cost of material caused a suspension of the construction of the second track for the year. This work, which in ordinary times can be completed for five hundred thousand dollars, should be resumed at the earliest day, and carried at once to completion.

The differences in the accounts with the Worcester road have been all adjusted and settled to the first day of June, 1862. We take pleasure in making this announcement, but regret to add that the inequality of the present division of the joint receipts, as stated in our last report, still continues, and indeed has been greatly increased by the peculiar condition of the country, and the consequent change in the traffic. The stockholders of these corporations, in view of the prosperity of the past year, have certainly no cause to complain of their present profits, but the duties of the managers of a line which constitutes the chief artery between the seaboard of Massachusetts and the west do not end in securing profitable returns to the proprietors. It is due to the State and all that district of New England dependant upon the facilities afforded by this line, that all needless hindrances to the traffic should be removed. In this way only can the expectations of those who, with great personal labor and pecuniary risk projected and built these roads, be fully realized. It is hardly necessary to add that all measures to this end will receive the hearty support of the managers of this corporation. The true interest of the public and of these roads, rightly considered, can never be in conflict.

The equipment of the road consists of 18 passenger and 55 freight locomotives; 37 first class and 8 second class passenger cars; 10 baggage, 338 box, 261 platform, 80 gravel, and 46 hand cars. Also 54-234ths of 25 passenger and 11 baggage cars of the N. Y. and Boston Express Line.

The number of miles run by locomotives with passenger trains was 379,952; with freight trains, 854,199; with other trains, 41,778—total miles run 1,275,929, an increase over the previous year of 18,728 miles.

The number of passengers carried was 710,457; of which 56,243 were through, and 654,214 way passengers. Of the through passengers, 53,984 were 1st class, and 2,259 2d class. Of the way passengers, 644,895 were 1st class, and 9,319 2d class. The whole number of 1st class passengers was 698,879; 2d class, 11,578. The passenger traffic shows an increase of 152,410.

The number of tons of merchandise moved was 663,927; of which 485,562 was carried east, and 178,365, west. The through tonnage eastward amounted to 104,776; do., westward, 30,933. All other tonnage eastward, 380,786; do., westward, 147,432. Equivalent number of tons carried one mile, 53,808,561; equal to 344,927 tons carried over the whole road. The increase in merchandise traffic over 1862 was 11,631, and over 1861, 37,719 tons.

An aggregate of 85,758,268 passengers or tons of freight carried one mile in 1863, against 75,773,892 passengers or tons of freight carried one mile in 1862.

The cost of transportation for each passenger and each ton of freight one mile has been 1.407 cent., against 1.467 cent. in 1862; or assuming the cost of transporting each ton of freight to equal the cost of two passengers the same distance, we find the cost this year to be 0.865 cent. per passenger, and 1.730 cent. per ton of freight, against 0.870 cent. per passenger and 1.740 cent. per ton for freight per mile in 1862.

The cost of the Western, Albany and West Stockbridge, and Hudson and Boston Railroads to November 30, 1863, has been as follows:

Western Railroad	$7,481,945 24
Equipment	1,095,712 97
Albany and West Stockbridge R.R.	2,388,359 22
West Stockbridge Railroad stock	13,000 00
Hudson and Boston Railroad	183,838 98
Total	$11,262,856 41

The means provided for the construction and equipment of the same has been as follows:

Capital stock	$5,150,000 00	
Sterling bonds	4,319,520 00	
Albany City bonds	1,000,000 00	
Total means	$10,469,520 00	
Amount paid sinking funds	459,578 62	
	$10,009,941 38	
Dollar bonds	950,000 00	
		10,959,941 38
Balance expended more than realised from construction funds		$302,915 03

BALANCE SHEET FOR 1863.

Cost of road and equipment		$11,262,856 41
Hudson River bridge stock		15,120 00
Materials		267,246 22
Loans on collaterals	$120,000	
U. S. 5-20 bonds	40,000	
Two years legal tender	50,000	
		210,000 00
Cash		155,732 18
Due from individuals and corporations		225,869 56
Commissioners of Mass. sinking fund	$2,136,126 85	
Trustees of Albany sinking fund	835,234 50	
		2,971,361 35
		$15,108,185 72
Capital stock, 51,500 shares		$5,150,000 00
£899,900 sterling bonds	$4,319,520	
Albany City bonds	1,000,000	
Dollar bonds	950,000	
		6,269,520 00
Unclaimed dividends and interest		8,148 93
Dividend No. 39		265,463 91
Interest accrued, not due		70,496 00
Due individuals and corporations		17,572 32
Accumulated sinking fund profits	$2,507,616 07	
Contingent fund	819,368 49	
		3,326,984 56
		$15,108,185 72

Central Pacific Railroad Act.

The following is an authentic copy of the Act in aid of the Central Pacific Railroad, recently passed by the Legislature of California, and approved by Governor Low:

AN ACT

To aid the Construction of the Central Pacific Railroad, and to secure the use of the same to this State, for military and other purposes, and other matters relating thereto, Approved April 4, 1864.

SECTION 1. The Central Pacific Railroad Company of California, a corporation duly organized under the laws of this State for the construction of a railroad from the city of Sacramento to the eastern boundary line of this State and one of the railroad companies to which said Congressional aid has been extended, is hereby authorized and empowered to execute and issue at any time hereafter the bonds of said company in sums of one thousand dollars each, bearing interest at a rate not exceeding seven per cent. per annum, commencing on the first day of July, 1864, and payable on the first day of January 1865, and on the first days of July and January of each year thereafter, the interest on the 1st fifteen hundred of said bonds, numbering from one to fifteen hundred, inclusive, to be made payable at the State treasury, and on the remainder of said bonds to be made payable at such place or places, and in such manner as said company may deem proper—said bonds to be executed and issued to an amount not exceeding twelve millions of dollars, payable not exceeding twenty years from the first of January, 1865, and said bonds to be secured by one or more mortgages on the railroad, rolling stock, buildings, machinery, fixtures, and corporate franchises of said company—the principal and interest of said bonds to be payable in United States gold coin; provided that said bonds shall contain an express condition that the counties of Placer, Sacramento, and city and county of San Francisco shall be exempt from all liability as stockholders for the payment of the principal or interest upon all of said bonds over and above the stock of said counties heretofore subscribed to the capital stock of said company.

SEC. 2. To expedite the construction of said railroad, for the reasons set forth in the preamble to this Act, there shall be levied and collected in the year 1864, and annually thereafter, until the expiration of the time for the payment of said bonds, in the same manner as other State revenue is or may be collected, a tax of eight cents on each one hundred dollars of the taxable property in the State in addition to other taxes, the same to be paid in the gold and silver coin of the United States; and the money to be derived from such tax, shall be, and is hereby, appropriated and set aside to constitute a special fund to be known as the Pacific Railroad Fund, out of which fund the coupons for interest on said fifteen hundred bonds, hereinbefore described, shall be paid as they may fall due and be presented for payment from time to time for said period of twenty years; and on payment thereof, said coupons shall be taken up and cancelled by the State Treasurer; and if at any time there should not be a sufficient sum of money in said fund to pay said interest when due, then an amount sufficient to make up such deficiency shall be taken from the General Fund for that purpose, or the State Treasurer shall make such other contracts and arrangements as may be necessary to make up such deficiency; and whenever on the first day of July of any year there shall remain a surplus in said fund, after the payment of the interest on said bonds as hereinbefore provided, such surplus shall be paid into the General Fund.

SEC. 3. A full and particular account and record shall be kept by the State Treasurer of said Pacific Railroad Fund and the moneys collected in accordance with the provisions of this Act, open at all times to the inspection of the Governor and Controller and of any Committee appointed by the Legislature or either branch thereof.

SEC. 4. The said grant to said company is made upon the express condition and consideration that said company shall and do, at all times when required, from and after the passage of this Act, transport and convey over their said railroad all public messengers, convicts going to the State Prison, lunatics going to the State Insane Asylum, materials for the construction of the State Capitol building, articles intended for public exhibition at the Fairs of the State Agricultural Society, and in case of war, invasion, or insurrection, as well as at all other times, also transport and convey over their said railroad all troops and munitions of war belonging to the State of California, free of charge, without any other compensation than as herein provided; and shall also construct and equip in running order, at the rate of not less than twenty consecutive miles of their said railroad each year hereafter, including that portion of said railroad now partially completed, until the same is fully completed and equipped, and shall also within ninety days from the passage of this Act file in the office of the Secretary of State a contract or agreement, duly signed by the President and Secretary of said company, and sealed with the corporate seal thereof, therein and thereby agreeing to faithfully do and perform and fully comply, on the part of said company, with all the terms and conditions set forth in this section, and therein also releasing all claim to the warrants provided to be issued by the Act entitled "An Act to aid the construction of the Central Pacific Railroad in the State of California, and other matters relating thereto," approved April 25, 1863—upon the filing of which agreement and release the said Act shall be repealed; and also agreeing therein that said company shall, within ninety days after the receipt of a patent therefor from the United States, execute, acknowledge and deliver to the State of California a deed in fee simple for the conveyance of the south half of Section 19, in township 11 north, of range 7 east, Mount Diablo meridian, situated in Placer county, on said railroad, and about twenty-two miles from Sacramento, with all the granite and granite quarries thereon, excepting and reserving therefrom, however, a tract or strip of land four hundred feet wide, and running across said half section, each one-half thereof lying on each side of the line running along the center of the main railroad track of said company; and in case said company shall fail and refuse to do and perform the said conditions and the said agreement on their part, the said company shall be liable to repay to the State the amount which shall have been paid by the State under this Act.

SEC. 5. The several sums of money necessary for the payment required to be made under the provisions of this Act are hereby appropriated from the said funds and from the State Treasury for said several purposes, and the State Treasurer is hereby directed to pay the same as provided by this Act; and this Act and the appropriations under the same shall not be subject to the provisions of an Act entitled "An Act to create a Board of Examiners, to define their powers and duties, and to impose certain duties upon the Controller and Treasurer," approved April 21, 1858.

SEC. 6. The Act entitled "An Act to aid the Construction of the Central Pacific Railroad in the State of California, and other matters relating thereto," approved April 25, 1863, is hereby repealed.

SEC. 7. This Act shall take effect and be in force from and after its passage.

International Bridge.

It is now settled that an International bridge across the Niagara, between Buffalo and Fort Erie, will be very soon undertaken. A large surplus of subscriptions was obtained for the work, the plans of construction are being matured, a grand depot for the benefit of all the converging railways will be erected in the city, and an immense traffic which has been diverted by the Suspension Bridge will now take its natural route and come to Buffalo.

Subscription for Stock of R. R. Co.--Town Bonds.--Statute Preliminaries.

The case of Town of Duanesburgh *vs.* Albany and Susquehanna Railroad Company, affords an important decision in regard to the power of towns to subscribe for railroad stock and to issue bonds for the payment of such subscription. The The case came before the court on an appeal by the plaintiff from an order refusing an injunction. There were two defendants, the railroad corporation and one Jenkins.

The defendant, the Albany and Susquehanna Railroad Company, is a body corporate, organized previous to 1853, for the purpose of constructing and operating a railroad from the Hudson River, at Albany, through the counties of Schenectady, Otsego, Delaware, Chenango and Broome, to Binghamton. In 1856, an act of the legislature was passed authorizing any town in said counties to borrow money on its credit to aid in the construction of said railroad. The first section provided that on the application in writing of twelve or more freeholders, residents of any such town, it should be the duty of the county judge of the county where such town was situate, to appoint, &c., not more than three freeholders, residents of said town, commissioners to carry into effect the purposes of said act. The second section declared that it should be lawful for said commissioners to borrow on the faith and credit of such town, provided the consent in writing of two-thirds of the tax-payers, representing two-thirds of the taxable property of said town, appearing on the last assessment roll, should be first obtained, proof of which should be by affidavit of one of said commissioners, filed in the town and county clerk's offices, any sum not exceeding $100,000, &c., and to execute bonds therefor, under their hands and seals. The other sections provided for the sale and disposition of such bonds, the investment of the money, the right of said towns to become stockholders, to dispose of stock, and to raise money to meet the payment of principal, interest, &c., &c.

On the 6th day of May, 1862, the defendant, Nathaniel C. Jenkins, was apponted as commissioner for the town of Duanesburgh, under the acts above cited, and accepted the trust. On the 13th day of the same month, he caused to be filed in the clerks' offices of the town of Duanesburgh, and the county of Schenectady, the affidavits of John D. Wood, Charles Courter, Nathaniel C. Jenkins, Joseph H. Ramsey, Benjamin F. Wood and Ira Marsh, all sworn to on the 5th day of May, 1862; and two further affidavits of Nathaniel C. Jenkins, one sworn to on the 14th, and the other on the 15th of May, 1862, which are claimed to be proof by affidavit of the consent in writing of a majority in number and amount of the resident tax-payers of said town, as per the assessment roll of 1855, being the last assessment roll of said town previous to the passage of the act of 1856; and the said commissioner thereupon subscribed to the stock of said railroad corporation for said town, the sum of $30,000, issued the bonds of said town therefor, and on the 26th day of May, 1862, delivered the same to the treasurer of said corporation.

JAMES, J.—"The power to subscribe for railroad stock, or issue bonds for the purchase of railroad stock, or the payment of subscriptions therefor, is not one of the general powers possessed by towns. Before any such act can be done by the officers of the town, or any commissioner in its name, the power must be conferred by act of the legislature. It has been decided by the highest court of this State, that such power may be granted. (The Bank of Rome *vs.* Village of Rome, 19 N. Y., Rep. 20. Starin *vs.* Town of Genoa, 23 N. Y., Rep. 439, 449.) Such power may be either general or special, and the legislature in granting the power, may impose as many conditions, limitations and restrictions as it shall deem proper." In this case, the power to subscribe for stock, and issue bonds, was special. It was conditional, 1st. That twelve or more freeholders, residents of the town, should apply to the county judge for the appointment of commissioners; 2d. The consent in writing of a majority in number, and amount of the resident tax payers of said town, that such subscription be made and bonds issued, designating the amount.

Without such application and consent no authority to take stock and issue bonds existed; they were pre-requisites or conditions precedent. Being in excess of the ordinary and general powers of towns, no jurisdiction could be acquired without complying with the conditions imposed; in fact, the language of the act is, that it shall be lawful to borrow money, &c., provided the consent be obtained. Persons receiving bonds issued by the towns are presumed to know the law, and bound at their peril to ascertain whether the statute authorizing their creation has been complied with. (23 N. Y. Rep. 439, 449.)

In this case no question is made as to the appointment of the commissioner, and we are therefore bound to assume that it was properly made. But it is claimed that the condition precedent, the requisite to make it lawful for the commissioner to act, viz., the consent of a majority in number and amount of the resident tax-payers, was never obtained, and that such fact affirmatively appears from the affidavits on file.

Jenkins was appointed commissioner May 6, 1861; the affidavits which it is claimed show consent were filed May 15, 1862; the subscription to the railroad stock was made, and the bonds for the same issued, after that; and the affidavits do not claim the consent of a majority of the tax-payers according to the assessment roll of 1861, the last roll preceding the subscription, but only the consent of a majority in number and amount of the tax-payers according to the assessment roll of 1855; while the allegation that a majority of the tax-payers according to the assessment roll of 1861 have never consented, is not denied. The statute is, that it shall be lawful for the commissioner to act, provided the consent in writing of a majority of the tax-payers appearing upon the last assessment roll shall first be obtained. What roll is meant by the term, "last assessment." Does it mean the one next preceding the first passage of the act; or next preceding the subscription for stock and incurring the liability? The defendants insist that this term has reference to the roll preceding the passage of the original act, and so the special term held. If such be the right construction, then it does not seem to be denied that a majority of the tax-payers on that roll had given their consent to this subscription.

As I have before shown, the original act authorizing towns to subscribe to the stock of the defendants, was passed in 1856, conditioned that

two-thirds of the tax-payers appearing upon the last assessment roll should consent; it is to be inferred that efforts were made to obtain the consent of a sufficient number of the tax-payers under that act, and that those efforts failed. The next year, 1857, the act was amended by reducing the consent to a majority of the tax-payers, and further providing that "in case the said consents, in whole or in part, shall have been obtained under the assessment rolls of the years 1855, or 1856, the same may be used and completed with the like effect, and shall be as valid, as if obtained under the last assessment rolls next preceding the said subscription, provided the consent subscribed shall represent a majority in amount of the said last assessment roll.

If the phrase "last assessment roll," in the original act, had reference to the roll next preceding the passage of the act, then the roll of 1855 was meant, because the act was passed on the 31st of March, 1856. If that phrase had reference to the roll next preceding the passage of the original act, it should be held to have the same reference when used in the amended act, which would there mean the roll of 1856, as the amendment was passed in April, 1857. It is true that the act of 1857 declares that "the second section of said act is hereby amended, and shall read as follows," still such amendment, not being made to correct an error in the former act, does not relate back and take effect from the passage of the original act, but only changes the original act from the passage of the amendment. (Ely *vs.* Holton, 15 N. Y. Rep. 595, 598.) And the legislature having by special words provided that the doings under the original act might be made available under the amendment act, having declared that they did not intend the amendment should have effect anterior to its passage.

But in my judgment the term "the last assessment roll," as used in both statutes, refers not to the passage of the acts, but to the time of the subscription for stock by the towns. What is it the legislature declared? That it shall be lawful for the commissioner of the town to borrow, &c., provided the consent in writing of a majority of the tax-payers is obtained. What tax-payers? Those who were tax-payers before the passage of the act, or those who were tax-payers when the subscription was to be made; or as in this case, the tax-payers of 1855 or 1861? It seems to me there can bb no mistaking the meaning of the law or the intent of the body that enacted it. The intent was that the commissioner should have the consent of the tax-payers to be charged before it would be lawful for him to act. In other words, if a majority of the then property owners of the town were willing to have their estates encumbered for such purpose, and said so in writing, the commissioner might incur the debt. Such is the construction put upon the act by the legislature itself, in the last clause of section two, as amended in 1857. It says, "in case the said consents, in whole or in part, shall have been obtained under the assessment rolls of 1855 or 1856," they may be used, &c. If the term "last assessment roll" had reference to the roll preceding the passage of the act, how happened it that consents were being obtained, according to the assessment rolls made after its passage, and why were such consents placed on a par with the consents obtained under the roll of 1855, unless upon the theory that the statute had reference to the assessment roll next preceding the subscription? But further, the amended act says, the consents obtained under the rolls of 1855 and 1856 may be used and completed with like effect and be as valid as if obtained under the last assessment roll next preceding the subscription, provided the amount shall represent a majority in amount of the said last assessment roll; clearly re-organizing the term "the last assessment roll" as meaning that preceding the subscription to the stock, but allowing consents previously obtained on former assessment rolls to be used with like effect as if obtained under the roll previous to the subscription, provided such consents should represent a majority in amount on said last assessment roll, that is, the assessment roll next preceding the subscription. The term "the said last assessment roll," at the close of section two, by all settled rules of construction, had reference to its next antecedents.

If I am right in this view, it follows that the consents required by statute to make it lawful for the commissioner to act, had not been obtained, and that it so appeared on the face of the affidavits filed. Therefore it was not lawful for the commissioner to make said subscription or issue said bonds; and the bonds are void, at least in the hands of the defendants, if not in the hands of every subsequent holder.

It follows from these views, that upon the case as now presented, it was not lawful for the defendant Jenkins, as commissioner of the town of Duanesburgh, to subscribe for the stock of the Albany and Susquehanna Railroad, and to issue his bonds therefor, because it is not shown that the consents of a majority in number and amount of the resident tax-payers to such acts was ever obtained; and because the affidavits on file, under which said commissioner assumed to act, furnish no proof of such consent, but on the contrary show upon their face that the consents were not of the tax-payers required by the statutes.

The order of the special term, dissolving the temporary injunction and denying the application for an injunction until final judgment in the action, should be reversed, and an injunction order restraining the defendents until final judgment in the action, according to the prayer of the complaint, be directed to issue in the usual form and upon the usual conditions.

Order reversed.

☞ H. J. Messenger, Banker, and formerly known as the President of the Marathon Bank in Cortland Co., this State, with large experience, has just commenced business in this city, at 139 Broadway. Besides dealing in National, State and other securities, gold, bonds and stocks generally, he offers to receive accounts from banks, bankers and individuals, and allow 4 per cent. on deposits subject to check at sight. We have no doubt his house will take a high position.

☞ The following gentlemen have been elected officers of the New York Stock Exchange for the ensuing year:—Wm. Seymour, Jr., President; M. A. Wheelock, First Vice Presiden; W. J. Graham, Second Vice President; G. B. Brodhead, Secretary; J. W. Munro, Assistant Secretary; W. A. Smith, Treasurer; E. A. Shipman, Rollkeeper. Committee on Securities—A. Campbell, W. H. Nelson, J. W. Underhill, C. R. Marvin, R. L. Cutting.

Railroad Earnings--Weekly.

The earnings of the Chicago and Rock Island Railroad for the first week in May, 1864, were $37,672 00
Corresponding week of previous year.. 31,799 00

Increase $5,873 00

The earnings of the Michigan Central Railroad for the 1st week in May, 1864, were ... $58,285 00
Corresponding week of previous year.. 48,799 00

Increase $9,486 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in May, 1864, were $39,971 00
Corresponding week of previous year.. 23,793 00

Increase, 68 per cent $16,178 00

The increase since January, is $186,337—62 per cent.

The earnings of the Chicago and Northwestern Railway for the week ending May, 7th 1864:

Passengers	$14,754 94
Freight	24,207 57
Mail	584 37
Express	384 17
Total	$39,931 05
Same period last year	23,287 31
Increase 71½ per cent	$16,643 74

The earnings of the Galena and Chicago Union Railroad for the week ending May 8, were:

	1863.	1864.
Freight	$19,682 84	$30,522 23
Passengers	8,719 22	12,312 03
Mails, &c	1,300 00	1,300 00
Total	$29,702 06	$44,134 26
Increase 1864		$14,432 20

The earnings of the Marietta and Cincinnati Railroad for the 1st week in May, were:

	1864.	1863.
Passengers	$12,979 83	$4,182 32
Freight	9,206 86	3,615 43
Mail, express & telegraph	1,169 58	750 00
Total	$23,356 27	$8,547 75
Since 1st of January	$321,739 77	$225,374 62

The earnings of the Chicago and Alton Railroad Company for the week ending May 7, were:

	1864.	1863.
Passengers	$13,524 50	$10,583 83
Freight	23,714 41	21,746 54
Sundries	1,474 34	1,658 22
Total	$38,713 25	$33,988 59
Increase 1863		$4,724 66

The earnings of the Grand Trunk Railway for the week ending May 7, 1864, were:

Passengers	$27,807 76
Express freight, mails and sundries	2,500 00
Freight and live stock	63,894 54
Total	$94,202 30
Corresponding week, 1863	78,458 46
Increase	$15,743 84

The traffic of the Great Western Railroad for the week ending May 6th, 1864, was as follows:

Passengers	$22,026 51
Freight and live stock	38,345 68
Mails and sundries	1,273 13
Total	$61,645 32
Corresponding week of 1863	47,304 23
Increase	$14,341 09

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	3⅜
Acton Vale ..... Ca.	50,000	5	----	1½
Adventure ..... L. S.	20,000	---	----	----
Albany and Boston "	2?,000	----	14½	21
Algomah ..... "	20,000	----	3⅜	----
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	----
Annapolis ..... Md.	50, 00	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6⅛
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	9
Balt. and N. C. ..... N. C.	2?,000	5	----	40c
Bare Hill ..... "	----	----	----	7
Bay State ..... L. S.	20,000	----	3½	21
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	2
Black River ..... "	200,000	2½	----	47c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	5⅝
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1½
Cabot ..... L. S.	20,000	----	¼	----
Caledonia ..... "	20,000	----	----	----
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	5
Carp Lake ..... L. S.	20,000	----	----	4½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	65
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	20c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	----
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	42
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	60c
Dacotah ..... L. S	20,000	----	----	5½
Dana ..... "	20,000	----	3½	3¼
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	----
Derby ..... "	20,000	----	----	----
Devon ..... "	20,000	----	1	----
Dorchester ..... "	20,000	----	6	----
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	¼	4¼
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	30c
Eagle River ..... L. S.	20,000	----	3½	7½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	----
Etna ..... L. S.	20,000	----	----	14
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	3
Evergreen Bluff ... "	20,000	----	----	9
Flint Steel ..... "	20,000	----	----	13½
Forest City ..... "	20,000	----	3	----
Forest Shepherd ... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	52
French Creek ..... Pa.	100,000	5	----	1½
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	1
Girard ..... "	20,000	----	----	----
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	30c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	----
Grand Trunk ..... Ca.	100,000	5	----	5½
Great Western ... L. S.	20,000	----	2	5½
Green Mountain ... Vt.	20,000	10	----	11½
Guilford ..... L. S.	20,000	----	5	40c.
Hamilton ..... "	20,000	----	----	7
Hancock ..... "	20,000	----	6½	14
Hanover ..... "	20,000	----	¼	3½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	8
Hilton ..... "	20,000	----	----	6½
Hope ..... "	20,000	----	¼	2½
Hudson ..... "	20,000	----	----	----
Hulbert ..... "	20,000	----	----	----
Humboldt ..... "	20,000	----	2	11
Hungarian ..... "	20,000	----	1	----
Huron ..... "	20,000	----	16	45
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Royale	40,000	----	----	----
Isle Royale	20,000	5	16	24

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	----
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	9
Lafayette ..... Ca.	200,000	1	----	----
Lake ..... "	200,000	1	----	19c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	3
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	5
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	----	6½
Manhattan ..... "	20,000	----	2½	7
Marquette ..... "	20,000	----	----	6
Maryland ..... Md.	----	5	----	1½
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	9
Merrimac ..... "	20,000	----	----	----
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	10?
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	----
Minnesota ..... L. S.	20,000	----	3½	60
Missisquoi ..... Ca.	150,000	2	----	----
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	33
Native ..... "	20,000	----	3	3½
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	3½
Newton ..... Ca.	200,000	1	----	----
New York ..... L. S.	20,000	----	----	----
N. Y. & Passaic... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	7½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	20c.
North Sutton ..... Ca.	100,000	5	----	1½
North Western ... L. S.	20,000	----	7½	13½
Norwich ..... "	20,000	----	----	----
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	4½
Ottawa ..... Ca.	200,000	1	----	85c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10½
Petherick ..... "	20,000	----	----	16½
Pewabic ..... "	20,000	----	3	64
Phila. & Boston ... "	20,000	----	15	----
Phœnix ..... "	20,000	----	----	33½
Pittsburg & Boston "	20,000	----	5½	92
Pontiac ..... "	20,000	----	3½	5½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	----
Quincy ..... "	20,000	----	10	91
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	----
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	14½
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	70c
St. Clair ..... L. S.	20,000	----	3	10½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	9
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	----
Sheldon ..... "	20,000	----	----	----
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	5½
Springfield ..... Md.	----	5	----	2
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	----	7½
Stark ..... Vt.	100,000	2	----	----
Strafford ..... "	30,000	10	----	2½
Superior ..... L. S.	20,000	----	¼	10
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	2
Toltec ..... L. S.	20,000	----	20	2
Tremont ..... "	20,000	----	5*	3
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	1
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	3
Wickham ..... Ca.	200,000	5	----	70c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	6
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	11½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	108
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	----
Tyson	20,000	10	----	----
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	1½
Canada ..... Ca.	50,000	5	----	----
Clute	----	----	----	2½
Crystal Lake	----	----	----	----
Erie	----	----	----	----
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	3½
Lancaster	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	5½
Mineral Point	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	6
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	----
Ramsay ..... Ca.	20,000	25	----	----
Rossie	100,000	5	----	----
Shawangunk ... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	----
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	95
Ashburton ..... "	50,000	50	----	40
Atlantic & G. C ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	----
Bear Valley ..... "	40,000	12½	----	18
Beaver Meadow ... Pa.	10,000	50	----	----
Belmont ..... "	10,000	50	----	----
Big Mountain ..... Pa.	----	----	----	9
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler	----	----	----	22
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	----
Central ..... "	----	----	----	78
Clinton ..... "	----	----	----	2½
Coal Brook ..... "	4,000	50	----	*
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	81½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	95½
Fulton ..... "	----	----	----	9
Gilbertson	5,000	100	----	----
George's Creek ..... Pa.	10,000	----	----	120
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	6
Hampton & Balt .. Md.	----	----	----	----
Hazleton ..... Pa.	32,300	50	----	71
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain ...	----	----	----	69
Lorberry ..... "	4,000	100	----	----
Macan ..... "	2,000	100	----	----
Mahonoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	18½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	206
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	----
Princess Alex ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	21
Schuylkill Valley .. "	20,000	10	----	----
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	----
Stafford	----	----	----	----
Suffolk	4,000	100	----	----
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	----
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	----	----	----	95

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	2½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	---	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	----
Black Hawk (G.) .. "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	25	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	2½
Chebucto ..... N. S.	100,000	5	----	1
Colonial (G.) ..... Ca.	100,000	2½	----	----
Colorado (G.) ..... Col.	50,000	10	----	4½
Consol. Gregory (G.) Col.	50,000	100	----	----
Copalinahe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	----
Corydon (G.) ..... "	100,000	25	----	----
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	50,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	----
Gold ..... "	100,000	5	----	----
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	----
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	21½
Isaac's Harbor (G.) N. S.	100,000	5	----	----
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	33½
Massachusetts (G.) .. Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	¼
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	8½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	----
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	100,000	100	----	15
Quicksilver ..... Cal.	100,000	100	----	73½
Renfrew (G.) ..... Ca.	120,000	2½	----	----
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	----
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	2½
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single track.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.52	—				Boston and Chelsea	140,000	140,000	—	—	5,000	5,000	4	....	48
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	64
30 Nov. '62	8.21	—				Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	125
30 Nov. '62	4.99	—				Cliftondale	95,500	70,000	25,000	3,748	625				
30 Nov. '62	4.39	—				Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	
30 Nov. '62	0.79	—				Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	
30 Nov. '62	0.75	—				Dorchester and Roxbury	25,641	11,000	7,800	7,932	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	100
30 Nov. '62	3.51	—				Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—				Medford and Charlestown	54,000	22,000	12,000	—	2,040	2,040	6	....	
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	80½
30 Nov. '62	6.33	—	280	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	91½
30 Nov. '62	2.87	—				Newton	27,451	28,000	—	—	1,680	1,680	6	....	
30 Nov. '62	2.90	—				Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	
30 Nov. '62	2.79	—				Somerville	50,000	50,000	—	—	2,500	2,500	5	....	32½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	
30 Nov. '62	4.48	—	57	6	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	
30 Nov. '62	1.62	—				West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—				West Roxbury									
30 Nov. '62	2.64	—				Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	
30 Nov. '62	3.88	—				Worcester	60,000								
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)									
30 Sep. '62	10.76	—	....	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	
30 Sep. '62	—	6.50	....	....	....	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	100	69	
30 Sep. '62	24.01	—	....	69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	....	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	
30 Sep. '62	—	....	....	....	....	Buffalo Street	....	....	....	....	....	....	....	....	
30 Sep. '62	—	....	....	....	....	Central City (Syracuse)	....	....	....	....	....	....	....	....	
30 Sep. '62	—	....	....	....	....	Centr'l P'k, N. & E. Riv. (N.Y.)	454,554	359,020	101,000	7,689	....	....	....	....	
30 Sep. '62	17.25	—	....	....	....	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	....	....	....	East & North River (N. Y.)	650	650	—	—	—	—	—	....	
30 Sep. '62	12.67	3.67	....	....	....	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	....	....	....	....	Fourteenth Street (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	4.52	—	....	....	....	Grand St. & Newtown (W'g)	....	....	....	....	....	....	....	....	....
30 Sep. '62	4.63	—	....	....	....	Harlem Br., Moris'a & Ford'm	....	....	....	....	....	....	8	....	....
30 Sep. '62	—	....	....	....	....	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Niagara Street (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.00	16.00	....	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,493	19,430	—	100	....
30 Sep. '62	—	....	....	....	....	N. Riv. & Wall st. Ferry (N.Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	11.00	....	....	....	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	....	....	....	....	Rochester City & Brighton	....	1,700	....	....	....	....	....	....	....
30 Sep. '62	16.00	—	....	....	....	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	70
30 Sep. '62	....	....	....	....	....	Seventh Avenue (N. Y.)	....	....	....	....	....	....	....	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	[illegible]
30 Sep. '62	—	....	....	....	....	Tenth Av & 32d st. (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,930	12	100	240
30 Sep. '62	—	....	....	....	....	Troy and Lansingburg	....	....	....	....	....	....	....	....	....
30 Sep. '62	—	....	....	....	....	Utica City	....	1,430	....	....	....	....	....	....	....
30 Sep. '62	—	1.00	....	....	....	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	....	....	....	....	—
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,223	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	--	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec. '62	4.20	—	....	....	--	Orange and Newark	....	....	....	....	....	....	....	....	....
31 Dec. '62	5.80	—	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	....	....	....	....	—
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	63½
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	30
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	65
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	60½
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	30
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	40
31 Oct. '62	11.00	—	....	....	--	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	....	....	....	....	....
31 Oct. '62	—	—	....	....	--	Lombard & South st. (Phila.)	....	....	....	....	....	....	....	....	16
31 Oct. '62	11.17	—	....	....	--	North Philadelphia	300,000	200,000	100,000	—	....	....	....	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	....	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	....	....	....	Race and Vine (Fairmount)	180,000	180,000	—	—	....	....	....	....	16
31 Oct. '62	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	....	....	....	....	5
31 Oct. '62	7.78	—	50	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	280,896	131,645	24½	....	77
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	16
31 Oct. '62	8.35	—	....	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	14½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,807	13	....	51½
31 Oct. '62	6.25	—	128	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	38
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	72
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	....	22½
						OHIO.									
31 Dec. '62	5.00	—	....	....	--	Cincinnati Street	151,913	150,000	....	....	....	....	....	....	....
31 Dec. '62	5.00	—	....	....	--	City (Cinc.) Passenger	111,412	100,000	....	....	....	....	....	....	....
31 Dec. '62	3.81	—	....	....	--	Passenger (Cinc.)	69,837	50,000	....	....	....	....	....	....	....
31 Dec. '62	3.63	—	....	....	--	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	....	....	....	....	....	....	....
						MISSOURI.									
30 Nov. '62	5.29	—	....	....	--	Citizens' (St. Louis)	117,437	100,000	....	....	....	....	....	....	....
30 Nov. '62	3.33	—	....	....	--	Missouri (St. Louis)	76,674	70,000	....	....	....	....	....	....	....
30 Nov. '62	4.45	—	....	....	--	People's (St. Louis)	83,875	70,000	....	....	....	....	....	....	....
30 Nov. '62	10.20	—	—	—	—	St. Louis	298,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	109
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	111
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100½
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	112½
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans					
Loan of June 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	120
" " " coupon		6	" "	1867	124
Loan of Dec 31, 1848 registered	8,908,342	6	" "	1868	128
" " " coupon		6	" "	1868	124
Texas Indemnity, of Sep. 9, 1850 coupon	3,461,000	5	" "	1865	173
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	106
" " " coupon		5	" "	1874	104
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	102
" " " coupon		5	" "	1871	100
Oregon War Debt of June, 1861 coupon	1,023,000	6	" "	1881	112
" " " " coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 registered	10,415,000	6	Jan. & July.	1881	114½
" " coupon		6	" "	1881	114⅝
Loan of July 17, 1861 registered	50,000,000	6	" "	1881	115
" " " coupon		6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s) registered	40,230,000	6	May & Nov.	1882	107
" " " (5-20s) coupon	350,000,000	6	" "	1882	107
Treasury Notes of Feb. & Aug. 1861 coupon	52,931,000	7.3	Feb. & Aug.	1864	112
" " Apr. & Oct. 1861 coupon	86,988,500	7.3	April & Oct.	1864	112
Treasury Notes of 1863 (legal tender), coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	28,059,295	4	On rec'mp'n	10 d's	----
" "	70,814,639	5	" "	notice	----
Certificates of Indebtedness (coin)	157,003,241	6	" "	1 year	----
" " (currency)		6	" "	1 year	98⅜

[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
State Loans.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k) coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State) "	610,000	6	paid for	1868	----
" — " " (") "	38,000	6	many y'rs	1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July	1878	136
" — " 1860 "	198,500	7	" "	1880	----
" —War bonds "	610,004	7	" "	1872	----
Connecticut—War Fund bonds coupon	2,000,000	6	Jan. & July	'71–'72	----
" " " " " "		6	" "	'81–'82	105½
" " " " " "	1,000,000	6	" "	1883	----
Florida—State bonds coupon	143,000	7	----------	1872	----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) "	2,073,750	6	" "	'63–'80	60
" — " " (R. R.) "	525,000	7	" "	'82–'72	----
Illinois—New Int. Impr. stock inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds "	1,322,085	6	" "	1877	102
" —Interest stock "	737,222	6	" "	1860	100
" —Refunded stock coupon	2,187,000	6	" "	'63–'80	100
" —War bonds "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling) "	1,778,423	6	" "	1870	100
" — " " (dollar) "	1 969,397	6	" "	1870	102
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	55
" — " " "	2,058,173	2½	" "	1886	65
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds coupon	1,371,780	6	May & Nov.	1881	95
" —Canal Preferred stock "	4,079,500	5	Jan. & July.	------	85½
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks coupon	200,000	7	Jan. & July.	1868	----
" — " (war loan) "	803,000	7	" "	'81–'82	----
" — " bonds to School Fund "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	----
" — " " (domestic) "	54,000	7	May & Nov.	1878	----
" — " " "	65,000	8	July.	1883	----
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	'65–'75	----
" — " " "		5	" "	'81–'91	----
" — " " "		5	" "	'95–'96	----
" — " " (bank) "	600,000	5	" "	1891	----
" — " " "	67,500	6	" "	'91–'96	105
" — " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	----------	d'm'd.	69
" — " (R. R. etc.) "	3,902,000	6	----------	'67–'99	----
" — " " (banks) "	5,398,533	6	----------	------	----
" — " " (war loan) "	670,000	6	----------	------	----
Maine—State bonds coupon	--------	6	Mar. & Sept.	'63–'77	104
" — " (war loan) "	1,000,000	6	Jan. & July.	'81–'83	101½
Maryland—State bonds (st'k'g) coupon	816,000	5		1865	----
" — " " (st'k'g conv.) "	200,376	5		1865	----
" — " " (st'k'g) "	5,585,555	5		'89–'90	101½
" — " " (st'k'g conv.) "	2,490,569	5		'89–'90	108
" — " " (dollar) inscribed	500,000	3		1890	----
" — " " (") "	100,000	4½	Chiefly	1888	----
" — " " (") "	767,560	5	quarterly.	'42–'58	----
" — " " (") "	399,408	5		1880	----
" — " " (") "	148,711	5		'89–'90	103
" — " " (") "	133,689	6		pleas.	----
" — " " (") "	3,000,000	6		1870	107
" — " " (") "	35,000	6		1885	----
" — " " (") "	603,333	6		'89–'90	114
Massachusetts—State b'ds (Western R. R.) stg.	3,995,555	6	April & Oct.	'68–'71	----
" — " " (T. & G. R. R.) "	508,280	5	" "	'88–'90	----
" — " " (" ") dollar	416,500	5	" "	'90–'91	121
" — " " (" ") "	300,000	5	" "	1893	108½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65–'71	160
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Con. Stat. sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68–'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65–'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65–'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'64–'66	----
" — " "	247,000	6	June & Dec.	'68–'72	----
— — "	55,000	5	" "	'68–'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71–'76	129⅝
" — " " " "	600,000	5	" "	'77–'78	117½
" —Bounty Fund Loan "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan "	1,000,000	5	" "	1883	118½
" —Back Bay Loan "	168,000	5	" "	1880	----
Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan (" ") "	567,000	7	" "	1886	103
" —Redemption l'n (" ") "	2,000,000	6	" "	'68–'83	----
Minnesota—State bonds coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) coupon	2,000,000	6	----------	'41–'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	66½
" — " " " "	199,000	6	" "	1863	72
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. coupon	7,000,000	6	" "	'72–'88	79½
" — " " S. W. Branch "	4,500,000	6	" "	'87–'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73–'87	90
" — " " N. Missouri "	4,350,000	6	" "	'72–'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73–'88	----
" — " " C. & Fulton "	650,000	6	" "	'87–'89	----
" — " " Platte Co. "	700,000	6	" "	1859	----
" —Revenue bonds "	431,000	9	June & Dec.	'64–'66	----
" —State Defense warrants "	780,000	----	----------	------	----
New Hampshire—State bonds coupon	535,100	6	Feb. & Aug.	1876	104
" " —Notes "	200,000	6	----------	------	----
New Jersey—State stock registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) coupon	531,820	6	" "	'65–'71	----
" — " " (" ") "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" — " " Deficiency Loans	348,107	5	" "	pleas.	----
" — " " " "	900,000	5	" "	1875	----
" — " " " "	442,961	5	May & Nov.	1868	107
" — " " " "	1,189,781	6	Jan. & July.	pleas.	----
" — " " " "	1,300,000	6	" "	'68–'78	115
" — " " " "	700,000	7	" "	1870	113
" — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" — " " " "	11,050	5½	----------	d'm'd.	----
" — " " " "	14,230	6	----------	d'm'd.	----
" — " " " "	421,000	6	Jan. & July.	'65–'67	----
" — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" — " " " "	68,000	5	Feb. & Aug.	1876	----
" — " " " "	28,000	5½	J., A., J., & O.	1865	----
" — " " " "	320,000	5½	Jan. & July.	1865	----
" — " " " "	100,000	6	" "	1867	----
" —Canal Fund Loans	6,922,274	5	" "	'63–'74	109½
" — " " " "	15,889,025	6	" "	64–'76	115
" — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds coupon	9,129,505	6	Various.	Var.	57
Ohio—State bonds (foreign debt) coupon	1,008,905	6	Jan. & July.	1860	110½
" — " " (" ") "	1,016,000	6	" "	1865	94
" — " " (" ") "	379,866	6	" "	1868	----
" — " " (" ") "	2,183,532	6	" "	1870	105
" — " " (" ") "	1,600,000	6	" "	1875	106½
" — " " (" ") "	4,095,309	6	" "	1881	106½
" — " " (" ") "	2,400,000	6	" "	1886	106
" — " " (domestic debt)	275,385	6	" "	1903	108
" — " " (war loan) coupon	299,704	6	" "	1900	----
" — " " (" ") "	280,969	6	" "	1866	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	97
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	106½
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds coupon	200,000	4½	Jan. & July.	1882	101½
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	101½
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	102
" — " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	104
" —State bonds coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----------	------	----
" —Relief Notes in circulation	97,360	----	----------	------	----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	104½
South Carolina—State bonds (stg) coupon	484,444	6	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68–'90	----
" " —State b'ds (railroads) coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) coupon	1,125,000	6	----------	1882	57
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	45
" — " " (railroads) "	12,799,000	6	----------	Var.	----
" — " " (capitol) "	608,000	5	----------	1890	45
" — " " (Hermitage) "	48,000	6	----------	1890	50
Texas—Had no debt in 1861	----------	----	----------	------	----
Vermont—Inscribed certificates	175,000	6	----------	'63–'64	----
" —State bonds (war loan) coupon	58,000	6	----------	'62–'63	----
" " " (" ") "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83–'93	50½
" —State bonds (railroad) coupon	12,6 4,500	6	" "	'85–'93	----
" — " " (sterling) "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	------	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67–'68	99
" — " " (war) "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) "	100,000	6	" "	1877	----
" — " " (") "	1,100,000	6	" "	'78–'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	152,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,083	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	198,152	202,014	1,999,492
1864	160,440	176,783	141,476	175,838	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	163,622	1,488,197
1864	98,123	111,495	157,962	174,580	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,230	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	60,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,230	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1859	304,706	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,236	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,806	963,859	8,400,334
1863	845,695	859,949	956,445	948,050	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,617	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,260	115,444	125,305	155,164	156,973	170,157	157,443	232,093	1,933,484
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	195,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,701	52,864	77,112	83,059	76,764	68,868	710,225
1864	56,540	77,874	90,755	73,215	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	136,417	206,054	138,342	90,009	1,224,343
1864	102,748	115,135	88,222	140,417	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,608	3,267,250
1864	250,163	299,890	333,058	327,206	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	215,449	308,189	375,487	339,793	306,186	3,168,064
1864	252,435	278,848	348,802	338,275	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	620,396	6,803,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,316,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,874	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,053
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,796	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,253	295,778	282,695	277,009	261,210	249,419	277,349	397,525	401,299	364,231	370,983	3,745,310
1863	337,350	366,598	461,905	462,987	427,094	396,845	350,753	407,077	483,509	505,814	466,209	487,642	5,132,984
1864	290,676	455,211	602,603	574,650	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,364	93,766	67,721	85,359	95,960	118,887	129,166	135,610	1,117,507
1863	109,808	110,603	120,310	123,116	113,798	125,949	118,077	150,578	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,495	157,785	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,964	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,725
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,596	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70
$1,100,000 Loan	804,600	6	" "	or	1890	79
Stock, convert. (Coupon)	710,000	6		Waterv.	'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	100
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja Ap. Ju Oc.	London.	1928	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	111
" " " 1850	700,000	6	Jan. & July.	"	1880	112½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	111
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1856	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1855	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	107½
" " $675,000	675,000	6	"	"	1875	106
" " $1,700,000	1,700,000	6	"	"	1883	107
" " $2,500,000	867,000	6	"	"	1889	108
Consolid. Mort. Loan $5,000,000			"	"		110½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	108
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	60
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	128
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1865	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	110
1st Mortgage pref. S. F.	589,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " "		8	" "	"	18...	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1876	110½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	108
General 1st Mortgage	3,600,000	7	" "	" "	1885	94
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	103
2d Mortgage	2,000,000	6	" "	" "	1890	90
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	960,000	7	May & Nov.	" "	1880	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1866	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	105
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	99
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.		1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	128,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,077,000	7	Jan. & July.	" "	1885	115
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	105
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1891	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1862	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	107
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	115
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'68-'84	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenne.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,955					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var ," that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug	New York.	1882	116
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	108
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	90
Land Security	3,344,600	7	April & Oct.	" "	1881	102
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	114
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	122
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	140
Convertible	1,002,000	7	" "	" "	1867	106
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	118
Eight per cent. bonds	287,000	8	March & Sept.	" "	1866	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1861	----
2d Mortgage	364,000	10	" "	----	----	120
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	65
Ind., Pittsbburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town).	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Muscat.						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt.						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	109
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	89
2d Mortgage (Eastern Div)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	----	44½
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,785,000	†	----	----	----	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6	----	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1892	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1891	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	105
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,600,000	7	----	----	----	----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----	----	----	----
Michigan Central :						
1st Mortgage Sterling	487,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	127
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	127½
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	85½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	99
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	110
2d General Mortgage	2,656,500	7	" "	" "	1877	100
*Milwaukee and Beloit :						
1st Mortgage	630,000	8	----	----	----	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	110
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
1st Mortgage	350,000	7	" "	----	1883	----
Mississippi Central :						
1st Mortgage	1,007,362	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	500,000	7	----	" "	----	----
1st Land Grant	2,000,000	7	----	" "	----	65½
2d Land Grant	700,000	---	----	" "	----	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----	----	1885	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	99,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,[illegible]	6	----	----	1883	----
Mississippi State Loan	200,[illegible]		----	----	----	----
Montgomery and West Point :						
Alabama State Loan	122,[illegible]	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,[illegible]	6	----	----	var.	----
Mortgage	450,[illegible]	8	----	----	1866	----
Muscogee :						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	----
New Jersey :						
Company's (various)	658,000	---	Semi-annually.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'62-'78	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1880	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1880	----
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	111
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	102½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	115
Exchanged St'k's (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	102½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	115
Bonds of Dec. 1862, (S. F.)	----	6	June & Dec	" "	1887	110
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	110
3d Mortgage	6,000,000	7	" "	" "	1883	118
4th Mortgage	5,120,000	7	April & Oct.	" "	1890	118
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	115
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100½
3d Mortgage	980,300	7	Jan. & July.	"	1867	105
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000	---				
2d Mortgage	224,500	---				
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	106½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	106
2d Mortgage	3,077,000	7†	" "	" "	1861	38
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103½
Chattel Mortgage	360,000	10	" "	"	1887	124
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	79⅝
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	60
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,421,000	6	April & Oct.	"	1875	111½
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
2d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	106
" 1851, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	111
" 1848, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	110
" 1857, (convertible)	2,480,500	6	" "	"	1886	137
" 1850, "	1,442,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	116
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	110
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	95
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	150,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	77
2d Mortgage	937,500	7	" "	"	1863	56
3d Mortgage	440,000	7	" "	"	1863	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1875	----
Six per cents	422,324	6			1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	200,000	7			1880	----
3d Mortgage	75,000	7			1870	----
Dividend Bonds	129,085	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1863	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			------	----
2d Mortgage	450,000	---			------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	117
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	95
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	55½
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	88
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7			------	99
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	93
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	30
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	102½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	111½
Wilmington and Manchester:						
1st Mortgage	506,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6			1868	----
Company's endorsed by State	150,000	6			1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.8	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	-------	505,156	200,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,377	*	—	351,524	446,000	10,725	811,949	-------	-------	-------	-------	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,894	---	----
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	392,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	801,402	126,918	—	----
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	968,459	[596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	-------	284,485	70,187	—	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	28,924	1,594,661	62.0	-------	206,420	97,700	6	----
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	-------	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	operated by		N. Y.	& N. H.	4	----
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602.152	75,526	—	696,827	66.0	156,905	151,731	38,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,392	117.4	518,810	1,036,487	454,096	12	160½
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	---	---	---	Delaware	1,552,257	-------	-------	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	---	---	---	Newcastle and Frenchtown	704,860	-------	18,535	744,520	-------	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,867	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-------	-------	-------	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	85.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	-------	418,036	265,927	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	-------	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,847	-------	-------	-------	21.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229.0	879,468	1,716,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	---	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	-------	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102 5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,531	—	669,950	249,000	—	1,026,868	50.0	-------	302,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	10 913	3,822,913	228.8	-------	-------	388,553	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,556,415	281.0	1,602,440	1 673,706	701,866	2½	91
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	120
1 Apr. '63	242.0	—	29.0	36	23	705		Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	-------	1 053,054	448,[illegible]	—	81
31 Mar. '63	181.8	—	----	—	61	57	960	Chicago and Rock Island	7,069,79[illegible]	*	—	5,803,000	1,467,000	—	[illegible]43,039	228.4	1,030,884	1,529,141	513,100	6	119
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	[illegible]62,115	341 7	1 484,066	2,201,481	1,279,408	6	136[illegible]
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	[illegible]214,342	140.0	-------	742,097	377,476	—	94[illegible]
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	135
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	-------	148.6	-------	-------	-------	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	-------	-------	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	68
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,432	*	-------	1,106,679	1,006,125	—	-------	108.0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	255	Indiana Central	1,667,039	274,051	25,641	611,050	1,254,500	15,900	2,102,761	109.0	-------	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,367,284	140,689	3,458,108	110.0	-------	448,858	220,854	9	100
1 Dec. '62	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	-------	450,079	247,338	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	103.0	312,859	627,863	265,156	—	----
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132.0	-------	285,974	104,951	—	105
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40[illegible]	—	93[illegible]
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,965	73 0	357,302	774,618	307,527	11	128
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	-------	86 6	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	209.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276.197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	84	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	-------	85	11 mo's.	458,821	21,256	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,760,660	4,600,000	15,000	-------	250.0	-------	-------	-------	—	50
								KENTUCKY.													
31 Oct. '60	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	425,408	227,534	—	----
30 Jun. '62	29.0	—	----	—	13	10	230	Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,031	78,986	26,794	2	80
30 Jun. '62	65.1	—	----	—				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65 1		179,251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595 258	1,777,983	1,062,105	—	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,280	—	3,242,318	566,000	339,297	5,855,320	80.0	190,204	481,922	225,548	—	----
31 Mar. '61	204.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	2,665,000	1,150,717	-------	206.0	-------	1,232,624	555 434	—	----
31 Aug '60	53.7	—	----	136.3	---	---	—.	*Vicsburgh, Shreveport & Texas*	1,662,891	*	—	1,233,015	248,969	103.434	1,710,819	53.7	-------	-------	-------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	——	Chic, Detroit & Can.G.T.June,	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	-------	-------	-------	-------	-------	-------	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	-------	9,008,369	188.0	-------	340,898	-------	—	----
31 May '63	284.5	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,965	329.3	1,448,558	2,946,560	1,674,200	8	145½
31 Mar. '63	246.0	281.0	----	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,27[illegible]	527.0	2,060,637	2,813,831	1,461,276	—	100
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	-------	-------	-------	1,550,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	-------	—	—	190.0	---	---	-----	*Southern Minnesota*	-------	-------	-------	-------	575,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	-------	—	—	114.0	---	---	-----	*Minneapolis and Cedar Valley*	-------	-------	-------	-------	600,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	-------	—	—	268.0	---	---	-----	*Minnesota Transit*	-------	-------	-------	-------	500,000	-------	-------	-------	-------	-------	-------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,986,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	-------	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,286	456,949	275,060	1,974,444	59.7	-------	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	-------	83.2	-------	250,047	121,650	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	-------	206.8	579,324	1,047,567	429,028	—	55½
31 Dec. '62	208.8	—	17.7	68.0	21	26	307	*North Missouri*	6,348,779	501,983	—	2,459,207	4,350,000	—	-------	168.8	-------	444,460	182,995	—	----
31 Dec. '62	152 0	—	3.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	—	-------	52.0	-------	-------	-------	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,436,916	7,000,000	137,019	20,455,420	196.7	507.040	679,956	227,398	—	----
28 Feb. '63	77.0	—	5.9	206.0	---	---	——	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	-------	-------	114.0	98,371	241,482	128,886	—	----
0 Sep. '62	86.5	5.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,301,000	57,361	5,996,277	90.1	232,631	255,255	65,249	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,437	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,880	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	133½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,783	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	666,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	108½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	85½
								MASSACHUSETTS.													
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	,245,148	183,345	—	1,850,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	7½	117½
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	2,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	234½
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	3,952,600	297,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	356,362	8	144½
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	93,664	5,335,584	83.6	564,117	1,006,130	490,304	8	145
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	4,907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	68½
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	110
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,000	30,000	4,766,000	89.0	452,168	635,629	315,734	—	107
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	123
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	.....
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	358,919	95,584	—	600,000	—	—	802,401	71.0	148,515	188,163	46,540	8	126
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	46,269	—	282,701	550,000	175,672	1 019,373	25.0	53,624	44,589	9,653	—	14½
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	5,008,445	354,503	—	3,015,100	350,500	134,068	4 187,740	102.1	388,585	580,150	312,031	6	124
30 Nov. '62	43.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	137½
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,545	—	243,503	226,900	464	471,170	ope	r. by B.	and L'll	17,500	4	110
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	110½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,066	115,241	—	44½
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb.& W.S. etc.)	10,122,744	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	157
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,944	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,408	—	62½
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	.....
31 Mar. '62	71.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	65
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	119
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	84,916	12,395	—	.....
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	91
31 Mar. '62	24.7	—	2.2	—	5	2	60	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,366	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,004,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	168
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,396	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	48.0	—	35	26	540	Central of New Jersey	4,915,252	606,542	672,113	3,630,000	2,000,000	320,433	6,322,193	64.0	637,204	1,397,587	774,341	10	175
31 Dec. '62	55.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.5	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.5	512,349	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	—	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	25,892	—	165
31 Dec '62	.....	—	—	—	...	...	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec '62	38 5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,023	—	—
								NEW YORK.													
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	45.0	140,555	224,413	123,939	—	.....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	*	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	666,570	11	201
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	262,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469.481	3,511,414	7½	116½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	156
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	47
30 Sep. '62	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	3,994,999	7	135
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,008	456,866	—	281
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	1½
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	688,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,628	140,634	77,550	7	.....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,612	239,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,681	—	—	300,000	65,000	—	450,684	incl.	in Ren	s. & Sar.	.....	—	.....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	.....
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	.....
								NORTH CAROLINA.													
31 May, '60	84.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.0	.....	108,953	35,572	—	.....
— — '58	225.0	—	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,069	477,554	236,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	.....	—	.....	—	...	...	.....	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	.....
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	108,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	12½
31 Mar. '63	80.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,085	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	132
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,637	20	165
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	.....	.....	96.7	484,297	1,551,628	975,923	33½	180
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,736,994	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	117½
31 May '63	103.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,552	—	152
31 Dec. '58	61.4	—	.....	53.0	5	6	90	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,126	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,556,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,240	1,490,800	282,900	—	2,076,962	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	.....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	18.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11.164,829	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	500,880	118,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,008,237	125.0	214,404	239,395	82 988	—	.....
31 Dec 63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,995,636	*	25,099	3,314,775	6,651,830	38,272	10,152,632	250.0	1,279,960	1,439,798	540,921	—	73

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Oct. '62	88.0	—	.....	—	...	...	.....	Atlantic and Great Western	5,500,000	*		2,000,000	3,500,000	—	5,500,000	88.0	.....	.....	.....	—	.....
31 Oct. '62	24.5	—	22.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	105,385	210,817	3	80
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*		3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,860	.....	—	19½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*		956,900	270,500	56,545	1,384,456	74.5	.....	255,560	168,427	8	.....
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*		5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	240
31 Oct. '62	35.5	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,345	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	.....	.....
31 Dec. '62	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd t	o Northn. Cen.		196,907	334,790	110,368	—	35
31 Oct. '62	18.6	—	4.5	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	—	126,490	223,530	33,820	10	.....
31 Oct. '62	96.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R. R. Co.	7	77½
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	.....
31 Oct. '62	31.5	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*		570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,094	104,154	—	35
31 Dec. '62	80.0	—	16.0	—	18	4	1,246	Lackawanna and Bloomsburg	3,528,993	*		1,335,000	2,128,565	232,487	3,767,913	80.0	.....	511,924	257,440	—	.....
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,263	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	91½
31 Oct. '62	25.3	5.5	8.0	—	10	...	61	Little Schuylkill	1,371,868	*		2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,501	—	47½
31 Oct. '62	24.5	108.5	62.5	—	...	...	...	Mine Hill and Schuylk. Haven	3,252,265	*		3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8½	62½
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263 334	397,186	218,960	—	54½
31 Dec. '62	355.6	55.8	318.0	—	263	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	3,52 .40.	—	25,324,213	411.4	.....	10,304,991	4,873,215	8	68½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norristn	1,521,520	236,289	—	1,243,500	438,960	—	1,852,696	24.0	229,938	262,332	129,742	6	80
31 Oct. '62	190.0	—	10.5	95.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*		4,822,459	6,(3 ,00	157 739	12,124,857	3 0	213,574	413,472	80,809	—	34½
30 Nov. '62	147.4	5.5	187.8	—	166	67	8,490	Philadelphia and Reading	21,074,422	3,765,774	629,348	13,211,228	10 667,328	—	26,618,828	355 0	2,721,689	6,252,902	3,706,900	—	72½
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552.422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	186
31 Oct. '62	95.9	—	34.8	—	37	110	630	Phila., Wilmington and Balt.	6,9 .9,924	744,425	351,129	5,620,500	2,579,000	—	9,508,406	200 5	582,615	2,250,862	1,080,996	9	71
31 Oct. '62	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,287	124,432	—	1,767,373	1,500,000	82,530	3,565,,28	72.0	347,748	215,587	108,356	—	12
31 Dec. '62	468.3	—	78.8	—	146	100	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*		6,164,532	12,935,173	—	19,932.741	468.3	3,472,914	5,132,934	2,106,623	10	114½
31 Dec. '62	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd t	o Northn. Cen		40,476	144,728	87,112	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	390,500	65,826	797,913	29.6	81,934	134,788	97,892	—	43
								RHODE ISLAND.													
31 Aug. '62	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	250,800	—	.....	62.0	297,700	415,309	199,155	6	120
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,17	8,500	—	.....	13.6	23,954	25,594	6,739	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	161,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	...	...	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	...	...	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	...	...	.....	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,715	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	607	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,027,797	291.0	.....	1,636,096	873,507	—	.....
1859.....	271.6	16.0	20.0	11.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	670,000	1,361,000	145,000	.....	—	.....	—	—	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	.....	—	—	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	$19,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	51	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	519	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	237,384	6	.....
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	...	...	.....	Buffalo Bayou, Braz. & Col'rado	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	...	...	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	...	...	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 Aug. '62	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	99,639	208,867	.....	—	68
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	.....
31 Aug. '62	62.5	.....	4.0	—	12	9	183	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	.....
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713,418	191,466	—	18
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	.....	—	1,378,500	.....	.....	1,378,500	oper	r. by Vt.	Central	.....	4	123
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	.....
30 Jun. '62	69.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.5	1.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	Loss	—	98
30 Sep. '60	88.3	65.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,068,655	2,517,500	580,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '55	123.5	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	226,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,245	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,051	163,753	79,385	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	—	—	—	.....
31 Jan. '60	30.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	185,120	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,967	—	.....
								WISCONSIN.													
1 Dec. '59	85.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	100.9	—	24.9	27.8	...	...	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	72
10 May, '62	104.0	—	—	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,706,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750.000	188,000	—	11.938.000	16.10	.....	236,796	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,063,376	49.0	.....	242,798	117,842	—	15
0 Jun. '63	1,098	137.0	.....	78.0	204	130	2,899	Grand Trunk	77,210,345	*	—	15,123,430	54.750,510	7,336,405	77,210.345	1,098	.....	4,368,510	1,154,865	—	.....
31 July, '63	229.0	118.5	23.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,746	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '62	95.0	1.6	.....	—	17	20	237	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	16	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	.....	...	...	.....	New Brunswick and Canada	1,402,748	102,383	—	1,380,000	13,100	138,000	1,779,232	60 0	.....	132,555	58,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,273,231	—	—	4,273,231	92.0	168,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	22	150	Panama	6,000,000	*	615,668	1,000,000	5,270,000	—	10,760,728	48.7	.....	1,743,294	1,018,444	15	150

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	42½
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarant.)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	56½
Chicago & Alton (preferred)	2,422,596	7	3½	97
Chicago & Northwestern (pref.)	2,400,000	7	1½	89
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	----
" " " (pref.)	833,000	6	—	60
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,987,614	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & William-port (preferred)	500,000	—	—	53
Erie (preferred)	8,535,700	7	7	108⅝
Hannibal & St. Joseph (preferred)	5,309,128	7	—	62
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	103½
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,394	7	—	73
" " (2d pref.)	3,424,169	7	—	68
Michigan S. & N. Indiana (guar.)	2,893,600	10	—	141
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	116½
" " " (2d pref.)	1,014,000	7	7	95
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	133
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	¾	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	—	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	95
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	84
Toledo & Wabash (preferred)	982,900	7	7	61½
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	101½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	101
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	115½
Unsecured bonds	2,773,726	6	J. & J.	'65-'75	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	107¾
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	38
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	102
2d Mortgage	3,980,670	6	J. & J.	1882	95
Improvement	568,500	6	M. & N.	1876	98
Susquch'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	68
Preferred Interest b'ds.	227,569	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	28
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	104

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,695	—	----
Delaware Division	100	1,633,350	—	44½
Delaware and Hudson	100	7,500,000	7	226
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	—	----
Lehigh Navigation	50	2,500,000	6	84
" " (scrip)	50	1,803,000	6	83
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	3½	85
" (preferred)	100	1,175,000	10	140
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	32
" " (preferred)	50	2,722,607	—	43½
Susquehanna and Tide Water	50	2,048,260	—	24
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	135
Wyoming Valley	100	500,000	6	78

Wholesale Price Current.

To the Duties as attached to the articles noted below, 50 per cent. additional must be added, to be collected for Sixty Days from and including April 29.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, $17 to $25; Railroad, $13 50; Boiler Plate, Band, Hoop and Slit, $25; Pig, $6 per ton; Polished Sheet, 2½ cents per lb.

Pig, Scotch, No. 1 (cash) per ton — @ 60 —
Pig, American, No. 1 — @ 60 —
Bar, Swedes, assorted sizes (in gold) — @ 95 —
Bar, English, Refined 140 — @ 145 —
Bar, English, common — @ — —
Sheet, Russia per lb. — 25 @ — 30
Sheet, English, Single, Double and Treble — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 1½ cents; over 7 cents and not above 11, 2½ cents per lb.

English, Cast per lb. — 23½ @ — 32
English Spring — 14 @ — 17
English Blister — 18 @ — 26
American, Blister — @ — 11
American, Cast, Hammered — 20 @ — 26
American, Cast, Rolled — 12 @ — 17
American Spring — 11 @ — 15
German — 13 @ — 20
Milan (in bond) — 12 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2; old Copper, 1½ cents per lb.; Manufactured, 30 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb. — — @ — 55
Sheathing, &c. Old (cash) — — @ — 40
Sheathing, Yellow — — @ — 38
Pig, Chile — — @ — —
Bolts — — @ — 55
Braziers' — — @ — 55
American Ingot (cash) — 42½ @ — 43½

LEAD—Duty: Pig, $1 50 per 100 lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — @ — —
Spanish — 12 30 @ 12 50
German Refined — 12 30 @ 12 50
English — 12 30 @ 12 50
Bar per lb. — @ — 14½
Pipe and Sheet — @ — 16½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val. Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca per lb. — 60 @ — 61
Straits — 52 @ — 52½
English — 51 @ — —
Plates, Charcoal I. C per box 18 — @ — —
Plates, I. C. Coke — 15 — @ 16 —
Terne, Coke — 14 50 @ 15 —
Terne, Charcoal — 17 — @ 17 50

NAILS—Duty: Cut, 1½; Wrought 2½; Horse Shoe 4½ cents per lb.

Cut, 4d. @ 6d (cash) per 100 lb. 7 — @ — —
Clinch (cash) 8 50 @ 9 —
Horse Shoe, Forged (cash per lb. — 32 @ — 38
Wrought, English (cash) — — @ — —

INDIA RUBBER—Duty: 10 per cent. ad val.

Para, Fine per lb. — 95 @ — —
Para, Coörse and Medium — 55 @ — 80
East India — — @ — —
Carthagena, &c — 50 @ — 55
Guayaquil — 40 @ — —

PETROLEUM—Duty: Regned, 10 cents per gallon.

Crude, 40@47 gravity — 37 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test — 62½@ — 63
Refi'd, in bd. L.S. to pr. Wh. (110@120 test — 55½@ — 56
Naptha, Refined, (60@63 gravity) — 35 @ — 37

SPELTER—Duty: In Pigs, Bars and Plates, $1 25 per 100 lbs.; Sheets, 2 cents per lb.

Plates, Foreign (cash) per lb. — 13 @ — 13½

ZINC—Duty: Pig or Block, $1 25 per 100 lb.; Sheet, 2 cents per lb.

Sheet per lb. — 16½@ — 17½

New York Stock Exchange.

Actual Sale Prices for the week ending May 18.

	Th 12.	F. 13.	Sat. 14.	M. 16.	Tu. 17.	W. 18.
American Coal Co.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	110	----	----	----	----	----
California 7s	132	131	----	135	----	----
Canton Co.	42	44½	43	47	48	47½
Central Am. Transit	----	48	----	50	49⅞	----
Chicago & Alton	91	90½	90½	90	92	----
" " pref.	----	----	----	----	----	97
" " 1 M.	110	----	----	----	----	----
" " Inc. b'ds	----	----	----	94	----	----
Chicago, Buri. & Q.	126	----	127	130	----	----
" " " 8 p.c.	----	----	----	----	126	----
Chic. & Northwest'n	55½	55	56	58	58½	61
" " pref.	78	78	80	82	83½	89
" " 1st M. '87	94	----	95	----	93½	94
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	111	110	112	113½	115½	119
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	164	164½	----	165
Clev. and Pittsburg	109	109	111	113½	114	117½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	146½	146½	146½	147½	150	152
" " S. F. 7 p.c.	----	----	----	115	----	115
Cumberland Coal, pref.	77	77	77½	79½	81½	81½
Del. & Hudson Canal	227½	226	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	111	109½	110¾	113½	114½	116½
" pref.	107	106½	107	108	108	108½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	118	----
" 4 M. 7 p.c. '80	117	----	----	----	117	118
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	119½	120½	125	130	131½	136½
" 1 M. 7 p.c. '63	----	----	----	----	----	----
" 2 M. 7 p.c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	----	----	----	----	----	----
Hann. & St. Joseph.	45	----	45	48	54½	55½
" " pref.	62	----	----	----	----	----
" " bonds.	102	----	----	----	----	----
Hudson River	138	136½	139	149	152	156
" scrip	----	97	----	----	----	----
" 1 M. 7 p.c. '69	----	----	114	----	----	----
" 2 M. S. F.	----	----	----	----	----	122
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	125	124½	127	130	131	135
" full stock	----	----	----	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	118	----	----	----	----	118
Marietta & Cin 1st pref.	----	69½	----	72	73	----
" 2d "	65	----	----	----	----	----
Mariposa Mining Co.	----	34	34	33	34	33½
Michigan Central	139½	139	139½	144	143½	145½
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	94½	93	95½	97	98	100
" " guar'd.	134	----	136	138½	138½	141
" " 1 M. S. F.	----	----	----	----	----	110
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	65	62½	----	67	68½	72
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	60	----
Miss. & Mo.	47	----	----	----	48	50
" L. G. bonds	61	60	----	63½	----	----
Missouri 6s	71	71	71	----	----	72
" iss. to H. & St. J. R.	----	----	90	----	----	----
" " Pacific	77	77½	----	79	79½	----
New York Central	132½	131	132½	134½	135½	135
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	118	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	110	110	111	----	----	----
N. York & Harlem	261	270	275	280	280	281
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	105
Norwich & Worcester	----	----	----	----	----	----
Ohio & Miss. cer.	53	52	54½	56½	55½	----
Pacific Mail S.S. Co.	232	230	230½	231	231	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	213	----	----	----	205	206
Phila. and Reading	131	129½	131½	137	138½	145
Pitts. Ft. W. & Chicago	110	111½	113½	116½	118½	121½
" " 1M.	116	----	116	----	116	----
" " 2M.	----	----	----	----	----	----
" " 3M.	95	----	----	----	----	----
Quicksilver Mining Co.	72½	71	71	72	74½	73½
St. L., Alton & T. H.	61	----	67	----	68	68
" " pref.	----	----	80	80	84	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	95	----	96	----	----	----
" " Inc. b'ds.	85½	----	----	----	----	----
Tennessee 6s, 1890	----	----	60	----	----	----
Toledo & Wabash	69½	70	70	70½	72½	73
" " Pref.	81	81½	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	103	----	----	----	----
" " 2M.	88	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	50½	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 18.

	Th 12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	104
U. S. 5s, 1865, coup.	105	----	----	----	----	172
U. S. 6s, 1881, reg.	----	114½	----	115	114½	
U. S. 6s, 1881, cou.	114½	----	115	----	115	114½
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	----	----	----	----	----	----
U. S. 6s, " " new	98½	98½	98½	98½	98½	98⅝
U. S. 6s, 5-20s, coupon	106x	106½	106¾	107	107½	107
U. S. 6s, " reg.	106x	106½	----	107	----	----
7.30 Notes, Feb. & Aug.	----	111½	111½	----	----	112
" " Ap'l & Oct.	110½	----	111½	112	112	----
American Gold	173	170	172	173½	177	181½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 17.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.
Beaver Meadow	----	----	----	86	----	----
Cattawissa	----	----	----	----	----	----
" preferred	41	----	----	40½	42½	----
Camden & Amboy	----	----	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	106	106	----	----	----	106
" " 6s, '83	----	----	----	----	----	107
" " 6s, '89	----	----	----	110½	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	44½
Elmira & W'msport	----	----	----	----	----	----
" " pref.	53	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	84	----	----	----	----	----
" 6s	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	91½	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	47½	47½	----	47	47½	47½
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	47
" " 6s	----	101	----	----	----	----
Minehill	62	62	----	62	62½	62½
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	140	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32½	----	----	32	----	34½
" " 6s, 103	----	----	----	----	----	103½
" " 10s	----	----	----	----	----	----
Pennsylvania R. R.	69½	69½	----	----	68	68½
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	111½
Penn. State, 5s	97½	97	97	97	97½	97
" " 5s, coupon	----	----	----	----	----	101½
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	104½	104½	104½	104½	105	----
" " new	108½	108½	108½	----	108½	108½
Philad., Germ. & Nor.	----	----	----	----	60	60
Phila. & Reading	66	66	65	66	68	69
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	106	----	----
Philadelphia & Erie	33½	----	----	33	33½	34½
" " 6s	----	----	----	----	105	----
Philad. & Sunbury, 7s	106½	----	----	----	107	----
Schuylkill Navigation	----	31½	----	----	32	----
" " pref.	41½	41	41½	41½	41½	43½
" " 6s '82	94	----	95	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	23	23	----	----	24	----
" " 6s '78	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	27	----	28
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	30	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	41	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	77	77
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.
Baltimore City 6s, 1875	112	112½	----	----	----	112½
" " 1886	----	----	111½	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	113	114	----	114
Balt. and Ohio	110	109	----	----	----	108½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	111	----	----	----	----	111
Northern Central	58	----	56¼	----	55	55½
" " b'ds, '85	----	----	----	----	----	106½
" " " 90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18.
Boston and Lowell	----	117½	----	----	----	
Boston and Maine	134½	----	----	----	----	----
Boston and Providence	----	----	----	----	----	144½
Boston and Worcest	----	----	----	----	145	----
Cheshire, pref.	----	----	----	----	----	----
Concord	66	----	----	65	----	----
Connecticut River	----	----	----	----	----	110
Eastern, Mass.	106½	----	106½	106¼	107	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	124	----	123½	----	123	----
Manchester & Lawr'ce	----	----	119	----	119	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	88	89	91	----	----	----
Old Colon. and Fall R.	124¾	----	124¾	----	124	----
Ph., Wil. & Baltimore	71½	----	71	----	----	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	123	----
Vermont & Mass.	----	43	43	43	42¾	44½
Western	----	157	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	----	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	52⅛	----	52¼	53	55½
Isle Royale "	22½	22	22½	22½	----	----
National "	----	----	----	----	----	----
Minnesota "	62	----	----	----	----	60
Pewabic "	57½	57½	57½	57	60	61
Pittsburg "	----	91¼	----	----	91	92
Quincy "	89	87	87	87	88	91
Rockland "	12¾	14	----	14½	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 6th of May:

Maryland 6s	67	to	69
United States 6s, 1881	60	"	64
Do. 5s, 1874	54	"	56
Virginia State 5s	45	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	76	"	78
Do., Pennsylvania do. do.	74	"	76
Erie shares, $100 (all paid)	58	"	60
Do., 7s, preference	53	"	58
Do., 7s, 1st mort., 1867	60	"	65
Do., 7s, 2d mort., 1859	63	"	66
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	62	"	66
Do., 7s, 5th mort.	68	"	68
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	64	"	66
Do. do. $100 shares, $90 paid, dis.	26	"	24
Do. do. $100 shares, all paid.	66	"	68
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	65	"	70
Do. do. S. F. 1st mort., do., '82 x. c	65	"	70
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	53	"	55
Do do. 7s, 1864	50	"	55
Do. do. 7s, S. F., 1876	65	"	70
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	70	"	75
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	163	"	165
Pennsylvania, 1st mort., 6s, Convertible	55	"	60
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	40	"	45
Philadelphia and Reading, $50 shares	32	"	35

American Railroad Journal.

Saturday, May 21, 1864.

Stock Exchange and Money Market.

It is natural enough that when the money market of a country is greatly disturbed, when long settled values change their relations, when speculation takes the place of regular business, and gold becomes scarce and inconvertible into currency except at a large difference, that the subject should receive grave and constant consideration, that much alarm at impending consequences should be felt by large classes of the people with fixed incomes, and on the other hand, that those who have in charge the financial system of the Country should feel the deep responsibility which rests upon them.

The last is principally the feeling entertained by the present Secretary of the Treasury, unexpectedly called on to provide ways and means in thousands of millions for suppressing an unnatural and gigantic rebellion, and involving an outlay of money and of life unparalleled in modern times A minister of Finance placed in such a position might well be pardoned for many mistakes; but in this case, whatever of evil has followed or may follow his policy, is light and bearable in comparison with the utter ruin national and pecuniary, which would have followed the want of adequate means, at the moment of the public danger, and in this our great necessity. We had to decide on and accept a total public and private bankruptcy, a dismemberment of the Union, a complete disintegration of the States, the creation of a host of petty and discordant republics, the loss of our present Nationality, commerce and power, with local burdens of the most intolerable character, or to adhere, at all cost of money, to our former institutions. Though each drachma was a drop of blood we really had little choice. And we have accepted the latter alternative, wisely, as events have shown, and will further show, when the curtain shall drop and shut out the traitors who have been busy so long on the stage with their mortal weapons.

No one can doubt the perfect ability of this Country to recover itself from its financial embarrassments. It has been our study to show our readers in the darkest hours of this contest, our inexhaustible resources, our unchecked progress, our ability to sustain taxation, and to prove that our National debt if it shall finally reach two thousand millions of dollars, will even as early as the next census be no more than a charge of about 7 per cent on the real and personal property of the Country.

As it is becoming the settled opinion of the people that this war is near its close, that all but the rebel leaders in the South are weary of it, and that the operations of our armies now conducted by real generals are assuming a decisive character, we turn to the consideration at this time, of subjects having an immediate bearing on the money market, and through it on the other interests involving the want, the employment and the investments of capital.

It is understood that MR. CHASE, seeing the true bearing of the various necessities of the Country, is ready to assume the most conservative and wholesome policy with regard to the currency, and he is believed to have stated within a very few days, that in all his operations he has never lost sight of an early resumption of specie payments; and that if Congress would only pass a good loan bill, an immediate and sufficient tax bill, and the amendment to the National Bank bill, this resumption might, if deemed expedient, take place at once. And we have faith in this assertion; for with these, and the increased revenue from the Customs, he might realise from four to five hundred millions per annum. And the Country could give it easily, for it must not be forgotten that at least seventeen hundred millions of dollars have been paid out to the people by the Government thus far, most of it received in the shape of profit, on manufactured and agricultural products, realized by the producers and factors.

But as Congress continues to debate month after month, on subjects of utter worthlessness compared with these, we must expect further delay, not only in legislation, but in the working of the machinery which is to bring this money into the Treasury. Our expenditures must there-

fore continue for some months to come, to be in advance of the receipts. In what shape, the most convenient, economical, and satisfactory to the people, can the Treasury be supplied? It is understood also on good authority that it will not offer any more advantageous loans to investors than the 10-40's, which at the present price of gold is equal to an 8 per cent stock, and which at 5 per cent on the resumption of specie payments will then be equally satisfactory. It has occurred to Mr. Chase, at sometime, as we have reason to believe, to offer a choice of 10-40's, 5-20's or 1881 bonds with an abatement from the market rate, which would give a slight advantage over subscriptions at par, or purchase in an ordinary market. It might be that such an offer at one quarter, or one-half, or even one per cent. below the true price, (considering the 10-40's at par) if continued open for 30 or 60 days, would bring large subscriptions. It has also been an idea with the Secretary that a legal tender, bearing interest at 6 per cent, compounded every six months, and payable with the whole interest three years from date, or as we think better a 7-30 note with interest payable in lawful money without the character of a lawful tender, might answer the purpose. We are not prepared to discuss these views at this time, but remark that in our judgment the true policy of the Government is not to issue any further securities which can be made use of as ready money. What it wants, is to get back from the people, either in taxes or loans, money enough to meet its daily expenses, lessening and cancelling by the way as much of this currency as possible.

For at present, there are two parties putting out paper—the Treasury and the State Banks; and the latter especially are issuing more than their share, and in case of any serious difficulty more than they could ever redeem. And this is one of the great difficulties in Mr. Chase's way at this moment. The loans made by him, are rapidly absorbed by the banks and by them made a basis of circulation, so that unless by a proper amendment of the National Banking Law, as fast as Mr. Chase would absorb by his loans the redundant currency known as greenbacks, similar amounts would be issued by the banks on these very securities, and the inflation would go on in a currency by no means as satisfactory as that of the Government.

So that unless the State banks are positively checked as to the amount of their issues, we shall never get rid of this inflation except by a general bankruptcy. The Government might pay its interest regularly in gold, and yet its securities might not sell in a crisis for anything near the principal.

So too if the Government should retire its own legal tenders, and pay out the currency of the National or State Banks instead of its own, as long as specie payments were suspended, it would be guilty of the stupendous folly of paying 5 or 6 per cent. for the use of bank currency, not as good, nor as popular, nor as current as its own. And this is precisely what Mr. Chase declined to do at the beginning, and what the banks wanted him to do, and would like him to do now. So that in the opinion of some of our deepest thinkers, if the war is to be carried on and closed with a paper currency, if there is to be an inflation as large as ever under any circumstances, it is better and cheaper for the Treasury, and will be more satisfactory to the people, to issue legal tender currency till the war is over, than pay six per cent. to the banks for the use of their currency which is not legal tender. And there is force in this view of the subject.

That this inflation is understood and encouraged by the local bank interest cannot be doubted. Yet it has been asserted by some of their most capable managers, that they have not contributed to the present inflation, and are not responsible for it The Bank Superintendent, Mr. Van Dyke, attempted to make a case for them, but we imagine he did not succeed. We have before us at this moment a communication from one of our wealthiest bankers, one long at the head of a prosperous institution, a writer on finance whose opinions were always authority, and withal a profound philosophical thinker, who thus disposes of this part of the subject:

"The bank returns of this State made up to the 12th of March last, and which I have just examined, show that these State Banks have increased their indebtedness to the public since June 13, 1863, (9 months,) upwards of eighty millions, and which increase has been invested as follows:

Increase in loans and discounts	$16,751,848
Increase in cash items	56,867,950
Increase in stocks and promissory notes	7,678,437
	$81,298,235

Being increase of lucrative investments within the nine months. It is also susceptible of proof that these banks have increased their debt to the public from June 29, 1861, to June 13, 1863, $145,029,425. Add the above $81,298,235, and we have a total increase of bank debt in the last two years and 9 months of $226,327,660; and this on a capital of $108,499,653. The banks now owe the public $516,727,137, which shows that on the 12th of last March they owed beyond their capital $408,227,484, and $226,327,660 more than usual. Nothing, therefore, can be more fallacious than the attempt of Mr. Van Dyke and others to show that the banks have had no agency in the inflation of money, and 'have pursued the even tenor of their way, unseduced by the opportunity to make money.'"

No one can blame the banks perhaps for trying to make profits; but we should not praise them for a forbearance they have not practised, and thereby assist the general illusion, that if banks refrain from increasing their note circulation, they are exempt from the responsibility of increasing the volume of money. The March statement referred to, shows it is true, that the existing bank circulation of this State is $1,286,612 less than it was in June 13, 1863; yet notwithstanding in the 9 months alluded to, they had increased their lucrative investments upwards of eighty-one millions—a sufficient refutation of the fallacy that banks possess no agency in increasing the volume of money but through the medium of their notes. The capacity for bank notes in any community is not limited by the volition of banks, but by the wants of commerce; and while the greenbacks so called have to a great extent competed with bank notes as a circulating medium, the volume of bank notes has necessarily diminished, despite any efforts made by the banks to keep them afloat, especially as the public greatly prefer them.

We have thus presented the latest opinions of two of the most distinguished financiers of this country, and commend them to the perusal of the readers of the JOURNAL.

The loan market the past week has been abundantly supplied at 6 per cent., with the usual exceptions. There are some parties always operating and always compelled to pay the highest rates.

Sterling bills are 194 for currency, and 109½@ 109¾ for gold.

The sales of the 10-40's continue in a regular way, and the temporary loans with Mr. Cisco are increasing.

The week's exports from this port of domestic produce and miscellaneous goods (exclusive of specie) have been to the value of $3,326,892, against $2,479,642 same week last year, and $2,453,500 the corresponding week of 1862.

The total value of foreign exports from the port of Baltimore for last week was $362,417.

The value of foreign goods imported at the port of Boston for the week ending May 13, was $646,246, against $295,842 for the corresponding week in 1863. The value of exports was $345,141, against $567,060 32 for the same week in 1863.

The news from abroad is not favorable to operators on foreign account. The Bank of England under a pressure for money has raised the rate of interest to 8 per cent. and it may go to 9. The London Conference has done nothing, and the condition of affairs in Italy looks threatening. The recent attack of Spain on Peru will unquestionably excite much anxiety in England. If the shade of Canning could be invoked, it would pronounce its heaviest curses on his own country for allowing the balance of power in the New World which he did so much to establish, to be now disturbed.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—At. & Gt. Western (Ohio div.) 100; Milwaukee and St. Paul 1st mort., 95; Central New Jersey R. R. 1st mort., 1865, 104; McGregor Western, 70½; do., 1st mort., 92½; N. Y. Central 6s, 1887, 110; Stonington R. R., 125; Chicago and Milwaukee R. R., 73; Sixth Avenue R. R., 120; U. S. 5s, 1874, endorsed, 102½; Mariposa 1st mort., 80; Indiana 5s, 85; Wisconsin 6s, 99; North Carolina 6s, 57; New York State 7s, 1870, 115; N. Y. City 6s, 1887, 110; Central Coal, 78; Wyoming Valley Coal, 80; Con. Coal, 77¾; Copake Iron, 11½; Rutland Marble, 21; Bucks Co. Lead, 1¾; Quartz Hill gold, 15; Canada Copper, 5½; Western Union Telegraph, 200; Bank of Commerce, 114; Ocean Bank, 100; Continental Bank, 102; Merchants Exchange Bank, 105; Am. Ex. Bank, 112; Merchants Bank, 114; Bank of State of New York, 109; 4th National Bank, 100; Bank of Republic, 108; Atlantic Bank, 100.

Philadelphia.—Northern Central R. R., 55; Hempfield R. R., 15c.; Elmira 5s, 78; Huntingdon and Broad Top, 35; do., 6s, 98½; Allegheny Co., 5s, 80¼; do., 6s, 92; Pittsburg city scrip, 72½; North Penn. mort. scrip, 96; West Phila. R. R., 72; Girard College R. R., 30; Morris Canal 2d mort., 105½; Wyoming Valley bonds, 104;

Mineral Oil, 1⅞; Feeder Dam, 1⅞; Maple Shade Oil, 9; Alsace, 2½; McClintock Oil, 4¾; Oil Creek, 8½; Cherry Run, 7½; Organic Oil, 1½; Sutley, 2¾; Keystone Zinc, 3⅝; Merrimac, 4¼; Union, 3¼; Fulton Coal, 9; Butler Coal, 22; New York and Middle Coal Fields, 18⅞; Big Mountain, 9; Green Mountain, 6; New Creek, 1½; Bear Valley Coal, 18; Clinton Coal, 2⅛; Connecticut Mining, 1¾; Marquette, 6; Etna, 14; Philadelphia Bank, 139; Farmers' and Mechanics' Bank, 60; Mechanics' Bank, 28; Del. Mut. Ins. Co., 33½; Northern Liberty Gas, 29. The latest quotations are: City 6s, 104¾@105, do., new, 108¾@109; State 5s, 97@97⅛; do., coupon, 101@102; do.. 6s, 1879, 103½; Phila., Wil. and Balt., 72¼@72½; Reading, 68⅞@69; do., 6s, 1870, 106@106⅛; do., 1886, 137@137½; Camden and Amboy, 186@188; Pennsylvania R. R., 68@68½; do., 1st mort., 115@116; do., 2d mort., 112@113; Little Schuylkill R. R., 47¼@47⅜; Morris Canal, 84¾@85; do., pref., 140@141; do., bonds, 107@108; do., 2d mort., 105@106; Wyoming Valley Canal, 76@78; do., 6s, 103½@104½; Susquehanna Canal, 24⅛@24½; do., 6s, 67½@69; Sch. Nav., 34@34½; do., pref., 43¾@44; do., 6s, 1882, 95¼@96¼; Union Canal pref., 5; do., bonds, 27@28; Delaware Div. Canal, 44½@44½; do., bonds, 101@105; Elmira and Williamsport, 35@37; do., pref., 52@53; do., 7s, 1873, 111½@112; do., 10s, 77¾@78½; Beaver Meadow, 85@86½; Long Island R. R., 46¾@47; Lehigh Coal and Navigation, 83@84; North Pennsylvania, 34½@35; do., 6s, 103@104; do., 10s, 116@124; Philadelphia and Erie, 33½@34; do., 6s, 105⅛@106; Minehill, 62@63; Catawissa, 19½@20; do., pref., 42⅜@42⅞; Lehigh Valley, 91@91⅛; do., bonds, 109@109¾; Fifth and Sixth streets, (horse,) 64@65; do., 7s, 108@109; Second and Third, 76@77; do., 7s, 112@112½; Race and Vine, 16@20; West Philadelphia, 71@74; Spruce and Pine, 14½@15¼; Green and Coates, 40@42; do., 7s, 109@111; Chestnut and Walnut, 63½@65; Arch, 34@35; Thirteenth and Fifteenth, 33@37; Seventeenth and Nineteenth, 16@20; Girard College, 30¾@31¼; Tenth and Eleventh, 51½@52½; Norristown, 60@60¼.

Boston.—Northern (Ogdensburg,) 1st mortgage, 106; do., 2d mort., 38; Rutland and Burlington 1st mort., 77; do., 2d mort., 36; Vermont Central 1st mortgage, 93; do., 2d mort., 30; Salem and Lowell R. R. 6s, 1878, 100; Bear Valley and Summit Branch, R. R., 29½; Rhode Island 6s, 1882, 104¾; Massachusetts 6s, 1866, 150; do., 1876, 128¼; Maine 6s, 1880, 101⅛; do., 1883, 102; New Hampshire 6s, 1875, 104; Chicago 6s, Water Loan 1882, 102; do., 7s, do., 1882, 109; St. Louis 6s, 1883, 95; Chicago 7s, sewerage, 109; Bath 6s, 1891, 103; Bangor 6s, 1874, 103; Boston 5s, 1877, 119; Lynn and Boston (horse) R. R., 110; do., 6s, 100¼; Middlesex, 94¼; Cambridge, 125; Metropolitan, 60¾; Boston Water Power Co., 48½; Cary Imp. Co., 11⅞; Union Steamship Co., 165; East Boston Co., 13⅝; Franklin Coal Co., 95¼; Cambridge Gas, 105; Jamaica Plain Gas, 96¾; Newtown and Watertown Gas, 65; Dorchester Gas, 45; New England Bank, 117¼; Merchants' Bank, 101¾; Massachusetts Bank, 115½; State Bank, 74; Maverick Bank, 100¼; City Bank, 107; Webster Bank, 105; Fanuel Hall Bank, 126½; Howard Bank, 104¾; Union Bank, 120¼; Hide and Leather Bank, 110; Suffolk Bank, 155½; Continental Bank, 102¼; Rockland Bank, (Roxbury) 108¼; Boston Bank, 75¼; Atlas Bank, 106¼; Freeman's Bank, 105¼; Columbian Bank, 115; Atlantic Bank, 100; Eliot Bank, 104¾; Revere Bank, 109¼; Traders' Bank, 100; Globe Bank, 133¾; 2d National Bank, 113¼; Albion Gold, 2¼; Acton 3⅝; Albany and Boston, 21; Bay State, 21; Bedford, 2; Brome, 1¾; Boston, 5⅜; Black River, 47c.; Copper Falls, 43; Cornwall, 60c.; Chaudiere Gold, 2¼; Columbian, 9; Chester, 20c.; Canada, 5; Dudley, 4½; Dunham, 30c.; Durham, 30c.; Eagle River, 7½; Great Western, 5¼; Gilbert River, Gold, 1; Green Mountain, 11½; Hancock, 14; Humboldt, 11; Highland, 8; Huron, 45; Logan, 2; Lenoxville, 3; Manhattan, 7; Macomb lead, 5¼; Madison, 5; Mesnard, 10⅜; Northwestern, 13½; Ottawa, 85c.; Pontiac, 5¾; Phœnix, 33½; South Side, 5½; Star, 9; St. Clair, 10⅛; Sutton, 2; Superior, 10; St. Mary's, 9; Toltec, 2½; Tremont, 3; Wickham, 70c.; Winthrop, 6.

Baltimore.—Marietta and Cincinnati R. R. bonds, 105; Central Ohio 4th mort., 60; Maryland 6s, 1870, 113; City Passenger R. R., 22½; Mineral Hill, 3.80; Maryland Copper, 1.30; Bare Hill, 5.85; Balt. and North Carolina, 0.25; Springfield, 2.05; Santa Clara, 21½; Balt. Chrome, 3.25; Canton Co., 45; Atlantic Coal, 1.40; Susq. Coal and Coal Mt., 5.40; Rudsell, 0.75; Lake Chrome, 0.75; Citizens Bank, 11; Bank of Baltimore, 102; Merchants Bank, 105; Union Bank, 69. The latest quotations are: Balt. and Ohio, 109@110; do., 6s, 1867, 104@104; do., 1875, 111@113; do., 1880, 112½@113; do., 1885, 111@112; Northern Central, 55¼@55½; do., bonds, 1885, 106@110; N. W. Va., 13@26; do., 1st mort., 110@111; do., 2d mort., 103¼; do., 3d mort., 38@45; do., guar., 100@110; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 59@62; do., income 1857-'60, 40@48; Western Md. bonds, 90@92; do., guar., 105@112; Maryland 5s, 92; do., 6s, coupon, 1870, 112@113⅜; do., Ins., 112; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 112½@112½; do., 1886, 111½; do., 1890, 113@114; do., coupon, 112@116; do., 5s, 1838-'70, 101; City Passenger R. R., 22@22½; Canton Co., 47@48; Gardner, 75@1.00, Guilford, .35@.40; Maryland, 1.20@1.30; North State, .15@.20; Rudisell, .65@.70; Silver Hill, .20@.30; Springfield, 2.00@2.05; George's Creek, 110@120; Santa Clara, 21@21¼; Baltimore and Cuba Smelting and Mining, 185@240; Balt. and North Carolina, .25@.40; Balt. Chrome, 3.20@3.25; Bare Hill, 5.80@6.90; Atlantic Coal, 1.20@1.35.

Central Pacific Railroad of California.

We give elsewhere a copy of an act recently passed by the Legislature of California, to aid the Central Pacific Railroad.

This company has undertaken the great enterprise of constructing a railroad over the Sierra Nevada Mountains—crossing the summit at an elevation of 7,000 feet above the seas. It is a gigantic work, but it can be done. The distance over the mountains is about 150 miles. We learn that the first section of 31 miles is nearly completed, and that the company expect to commence running regular trains in a few weeks. As many Eastern men are interested in the road, any information of its progress will without doubt be of interest to our readers.

Western Maryland Bonds.

The Baltimore City Councils have passed an ordinance authorizing the endorsement by the city of the second mortgage bonds of this company to the amount of $300,000, the proceeds of which are to be devoted to the construction of the road from Union Bridge, in Carroll County, to the border of Washington County, to be issued in pro rata amounts on the completion of each mile of said road from Union Bridge on the route selected towards Hagarstown, provided the city is secured by a mortgage on the property and revenues of said road; said mortgage to take precedence of all incumbrances on the property of said company, except the first mortgage given to the city. And provided also that before the Register shall make the endorsement, the Mayor, Register and Comptroller shall be satisfied that the Commissioners of Washington County have bound themselves to endorse similar bonds to the amount of $300,000, upon conditions which will make them available for the construction of the road, within the limits of said county, and that an additional amount of stock subscriptions are obtained to the amount of $400,000. On the 12th ultimo the Commissioners of Washington County determined to endorse the bonds of the company to the amount of $300,000, for the purpose of constructing the track in that county.

☞ We would call the attention of our readers to the advertisement of Messrs. Robinson & Ogden, late with Fisk and Hatch, who have just commenced business as bankers and brokers, at No. 4 Broad street. These gentlemen bear names long known and honored in this city in its financial, commercial and social circles, and enter upon their business with the hearty good wishes of numerous friends. Trained in the best of schools, and possessing well known talents and influence, they cannot but fulfil the expectations entertained of their entire success. They propose to deal in Government and other securities, and in gold, and to execute all orders entrusted to them for the purchase or sale of these, with promptness and dispatch. We have no doubt their customers will find them in every way a first class house, and we take pleasure in noticing their business card.

Union Pacific Railroad,

At a meeting of the Directors of the Union Pacific Railroad, held at St. Louis, the following named gentlemen were elected Directors: Thomas L. Price, of Jefferson City, Adolphus Meier, Giles F. Filley, and C. S. Greely, of St. Louis in place of John K. Hale of Wyandotte, Kansas, T. B. Edgar, J. B. Alexander, and Robt. J. Wood of St. Louis, resigned. This change has been made with a view to carrying out an arrangement recently made by which the following gentlemen have become associated with J. D. Perry and R. E. Carr of St. Louis, in advancing a sufficient sum to at once complete the first section of 40 miles of the road, in contemplation of much more, looking to no less than the construction of the road to Fort Riley within the present year, viz: Giles F. Filley, John How, Adolphus Meier, Henry Ames, A. F. Shapleigh, S. H. Laflin, S. M. Edgell, C. S. Greeley, Henry Martin, A. C. Anderson, Barton Able, Thos. L. Price, D. R. Garrison, G. R. Taylor, Wm. M. McPherson and William Hubbard. The

members of the Board are now John D. Perry, President; Adolphus Meier, Vice-President; J. P. Devereux, Secretary and Treasurer; C. S. Greeley, Giles F. Filley, Thos. L. Price, J. C. Kennedy, A. C. Anderson, Saml. A. Stinson.

☞ At an election of the New York and Harlem Railroad Company on the 17th inst., the following gentlemen were elected Directors for the ensuing year: Cornelius Vanderbilt, William C. Wetmore, Horace F. Clark, John Harper, Abram B. Baylis, Albert D. Akin, Augustus Schell, Jas. H. Banker, John Steward, John M. Tobin, John B. Dutcher, William H. Vanderbilt and Oliver Charlick. And, at a meeting of Directors on the 18th inst., Cornelius Vanderbilt was elected President, and William H. Vanderbilt Vice-President.

☞ Last year over four hundred thousand tons of coal were raised from the different mines in Cape Breton and Nova Scotia, giving a value of £200,000 at the pit's mouth.

Long Island Railroad.

The following is a comparative statement of the receipts and expenditures of the Long Island Railroad during the years ending on the 31st of March in 1863 and 1864:

	1863.	1864.
Passengers	$186,852	$260,376
Freights	108,136	143,845
Mails	8,255	8,219
Total	$303,213	$412,440
Expenses	164,875	142,931
Net earnings	$138,338	$269,509

Railroad Earnings--Monthly.

The earnings of the Hudson River Railroad for the month of April, 1864, were..... $278,540 41
Corresponding month of previous year 270,675 92

Increase..... $7,864 49

The earnings of the Galena and Chicago Union Railroad Company for the month of April, 1864, were..... $196,871 68
Corresponding month of previous year 136,601 18

Increase..... $60,270 50

The earnings of the Cleveland and Pittsburg Railroad for the month of April, 1864, were:

Freight	$112,000 00
Passengers	73,000 00
Miscellaneous	8,919 16
	$193,919 16
April, 1863	140,952 46
Increase	$52,966 70

The traffic of the Cincinnati and Chicago Air-Line Railroad for the month of April:

	1864.	1863.	1862.
Passengers	$26,232 45	$15,458 14	$8,217 89
Freight	28,710 68	22,461 93	9,712 78
Miscellaneous	4,662 50	2,720 76	1,536 08
Total	$59,005 63	$40,640 83	$19,446 75
Increase over 1863	45 20.100 per cent.		
Increase over 1862	203 per cent.		

The traffic receipts of the European and North American Railroad for April, 1863 and 1864, were:

	1864.	1863.
Passengers	$3,897 32	$3,952 95
Freight	5,445 36	5,826 78
Mails and Sundries	462 80	625 37
	$9,805 48	$10,405 10
Decrease		$599 62

The earnings of the Chicago and Rock Island Railroad Company for the month of April, 1864, were..... $175,838 00
Corresponding month of previous year 122,255 00

Increase..... $53,583 00

The earnings of the Cleveland and Toledo Railroad for the month of April, 1864, were.. $156,027
Corresponding month of previous year .. 117,908

Increase..... $38,119

The earnings of the Rome, Watertown and Ogdensburgh Railroad for the month of April, 1864, were:

	1863.	1864.
From passengers	$22,092 48	$36,073 80
" freight	18,671 99	31,224 81
" miscellaneous	2,293 69	2,062 21
Total	$43,058 16	$69,360 83
Increase 1864		$26,802 66

The earnings of the Chicago and Northwestern Railroad for the month of April 1864, were:

Passengers	$66,755 61
Freight	104,019 82
Miscellaneous	3,749 16
Total	$174,589 59
Same period last year	103,449 68
Increase	$71,139 91

The following is a comparative statement of the earnings of the Dubuque and Sioux City Railroad Company for the month ending April, 30:

	1863.	1864.
Passengers	$5,467 66	$9,393 24
Freight	10,330 03	22,435 21
Total	$15,797 69	$31,828 45
Increase		$16,030 76

The earnings of the Chicago and Milwaukee Railroad Company for the month of April, 1864, were:

	1864.	1863.
Passengers	$35,787 86	$21,825 67
Freight	14,202 79	10,303 53
Miscellaneous	1,904 66	1,628 74
Gross earnings	$51,894 81	$33,757 94
Increase		$18,136 87

Comparative earnings from Jan. 1 to April 30, 1863 and 1864:

	Gross Earnings.
1864	$181,908 83
1863	132,387 73
Increase	$49,521 10

The earnings of the Erie Railway for the month of April, 1864, were..... $1,079,507 75
Corresponding month of previous year 948,058 72

Increase..... $131,449 03

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of April, compared with the same period last year, were as follows, viz:

	1864.	1863.
Freight	$375,284 50	$299,556 46
Passengers	177,716 21	144,418 53
Express matter	5,200 00	2,600 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	1,570 98	1,504 24
Total	$574,680 02	$462,986 56
Increase		$111,693 46
En'gs fr. Jan. 1 to April 30	$1,925,171 81	$1,628,899 52
Increase for four months		$296,272 29

Increase for April, 24 3-10 per cent.; average increase to April 30, 18 per cent.

The business of the Illinois Central Railroad for the month of April, 1864:

LAND DEPARTMENT.

Acres construction lands sold	20,158.50 for	$200,611 80
Acres Interest Fund Land sold	801.03 "	10,324 80
Acres Free Lands sold	8,727.70 "	64,644 42
Total sales during month of April, 1864:	29,687 28 for	$275,581 02
To which add town lot sales		6,082 75
Total of all		$281,663 77
Acres sold since Jan. 1, 1864	110,173.39 for	$1,152,818.68
Cash collected in April		$142,636 47

TRAFFIC DEPARTMENT.

Receipts from passengers	$176,921 01
" freight	228,177 50
" mails	6,358 33
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in month of April, 1864	$421,456 84
Total receipts in month of April, 1863	289,223 52
Increase	$32,233 32

The earnings of the Michigan Central Railroad for the month of April, 1864, were ... $338,275 00
Corresponding month of previous year 238,495 00

Increase..... $99,780 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of April, 1864, were..... $327,206 00
Corresponding month of previous year 267,793 00

Increase..... $59,413 00

The traffic returns of the Atlantic and Great Western Railway for the months of January, February March and April, 1864, were respectively as follows:

	Passengers, &c.	Freight.	Total.
January	$38,615	$168,683	$207,298
February	50,189	178,852	229,041
March	60,518	166,215	226,733
April	63,992	133,275	197,267
Total	$213,314	$647,025	$860,339

The following table shows the earnings of the Milwaukee and St. Paul Railway Company for the months of January, February, March, April, 1863 and 1864:

	1863.	1864.
January	$94,810	$99,133
February	85,131	92,264
March	72,465	129,423
April	126,505	153,133
Total, 4 months	$378,911	$473,953

The earnings of the Norwich and Worcester Railroad were:

1863-'4.		1862-'3.	
Dec.	$44,531 93	Dec.	$29,475 53
Jan	33,778 92	Jan	27,793 24
Feb	39,603 85	Feb.	23,882 68
March.	48,820 80	March.	28,784 01
April	59,101 81	April	31,647 85
Total	$230,837 31	Total	$141,583 31
	141,583 31		
Gain	$89,254 00		

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of April, 1864, were..... $140,417 00
Corresponding month of previous year 88,176 00

Increase..... $52,241 00

The traffic receipts of the New Brunswick and Canada Railway for the month of April, 1863 and '64 were:

	1864.	1863.
Passengers	$976 52	$688 73
Freight	5,224 36	4,126 12
Totals	$6,200 88	4,814 85
Increase in 1864		$1,386 03

☞ The English official return of the imports and exports of bullion and specie for the week ending April 27 shows that there were imported into the United Kingdom gold valued at £59,879, and silver, £24,336; together, £84,215. There were exported gold valued at £404,549, and silver valued at £87,054; together, £491,603. The exports, therefore, exceed the imports by £407,388.

According to the British Board of Trade returns for March, the value of British produce exported during the month was £13,550,000, against £10,217,000 in 1863, and £9,664,000 in March, 1862. For the first three months of the present year the increase is above £10,000,000 in excess of the same period in 1862, the totals for the respective years being £26,400,000 £27,500,000, and in 1864 £36,600,000.

Indianapolis and Madison Railroad.

(Continued from Page 493.)

At the session of 1853–'54, application was made to the legislature for a modification of the terms of purchase of the State's interest in the road under the act of 1852, and the result was the passage of an act appointing commissioners with full powers to arrange the terms of a compromise for the debt, and to release and convey such interest to the company. These commissioners met on the 10th of April, 1854, and on full examination of all matters connected with the road, made their award providing for the release of all claims of the State against the company on account of such interest, and a conveyance of said interest to the company for the sum of $75,000 of the 5 per cent. stocks of the State, deliverable within one year thereafter. These terms were accepted by the company, and thereby it became sole owner of the whole line.

The company had already felt the effect of powerful competition from other lines running in the same direction. Until lately it had been the sole railroad line extending from Indianapolis to the Ohio River. It had now to compete for traffic with the Jeffersonville Railroad, and also with the Lawrenceburg and Upper Mississippi Railroad; and the consequences had become apparent in diminished receipts and augmented expenditures. No dividend could be paid to the stockholders, and the dividend scrip issued in January 1854, had become an additional burden on the finances of the company. On this subject the report for 1854–'55, says: "It is not pretended that with the powerful competition of parallel roads on either side, and with so large a stock account, the road can ever regain its position as a first class paying investment, but with prudent management it is believed that it may be so far recuperated as to make its stock of fair standing among Western roads. It already does a heavy local business which must for the future increase rather than diminish."

On the 1st of December, 1855, a new arrangement previously agreed upon with the Jeffersonville Company was carried into effect. Under this the Jeffersonville Company acquired the right to use the Madison road between Edinburg and Indianapolis, and transport passengers and freight over it, to be drawn by its own machinery. For this privilege the Madison Company was to be paid 60 per cent. of the gross earnings, provided the total receipts should not exceed $65,000; 55 per cent. if not exceeding $75,000, or 50 per cent. if exceeding the latter sum. In the same year the city of Madison resigned to the company all its interest on the Columbus and Shelbyville Railroad for $24,000.

From this period the income of the company appears to have gradually declined, while its liabilities became more and more oppressive. To pay interest and keep the road in good order and properly equipped, was the extent of its abilities; and at length the receipts of the road became altogether unsufficient for its proper maintenance and the support of its credit.

Under these circumstances and considering the company as utterly bankrupt, some arrangement with its creditors now became necessary. As a preliminary the president of the company issued a circular dated March 11, 1861, address "To the bond and shareholders of the Madison and Indianapolis Railroad Company," detailing in brief the situation of the company, suggesting a plan whereby a foreclosure and sale of the road, and the organization of a new company, not only would the holders of the first mortgage bonds be fully protected and secured, but something might be saved to the junior creditors and shareholders, and calling a meeting to be held at the office of Winslow, Lanier and Company, in New York, on the 10th of April following.

In pursuance of this call the parties interested assembled at the place designated, and after discussion appointed a committee to whom was referred the matters relating to the interests of the road—the committee to report to an adjourned meeting to be held at the Astor House on a subsequent day.

At the adjourned meeting the recommendations of the President were substantially adopted, and a committee was appointed to draw up an agreement and secure the co-operation of the holders of the first mortgage bonds, the junior creditors and the shareholders of the company, and act as agents or attorneys in fact, for the purchase of the road when sold and in the organization of a new company under the laws of the State of Indiana, etc.

Messrs. John Ferguson, Elihu Day, and George Griswold Jr., acting as the committee, secured the acquiescence of the holders of more than nine-tenths of the first mortgage bondholders, and that of a sufficient number of the holders of junior claims and of the shareholders; and then as agents or attorneys in fact of those who signed the agreement, called upon Peter McMartin, Esq., upon whom the trust in the mortgage deed had devolved to foreclose the same and proceed to a sale of the road. Under advice of council in Indiana the Trustee proceeded and obtained a decree of foreclosure and sale of the road, its property, franchises and appurtenances in the Circuit Court of the United States for the District of Indiana.

The road was offered for sale on the 27th of March, 1862, and purchased by the agents or attorneys in fact as aforesaid, for account of the parties to the agreement, and of such others as might thereafter be admitted to a participation of its benefits. A conveyance of the same having been made to the purchasers they were put in possession of the whole property covered by the mortgage and so sold, and having previous to the sale of the road also received a transfer by assignment, as agreed upon, of certain assets belonging to the company not covered by the mortgage as a further security to the holders of the first mortgage bonds, the committee did on the 28th of March, the day following the sale and delivery of the property organize a new company the style and title of the

INDIANAPOLIS AND MADISON RAILROAD

company; and conveyed to it all the property, rights and franchises purchased by them as aforesaid, and appointed the first Board of Directors to serve for one year or until the 1st of April, 1862.

Under the reorganization the capital account of the company is composed of the following classes:

Capital stock preferred 8,500 shares	$425,000
" common 8,500 "	425,000
Total share capital 17,000 shares	$850,000
1st mortgage bonds	685,000
Total capital	$1,535,000

being the cost of the road and property to the present company.

The first mortgage bonds in the above schedule represent the first mortgage bonds of the old company with the arrears of interest thereon. These bonds carry interest at 7 per cent., made payable 1st of May and 1st of November; the principal payable 1st of May, 1881. A sinking fund is provided for their redemption.

The preferred stock covers the old income or 2d mortgage bonds and dividend scrip, which were received at one-half their nominal value, principal and interest.

The common stock represents the old stock at one-fourth its original or nominal value.

The first report of the reorganized company brings affairs down to the 31st of March, 1862, and exhibits the fact that in the previous year the net earnings had sufficed for all necessary operations, the payment of interest on the bonded debt, and of dividends on both classes of share capital —on preferred 8 per cent., and on common 6 per cent.

The following exhibits the details of the income account for the year ending 31st of March, 1863:

Passengers	$72,006 42	
Less Government tax	1,756 63	
		$70,249 79
Freight		109,191 38
Express and mails		7,550 00
Military passengers and freight		17,962 83
Miscellaneous		5,387 51
Jeffersonville Railroad		66,314 27
Transportation receipts		$276,655 78
Rent	$253 33	
Old iron sold	3,526 80	
Telegraph wires, etc	624 15	
		4,404 28
Col. and Shelby transp	$12,617 86	
Less expenditures	8,741 18	
		3,876 68
Steamboat and railroad freight and ticket balances		1,037 21
Receipts on all accounts		$285,973 95

Transportation expenses		$157,205 95
Taxes		2,928 22
Operating expenses		$160,129 17
Commissions, etc	$1,606 35	
Interest, premiums, etc.	33 85	
		1,640 20
Tax on interest due Nov. 1, 1862	$711 90	
Coupons due Nov. 1, 1862, less per cent. tax	21,252 77	
	$21,964 67	
Less interest received	2,711 25	
		19,253 42
Uncollected accounts		21,013 27
Special deposits		83,937 89
Total disbursements		$285,973 95

The ledger balances stood thus on the 31st of March, 1863:

Capital stock common	$406,450 00	
" " scrip	5,562 50	
		$412,012 50
" preferred	$353,900 00	
" " scrip	6,899 25	
		360,799 25
Mortgage bonds (less $3,000 cancelled and $21,000 redeemed by sinking fund)		661,000 00
Sundries		4,913 89
Profit and loss		100,037 27
		$1,538,762 91
Cost of road		$1,433,811 76
Sundries (coupons, sinking fund, dividends, etc		104,951 15
		$1,538,762 91

The following is a statement of the earnings, expenditures and dividends since the opening of the line to Indianapolis:

Fiscal Year.	Gross. earnings.	Operating and repairs.	Net profits.	Dividends.
1845	$60,053	$47,415	$12,638	10
1846	101,014	52,202	48,812	10
1847	156,653	91,669	64,948	10
1848	212,126	123,406	88,720	10
1849	247,920	138,682	109,238	10
1850	296,701	157,690	139,011	9
1851	386,069	185,081	200,988	10
1852	516,414	248,319	268,095	10
1853	441 160	254,665	186,495	15*
1854	343,702	305,209	38,503	*nil.*
1855	268,103	199,351	68,752	"
1856	270,318	194,369	75,949	"
1857	212,664	149,250	63,414	"
1858	206,114	123,482	82,632	"
1859	200,654	121,275	79,379	"
1860	230,563	131,483	99,080	"
1861	205,623	133,712	71,911	"
1862	285,974	160,129	125,845	8† 6‡

Brockville and Ottawa Railroad.

They are going on briskly with the Brockville and Ottawa Railway on both sides of Arnprior. Already a number of workmen are employed at cutting and blasting a portion of rock on the line of road. R. Shanly, Esq., Chief Engineer, has arrived at Arnprior, and taken up his residence there for some time. Timber for the bridge at that place has been contracted for, and very great activity prevails. It is the determination of the new company, as alleged by themselves, to push on the road to Pembroke. A proposition will be made, at the spring meeting of the board of directors, to raise an additional supply of funds to complete the line of road to the county town. Of course they do not intend to go further this year than Arnprior, but their design is to push on the road gradually to the utmost limits.—*Montreal Gazette, April* 20.

* 5 per cent. cash, and 8 per cent. scrip.
† On preferred stock.
‡ On common stock.

☞ Hutchison's Nova Scotia Directory represents Halifax as now having a population of 35,000. At the time the Census were taken in 1861, it was only 25,000.

☞ There have been not less than three or four railway incorporation bills passed through the Assembly at Fredericton, New Brunswick. Should the lines provided for be constructed, that province will be well intersected by railways.

U. S. 10-40 BONDS

FOR IMMEDIATE DELIVERY,

BY

H. J. MESSENGER, Banker,

No. 139 BROADWAY, New York.

¼ Commission allowed to Banks and Bankers.

U. S. 5-20 BONDS.

U. S. ONE-YEAR CERTIFICATES,

U. S. 6s of 1881, and all other U. S. SECURITIES bought and sold and furnished to order.

STOCKS, BONDS and GOLD bought and sold on commission.

Accounts received from Banks, Bankers, and individuals.

Four per cent. interest allowed on deposits subject to check at sight.

Robinson & Ogden,

(Late with Fish & Hatch,)

NO. 4 BROAD STREET,

(Two doors from Wall,)

NEW YORK.

Government Securities, Stocks, Bonds and Gold bought and sold on Commission.

The New York Central Railroad Co.,
Treasurer's Office, Albany, May 16th, 1864.

Loan of $3,000,000--Due 15th June, 1864.

NOTICE IS HEREBY GIVEN that this Company is now prepared to redeem the Bonds of the above issue, on their presentation at THE BANK OF COMMERCE IN NEW YORK, at par and accrued interest.

JOHN V. L. PRUYN, Treasurer.

Transfer Office of the Chicago and North Western Railway Co., No. 8 Wall st.,
New York, April 23, 1864.

THE PREFERRED STOCK BOOKS of the Chicago and North Western Railway Company will be closed on the 15th day of MAY next.

On all Preferred Stock then issued and outstanding, a Dividend of ONE and THREE-FOURTHS PER CENT. will be paid on the 1st of JUNE next.

Future Dividend days on above Stock will be Semi-Annually on the 1st of DECEMBER and JUNE.

By order of the Board,

4t-19 JAMES R. YOUNG, Secretary.

Office of the Illinois Central Railroad Co.,
New York, May 6, 1864.

THE ANNUAL MEETING of the Shareholders of the ILLINOIS CENTRAL RAILROAD COMPANY, for the election of Directors and the transaction of other business, will be held at the office of the Company in the city of Chicago, on WEDNESDAY, the 25th day of May, 1864, at 12 o'clock noon.

The Transfer Books of the Full and Scrip Shares will be closed at the close of business on the 12th instant, and reopened on the morning of the 28th inst.

4t-20 L. A. CATLIN, Secretary.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Patent Car Covering.

A HEAVY CANVASS, bedded in Water Proof Paste and Painted. Costing now about half as much as Car Duck. Full particulars, directions, and samples sent Also an experienced man sent to show the best way to apply it when requested.

WILLIAMS & PAGE, Boston.

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Anthracite Coal Fields

OF PENNSYLVANIA,

IS READY FOR DELIVERY.

It represents the Coal Fields of

Schuylkill, Luzerne, Carbon, Northumberland, Columbia, Dauphin, and Lebanon Counties,

Embracing all the Anthracite Coal Basins of the State; showing all the Railroad lines and their various ramifications, the position of each colliery, the canals, the topography, &c., &c.

Its new and striking features are the

Wyoming and Lackawana Coal Fields,

And the MAHANOY AND SHAMOKIN COAL DISTRICTS—each in detail, each one of which is worth the price of the Map. This is decidedly, the cheapest, most compact, and the most perfect Map ever issued of the Coal Regions. The above map will be furnished for $1 25 in sheets; in covers, $1 50; on rollers, $2 75; Framed, $2 75.

Also, Sheafer's New and Official

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OF PENNSYLVANIA.

Published by order of the Legislature of Pennsylvania showing the entire area of the State, its ANTHRACITE AND BITUMINOUS COAL FIELDS; its CANALS and RAILROADS; the location of each FURNACE, ROLLING MILL, FORGE, &c., in Pennsylvania; all their avenues and distances to market by the various routes.

No one but so patient and persistent a statician as Mr. S., with his intimate knowledge of the mineral resources of his native State since his connection with the State Geological Survey of Pennsylvania in 1837, could compile in so small a compass, so much valuable and reliable information as we have in the above two maps.

Price of State Map—in sheets, $1 25; in covers, $1 50; on rollers, $2 75. Both Maps in sheets, $2 25; in covers, $2 75; Framed, $2 75.

One copy of the Miner's Journal one year, and both Maps, in sheets, $4 25; in covers, $4 75.

One copy of the Miner's Journal and one copy of either Map, in sheets, $3 25; in covers, $3 50.

These Maps, on sheets and in covers, will be sent by mail to any address, post-paid, on receipt of prices named. Those on rollers can be sent by express.

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Sherbrooke Gold Mining Co.

OF NOVA SCOTIA.

OFFICERS.

President.

HERMAN FUNKE.

Directors.

HERMAN FUNKE, HERMAN STURSBERG
FRED. SCHUMACHER, CARLOS PIERCE,
HENRY A. TILDEN, JAMES S. WHITNEY,
FRANK J. PRATT.

Secretary and Treasurer.

FREDERICK SCHUMACHER.

OFFICE OF THE COMPANY,

No. 50 Cliff Street, New York.

TO THE STOCKHOLDERS OF THE MARIPOSA COMPANY.

Notice is hereby given, that a meeting of the Stockholders of the Mariposa Company will be held at the office of the said Company, No. 34 Wall street, in the City of New York, on the 9th day of May next, at noon, for the purpose of deciding upon the increase, and increasing the amount of the capital stock of the said Company, by an addition of twenty thousand shares to the one hundred thousand shares already issued, making, with such increase, a total capital, of one hundred and twenty thousand shares, at the par value of one hundred dollars a share, amounting, altogether, to twelve millions of dollars, in order that the floating debt of the company may be paid, and the mining and other resources of its estate may be more completely and expeditiously developed.

By order of the Board of Trustees.

JAMES HOY,
MORRIS KETCHUM,
GEORGE OPDYKE,
Majority of the Trustees.

New York, April 11, 1864. 4t-17

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, May 28, 1864.

Nicaragua Railroad.

The following is a copy of the contract entered into by Commander Pim, R. N., and the Government of Nicaragua, for the construction of a Railroad across that Isthmus:

The undersigned Licentiate, Don Antonio Silva, Finance Minister of the Supreme Government of Nicaragua, especially commissioned, and Bedford Clapperton Trevelyan Pim, Commander in the English Navy, for himself and for the Company that will be formed, have agreed on the following contract:

ARTICLE 1. The Republic of Nicaragua concedes to Commander Bedford Pim, of the Royal Navy, and to the Company he proposes to form, the heirs, successors, administrators or assignees of the same, the right of establishing a Transit from the Atlantic to the Pacific Ocean, by means of a Railroad from Monkey Point on the Atlantic, to Corinto on the Gulf of Fonseca, on the Pacific, passing along the northern side of the Lake of Nicaragua, crossing the Tipitapa or Panalaya, and continuing along the southern side of Lake Managua in its entire length to Leon and either entrance indicated above, also the right of preference for any branches proposed by foreigners, or that he or the Company may deem proper to undertake.

ART. 2. It concedes also the unoccupied lands which may be requisite for the route, its necessary and accessory works, as road, wet and dry docks, wharfs, landings, places, stations, warehouses, coal depots, hotels, buildings, electric telegraphs, convenient or half an English mile on each side of the railroad, and in the case of lands belonging to towns or private persons, the right of appropriation in accordance with the laws of the Republic, on payment of the just value of said lands as well as damages as decided by experts; such value being the actual price, without reference to that which it might subsequently attain from the passage of a railroad.

ART. 3. It concedes all the right of using for the railroad or for any accessory works the national products or materials which the unoccupied lands may contain, without any indemnification, and also any national products or materials contained in lands of private persons, upon payment for the appropriation according to law; provided that previous to the occupation of lands or taking possession of the materials, notice is given to the owner and the Prefect of the Department.

ART. 4. The foregoing concession will continue for fifty years, counting from the conclusion of the works; provided the works commence within two years of the final ratification of this contract and are concluded within the seven following years, and in case the works are not commenced or not concluded within the time stipulated, this charter shall be absolutely forfeited.

ART. 5. The Railway enterprise shall enjoy exemption from any import duty on all the material and machinery which they may introduce for their works, and also the persons engaged on the works shall not be interfered with, except only in case of offence against law and police, or foreign war, or of military services of military men in time of peace, without exception, but the establishment of the railroad shall not be an asylum for persons prosecuted by the legitimate authority, neither can any foreign flag be used in such establishment, unless by persons representing foreign governments.

ART. 6. In the event of an inter-oceanic canal being constructed, the works thereof shall not be embarrassed by the Railroad Company; but it is expressly understood that the right of Commander Bedford C. T. Pim and Company, the heirs, successors, administrators or assignees of the same is exclusive only for a Railroad from the Western extreme of Lake Managua and the Port of Tamarinda, which is exclusive to the westward, and that each exchange is not to be understood as against Nicaragua or Central American enterprise.

ART. 7. The persons, goods or mails in Transit from ocean to ocean by the Bedford Pim Railroad, shall be exempt from any trouble or import, and the ships which may arrive at the extreme ports shall also be free from any anchorage or tonnage dues, but the Republic reserves to itself the right to make what regulations it considers necessary in regard to persons who may come to reside in the territory of the Republic for however short a time, and to impose the usual import dues upon whatever articles are intended for interior consumption, and the Railroad shall not knowingly permit such regulations to be eluded or infringed but on the contrary, loyally assist the Government in their fulfilment.

ART. 8. The questions that may arise between the Company and any inhabitant of the Republic, shall be subject to Nicaraguan laws and tribunals, and those which may arise between the Government and the Company shall be settled within the Republic, and according to its laws, by the arbitration of two important persons, whether natives or foreigners, appointed by each party, and in addition of a third chosen by the aforesaid in the event of their disagreement, and in case the two arbitrators cannot agree in the nomination, the ballot shall decide amongst four of whom two shall be nominated by each arbitrator.

ART. 9. The Republic shall receive two per cent. on the gross produce of the undertaking, which sum shall be verified by the books of the Company and paid annually.

ART. 10. The Railroad Company shall have entire liberty of action, and of regulation in the operations of the Transit, so that they shall only be responsible for any damage which it may cause, whether it be to persons or property by any default without any indemnification.

ART. 11. The usual roads on the lands through which the railroad is to pass, are not to be occupied or cut, without being consistently established.

ART. 12. The treaties celebrated with other nations in respect to transit of passengers, goods and mails, as also their protection and the tariffs, being the law of Nicaragua, the Company shall submit to their stipulations.

ART. 13. The Company shall always recognize the sovereignty of the Republic over the territory of the concession from ocean to ocean, without interfering in any way with any other authority.

ART. 14. At the expiration of this contract for any proved default on the part of the Company, in regard to stipulations in favor of the Republic, the railroad and all the accessory works, real and moveable, belonging to the Transit, and which shall exist in the Republic, shall pass into the possession of the Government.

ART. 15. It is especially stipulated that Commander Bedford C. T. Pim and Company, the heirs, successors, administrators or assignees of the same, shall never alienate the present contract or the works made under it to any foreign government, company, or individual, without the consent of the government of Nicaragua.

ART. 16. All persons employed in the Company must maintain the strictest neutrality in anything

relating to the political affairs of Nicaragua, upon pain of immediate dismissal, when the Government gives notice to the Company of their failing to observe this regulation.

ART. 17. The contract shall be of no effect without the acceptance of Congress and without the consultation of the Executive with the Governments of Guatamala and Costa Rica, for which purpose sixty days are given as time for granting the privilege.

Given in the Hall of the Chambers of Deputies, 16th March, 1864.

In witness whereof, we have signed the same in duplicate with our own hands in Nicaragua, on the fifth day of March, A. D. 1864.

ANTONIO SILVA,

BEDFORD C. T. PIM.

C. Bedford C. T. Pim, Commander in the English Navy, in my own name and that of the Company I am about to form, hereby accept, confirm, and ratify the railroad contract which I have signed this day with the Commissioner of the Supreme Government of Nicaragua, Licentiate Antonio Silva, Minister of Finance.

In witness whereof, I sign the same with my own hand in Nicaragua, the fifth day of March, A. D. 1864.

BEDFORD C. T. PIM.

Dubuque and Sioux City Railroad

The Dubuque and Sioux City Railroad Company are successors of the—

DUBUQUE AND PACIFIC RAILROAD

Company, a corporation organized under the code of the State of Iowa, (Title 10, chap. 43,) and invested with ample powers to construct and maintain a "railroad from some point in the City of Dubuque, thence westerly, on the best route towards the Pacific Ocean."

The company was duly organized on the 28th of April, 1853, to continue for fifty years with the right of renewal, and fixed its share capital at $15,000,000, divided into 150,000 $100 shares; and by the eleventh section of the articles of incorporation the directors are authorized to issue bonds or other evidences of debt bearing such rate of interest not to exceed ten per centum as they may deem proper, and to sell the same for such price as they may deem advisable. The same article also authorizes the board to endorse any bonds or other obligations issued for the purpose of assisting in the construction of the road, or any of its branches by any county or town, or by any companies or individuals in the State of Iowa, or any other State. The indebtedness and liability of the company, however, was limited to the sum of ten millions of dollars, unless the company should be specially authorized by law to create a liability exceeding that sum, in which case the liability should not exceed the sum prescribed by such law.

On the 15th of May, 1856, an act was passed by the Congress of the United States "making a grant of lands to the State of Iowa to aid in the construction of certain railroads in said State; and on the 14th of July following, the State having accepted the grant, transferred so much thereof as was appropriated to aid in the construction of a railroad to Dubuque on the Mississippi, to Sioux City on the Missouri River, to the Dubuque and Pacific Railroad Company. This act was duly assented to and accepted by said railroad company in accordance with the terms thereof.

In January, 1857, the legislature of the State passed a further act, authorizing the issue of construction bonds.

The practical effect of the above legislation and proceedings was that the Dubuque and Pacific Railroad Company became endowed with a grant of land of 3,840 acres for each mile of road, or as the road when completed, and including Tete des Morts Branch would be 330 miles long, with a total grant of 1,267,200 acres in alternate sections and located on the line of the projected railroad.

The act of January, 1857, authorized the company to issue any amount of construction bonds necessary to secure the completion and equipment of the road, and to sell the same at any price, the company being forbidden by the law to plead usury against the purchaser.

It may here be observed that the title to the lands granted to the company accrues as expressed in the Act of Congress, granting the same to the State, as each twenty miles of railroad are completed and brought into use.

Under the State law of January, 1857, the company provided for an issue of 7 per cent. construction bonds to the amount of $12,000,000, (principal payable, April 1887, and interest semi-annually April and October in the City of New York,) and secured the same by a mortgage on the railroad, the franchises of the company and the lands donated by Congress. The company also reserved the right to issue $3,000,000 additional should the original issue be found insufficient for the completion and equipment of the road.

In drawing up the mortgage great care was taken to secure—1st, the faithful application of the proceeds of the bonds to the construction of the road; and—2d, the faithful application of the proceeds of the lands to the redemption of the bonds. For this purpose it was provided that the Trustees should hold the bonds when executed, negotiate and sell the same and pay over to the company for work actually done on the road and other necessary expenses under contract, approved by the Trustees and certified to by the Engineer of the Trustees. The lands were conveyed to the Trustees to be under their sole management to be disposed of to the best advantage, and the proceeds thereof to be used solely in redeeming the bonds and paying the interest thereon. The payment of interest was further assured by the payment of $1,000,000 of stock capital, and by the issue of $14,000,000 of optional rights to stock which when exercised would be assessable for interest, after the road is opened for business and by the further pledge of the net income of the road itself. The security thus afforded for the payment of interest, and the ultimate redemption of the bonds was ample and complete. The land grant of the Illinois Central Railroad Company was precisely for the same number of acres per mile, and it was known at this time that the sales by the company had reached nearly 1,000,000 acres, and that the price had been yearly increasing, but had averaged from 1854 to the present time $10 an acre. It was not therefore unreasonable to anticipate that the Dubuque and Pacific Railroad Company would be equally successful with its land grant. The road had, moreover, the advantage of traversing a region of great fertility and one to which population was rapidly accruing. It would also become a part of one of the great thoroughfares of transit across the continent.

The line of route from Dubuque to Sioux City is 319½ miles in length, or only seventeen miles longer than an air line; the maximum grade is 45 feet to the mile; the curves of course are favorable, and there are 65 miles on which no curves are found. Such an easy line, indeed, is probably unequalled in the world.

The first construction contract was let to R. B. Mason & Co., on the 1st of September, 1855, and covered the first thirty miles from Dubuque westward. Including buildings, equipment, etc., the company agreed to pay the contractors $36,666 per mile.

This division of the road was very expensive and of difficult construction; but it was thought best to submit to a large original outlay for the purpose of securing low grades, and thus economize the future workings of the road. It was opened to Dyersville the western terminus of the section on the 11th of May, 1857, and immediately received a fair share of business.

The contractors received in payment for this division of the road $550,000 in construction bonds, and $200,000 in bonds of the City of Dubuque—the balance by the terms of the contract was payable in cash, but the contractors received a portion in bonds at 85 cents.

On the 9th of October, 1856, the Division from Dyersville to Cedar Falls, 70 miles, was let to Mason, Bishop & Co., for $23,500 a mile; and to the same parties on the 18th of March, 1857, the division from Cedar Falls to Fort Dodge 92½ miles for $23,000 per mile, without equipment, but including all buildings, shops, etc., for a first class railroad.

The report of the company for the year ending 31st of December, 1857, furnishes the following information respecting the condition of the property at that date. From Dyersville to Manchester the road was nearly graded; from Manchester to Independence it was one-third graded, and from Independence to Cedar Falls it was partially but less than one-third done. From Dyersville to Nottingham 8 miles the road had been completed and opened for business on the 22d of December 1857, and to date about 40 miles from Dubuque was completed and ready for business. The company had on hand iron enough to lay the track nearly to Manchester, seven miles further west, and it only required about $250,000 to enable the company to continue the track to Independence next fall. This length of road completed, and it was supposed that the earnings the first year would be at least $5,000 a mile. The total earnings on the first 80 miles of the road from the 11th of May to the 31st of December, 1857, had been $28,707, or $957 per mile. As yet it was quite too short to make large earnings. In the meantime the increased value of lands in the counties through which the road passed was very great having been for the counties of Dubuque, Delaware, Buchanan, Black Hawk, Grundy, Butler, Hardin, Hamilton and Webster—in 1856, $28,997,563, and in 1857, $29,298,014.

After the land grant was made to this company many influential parties who had much experience in railroad matters, were desirous of becoming interested in this work. Each had a plan which if adhered to would secure all the money necessary to build the road in five years at the outside. At that time the stock of the Illinois Central Railroad Company was selling at 135 to 140. The

signal success of that enterprise was admitted by all and no other company enjoyed the unlimited confidence of money lenders of America and Europe to the same extent.

Thomas E. Walker, and Abram S. Hewitt two of the directors of that road were willing to act as trustees in negotiating bonds in England. A financial plan was proposed, modelled after that of the Illinois Company.

The company under these auspices executed a mortgage and deed of trust upon the road and land grant to the two gentlemen already named, and F. Schuchardt and Curtis B. Raymond, to secure $12,000,000 of construction bonds with the privilege of using $3,000,000 more. These bonds have been already described.

The trustees were satisfied that the negotiation would be successful, and that one-half the amount would be taken in London as soon as the bonds could be sent over.

The plan did not admit of a stock subscription of more than $1,000,000. At an early stage of the existence of the company two series of mortgage bonds had been issued at 8 per cent.—a first amounting to $450,000, and a second to $200,000. These were converted by the holders into stock, with the proviso that each share of full paid stock should entitle the holder to subscribe for seven shares more when the road was completed to Sioux City. This plan was regarded with so much favor that applications to take stock and pay for it at par in cash were made almost daily from all parts of the country. Applications for bonds were not so numerous, but sufficient could have been sold at Dubuque to meet all the wants of the company.

The policy adopted by the Company in regard to its bonds, was to favor the foreign buyer. It was declared that the English market should have all, or that the negotiations would have to be abandoned. Counter influences, however, were at work, and we soon learn that some jealous parties had been representing that the lands were not good, that the country indeed was little more than a desert plain, and a labyrinth of barren knobs, etc. These reports and presentations led to an examination of the country, by a gentleman deputed for the purpose by English capitalists, which of course occasioned considerable delay. Thus refusing money at home and awaiting that from foreign lands the company found themselves in perplexity, and the work had to be partially suspended. This was done by discontinuing operations beyond Manchester, a small force being retained on the 17 miles from Dyersville to that point.

The examination of the lands lasted until late in the season. In the meantime the negotiation of $6,000,000 for the time being was regarded as a little too large, and it was cut down to $2,000,000. Then came rumors of the Anglo-Indian war, and $500,000 was made the possible limit; and soon after this the great panic and financial crisis of 1857 banished every hope of receiving a single cent from England. At this time the company owned (including means to complete the road to Manchester) a floating debt of $750,000. The report of the examiner however was very satisfactory, but the stingency of the money market was now such that almost every one was down upon all railroad enterprises, and a man suspected of having any sympathy for or relations with them, was marked and regarded as unworthy of credit. The debts which had been incurred on the strength of the ship load of six millions from England, while the bonds were too good for the American market, were left to be paid by the company the best way they could.

Thus thrown back on their own resources the Company came to the conclusion that the only possible method of extrication from their difficulties, was to resort to the original plan of raising means by county and private subscriptions in Iowa; and considering the hardness of the towns it is creditable to the company that the work was not entirely abandoned.

The financial condition of the Company on the 1st January 1858, was as follows:

Capital stock		$838,086 50
1st mort. 20 yrs. 8 p. c. bonds	$450,000	
Deduct retired..	445,500	
		4,500 00
2d mort. 15 yrs. 8 p. c. bonds	$200,000	
Deduct retired..	182,500	
		17,500 00
Construction bonds $943,000, or nett		753,600 00
Bills payable		438,430 98
Individual accounts		3,355 94
Gross earnings (11 May, to 31 Dec.)		51,670 82
		$2,107,144 20
Company expenses from organizat'n.		$14,516 35
Engineering		33,248 83
Salaries		29,146 32
Transportation account		29,231 58
Construction 1st Div..	$1,208,675 60	
" 2d " ..	185,531 54	
" Tete des Morts Br.	25,769 73	
		1,419,976 87
Iron account 2d Division		65,054 00
Equipment		166,822 53
Dubuque depot grounds		20,109 99
Land damages		237,009 96
Bills receivable		15,729 74
Interest account		25,420 72
Individuals accounts		16,052 50
New York office		6,908 43
Cash on hand		9,770 92
		$2,107,144 20

The revenues of the company applicable for the payment of the floating debt and the further construction of the road at this time were:

Unpaid assessments on stock		$61,492 50
Black Hawk County bonds $200,000 valued at		160,000 00
Webster County bonds $200,000 valued at		160,000 00
Land and building lots		1,136,050 00
Bills receivable		15,829 74
Accounts receivable	$16,052 50	
Accounts payable	12,696 56	
		3,355 94
		$1,536,728 18

The Road machinery and tools in shops Jan. 1st 1858, were as follows: 8 locomotives and tenders, 6 passenger and 2 baggage cars, 42 platform and 35 house freight cars, 5 hand cars and 4 trucks which including machinery and tools in work shops and stationary engine were valued at $174,229 41.

The gross earnings of the road since opening had been $51,670 82, and the operating expenses $29,231 58 leaving profits $22,439 24 or 44 per cent of gross income.

A glance at the map of Iowa will show a line of road finished and unfinished extending in a nearly direct line from Dubuque to Sioux City. This is the line of the Dubuque and Pacific Railroad. The Country through which it passes will now be described.

The *First Division* from Dubuque to Dyersville 30 miles traverses a rolling country; the grading is heavy, much of it through rock and very hard earth. The gradients of the whole line are very favorable the maximum being only 45 feet per mile. This division owing to the deep excavations through which it passes will require a greater expense in repairs than any other part of the line. Stone and timber are convenient and of good quality. The body of timber along the Little Maquoketa River will be ample for fuel for several years; and the whole line is amply supplied with water. The soil is not strictly first rate but is capable of sustaining a dense population. The principal mineral is galena which has been profitably worked near Dubuque for many years.

The *Second Division* from Dyersville to Cedar Falls 70 miles passes over an undulating prairie country, but which is far more level than the first division. The grades are more favorable and the general direction of the road is nearly straight, there being no curves less than 2,000 feet radius. In proceeding west from Dyersville the country gradually becomes more level and of richer soil. Building material is abundant and the bottoms of the streams are favorable for solid foundations; material for ballast is convenient. There is a very good body of timber near Delhi and Coffin's, Ead's and Buffalo groves, and sufficiently near for supplying fuel. The timber upon the Wapsipinicon and Cedar rivers is very good, and in sufficient quantity to supply the road for several years.

The *Third Division* from Cedar Falls to Fort Dodge 92½ miles has a good allignment varying little from a straight line. Ballasting material is very abundant. The nature of the soil is such as to warrant the belief that the road can be kept in repairs at a small expense. This division passes over a country far more fertile than either of the divisions already described. It is equal to the best parts of the West. Timber is more scarce than on the second division, but is ample. There is good timber on the Iowa, Boone, Des Moines, and there are large groves. Except at the crossings of the streams there is very little stone. The general character of the country is an open rich prairie producing a heavy growth of grain, and other vegetation. Coal is abundant on the Iowa, Boone and Des Monies. It is a fair quality of bituminous coal. Tracks from the main line of the road can be run into the mines. Gypsum is very abundant and of good quality; also hydraulic cement, building stone etc. Water is everywhere in great abundance.

The *Fourth Division* extending from Fort Dodge to Sioux City 130 miles is generally of the same character as that east of the first named place. To the Little Sioux 75 miles an almost air line is run and there is little variation from level grade. Beyond and to Floyd River the road covers a country more undulating and varied but the soil is as fertile as any on the line. The valleys of the streams make magnificent farms. After leaving Lizzard River a short distance beyond Fort Dodge rock is scarce and difficult to obtain for structures, but ballasting is abundant. Timber too is found in lesser abundance and consists generally of hard wood. Coal which is abundant must supply

its place. The transporting of lumber west and of coal to the east is expected to become a source of great traffic when the road is built.

The Tete des Morts Branch 10½ miles runs down the bank of the Mississippi River. The country is rough and the grade not favorable.

The years 1858 and 1859, were years of struggle with the company. Money was hard to be obtained at any price, and the work of construction was interrupted and slow. It took from the end of 1857 to the fall of 1859, to complete the section from Nottingham to Manchester, and to the end of the year to reach Masonville. Somewhat greater energy was now infused into the company, and as money became more plentiful the work progressed more satisfactorily until May 1860, when the line was completed to a distance of 80 miles from Dubuque, and within 20 miles of Cedar Falls. At this time the capital accounts of the company stood thus:

Share capital	$890,654
Bonded debt	1,393,100
Floating debt	117,354
	$2,401,112

But this sum does not exhibit the full cost of the road as at various times large amounts of the bonds had been cancelled by sales of land, say at least $1,000,000 so that the cost hitherto had been nearly $3,500,000 or $43,850 per mile. The earnings in the meanwhile had been small and inadequate—in 1858, they amounted to only $62,520 and in 1859 to only $58,620 or in the two years to $121,140, from which may be deducted for operating expenses at least two thirds the amount, leaving only $40,380 or $20,190 per annum for interest.

In the meanwhile interest on a large portion of the bonded debt was left unpaid, no more money could be had to proceed with construction, and all work was suspended.

(To be Continued.)

Dedication of Land to Public Use.--Easement.--Right of Railroad Company in Public Highway.--Intrusion upon Real Estate.

The case of Perrin against the New York Central Railroad Company, was an action to recover possession of land in city of Rochester. The defendant claimed that the premises in controversy had, upon a map made by plaintiff, in 1848, of a tract owned by him, been designated as a street, park or open piece of ground, appurtenant to other lots laid down on that map, and that the said street, park or open space of ground, became, and was fully dedicated by the plaintiff as a street or highway, for the use and benefit of the adjoining lots, and as appurtenant thereto, and for the exclusive use and benefit thereof. That all the lots adjoining said street or park were sold by the plaintiff, and were now held and owned by the defendant; and that plaintiff, in and by such dedication and sale, had parted with all his title to, and interest in, the lands sought to be recovered. The action was tried without a jury. The following facts appeared on the trial:

In 1849, the plaintiff was the owner in fee and in possession of a tract of land called the Frankfort tract, in the city of Rochester, of which the premises in controversy were a part. In that year the plaintiff caused said tract to be plotted out and subdivided into 36 lots, and a piece designated "park," bounded on three sides by nine of said lots, and on the fourth side by a public street known as Jones street; and he caused a map of said plot and subdivision to be made for him, and filed and recorded in Monroe County Clerk's Office. The land represented on said map as "park," is the same parcel of land particularly described in the complaint. The plaintiff subsequently sold and conveyed all the said nine lots abutting on said "park," at different times and to different persons; describing them in every conveyance, by their numbers, and by a reference to said map filed and recorded as aforesaid. In 1855, the defendant, under such conveyances from the plaintiff and his grantees, acquired the title to, and now owns and occupies, all of said nine lots abutting on the "park." There is no means of access by any public street or private way, to any of said nine lots last named, other than two of them, except through the said piece called "park," and the railroad track shown on a map which runs out to the public streets of the city. After the sale of two of said lots by plaintiff dwelling houses were erected thereon, and the piece called "park" was used as the only way of access thereto, so long as the dwelling houses remained thereon. They so remained until 1855, when the defendant took possession and removed the same. The piece of land in controversy is now used by the defendant for ingress and egress in respect to the lots so occupied by the defendant, and for other purposes. The defendant has constructed two railroad tracks, running north and south, across and on the piece in dispute, and uses and occupies the same for other purposes; and was, at the commencement of this action, and still is in the possession of the whole of the premises described in the complaint, claiming to be the exclusive and absolute owner thereof.

The Court also found that the space called "park" was designed by plaintiff as a park for the use of the persons who should purchase and own the lots fronting upon and bounded by the same, and also as a street or way of ingress and egress for said persons, with their carriages and teams, and other persons having occasion to go to and upon said lots, but not for the use of the public generally, otherwise; and that it was dedicated by the plaintiff for those purposes. And the judge found and decided as matter of law that the defendant was the owner of said space or "park," and was entitled to the possession thereof. Judgment was ordered in its favor, accordingly, and plaintiff appealed.

WELLES, J.—The question to be determined in this case is, whether, when the plaintiff conveyed the lots abutting on the premises in question, he parted with his title to such premises; and that depends upon the question whether those premises can properly be regarded as a street. If it was designed by the plaintiff as a street, lane, alley, or way for ingress and egress in order to afford communication between the lots abutting upon it and Jones street, which was one of the public streets of the city of Rochester, the law is settled that the conveyance of those lots by the plaintiff carried the grantees to the middle or centre of the piece of ground in question. It was never doubted that in regard to public highways in the country, such was the rule. For the case of Bissell *vs.* these defendants, (23 N. Y. Rep. 61,) it was decided that the same rule applied to streets in a city. The same rule applies also to a river, creek, ditch, wall, or any similar object when given as a boundary. The grant is regarded as extending to a line running through the centre of the river, creek, &c., unless an intention to the contrary appears upon the face of the instrument. In the present case, the map made and recorded by the plaintiff constituted a part of the description of the premises in the conveyances of the lots abutting upon the piece of land in controversy; and if it cannot be collected from the deeds in connection with the map that the plaintiff designed the space indicated on the map as a "park," for a street or passage way merely, the rule referred to will not apply, and the grants will only extend to the exterior line of the park adjoining the lots conveyed.

After a good deal of hesitation, I have come to the conclusion, that when the plaintiff laid out and plotted his tract, which includes the premises in question, he intended that space of land to be, what he has designated it on the map, a park, and not a mere passage way leading by and to the adjoining lots; at least that such was his primary and leading object, and that when he afterwards conveyed the adjoining lots, the presumption is that his intention was the same. I admit that a part of his design was to afford access to the contiguous lots; but that, it seems to me, was subordinate and incidental to the principle and leading object. He had the unquestionable right to devote it to such lawful purposes and uses as he chose. He declares, in substance, that he designed it as a "park." No definition of that word will describe a street or passage way. One of Webster's definition of the word "park" is "an enclosed place in cities, for exercise or amusement." His other definitions of the same word are inapplicable. It is the usual, and so far as I know, the universal practice, when the idea of a street, alley, or lane is intended in the description of the premises in a conveyance, for the grantor to employ those words. But here, the word used fails entirely to convey any such idea. These premises are in no sense a public street, as there is but one entrance, which is at its intersection with Jones street at the east end, and does not terminate at the west end, or communicate elsewhere with any other street or other passage way. It is what is called a *cul de sac*, like Jauncey Court which leads from Wall street in the city of New York. I cannot believe it was intended for a mere lane or alley for passage, although that is possible. I conclude that it was not, in fact, the intention, for the reason that the plaintiff has nowhere so expressed it, but on the contrary, has expressed an entirely different intention. He has declared it to be a park, and has omitted to give it any other designation. It is much wider than we would naturally suppose he would dedicate for the mere purpose of a lane or alley. It is wider than any of the lots laid down on the map. I admit the size or width is of little or no importance in determining whether it was designed for what the plaintiff declared it—a park; but in examining whether it was intended as a mere passage the fact of its unusual width for such purpose has a legitimate bearing on the question. Suppose it had been a piece of ground ten rods square, I apprehend no one would contend that the plaintiff's title would pass by a grant of the adjoining

lots; and yet every consideration in favor of the application of the rule before stated would apply to the case supposed.

We know that in our cities, parks are public and private, large and small. The size has almost nothing to do with the question, whether a park or not. There are parks in the City of New York much smaller than the one in question, for example, those in Park Avenue.

We are to inquire for the plaintiff's intention at the time of the alotment of his tract. It is said that this was not a park because not enclosed. Nothing was enclosed at the time of the alotment, and the question is, did the plaintiff intend to enclose it, if that was essential to make it a park?

If it was essential, we should intend that his purpose was that it should in due time be enclosed. There is another consideration equally potent with any of those stated. Suppose the plaintiff, after he had made the alotment and recorded the map, had conveyed one of said two lots which are accessible only by said piece called "park," and the railroad track, by the same description as used in the description of those which he did convey, as stated in the case. The lot I refer to, is bounded on the east by Jones street, and on the south by the premises in question. According to the theory of the defence the grantee would take to the centre of the premises. And suppose the plaintiff, at the same time or afterwards, should convey the other of said lots, lying opposite and bounded on the east by Jones street, by a similar description except the number; by the same theory the grantee in the last conveyance would take to the same centre on the south side, so that all the other lots bounding on the premises in question would become completely shut out from any public street or highway. This, it seems to me, could never have been the intention, and cannot be the operation of the conveyances of the lots adjacent to the premises in question.

If the foregoing conclusions are correct, the judgment should be reversed and a new trial ordered.

Judgment reversed.

Legal Tender Decision.

Hon. S. P. Johnson, presiding at Erie, Pa., has rendered an important decision in reference to legal tender notes:

The plaintiff had deposited six hundred and twenty dollars of gold with defendants and taken a certificate of deposit payable in gold, dated May 1, 1862, and claimed the market value in gold at the same time suit was brought. By arrangement of the parties the premium on gold was fixed at fifty per centum. The defendants claimed the right to pay the certificate of deposit in legal tender Treasury notes, under act of Congress of 25th of February, 1862, and tendered plaintiff notes for the par value of the certificate of deposit not payable in money, but expressly payable by a return of the deposit *in kind*, is not a debt within the act of Congress aforesaid, and therefore the plaintiff was entitled to recover the market value in gold. The Court also held that the certificate of deposit containing an express promise to pay gold was a waiver of the right or privilege of paying in legal tender notes; that although debts are payable in legal tender notes, the right or privilege to pay with such notes may be waived as well as the right to exemption, stay of execution, trial by jury, and many other statutory and constitutional rights which have long been held liable to be waived by the acts or arguments of parties interested.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending May 13th, 1864, was as follows:

Passengers	$20,055 51
Freight and live stock	30,875 91
Mails and sundries	1,575 01
Total	$52,506 43
Corresponding week of 1863	46,863 26
Increase	$5,643 17

The earnings of the Marietta and Cincinnati Railroad for the 2nd week of May, were:

	1864.	1863.
Passengers	$13,583 58	$3,251 61
Freight	6,597 11	4,304 87
Mail, express & telegraph	1,169 58	750 00
Total	$21,350 27	$8,306 48
This month to date	$44,706 54	$16,854 23

The earnings of the Chicago and Alton Railroad Company for the week ending May 15, were:

	1864.	1863.
Passengers	$15,020 10	$13,001 55
Freight	18,547 63	22,162 64
Sundries	1,474 34	1,719 73
Total	$35,042 07	$36,883 92
Decrease 1864		$1,841 85

The earnings of the Galena and Chicago Union Railroad for the week ending May 15, were:

	1863.	1864.
Freight	$21,989 58	$31,054 66
Passengers	7,810 35	11,987 21
Mails, &c	1,300 00	1,300 00
Total	$21,099 93	$44,341 87
Increase 1864		$13,241 94

The earnings of the Chicago and Northwestern Railway for the week ending May, 14 1864:

Passengers	$11,721 86
Freight	24,248 82
Mail	584 37
Express	384 17
Total	$36,939 22
Same period last year	23,589 30
Increase 56½ per cent.	$13,349 92

The earnings of the Michigan Central Railroad for the 2nd week in May, 1864, were $63,016 07
Corresponding week of previous year 49,335 87
Increase $13,680 20

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2nd week in May, 1864, were $36,927 42
Corresponding week of previous year 18,072 85
Increase, 104 per cent $18,854 57

The increase since January, is $204,191—62 per cent.

The earnings of the Chicago and Rock Island Railroad for the second week in May, 1864, were $38,886 00
Corresponding week of previous year 29,373 00
Increase $9,463 00

The earnings of the Grand Trunk Railway for the week ending May 14, 1864, were:

Passengers	$25,920 96
Express freight, mails and sundries	2,500 00
Freight and live stock	61,505 89
Total	$89,926 85
Corresponding week, 1863	74,531 67
Increase	$15,395 18

The Detroit and Milwaukee Railroad traffic for the week ending May 19, 1864:

Passengers	$9,405 22
Freight and live stock	13,291 29
Mails and sundries	645 15
Total	$23,341 76
Corresponding week last year	20,112 89
Increase	$3,228 87

The earnings of the Illinois Central Railroad the 3nd week in May, 1864 $93,218 00
Corresponding week in 1863 76,847 00
Increase $16,371 00

Railroad Earnings--Monthly.

The earnings of the Housatonic Railroad for April, 1864, were $29,473 99
Corresponding month of previous year 22,145 56
Increase $7,328 43

The earnings of the Toledo and Wabash Railroad Company for the month of April, 1864, were $123,987 36
Corresponding month of previous year 132,110 54
Decrease $8,123 18

The earnings of the St. Louis, Alton and Terre Haute Railroad for April, 1864 $157,785 55
March, 1863 123,115 01
Increase $34,670 54

The gross earnings of the Ohio and Mississippi Railroad for the month of April, 1864, were:

	1864.	1863.
Eastern Division	$153,448 31	$146,273 30
Western Division	106,318 16	100,419 06
Total	$259,766 47	$246,692 36
Increase		$13,074 11

☞ The Chicago and Great Eastern Railway Company are offering for sale the remainder of their issue of 7 per cent. first mortgage bonds.

Missouri River Valley Railroad.

The stockholders of this company have unanimously voted to transfer its rights and franchises to the North Missouri Railroad Company, and executed a deed to the North Missouri Railroad Company for this purpose. This gives to the North Missouri road the control of the line that is to be built to connect it with St. Joseph. This line has now applicable to its construction $700,000 of the first mortgage bonds of the North Missouri Railroad, well secured, 25,000 acres of land in Chariton County, $175,000 subscribed by Carroll County and $200,000 subscribed by Ray County. The first fifteen miles of the road next to the North Missouri Railroad has been graded. The construction of the road will be commenced as soon as the bonds are prepared and negotiated. —*St. Louis Republican.*

It will be seen by the foregoing that there is a project in process of execution by which a railroad will be constructed from a point on the North Missouri road to St. Joseph by our city. The road leaves the North Missouri road at Huntsville, and then pursues an air line route westward to Leavenworth, then to intersect the Platte country road, then to St. Joseph. Fifteen miles of the road have already been graded, and the arrangement just completed will ensure its speedy construction throughout the entire length of the route. The road is to be constructed from Huntsville to the Mississippi river, there to connect with the eastern roads. When the road shall have been completed from our city to the Mississippi river it will be the most direct route from Kansas to Washington and all the eastern cities. It will be some eighty miles shorter from our city route to St. Louis than by any other.—*Leavenworth Bulletin.*

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5		3¼
Acton Vale ..... Ca	50,000	5		2
Adventure ..... L. S.	20,000			
Albany and Boston "	2 ,000		14¼	24
Algomah ..... "	20,000		2	1¾
Alliance ..... Ca.	200,000	2½		
Allouez ..... L. S.	20,000		1	3½
American ..... Ca.	200,000	2½		
Amygdaloid ..... L. S.	20,000			
Annapolis ..... Md.	50, 00	10		
Arizona ..... Ariz. T.	10,000	100		
Ascot ..... Ca.	20,000	20		
Astor ..... L. S.	20,000		1	6½
Atlas ..... "	20,000		1	6½
Aztec ..... "	20,000		1	8½
Balt. and N. C ..... N. C	2 ,000	5		20•
Bare Hill ..... "				5½
Bay State ..... L. S.	20,000		3½	21
Beaver ..... "	20,000		1	
Bedford ..... Ca.	125,000	5		2
Black River ..... "	200,000	2½		4½c
Bohemian ..... L. S.	20,000		7½	10½
Bolton ..... Ca.	20 ,000	5		1
Boston ..... L. S.	20,000		5•	4½
B. and Corinth ..... Vt.	20,000	10		
Brooklyn ..... L. S.	20,000		2	
Brome ..... Ca.	100,000	5		1½
Cabot ..... L. S.	20,000			¼
Caledonia ..... "	20,000			13
Cambridge ..... "	20,000		5	25c
Canada ..... Vt.	100,000	1		4½
Carp Lake ..... L. S	20,000			4½
Cascade ..... "	20,000			
Central ..... "	20,000			70
Champlain ..... Ca.	200,000	1½		
Chatham ..... "	200,000	2		
Chaudiere ..... "	100,000	1		50c
Chester ..... "	200,000	1		22•
Cheticamp	30,000	5		
Chippowa ..... L. S.	20,000			
Cleveland ..... Ca	100,000	5		
Cliff ..... L. S	20,000			
Clifton ..... "	20,000			
Collin ..... "	20,000		¼	
Columbian ..... "	20,000		4½	10½
Consolidated ..... "	20,000		5	5½
Copper Falls ..... "	20,000		24½	46
Copper Harbor ..... "	20,000		1	
Copper Hill ..... "	200,000	1		
Copperas Hill ..... "	50,000	10		
Cornwall ..... Vt.	100,000	2		60c
Dacotah ..... L. S	20,000			5½
Dana ..... "	20,000		3½	3½
Deep River ..... N. C.		5		20c
Delaware ..... L. S	20,000			12½
Derby ..... "	20,000			1½
Devon ..... "	20,000		1	
Dorchester ..... "	20,000		6	
Douglas ..... "	20,000			
Dover ..... Ca.	200,000		1	
Dudley ..... L. S.	20,000		¼	6½
Dunham ..... Ca.	200,000	2		30c
Durham ..... "	200,000	5		30c
Eagle River ..... L. S.	20,000		3½	7½
El Dorado (Silver) "	20,000			
Escot ..... Ca.	25,000	20		4
Essex	200,000			
Etna ..... L. S.	20,000			15
Eureka ..... "	20,000			
Everett ..... "	20,000		5•	4
Evergreen Bluff.. "	20,000			17
Flint Steel ..... "	20,000			10
Forest City ..... "	20,000		3	
Forest Shepherd .. "	20,000		6	
Franklin ..... L. S.	20,000		6½	55
French Creek ..... Pa.	100,000	5		1½
Gardner City ..... L. S.	20,000			
Gardner Hill ..... "	20,000		5	1
Girard ..... "	20,000			6
Glade ..... "	20,000		1	
Glencoe ..... Ca.	200,000	1		30c
Globe ..... L. S.	20,000		1	
Grand Portage ... "	20,000		1	
Grand Trunk ..... Ca.	100,000	5		5½
Great Western ... L. S.	20,000		2	5½
Green Mountain ... Vt.	20,000	10		11½
Guilford ..... L. S.	20,000		5	28c
Hamilton ..... "	20,000			7
Hancock ..... "	20,000		6½	15
Hanover ..... "	20,000		¼	4½
Hartford ..... "	20,000	25	12½	
Hazzard ..... "	20,000			
Highland ..... "	20,000		7	8
Hilton ..... "	20,000			4
Hope ..... "	20,000		¼	2½
Hudson ..... "	20,000			
Hulbert ..... "	20,000			
Humboldt ..... "	20,000		2	11½
Hungarian ..... "	20,000		1	
Huron ..... "	20,000		16	41
Indiana ..... "	20,000			6
Inverness ..... "	200,000	2½		
Isle Haute	40,000			
Isle Royale ..... L. S.	20 000	5	16	24

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000			
Keweenaw ..... "	20,000			
Kickapoo ..... "	20,000			
King Phillip ..... "	20,000		1	
Knowlton ..... "	20,000		2	
Lafayette ..... Ca.	200,000	1	1	9
Lake ..... "	200,000	1		10c
Lawrence ..... L. S.	20,000			
Lennoxville ..... Ca.	100,000	5		1½
Logan ..... "	100,000	3		2½
Lyster ..... "	200,000	2		
Madison ..... L. S.	20,000		1	5½
Malden ..... "	20,000		1	
Mandan ..... "	20,000		2½	6½
Manhattan ..... "	20,000		2½	7
Marquette ..... "	20,000			6
Maryland ..... Md.		5		1½
Mass ..... L. S.	20,000			
Massachusetts ..... "	20,000			
Mendota ..... "	20,000			4½
Merrimac ..... "	20,000			4½
Meteor ..... "	20,000			
Mesnard ..... "	20,000		5½	10½
Michigan ..... "	20,000			
Middlesex ..... "	20,000			
Mineral Hill				5½
Minnesota ..... L. S.	20,000		5½	54
Missisquoi ..... Ca.	150,000	2		1½
Montezuma ..N. Mex.	300,000	5		
Morrison ..... L. S.	20,000			
Nashua ..... "	20,000			
National ..... "	20,000		5½	31
Native ..... "	20,000		3	3½
Naumkeag ..... "	20,000		1	2½
Nelson ..... Ca.	200,000	1		10c
Nequnket ..... L. S.	20,000		1	
Nevada (Silver) .. "	20,000			
New England ..... "	20,000		2	3½
Newton ..... Ca.	200,000	1		
New York ..... L. S.	20,000			
N. Y. & Passaic.. N. J.	100,000	5		
North Cliff ..... L. S.	20,000		4	7½
North Silver Lake "	20,000			
North State ..... "	20,000		3	15c
North Sutton ..... Ca.	100,000	5		1½
North Western.... L. S.	20,000		7½	14
Norwich ..... "	20,000			
Ogima ..... "	20,000			5½
Ontonagon ..... "	20,000			44
Ottawa ..... Ca.	200,000	1		90c
Pacific ..... L. S.	20,000			
Pennsylvania ..... "	20,000	25	2½	12
Petherick ..... "	20,000		2½	16½
Pewabic ..... "	20,000		3½	64½
Phila. & Boston.. "	20,000		15	
Phœnix ..... "	20,000			34
Pittsburg & Boston "	20,000		5½	93
Pontiac ..... "	20,000		3½	6
Prince of Wales ...Ca.	200,000			
Providence ..... L. S.	20,000			2½
Quincy ..... "	20,000		10	92
Reid Hill ..... Ca.	200,000	1		
Reliance ..... L. S.	20,000			1
Richford ..... "	60,000	5		
Ridge ..... L. S.	20,000			
Rockland ..... "	20,000		5	13
Roscoe ..... Ca	200,000	1		65c
Rudisell ..... "	20,000			
St. Clair ..... L. S.	20,000		3	12
St. Flavien ..... Ca.	100,000	5		
St. Francis ..... "	100,000	5		
St. Mary's (L. & M.) L. S.	20,000		8½	9
Salem ..... "	20,000		1	
Sharon Consol ..... "	20,000			
Sheldon ..... "	20,000			16
Silver Creek ..... "	20,000		1	
Silver Hill ..... "	20,000			20c
Silver Lake ..... "	20,000			
Silver Valley ..... "	20,000			30c
Southampton ..... Ca.	100,000	5		
South Bedford ..... "	200,000	2		
South Side ..... L. S.	20,000		3	5
Springfield ..... Md.		5		2½
Stadecona ..... Ca.	100,000	5		
Star ..... L. S.	20,000		7½	9
Stark ..... Vt.	100,000	2		
Strafford ..... "	30,000	10		2½
Superior ..... L. S.	20,000		4	9
Sussex ..... "	20,000			
Sutton ..... Ca.	100,000	5		1½
Toltec ..... L. S.	20,000		20	2
Tremont ..... "	20,000		5•	4
Union (L. & M.) .. "	20,000			
Vernon ..... "	25,000	10		
Victoria ..... L. S.	20,000		1½	
Vulcan ..... "	20,000			
Washington ..... "	20,000			
Waterloo ..... Ca.	100,000	3	4•	1
Waukegan ..... L. S.	20,000			
West Minnesota.. "	20,000		2½	3
Wickham ..... Ca.	200,000	5		66c
Wickopee ..... "	100,000	5		54
Winthrop ..... L. S.	20,000		3½	6
Wyandotte ..... "	20,000			

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50		11½
East River	6,000	50		
George's C'k C. & I. Md.	10,000	100		118
Harewood ..... "	20,000	5		
Kahtadin ..... Me.	3,000	100		
Lake Superior .... L. S.	20,000	25		
Massachusetts	25,000	1		
Mount Pleasant .... Pa.	10,000	10		
Teal Lake ..... L. S.				6
Tyson	20,000	10		
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5		
Bucks County ..... Pa.				1½
Canada ..... Ca.	50,000	5		
Clute				1½
Crystal Lake				
Erie				
Gay's River	100,000	2		
Hampton	100,000	5		
Keystone ..... Pa.				3½
Lancaster				
Macomb ..... N. Y.	100,000	5		4½
Mineral Point	100,000	5		
Mount Hope ..... N. Y.	80,000	5	2½	
National	200,000	1		
New Jersey ..... N. J.	12,000	100		110
N. Y. & Boston.. N. Y.	100,000	5		3
Oswegatchie ..... Ca.	100,000	5		1
Placentia Bay..... N. F.				1½
Ramsay ..... Ca.	20,000	25		
Rossie ..... "	100,000	5		
Shawangunk ..... N. Y.	100,000	5		
Sussex ..... N. J.				75c
Union	100,000	5		57c
Wallkill ..... N. Y.				4½
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25		103
Ashburton ..... "	50,000	50		40
Atlantic & G. C .. Md.				1½
Baltimore ..... "		100		
Bear Valley ..... "	40,000	12½		18
Beaver Meadow .... Pa.	100,000	50		
Belmont ..... "	10,000	50		
Big Mountain ..... Pa.				8½
Blackhall ..... N. S.	8,000	25		
Boston & Pictou. "	100,000	5		
Bridgeport ..... Pa.	30,000	10		
Broad Mountain ... "	30,000	10		
Butler				26½
Cape Briton ..... N. S.	200,000	2½		
Carbondale ..... Pa.				
Central ..... "				73
Clinton ..... "				2½
Coal Brook ..... "	4,000	50		
Continental	10,000	50		73½
Cumberland (pref.) Md.	50,000	100		74
Daniel Webster ...	5,000	100		
East Mahanoy ..... Pa.				
Everhart	50,000	25		
Franklin ..... Pa.	5,000	100		94½
Fulton ..... "				9½
Gilberteon	5,000	100		
George's Creek .... Pa.	10,000			
Grand Tunnel	4,000	100		
Green Mountain... Pa.				6½
Hampton & Balt.. Md.				109
Hazleton ..... Pa.	32,300	50		71
Henry Clay	3,000	100		
International .... N. S.	20,000	50		
Lawrence ..... Pa.	2,000	100		
Locust Mountain ... "				50
Lorberry ..... "	4,000	100		
Macau ..... "	2,000	100		
Mahanoy ..... "	1,000	20		
Metropolitan ..... "		100		
Middle Coal Fields.. "				20
Milford	2,500	50		
Mill Creek ..... Pa.				
Mulgrave	2,000			
Narraganselt ..... R. I.	8,000	10		
New Creek ..... Pa.				1½
North. & Luzerne .. "				
Penn. ..... "	100,000	50		200
Penn. Cannel ..... "	6,000	50		
Picton ..... "	4,000	100		
Pine Knot ..... Pa.	4,000	50		
Port Hood	4,000	100		
Potomac ..... Md.	40,000	10		
Powell ..... Pa.				
Preston ..... "				
Princess Alex..... N. S.	5,000	100		
Ridgeway				
St. Clair ..... Pa.	5,000	100		25½
Schuylkill Valley... "	20,000	10		
Shawmut	6,000	50		
Short Mountain ... Pa.	16,000	50		49
Stafford				
Suffolk	4,000	100		
Sugar Loaf ..... Pa.				
Summit ..... "	40,000	20		
Susq. Coal & C. Mt. "				5½
Tamaqua ..... "				
Vandermark	20,000	50		
Wyoming Valley..Pa.				67

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10		
Acadia (G.) ..... N. S.	100,000	3		
Albion (G.) ..... "	100,000	3		2½
Alpine (G.) ..... Col.	150,000	10		
Alps (G.) ..... "	100,000	5		
American ..... "	200,000	2		
Am. & Mex. (S.) .. N. M.				
Am. Pioneer ..... A. T.				
Arizona (Silver) .. "				
Atlantic (G.) ..... N. S.	100,000	2		2
At. & Pac. (G. & S.) Nev.	50,000	15		23
Bay State (G.) ..... Col.	200,000	5		
Beacon (G.) ..... N. S.	200,000	2		
Benton (G.) ..... "	100,000	5		
Black Hawk (G.) "	50,000	100		
Boston (G.) ..... "	10,000	50		
Briggs (G.) ..... "	10,000	100		
Bullion (G.) ..... "	200,000	25		
Burroughs (G.) ... "	100,000	10		
Canadian (G.) ..... Ca.	200,000	2		
Central (G.) ..... Col.	50,000	20		17½
Chaudiere (G.) .... Ca.	100,000	5		2½
Chebucto ..... N. S.	100,000	5		1
Colonial (G.) ..... Ca.	100,000	5½		33•
Colorado (G.) ..... Col.	50,000	10		4½
Consol. Greg'y (G.) Col.	50,000	100		20
Copalinahe (G.) .... "	200,000	20		
Corisannie (G.) .... "	100,000	10		5
Corydon (G.) ..... "	100,000	25		4½
Day & Bushnell (G.) C.	300,000	10		
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	1		
El Dorado (G.) ... Nev.	100,000	5		
Empire (S.) ..... "				
Empress (S.) ..... "				
Eureka (G.) ..... Cal.				
Excelsior (G.) ..... Col.	30,000	10		14
Frankfort (G.)	100,000	2		
Garrison's (G.) ..... Col.	100,000	5		
Gilbert River (G.).. Ca.	100,000	5		1
Gilpin (G.) ..... Col.	100,000	5		
Gold ..... "	100,000	5		4
Gold Field	50,000	10		
Gold Hill	50,000	10		
Gold River	100,000	3		
Gould & Curry (G. & S.) N.				
Gunnell (G.) ..... Col.	300 000	10		4
Halifax (G.) ..... N. S.	200,000	2		50c
Harmon (G. & S.) Nev.				
Holman (G.) ..... Col.	150,000	2		
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5		2
Isabella (G.) ..... Col.				
Kennebec (G.) ..... Ca.	100,000	5		
Kent (G.) ..... N. S.	200,000	1		
Lake (G.) ..... Col.				
Lake Major ..... N. S.	12,000	50		
Libertad (G. & S.) Mex				
Manhattan (G.) ..... Col.	100,000	10		
Mariposa (G.) ... Cal.	100,000	100		47
Massachusetts (G.).. Ca.	500,000	5		
Mex. Pac. (G. & S.) Mex.	100,000	100		
Montague (G.) .... N. S.	50,000	10		
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5		
Mt. Alpine (G.) ... Col.	250,000	5		
Mt. Vista (G. & S.) Nev.	50,000	10		
New England (G.) Col.	50,000	5		3
New Gregory (G.) "	50,000	10		
New York (S.) ..... "	100,000	10		
N. Y. & N. S. (G.) N. S.	100,000	5		1½
Nova Scotia (S.) ... "	100,000	2		2½
Oldham (G.) ..... "	100,000	2		
Otate (S.) ..... Mex.				
Palma (S.) ..... "				
Peck (G.) ..... N. S.	100,000	5		
Peninsular (S.) .. L. Cal.				
Picacho (S.) ..... A. T.	50,000	50		
Pontiac (G.) ..... Col.	50,000	20		
Prince Albert (G.) .. Ca.	100,000	2		14
Quartz Hill (G.) ... Col.	100,000	100		12
Quicksilver ..... Cal.	40,000	25		82½
Renfrew (G.) ..... Ca.	120,000	2½		
Riviere du Loup (G.) "	20,000	10		
Rocky Mt. (G.) ..... Col.				11½
Sacramento (S.) .. Nev.				
San Antonio (S.) .. A. T.	60,000	50		
Santa Clara (Q.) ... Cal.				
Santa Rita ..... Ariz. T.				
Scottie (S.) ..... Ariz. T.				
Sherbrooke (G.) N. S.	100,000	10		
Sierra Nevada (G.) Col.				
Silver Hill (S.) ... Nev.				
Sonora (S.) ..... Ariz. T.				
Southam (G.) ..... N. S.	100,000	5		
Stafford (G.) ..... Ca.	100,000	5		2½
Star (G.) ..... Col.	100,000	25		
Stewart (G.) ..... Ca.	100,000	5	4	2½
Tascher (G.) ..... "	50,000	10		
Victoria (G.) ..... "	100,000	2		
Waverly (G.) ..... "	50,000	10		
Windsor (G.) ..... Col.	100,000	10		
United States (G.). "	75,000	20		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single t'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	1.62	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	46
30 Nov. '62	4.30	—	134	20	—	Broadway, Boston	118,020	60,200	—	750	69,580	9,225	12½	....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	127½
30 Nov. '62	0.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	1,932	—	—	—	....	46½
30 Nov. '62	12.43	—	125	23	—	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	100
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	—	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	55
30 Nov. '62	6.33	—	290	42	—	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	9½
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,600	2,500	5	....	32½
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	—	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	—	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	55
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	—	Worcester	60,000	—	—	—	—	—	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30.000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	....	....	....	....	....	....	....	....	....
30 Sep. '62	10.76	—	....	....	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	....	59	25	Brooklyn Central & Jamaica	794.912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	19.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	55
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Central City (Syracuse)	....	....	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Central P'k, N. & E. Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	....	....	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	60
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	....	....	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	....	....	....	—	Fourteenth Street (N. Y.)	....	....	—	—	....	....	....	....	....
30 Sep. '62	4.52	—	....	....	—	Grand St. & Newtown (W'g)	....	....	—	—	....	....	8	....	....
30 Sep. '62	4.63	—	....	....	—	Harlem Br., Morris'n & Ford'm	....	....	—	—	....	....	....	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.00	10.00	....	42	—	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	....	....	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	70
30 Sep. '62	....	—	....	....	—	Seventh Avenue (N. Y.)	....	....	—	—	....	....	—	....	185
30 Sep. '62	8.87	—	533	50	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	120
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	296	250	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	....	....	—	Orange and Newark	....	....	—	—	....	....	....	....	....
31 Dec. '62	5.99	—	....	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	61½
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	14	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	34
31 Oct. '62	16.73	—	267	46	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	62
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	60½
31 Oct. '62	5.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	30½
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14½	....	41½
31 Oct. '62	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	—	19	—	Pittsb., Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	—	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.09	—	69	10	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	0.16	—	—	—	—	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	15
31 Oct. '62	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,087	286,896	131,645	24	....	77
31 Oct. '62	6.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	16
31 Oct. '60	3.35	—	....	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	14
31 Oct. '60	7.65	1.51	170	39	5	16th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,807	13	....	52½
31 Oct. '62	6.25	—	124	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	23
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	72
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	22½
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.63	—	....	....	....	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	....	....	....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.30	—	....	....	....	St. Louis	226,504	226,504	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica: 1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	100
Central Park, East & North River: 1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]: 1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury: 1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1860	108
Germantown: 1st Mortgage	250,000	7	J. & J.	1860	....
Green and Coates St.: 1st Mortgage	82,000	7	J. & J.	1870	111
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1860	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose: 1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown: 1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan: 1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex: Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue: 1st Mortgage	22,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1880	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1880	....
Pittsburg, Allegheny and Manchester: 1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	22,800	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	100,000	7	J. & J.	1871	....
Quincy: Plain bonds	20,000	—	M. & S.	1908	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue: 1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1903	112
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue: 1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk: 1st Mortgage	25,500	6	M. & S.	1872	....
Third Avenue: 1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union: Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1879	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	120
" " " coupon		6	" "	1867	124
Loan of Dec 31, 1848 registered	8,908,342	6	" "	1868	128
" " " coupon		6	" "	1868	124
Texas Indemnity, of Sep. 9, 1850 coupon	3,461,000	5	" "	1865	173
Loan of June 14, 1858 regis'ered	20,000,000	5	" "	1874	105
" " " coupon		5	" "	1874	104½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	102
" " " coupon		5	" "	1871	100
Oregon War Debt of June, 1861 coupon	1,026,000	6	" "	1881	112
" " " " coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 registered	10,415,000	6	Jan. & July.	1881	114
" " " coupon		6	" "	1881	114½
Loan of July 17, 1861 registered	50,000,000	6	" "	1881	115
" " " coupon		6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s) registered	40,230,000	6	May & Nov.	1882	107
" " " (5-20s) coupon	350,000,000	6	" "	1882	107½
Treasury Notes of Feb. & Aug. 1861 coupon	52,931,000	7.3	Feb. & Aug.	1864	111
" " Apr. & Oct. 1861 coupon	86,989,500	7.3	April & Oct.	1864	112
Treasury Notes of 1863 (legal tender) coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	----	----	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's' notice	----
" "	70,814,639	5	" "		----
Certificates of Indebtedness (coin)	187,093,241	6	" "	1 year	----
" " (currency)		6	" "	1 year	98½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) coupon	899,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State) "	610,000	6		1868	----
" " " (" ") "	38,000	5		1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July	1878	136
" " " 1860 "	198,500	7	" "	1880	----
" —War bonds "	610,004	7	" "	1872	----
Connecticut War Fund bonds coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " "		6	" "	'81-'82	105½
" " " " "	1,000,000	6	" "	1883	----
Florida—State bonds coupon	143,000	7	----	----	----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) "	2,073,750	6	" "	'63-'80	90
" " " (R. R.) "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock inscribed	1,970,967	6	Jan. & July.	1870	103
" " " " bonds "	1,322,085	6	" "	1877	102
" —Interest stock "	737,223	6	" "	1900	100
" —Refunded stock coupon	2,187,000	6	" "	'63-'80	106
" —War bonds "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling) "	1,778,423	6	" "	1870	100
" " " (dollar) "	1 969,397	6	" "	1870	102
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	85
" " " " coupon	2,058,173	2½	" "	1886	65
" —State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds coupon	1,371,780	6	May & Nov.	1881	95
" —Canal Preferred stock "	4,079,500	5	Jan. & July.	----	85½
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock "	1,243,000	5	" "	----	----
" " special stock "	479,545	5	" "	----	----
Iowa—State stocks coupon	200,000	7	Jan. & July	1868	----
" " " (war loan) "	500,000	7	" "	'81-'82	----
" " bonds to School Fund "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	----
" " " " "	54,000	7	May & Nov.	1878	----
" " " (domestic) "	65,000	6	July.	1883	----
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " " "		5	" "	'81-'91	----
" " " " "		5	" "	'93-'96	----
" " " (bank) "	600,000	5	" "	1891	----
" " " " "	67,500	6	" "	'91-'96	105
" " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	----	d'm'd.	69
" " " (R. R. etc.) "	3,902,000	6	----	'67-'99	----
" " " (banks) "	5,398,533	6	----	----	----
" " " (war loan) "	670,000	6	----	----	----
Maine—State bonds coupon	----	6	Mar. & Sept.	'63-'77	104
" " " (war loan) "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g) coupon	816,000	5		1865	----
" " " (st'l'g conv.) "	200,376	5		1865	----
" " " (st'l'g) "	5,585,555	5		'89-'90	104½
" " " (st'l'g conv.) "	2,490,569	5		'89-'90	108
" " " (dollar) inscribed	500,000	3		1890	----
" " " (") "	100,000	4½	Chiefly quarterly.	1888	----
" " " (") "	767,500	5		'42-'58	----
" " " (") "	399,408	5		1880	----
" " " (") "	148,711	5		'89-'90	108
" " " (") "	133,689	6		pleas.	----
" " " (") "	3,000,000	6		1870	107
" " " (") "	35,000	6		1885	----
" " " (") "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " (T. & G. R. R.) "	508,380	6	" "	'88-'90	----
" " " (" ") dollar	416,500	6	" "	'90-'91	121
" " " (" ") "	300,000	5	" "	1893	108½
" " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" " " (Cons. St'k sc.) "	150,000	6	" "	1870	----
" " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" " " (" ") "	346,000	5	April & Oct.	'65-'74	----
" " " (" ") "	200,000	5	May & Nov.	'66-'72	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" " " scrip	200,000	6	" "	'64-'66	----
" " " "	247,000	6	June & Dec.	'68-'72	----
" " " "	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" " " " "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan "	500,000	5	May & Nov.	1891	119
" —Coast Defence Loan "	1,000,000	5	" "	1883	118½
" —Back Bay Loan "	168,000	5	" "	1890	----
Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan (" ") "	567,000	7	" "	1896	103
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'86	----
Minnesota—State bonds coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) "	2,275,000	7	" "	1885	----
Mississippi—State bonds (Banks) coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1865	68½
" — " " " "	199,000	6	" "	1865	70½
" — " " " "	100,000	6	April & Oct.	1865	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1865	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. coupon	7,000,000	6	" "	'72-'88	77½
" — " " S. W. Branch "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	92
" — " " N. Missouri "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton "	650,000	6	" "	'87-'89	----
" — " " Platte Co. "	700,000	6	" "	1889	----
" —Revenue bonds "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants "	780,000	----	----	----	----
New Hampshire—State bonds coupon	535,100	6	Feb. & Aug.	1876	103
" " —Notes "	200,000	6	----	----	----
New Jersey—State stock registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) coupon	531,820	6	" "	'65-'71	----
" " " (" ") "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans	348,107	5	" "	pleas.	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	6	May & Nov.	1888	107
" " — " " " "	1,189,781	6	Jan. & July	pleas.	----
" " — " " " "	1,300,000	6	" "	'68-'78	115
" " — " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,098	5	----	d'm'd	----
" " — " " " "	11,050	5½	----	d'm'd.	----
" " — " " " "	14,230	6	----	d'm'd.	----
" " — " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1887	----
" " —Canal Fund Loans	6,922,274	5	" "	'65-'74	109½
" " — " " " "	15,889,025	6	" "	64-'76	111
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds coupon	9,129,505	6	Various.	Var.	56
Ohio—State bonds (foreign debt) coupon	1,806,905	6	Jan. & July.	1860	110½
" — " " (" ") "	1,015,000	6	" "	1865	94
" — " " (" ") "	379,866	6	" "	1868	----
" — " " (" ") "	2,183,532	6	" "	1870	105
" — " " (" ") "	1,600,000	6	" "	1875	106½
" — " " (" ") "	4,095,300	6	" "	1881	106½
" — " " (" ") "	2,400,000	6	" "	1886	106
" — " " (domestic debt)	275,385	6	" "	1863	108
" — " " (war loan) coupon	299,704	6	" "	1866	----
" — " " (" ") "	250,000	6	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July.	due.	98
" — " " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	100½
" — " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds coupon	200,000	4½	Jan. & July.	1882	101½
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July.	1865	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	101½
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	102
" — " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	104
" —State bonds coupon	600,000	5	Jan. & July.	1884	----
" —Bank Charter Loans	360,327	5	----	----	----
" —Relief Notes in circulation	97,360	----	----	----	----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	104½
South Carolina—State bonds (stg) coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'65-'90	----
" " —State b'ds (railroads) coupon	1,310,000	6	----	1877	50
Tennessee—State bonds (banks) coupon	1,125,000	6	----	1852	57
" — " " (intern. impr.) "	2,063,606	5	----	Var.	45
" — " " (railroads) "	12,799,000	6	----	Var.	----
" — " " (capitol) "	608,000	5	----	1890	45
" — " " (Hermitage) "	48,000	6	----	1890	60
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'62-'64	----
" —State bonds (war loan) coupon	58,000	6	----	'62-'63	----
" — " " (" ") "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	6	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'93	51
" —State bonds (railroad) coupon	12,624,500	6	" "	'85-'95	----
" — " " (sterling) "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67-'68	99
" — " " (war) "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) "	100,000	6	" "	1877	----
" — " " (") "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	76,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,301	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,283	120,053	126,090	100,440	[illegible]252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	[illegible]857	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,796	135,[illegible]95	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	196,152	202,014	1,999,492
1864	160,440	176,783	141,476	175,838	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,450
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,891	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,607	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,226	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1859	304,708	319,598	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	516,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,324
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307 330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	405,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181.612	246,829	245,392	250.742	192,322	2,126,066
1860	185,257	185,926	209.994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243.163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189.280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,306	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,330	421,457	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,320	55,257	48,544	512.218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,050	76,764	68,862	710,225
1864	56,540	77,874	90,755	73,215	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,220	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,966	62,907	47,010	61,750	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163 784
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,552	155,417	205,054	138,342	90,000	1,224,543
1864	102,748	115,135	88,222	140,417	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	235,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226.819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,608	3,267,250
1864	250,163	299,890	333,068	327,206	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,203	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025 142
1861	142,334	119,764	151,971	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172.189	216.624	295,956	322,369	307,475	258,433	2,600 701
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,186	3,165,064
1864	252,435	278,848	348,902	338,275	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561.078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	623,047	7,194,622
1861	489,065	420,793	627,051	589,688	677,073	556,743	523,138	562,076	696,175	927,030	952,900	872,965	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,376	988,228	1,002,758	9,606,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,630	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,496	88,201	83,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,867	103,223	99,495	107,093	99,135	125,715	1,220,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,099	125,817	124,616	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241.695	264,622	283,646	288,619	245,977	2.735,596
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	395,688	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,085
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,696	277,009	261,210	249,419	277,380	397,525	401,299	364,534	370,983	3,745,510
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,569	505,814	466,300	487,642	5,132,934
1864	290,676	455,211	602,603	574,680	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129.166	135,610	1.117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,654,913
1864	100,872	147,485	160,496	157,785	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113.578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,879	120,595	151,062	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$500,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	864,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'61-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	100
N. York " 1st Mortgage	1,000,000	7	" "	" "	1870	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'65-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	111
" " " 1850	700,000	6	Jan. & July.	"	1880	112½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	111
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	106
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1895	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1565	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	200,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	112
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅓ in '99, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75-'76	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	107½
" " $675,000	675,000	6	"	"	1875	106
" " $1,700,000	1,700,000	6	"	"	1883	107
" " $2,500,000	867,000	6	"	"	1889	108
Consolid. Mort. Loan $6,000,000				"		110½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	80
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	129
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	44	July.	Frankfort o. M.	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1907	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1904	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1878	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " ")		8	" "	" "	19...	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	109
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	108
General 1st Mortgage	3,600,000	7	" "	" "	1885	94½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	103
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	246,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1890	110
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1890	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	100
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	106
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	90
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	160,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	116½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	600,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	116
2d Mortgage	2,516,500		March & Sept.	" "	1881	115
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'62-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,588					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	140,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	116
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	105
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1848	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1565	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	91½
Land Security	3,344,600	7	April & Oct.	" "	1881	100
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	140
Convertible	1,002,000	7	" "	" "	1867	106
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	120
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	500,000	7	Jan. & July.	New York.	1868	----
2d Mortgage	364,000	10	" "	----------	----	120
Income	20,500	---	----------	----------	----	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	105
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1853	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	61	" "	Augusta.	1861	----
3d Mortgage	250,000	61	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----	----
1st Mortgage	260,000	7	----------	----------	----	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	400,000	7	----------	----------	----	----
Guaranteed by Covington	200,000	6	----------	----------	----	----
Cincinnati (exchanged)	100,000	6	----------	----------	----	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	81	----------	----------	----	----
City of Keokuk, (special tax)	150,000	101	----------	----------	----	----
Keokuk, Mt. Pleas't and Muscat. :						
Lee County	150,000	8	----------	----------	----	----
City of Keokuk	200,000	8	----------	----------	----	----
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1872	109
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div.)	1,000,000	7	----------	----------	----	----
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	7	" "	"	----	----
3d Mortgage (whole road)	1,700,000	7	----------	----------	----	----
Unsecured Bonds	1,786,000	7	----------	----------	----	----
Lexington and Frankfort :						
Mortgage, dus 1864, '69 and '74	130,000	6	----------	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'93-'78	----
Louisville and Nashville :						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1893	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	200,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State (Tenn.)	372,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	104½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.) Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,660,000	7	----------	----------	----	----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	0	6	----------	----------	----	----
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----	----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1569	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	125
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130½
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1865	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	103
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1845	113
2d General Mortgage	2,656,500	7	" "	" "	1877	100
*Milwaukee and Beloit :						
1st Mortgage	630,000	8	----------	----------	----	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	----	----
2d Mortgage	600,000	8	----------	----------	----	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	115
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1893	----
Mississippi Central :						
1st Mortgage	1,007,363	7	----------	----------	----	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	----	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----	----
Oskaloosa Division	500,000	7	----------	" "	----	----
1st Land Grant	2,000,000	7	----------	" "	----	85½
2d Land Grant	700,000	---	----------	" "	----	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----------	----------	1895	----
Mississippi State Loan	202,799	6	----------	----------	----	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	----
Tennessee State Loan	674,860	6	----------	----------	----	----
Alabama State Loan	389,410	6	----------	----------	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----	----
Montgomery and West Point :						
Alabama State Loan	122,622	---	----------	----------	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1886	----
Muscogee :						
1st Mortgage	249,000	7	----------	----------	----	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	----	----
1st Mortgage	500,000	10	----------	----------	----	----
1st Mortgage	2,235,000	6	----------	----------	----	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey :						
Company's (various)	668,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	81,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----------	----------	'61 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1856	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6	----------	----------	----	----
New Orleans City Subscription	1,500,000	5	----------	----------	----	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1869	----
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	111½
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July	" "	1864	103
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	118
Exchanged St'k's (S. F.) B'ds	665,000	6	May & Nov	" "	1883	104½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " "	25,502	6	" "	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	102½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	132
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	110
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1875	120
3d Mortgage	6,000,000	7	" "	" "	1883	116
4th Mortgage	5,120,000	7	April & Oct.	" "	1920	118
5th Mortgage	1,739,500	7	June & Dec	" "	1928	118
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1884	100
3d Mortgage	980,000	7	Jan. & July.	"	1897	105
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1866	107½
Mortgage Bonds Coupon	1,068,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1900	
Md. State Loan (irredeemable)	1,500,000	6	"	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	105½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	106
2d Mortgage	3,077,000	7†	" "	" "	1861	38
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103½
Chattel Mortgage	360,000	10	" "	"	1887	116
Northern (N. H.):						
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	
2d Extension	600,000	8	May & Nov.	" "	1873	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	73
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction	3,285,000	7	" "	" "		60
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	115½
2d Mortgage	2,461,000	6	April & Oct.	"	1875	112
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1867	
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	
Peterab'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
3d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	106
" 1861, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	111
" 1848, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	110
" 1857, (convertible)	2,480,500	6	" "	"	1886	144
" 1856, "	1,442,000	7	" "	"	1856	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1883	
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	117½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	112
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	96
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	
" " "	39,420	8	May & Nov.	"	1865	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	
Quincy and Chicago:						
1st Mortgage	1,200,000				1873	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.		
1st Mortgage (West'rn Division)	757,000	8		" "	1876	25
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	77
2d Mortgage	917,500	7	" "	"	1868	36
3d Mortgage	440,000	7	" "	"	1863	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7			1866	
3d Mortgage	1,000,000	7			1875	
Six per cents	422,324	6			1875	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1888	
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1886	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
Dividend Bonds	129,083	7			1875	
South Carolina:						
State Loan	187,000	5			1868	
Sterling	183,333	6			1863	
Sterling	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000					
2d Mortgage	450,000					
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	
2d Mortgage	900,000	7	" "	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	98
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	87
Tennessee and Alabama:						
State (Tenn.) Loan	814,000					
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	103
1st M. (I. R., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	86
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7				85
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	93
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	30
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	926,000	6	" "		1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'76	102½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	112½
Wilmington and Manchester:						
1st Mortgage	696,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1865	
Sterling, issued in 1858	£144,500	6			1868	
Company's endorsed by State	150,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, &c.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Prices of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,356	—	.....
28 Feb. '59	59.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	481,500	30,991	—	335,010	109,500	21,632	518,966	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,282	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,379	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	269,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,864	.....	.....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	.....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	.....
31 Aug. '63	61.4	1.6	54.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,207	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.0	—	11	17	256	Housatonic	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	—	.....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	.....
31 Dec. 62	61.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	.....	—	117½
30 Nov. '63	84.8	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	.....	.....	.....	.....	3½	.....
30 Nov. '63	66.0	—	5.9	—	8	12	105	New London Northern	687,152	*	—	602,152	75,200	—	687,152	66.0	156,468	189,425	80,708	6½	90
31 Mar. '62	61.3	1.0	62.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,764,382	117.4	618,810	1,036,437	434,006	12	160½
30 Nov. '63	59.4	7.0	8.3	—	16	17	353	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	65.4	307,841	482,559	180,839	5½	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	126,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	2.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,551	—	.....
— — '62	59.9	—	5.0	—	.....	.....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.6	3.9	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	419,086	205,627	8	125
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	86.0	.....	.....	.....	.....	.....
31 Dec. '60	55.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,092,200	*	—	738,700	120,500	—	.....	53.0	.....	108,988	95,612	—	.....
30 Apr. '60	33.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	63	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,006,650	4,156,000	312,500	—	8,123,343	233.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	10	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	23	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71 6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	238.8	.....	.....	388,855	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '62	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	83
30 Apr. '63	138.0	—	26.0	—	73	40	1,249	Chic., Burlington and Quincy	8,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	203.0	1,308,146	2,412,821	1,206,039	8	128
1 Apr. '63	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	8,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,063,044	445,503	—	62½
31 Mar. '63	181.8	—	.....	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	512,109	6	115
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341 7	1,484,065	2,201,481	1,279,408	6	137½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	5,010,697	4,571,028	2,116,847	6	130½
— — '58	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	66½
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	60½
								INDIANA.													
— — —	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,418	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,045	25,689	1,689,900	1,362,284	140,689	3,458,108	110 0	.....	448,856	230,834	9	100
1 Dec. '62	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,228	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,803	208,186	—	.....
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	961,812	—	1,538,763	132 0	.....	285,974	104,951	—	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	285.0	.....	645,827	271,40	—	85½
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	357,202	774,618	307,527	13	126
								IOWA.													
1 Jan. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	90.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	363,044	.....	86 6	7 mo's.	85,259	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	78,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276.197	155,889	—	.....
1 Jun. '58	88.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,376	82,499	—	921,449	570,000	—	.....	88.5	11 mo's.	458,821	21,356	—	.....
— — '62	155.0	95.0	.....	512.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	48
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	420,408	227,534	—	.....
30 Jun. '62	29.0	—	.....	}	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,081	78,985	26,794	2	80
30 Jun. '62	55.1	—	.....	}				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,685,889	65.1		179,261	82,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	505.258	1,777,983	1,062,165	—	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,555,320	80.0	150,204	481,922	223,849	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	515	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	2,665,000	2,665,000	1,150,717	.....	206.0	.....	1,233,624	555,434	—	.....
31 Aug '60	53.7	—	.....	136.3	.....	.....	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,980	108,424	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada								
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,593	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	.....
31 May '63	284.3	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,067,436	7,999,489	—	14,834,955	329.8	1,448,558	2,946,560	1,674,290	8	144½
31 Mar. '63	346.0	281.0	.....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,545,278	627.0	2,060,637	2,818,831	1,461,276	—	98½
								MINNESOTA.													
31 Dec. '62	14.5	—	.....	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	.....	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	.....	—	.....	190.0	.....	.....	.....	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	.....	—	.....	114.0	.....	.....	.....	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	.....	—	.....	268.0	.....	.....	.....	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,831,899	236.0	.....	854,542	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	47	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,059	—	.....
								MISSOURI.													
31 Aug. '63	68.8	—	13.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,163,836	7,177,600	—	.....	206.8	579,324	1,047,867	420,026	—	55½
31 Dec. '62	208.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,993	—	2,459,207	4,350,000	—	.....	168.8	.....	444,400	182,866	—	.....
31 Dec. '62	102.0	—	1.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,488,916	7,000,000	137,019	20,455,420	196.7	567,040	679,966	227,286	—	.....
28 Feb. '63	77.0	—	5.9	206.0	.....	.....	.....	*South Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	94,171	241,482	128,886	—	.....
0 Sep. '62	86.5	3.6	8.2	—	16	13	216	*St. Louis and Iron Mountain*	5,321,488	344,168	—	1,971,127	3,501,000	57,361	5,996,277	86.1	222,631	263,239	66,250	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,533	444,533	205,584	757,381	26.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	667,734	—	2,494,900	3,068,491	—	7,963,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,955	172,113	91,487	—	—
31 May, '63	90.7	9.5	.....	—	13	20	231	Maine Central	4,211,378	*	21,925	1,050,860	3,068,491	159,262	4,259,303	109.2	186,240	223,052	174,028	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	113½
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	753,763	*	—	169,200	556,800	.....	.....	37.0	.....	55,403	23,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	556,070	31,241,011	256.8	.....	3,922,203	2,305,758	6	109½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,250,000	4,850,000	—	10,346,232	261.0	1,012,006	2,307,448	620,581	—	93
								MASSACHUSETTS.													
30 Nov. '62	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,345,245	188,845	—	1,830,000	440,000	5,629	2,275,629	70.9	372,653	503,718	167,051	7	117½
30 Nov. '62	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	44,557	496,908	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	135
30 Nov. '62	47.0	7.0	32.5	—	23	41	238	Boston and Providence	2,952,000	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	833,727	397,729	8	144
30 Nov. '62	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	65.6	573,514	1,202,664	488,357	9	145
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,766	123,865	—	981,666	121,000	—	1,067,722	47.1	77,036	130,058	69,191	6	65½
30 Nov. '62	80.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	110
30 Nov. '62	44.2	20.5	27.5	—	29	71	424	Eastern	4,007,288	815,165	264,102	3,000,000	1,837,600	56,500	4,894,100	59.0	477,753	812,556	390,594	6	108½
30 Nov. '62	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	250,149	—	3,440,000	—	—	3,874,507	93.4	589,738	732,262	328,043	6	124½
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,895	30,276	—	200,000	75,000	3,961	367,495	—	—	21,780	21,275	6	—
30 Nov. '62	14.5	—	17.2	—	10	17	304	Nashua and Lowell	858,919	95,684	—	600,000	—	—	704,336	71.0	167,184	223,794	59,077	8	126
30 Nov. '62	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	62,518	14,000	500,000	285,000	—	785,500	56.7	41,996	164,207	54,787	6	87½
30 Nov. '62	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	367,158	662,900	206,502	1,245,565	33.0	67,823	53,233	—	—	14½
30 Nov. '62	79.5	7.5	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	6	124
30 Nov. '62	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,148	8	137½
30 Nov. '62	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,306	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '62	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	200,000	—	—	298,962	11.7	51,675	166,405	83,698	8	110½
30 Nov. '62	6.1	—	.....	30.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '62	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	297,343	—	2,214,225	925,760	—	3,821,695	77.3	112,606	271,815	140,136	—	44
30 Nov. '62	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	14,746,504	218.0	1,275,929	2,439,838	1,232,831	9	157
30 Nov. '62	45.7	—	9.8	—	10	12	145	Worcester and Nashua	1,116,597	116,000	—	1,141,000	103,700	39,591	1,373,159	48.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '62	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,656	93.5	.....	247,279	124,406	—	62½
30 Nov. '62	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	180,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,566	61.3	.....	470,078	125,286	7	66
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	—	83,524	7	110
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	696,256	*	—	506,555	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '62	69.2	15.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	52.6	.....	366,846	158,718	4	86
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,562	2,059,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.2	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	5,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	188½
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	46.0	—	30	20	540	Central of New Jersey	4,915,252	606,542	672,113	3,630,000	2,000,000	320,433	6,322,195	64.0	697,204	1,397,587	774,241	15	175
31 Dec. '62	58.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	58.0	147,000	220,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,588,961	397,378	1,397,974	4,397,800	675,000	400,017	5,695,704	33.8	512,349	1,111,087	652,134	16	.....
31 Dec. '62	21.8	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	165
31 Dec. '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,555	1,250,000	143,508	2,597,161	—	(2 mos.	10,588	.....	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	58.5	—	—	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	—	82,986	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,558	2,320,940	48.9	140,555	224,413	123,939	—	.....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,652,552	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	20	24	399	Buffalo and State Line	2,277,838	505,576	149,000	1,977,950	949,000	—	2,926,950	86.0	457,522	1,307,921	636,570	11	201
31 Dec. '63	460.0	97.0	320.0	—	241	109	3,597	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,541,569	807.0	5,858,687	10,469,481	3,511,414	7½	115
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,563,231	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,289,954	—	145
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	550,457	109,137	2½	484
30 Sep. '63	297.8	268.1	400.0	—	250	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,987,631	3,994,999	7	133½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	660,504	—	5,717,100	5,996,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	281
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,453	176,753	—	1½
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	696,925	116,626	—	390,340	208,500	16,375	815,161	38.1	75,923	140,634	77,550	7	.....
30 Sep. '62	28.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	.....	276,276	86,845	6½	.....
30 Sep. '62	172.1	17.5	16.4	—	22	17	358	Rome, Watert'n & Ogdensb'g.	3,092,378	588,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	468,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	85,000	—	480,684	incl.	in Ren	s. & Sar.	—	—	—
30 Sep. '62	40.9	3.6	3.9	—	8	11	84	Saratoga and Whitehall	524,922	77,586	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	—	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,787	—	.....
30 Sep. '62	34.9	—	8.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	184,958	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	100,952	38,572	—	.....
— —	'58	223.0	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	—	—	—	.....
— —	'59	97.0	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,459	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,009	477,564	225,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	...	...	.....	Western North Carolina	2,600,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— —	'58	—	.....	—	...	...	.....	Atlantic and Great Western	613,231	.....	—	866,939	—	77,294	.....	—	.....	—	—	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	254,320	—	.....
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	14
31 Mar. '63	60.5	—	.....	—	23	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	454,415	10	184
1 May, '59	131.5	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,662,000	225,975	.....	131.5	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	.....	—	32	22	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	101.2	925,628	1,726,917	1,025,697	20	167
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,086,065	1,752,400	128,857	2,917,322	67.0	248,357	875,209	228,651	—	45
1 Dec. '62	96.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,297	1,551,628	975,925	33½	190
30 Nov. '62	101	102.5	.....	—	45	30	806	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,809	—	114½
31 May '63	104.4	79.4	.....	—	52	40	498	Cleveland and Toledo	6,799,495	530,727	55,025	3,529,900	3,567,595	—	7,810,858	188.6	663,371	1,361,587	747,562	—	148
31 Dec. '58	51.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,675	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	51.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,443,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,383	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	378	Dayton and Michigan	5,454,748	389,553	5,500	2,462,217	2,604,190	810,434	6,509,826	144.0	414,779	663,705	451,540	—	.....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,168	492,979	442,253	2,981,267	1,400,000	—	4,879,886	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	174.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,584	373,487	53,065	11,164,820	226.6	445,157	820,025	299,530	—	.....
30 Apr. '62	192.8	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	5,343,042	20,549,429	192.8	.....	829,932	119,082	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,738	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	158.9	42.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,823	7,800	5,401,088	208.9	418,228	889,850	115,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	287	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,606,237	125.6	214,404	219,295	82,988	—	.....
31 Dec. '63	242.4	—	.....	—	47	18	926	Toledo & Wabash	9,999,636	*	25,099	3,314,775	5,651,150	28,272	10,182,522	250.0	1,279,960	1,639,798	840,921	—	70

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	
								PENNSYLVANIA.														
31 Oct. '63	91.1	25.0	8.5	—	20	12	254	Atlantic and Great Western	3,169,516	525,000	—	1,362,218	3,849,500	41,864	5,253,582	116.1	115,932	.....	.....	.....	—	.....
31 Oct. '63	24.5	—	24.9	—	19	4	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,000	583,219	342,661	22½	85½
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,967	11,465	—	20
31 Oct. '63	82.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	—	966,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	.....
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,259	4,571,000	1,006,961	13,276,201	202.0	1,469,494	1,757,083	828,143	9	240
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,243	150,163	—	.....
31 Dec. '63	78.0	—	8.5	—	16	7	547	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease't to Northn	Cen.	196,907	334,790	110,368	—	35	
31 Oct. '63	15.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,398	10	.....
31 Oct. '63	54.9	15.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	109,000	2,409,565	32.3	27,600	37,047	4,163	—	.....
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	225,000	2,174,427	64.0	143,578	259,629	101,570	—	35
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,065	68,833	2,707,898	80.0	355,700	478,113	243,838	—	.....
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	[386,844	1,320,068	774,074	10	91½
31 Oct. '63	25.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phil	la. & Reading	—	R. R.)	7	48
31 Oct. '63	24.5	104.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4 132,935	130.0	319.162	383,367	89,991	8	64½
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274 990	511,896	278,391	—	35
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048 814	3,545,484	2,883,457	13,430,250	16,969,124	—	38,245,668	356.9	5,311,202	1,891,413	5,111,412	—	72
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	406,500	—	1,672,200	24.0	244,425	332,489	179,565	9	60
31 Oct. '63	230.0	—	21.5	58.0	8	5	539	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,009	80,151	13,619,096	230.0	428,759	690,300	193,486	¾	34½
30 Nov. '63	147.4	5.5	187.8	—	166	67	8,430	Philadelphia and Reading	21,074.422	3,765,774	629,348	13,211,228	10,667,328	—	26,613,828	355 0	2,721,689	6,252,902	3,708,900	7	71½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 3,822	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200 5	647,029	2,540,248	1,602,119	10	74
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,665,629	72.0	209,746	215,587	105,356	9	12
31 Dec. '63	468.2	—	73.8	—	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	116½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease't to Northn	Cen	40,476	144,7.8	87,112	10	40	
31 Oct. '63	29.6	—	3.1	—	5	4	196	Tioga	730,967	106,563	—	367,900	596,500	65,206	832,009	29.6	76,358	128,683	79,976	7	42
								RHODE ISLAND.														
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.6	297,700	415,300	199,155	6	120
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,217	8,500	—	.....	13.6	23,954	25,594	6,739	.....	.....
								SOUTH CAROLINA.														
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,250	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	969,419	108,172	2,057,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '60	136.0	105.0	.....	—	62	59	730	South Carolina	.....	.....	.....	.....	2,643,855	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.														
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,030,000	280,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	290,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,059	129,364	3,809,949	2,659,000	269,112	7,627,797	291.0	.....	1,605,980	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	.....	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	.....	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,460	*	—	798,285	554,942	819,518	.....	59.4	69,870	177,256	60,029	.....	.....
1859	47.4	—	2.5	—	4	5	46	Mississippi Central and Tenn.	892,710	82,905	—	317,447	652,500	22,569	.....	47.4	64,175	83,129	44,666	.....	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	66,816	—	144,894	406,000	5,000	.....	34.2	30,055	23,805	13,802	.....	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	5	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.3	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	300,000	294,544	.....	45.8	57,950	127,953	87,248	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).														
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275.000	240,000	171,560	.....	50.0	31,200	32,670	.....	—	.....
1 May '60	70.0	—	5.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	559,000	.....	70.0	102,200	282,846	106,566	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.														
31 Aug. '63	110.3	—	6.6	—	8	12	193	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	99,632	208,867	.....	—	68
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	294,392	522,924	61,280	—	.....
31 Aug. '62	62.5	.....	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,289	140,886	24,579	—	.....
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713,418	191,466	—	1½
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	.....	—	1,378,500	.....	.....	1,378,500	ope	r. by Vt.	Central	.....	4	122
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	.....
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.														
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	156,992	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	1,500,124	200,000	122,156	1,500,124	400,000	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	102.5	—	.....	—	5	—	—	Northwestern Virginia	5,322,150	*	—	468,805	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	17
30 Sep. '60	88.5	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,695	2,517,500	599,056	.....	167.7	770,846	460,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,638	374,906	—	1,365,500	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,950	96,828	.....	78.6	159,981	279,945	145,388	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,525	*	—	835,750	204,808	29,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,564	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,928	1,639,648	80.0	.....	240,446	121,063	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,758	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	604,951	259,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,476	2,400	3,462,813	3,295,000	571,958	10,233,271	214.9	480,193	740,489	347,967	—	.....
								WISCONSIN.														
1 Dec. '59	55.0	—	2.6	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.2	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	326,580	—	.....
31 Dec. '62	191.9	42.5	29.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,820,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	70
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	.....
								CANADA.														
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	185,080	—	11,938,000	16.10	.....	236,798	87,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,959	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	342,798	117,842	—	16
0 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,886	—	.....
31 July, '63	229.0	115.5	83.6	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,746	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	95.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.														
1 Oct. '62	108.0	5.9	12.0	—	14	18	271	European & North American	4,809,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,588	—	1,280,000	13,100	126,600	1,709,322	60 0	.....	132,553	56,670	—	.....
								NOVA SCOTIA.														
Dec. '62	61.5	30.5	.....	—	29	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	.....
								NEW GRANADA.														
31 Dec. '62	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	.....	10,702,753	48.7	.....	1,745,294	1,018,444	13	250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	42½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	57½
Chicago & Alton (preferred)	2,422,596	7	3½	97
Chicago & Northwestern (pref.)	2,400,000	7	1½	85
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	----
" " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,611	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	—	53
Erie (preferred)	8,535,700	7	7	1.09
Hannibal & St. Joseph (preferred)	5,309,528	7	—	62
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	102½
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	74
" " (2d pref.)	3,424,169	7	—	50
Michigan S. & N. Indiana (guar.)	2,893,600	10	—	143
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	95
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	133
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	5	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,900	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	95
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	77
Toledo & Wabash (preferred)	982,900	7	7	81½
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	103
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1590	----
Preferred bonds	1,700,000	6	———		18--	----
Bonds guar. by Virginia	200,000	6	———		18--	----
Delaware Division:						
1st Mortgage	900,000	6	J. & J.		1878	103
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D		1885	110
2d Mortgage	300,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb. R.R.						
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	----
Interest Certificates	161,990	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	2,786,682	6	M. & S.		1870	114
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	109
2d Mortgage	294,750	6	-------		------	105
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	38
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	102
2d Mortgage	3,960,670	6	J. & J.		1882	96½
Improvement	568,500	6	M. & N.		1876	95
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	983,000	6	"	"	1878	67
Preferred Interest b'ds.	227,569	6	"	"	1878	25
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1883	27
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	78
Wyoming Valley:						
1st Mortgage	750,000	6	J. & J.		1878	103½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	74
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	44½
Delaware and Hudson	100	7,500,000	7	235
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	80½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5½	86
" (preferred)	100	1,175,000	10	139½
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,932,457	—	34½
" " (preferred)	50	2,722,607	—	42½
Susquehanna and Tide Water	50	2,048,250	—	24
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	130
Wyoming Valley	100	500,000	6	79½

Wholesale Price Current.

To the Duties as attached to the articles noted below, 50 per cent. additional must be added, to be collected for Sixty Days from and including April 30.
The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, $17 to $25; Railroad, $13 50; Boiler Plate, Band, Hoop and Slit, $25; Pig, $6 per ton; Polished Sheet, 2½ cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	59 —	@ 60 —
Pig, American, No. 1		58 —	@ 60 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 95 —
Bar, English, Refined		140 —	@ 145 —
Bar, English, common		— —	@ — —
Sheet, Russia	per lb.	25 @	— 30
Sheet, English, Single, Double and Treble		— @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 1¼ cents; over 7 cents and not above 11, 2½ cents per lb.

English, Cast	per lb.	23½@	— 32
English Spring		14½@	— 17
English Blister		18 @	— 20
American, Blister		12 @	— 12
American, Cast, Hammered		24 @	— 28
American, Cast, Rolled		14 @	— 20
American Spring		14 @	— 16
German		14 @	— 16
Milan (in bond)		12 @	— —

COPPER—Duty: Pig, Bar and Ingot, 2; old Copper, 1½ cents per lb.; Manufactured, 30 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits)	per lb.	— @	— 55
Sheathing, &c. Old (cash)		— @	— 40
Sheathing, Yellow		— @	— 38
Pig, Chile		— @	— —
Bolts		— @	— 55
Braziers'		— @	— 55
American Ingot (cash)		48 @	— 43½

LEAD—Duty: Pig, $1 50 per 100 lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— @	— —
Spanish		12 62½@	12 75
German Refined		12 62½@	12 75
Eng lish		12 62½@	12 75
Bar	per lb.	— @	— 14½
Pipe and Sheet		— @	— 16½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val. Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	per lb.	60 @	— —
Straits		53 @	— 53½
English		52 @	— 53
Plates, Charcoal I. C	per box.	18 —	@ 18 50
Plates, I. C. Coke		15 25	@ 16 —
Terne, Coke		14 25	@ 14 50
Terne, Charcoal		17 —	@ — —

NAILS—Duty: Cut, 1½; Wrought 2½; Horse Shoe 4½ cents per lb.

Cut, 4d. @ 6d (cash)	per 100 lb.	7 —	@ — —
Clinch (cash)		8 50	@ 9 —
Horse Shoe, Forged (cash)	per lb.	32 @	— 38
Wrought, English (cash)		— —	@ — —

INDIA RUBBER—Duty: 10 per cent. ad val.

Para, Fine	per lb.	97½@	— 98
Para, Coarse and Medium		52½@	— 90
East India		— @	— —
Carthagena, &c		50 @	— 55
Guayaquil		40 @	— —

PETROLEUM—Duty: Refined, 10 cents per gallon.

Crude, 40@47 gravity		40 @	— —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		68 @	— 69
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		61½ @	— 62
Naptha, Refined, (60@63 gravity)		35 @	— 37

SPELTER—Duty: In Pigs, Bars and Plates, $1 25 per 100 lbs.; Sheets, 2 cents per lb.

Plates, Foreign (cash)	per lb.	12½@	— 13

ZINC—Duty: Pig or Block, $1 25 per 100 lb.; Sheet, 2 cents per lb.

Sheet	per lb.	17½@	— 18

New York Stock Exchange.

Actual Sale Prices for the week ending May 25.

	Th 19.	F. 20.	Sat. 21.	M 23	Tu. 24	W. 25.
American Coal Co.	100	102	----	103	103	----
Buffalo, N. Y. & E., 1 M.		112	----	----	----	----
California 7s		----	----	----	----	----
Canton Co.	47	46½	46	45	43	43½
Central Am. Transit	50	----	----	----	49	----
Chicago & Alton	95½	----	94½	----	91	----
" " pref.	97	----	----	----	----	----
" " 1 M.		----	----	----	----	----
" " Inc. b'ds		----	----	----	----	94
Chicago, Buri. & Q.	131	128½	129½	128	129	129
" " " 8 p.c.		----	----	128	128	----
Chic. & Northwest'n	63	63	63½	65	65½	63½
" " pref.	87½	90½	92	94½	92	90½
" " 1st M.	95	----	95	95	95	94½
" " 2d M.		----	----	----	----	----
" " S. F.		----	----	----	----	----
" " A. B.		----	----	----	----	----
" " I. R.		----	----	----	----	----
Chicago & Rock Isl.	119	118	118	118	117½	116½
" " 1st M. '70.		109	----	----	----	----
Clev., Col. and Cin.		165	----	167½	168	167
Clev. and Pittsburg	116½	116	116	116½	117	116½
" " 1 M.		----	----	----	----	----
" " 2 M.		----	----	----	----	----
" " 3 M.		----	----	----	----	----
" " 4 M.		89	90	----	----	----
Clev. and Toledo	164½	162½	162½	162	162	160
" " S. F. 7 p.c. '16		----	----	----	----	----
Cumberland Coal, pref.	79	79	76½	76	75	75½
Del. & Hudson Canal	231	230	----	----	235	----
Del., Lack. & West		----	----	----	----	----
" " 1 M. 8 p.c. '71 &		----	116	----	----	----
" " 2 M. 8 p.c. '81		----	----	----	----	----
Erie	116½	116½	116½	117½	116½	116
" pref.	108½	109	109	109	108½	109
" 1 M. 7 p.c. '67		----	----	----	----	----
" 2 M. 7 p.c. '79		----	----	----	----	----
" 3 M. 7 p.c. '85		----	118	118	118	----
" 4 M. 7 p.c. '80		----	----	113	----	118
" 5 M. 7 p.c. '88	120	----	----	----	----	----
Galena and Chicago	134½	133	133	134½	137	136½
" 1M. 7 p.c. '65		----	----	----	----	----
" 2M. 7 p.c. '75		----	----	----	----	----
" 1M. Ex. '82		----	----	----	----	----
Hann. & St. Joseph.	52	----	----	----	----	----
" " pref.		----	----	----	----	----
" " bonds	100	----	----	----	110	100
Hudson River	155½	154½	152½	152½	149	147
" scrip		----	----	93	----	94
" 1M. 7 p.c. '60	116	----	----	----	116	----
" 2M. S. F.		----	----	----	----	----
" 3M. 7 p.c. '75		----	----	----	----	----
" conv. bonds		----	----	----	----	----
Illinois Central scrip	134½	133½	132½	132½	132½	132½
" full stock	126	----	----	----	----	----
" Can. bd. sc.		----	----	----	----	132
" bonds		----	----	----	----	----
Marietta & Cin 1st pref.	73	73	74	----	----	----
" " 2d "		----	----	----	50	----
Mariposa Mining Co.	36	36	36½	37	43	44
Michigan Central	146½	146	146½	145	146½	146
" S F. 8 p.c. '82		----	128	----	----	----
" conv. 8 p.c. '69		----	----	----	----	----
M. S. and N. I.	101	99½	99	99½	101	100½
" " guar'd.	141½	142½	141½	142	143	----
" " 1M. S. F.	111	112	112	----	----	----
" " 2 M.		----	----	----	----	----
Mil. and P. du Chien	72	70½	70½	70	71	70
" " 1st pref.		----	115	----	----	----
" " 2d pref.		----	----	----	----	----
" " 1st M.		----	----	----	----	115
Minnesota Mining Co.	60	60	----	----	57	60
Miss. & Mo.	52	50	----	50	48	----
" L. G. bonds		----	----	----	66	----
Missouri 6s	71½	71½	----	71	71½	70½
" ass. to H. & St. J. R.		92	----	----	----	----
" " Pacific	79	----	----	----	77½	77½
New York Central	135	134½	134½	135	134½	134
" " 7s, 1864		----	----	----	----	----
" " 7s, S.F. '76		----	118	----	----	----
" " 7s, conv. '76		----	----	----	----	----
" " 6s, S.F. '83	111	----	----	----	----	----
N. York & Harlem	280	281	281	281	280	281
" " pref.		----	----	----	----	----
" " 1M. 7 p.c. '73		----	----	----	----	----
" " 2M. 7 p.c. '64		----	----	----	----	----
" " 3M. 7 p.c. '67		----	----	----	----	----
Norwich & Worcester		110	----	110	----	----
Ohio & Miss. cer.	55½	54½	54½	54½	53½	55½
Pacific Mail S.S. Co.	231	233	235	234	234	235
Panama		----	----	----	----	----
Penn's Coal Co.		211	210	----	----	210
Phila. and Reading	146	146½	146½	147	146½	146½
Pitts. Ft. W. & Chicago	119	118	118½	117½	117½	117½
" " 1M.		----	----	----	----	118
" " 2M.		----	112	112	----	113
" " 3M.		----	----	----	----	----
Quicksilver Mining Co.	74	74½	74½	75	79½	83½
St. L., Alton & T. H.	67	66	66	----	67	66½
" " pref.	81	80	80	80½	----	----
" " 1M.	109½	----	----	----	110	----
" " 2M. pref.	95	----	95	----	----	98
" " Inc. b'ds.	87	----	----	87	----	----
Tennessee 6s, 1890		----	----	----	----	----
Toledo & Wabash	73	72½	72½	73	----	71
" " pref.		----	----	----	----	----
" " 1M.		----	----	----	----	----
" " 1M. ex.		----	----	----	----	----
" " 2M.		----	----	87	----	----
" " Inc. b'ds.		----	----	----	----	----
Virginia 6s		----	----	----	51	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	104¼	----	----	----	----	----
U. S. 5s, 1885, coup.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	114	114¼	114	114	----	
U. S. 6s, 1881, cou.	114¼	----	114⅜	114¼	----	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ⅓	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98⅛	98⅛	----	98⅛	98⅛	98⅜
U. S. 6s, 5-20s, coupon	107⅛	106⅛	106⅛	106⅛	107	107⅛
U. S. 6s, " reg.	----	----	106⅛	108¼	----	107
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	----	111¼	----	----	111	111
American Gold	181½	181	181¼	122⅜	----	184⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 24.

	W. 18	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	20	20½	19½	20	----
" preferred	42⅞	----	----	41½	----	42½
Camden & Amboy	----	----	----	----	----	188½
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	103	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	35	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	112	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" 6s	115	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	109	----
Little Schuylkill R. R.	47¼	47¼	47¼	47½	----	----
" " 7s	----	----	----	----	----	----
Long Island	48	----	----	----	----	48½
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	63½	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	109	----	----	----	----
North Pennsylvania	35	----	----	----	35	----
" " 6s. 103	103¼	----	103⅜	103⅜	----	
" " 10s	----	----	----	----	----	----
Northern Central	55	----	----	59	60	60½
Pennsylvania R. R.	69	70½	71	70⅜	71½	----
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	96¼	----	98	98	98	98
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	104⅜	105⅜	----	----	----	105½
" " new	108⅜	108⅜	109	----	109	109
Philad., Germ. & Nor.	60	60½	----	60½	----	60½
Phila. & Reading	72	73⅛	72½	73½	73⅜	----
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	35	36	35⅜	----	----	----
" " 6s	----	----	----	----	105⅜	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	35½	----	34½	----	----
" " pref.	43⅜	----	43⅜	43⅜	43½	43½
" " 6s '82	----	97	97½	----	97½	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	24½	25⅜	----	24	24	25½
" " 6s '78	----	68	67½	----	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	28½	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	80	80	----
" " bonds	----	----	----	104½	----	----
Arch street, (Horse)	34½	----	----	----	----	34½
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	41	42	----	40	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	77	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 24.

	W.18.	Th.19.	F.20.	Sat.21.	M 23.	Tu 24.
Baltimore City 6s, 1875	112½	----	113	113½	----	113½
" " 1880	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	114	113½	----	----	114	114
Balt. and Ohio	108⅜	109	109½	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	106	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	55½	56	56½	56½	----	62½
" " b'ds, '85	----	----	----	----	----	----
" " " 90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W. 25.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	135	----	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest	144½	145	----	----	----	----
Cheshire, pref.	----	56½	57½	----	57	57½
Concord	----	----	----	----	66	66
Connecticut River	110	----	----	----	----	----
Eastern, Mass.	----	107½	108½	----	----	108½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	124½	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	119
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	86x	----	86	86
Old Colony and Fall R.	----	124	----	----	----	124
Ph., Wil. & Baltimore	----	74	----	74	74	74
Portl'd, Saco & Porta.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	45	45½	45½	45½	44
Western	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	125½	----	128	----	127½
Metropolitan "	----	66	66	66	66	65
Middlesex "	----	----	----	----	----	----
Central Mining Co.	70	70	----	----	----	----
Franklin "	56½	55	55½	55	55½	55
Isle Royale "	----	----	----	----	----	----
National "	----	32	31	----	----	----
Minnesota "	60	60	59	----	56½	58
Pewabic "	64½	62	63½	64½	64	64½
Pittsburg "	----	93	----	----	----	----
Quincy "	92	92	----	----	----	----
Rockland "	----	----	----	----	14½	15

London Stock Exchange.

The following were the closing prices for American Securities on the 11th of May:

Maryland 5s	67	to	69
United States 6s, 1881	60	"	64
Do. 5s, 1874	54	"	56
Virginia State 6s	45	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	75	"	77
Do., Pennsylvania do. do.	72	"	74
Erie shares, $100 (all paid)	55	"	57
Do., 7s, preference	50	"	55
Do., 7s, 1st mort., 1867	60	"	65
Do., 7s, 2d mort., 1859	63	"	66
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	55	"	60
Do., 7s, 5th mort.	55	"	60
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	64	"	66
Do. do. $100 shares, $90 paid, dis.	29	"	27
Do. do. $100 shares, all paid	62	"	60
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	65	"	70
Do. do. S. F. 1st mort., do., '52 x. c.	65	"	70
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	50	"	55
Do. do. 7s, S. F., 1876	65	"	70
Do. do. 7s, Convertible, 1876	73	"	76
Do. do. $100 shares	63	"	68
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	55	"	60
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	40	"	45
Philadelphia and Reading, $50 shares	28	"	32

American Railroad Journal.

Saturday, May 28, 1864.

Stock Exchange and Money Market.

The agency of banks in the inflation of money should not be measured by the amount of bank notes in circulation merely. On the 12th of March last the banks of this State owed "depositors on demand" $291,662,726. To the extent that the banks have used these deposits in loans or otherwise, they have repleted money as effectually as they could have done by issuing bank notes, the banks still leaving the whole of that sum in the ownership of the depositors, and subject to their call on demand. If then we assume that the amount of bank deposits is the amount of unemployed money seeking investments, the banks augment the glut of issuing the deposits, and thus double that glut. That the banks have thus used these deposits is evident from the report of the 13th of March last, which exhibits the assets of all our State banks, as follows:

Loans and discounts	$200,399,286
Over drafts	586,926
Due from banks	28,753,043
Due from directors, brokers and real estate	8,521,359
Cash items, (probably stock demand loans)	105,350,120
Stock, promissory notes, and U. S. securities	117,159,915
Bonds and mortgages	4,915,315
Solvent bank notes and U. S. demand notes	33,159,241
Loss and expense	786,180
Specie	22,146,592
Bills of suspended banks	245
Add for cents	910
Total assets	$516,729,137

Total debts the same of course.

The deposits of all our State banks were:

June 1861	$100,315,092
" 1862	150,438,244
" 1863	218,717,725
And in March 1864 they were	291,662,726

As some passions grow by what they feed upon deposits also increase by the very plethora which creates them, and the banks add to this plethora by forthwith employing the deposits. So that the man who deposits his money to-day, for the reason that he can see no investment, finds his case to be worse to-morrow, the very bank in which he placed his money; becoming thereby a new competitor in the market by just so much more deposited.

The cry of inflation made by the banks against the Treasury is therefore exceedingly unjust, inasmuch as they themselves are doing the same thing without the same reason for it.

The people seem to think that our State banks may owe five hundred millions of dollars with great propriety, but if the Government, which in this sense means the whole nation, issues five hundreds million of greenbacks, for the sole purpose of saving it from absolute destruction, then chaos is come again, repudiation is close upon us, and the world is nearly at an end!

Such are the follies of ignorance, or fear, or such the arguments of the secret friends of the rebellion, and the sympathisers with despotism.

But if New York, which is in most respects highly conservative in its financial views as an admitted thing, and very watchful of the vicissitudes in the Treasury department and the National currency, can allow its own banks to increase the volume of money in this enormous way, what shall we say of those States where no such feeling prevails. If we really wish to know what inflation is and where it is to be found most rampant, let us look a little farther.

In January 1861, the paper circulation of the banks of the free States was about $178,000,000.

We will take the city of Pittsburg as an illustration, with a population of 50,000 inhabitants, and we find the following to be the movements and present condition of its banking institutions:

Capital and Circulation of the Banks of Pittsburg, Pa., in November, 1861, and Circulation in January, 1864:

Banks.	1861. Capital.	1861. Circulation.	1864. Circulat'n.
Alleghany ..	$500,000	$358,270	$960,154
Citizens'	500,000	875,743	958,600
Exchange...	1,000,000	1,083,554	1,862,557
Iron City	400,000	320,177	770,014
Mechanics'..	500,000	303,247	992,125
Mrcts & Mfs.	600,000	601,039	1,843,833
	$3,500,000	$3,041,030	$7,382,283

Here is an inflation of 242 per cent! So that, in the words of a cotemporary of authority and sound judgment, if "all the banks in the country have expanded their circulation at the average rate of 242 per cent., they have added to the paper currency $450,760,000 00, making a total for the issues of the State banks, which are a substantially irredeemable loan without interest, from the people to those banks, of $628,760,000 00, or about two-fifths of the entire expenses of the war to the present time."

And that this is very near the truth, we may infer from the following table which shows the per centage of inflation in the banks of the New England States, as exhibited in the bank reports of 1862 and 1863, from January to January:

	1862.	1863.	Per cent. of increase.
Maine.....	$4,047,780	$6,488,473	Over 60¾
N. Hampshire.	2,994,408	4,192,034	" 39¾
Vermont.	2,522,687	5,621,851	" 119¾
Massachusetts.	19,517,305	28,957,630	" 48¾
Rhode Island.	3,306,530	6,413,404	" 93¾
Connecticut..	6,918,018	12,842,758	" 100
N. Eng. Stats.	$39,306,719	$65,516,155	Over 66⅔

Here is an inflation at the rate of 66⅔ per cent. per annum, or 200 per cent. for the three years. The following are the figures for New York, New Jersey and Pennsylvania:

	1862.	1863.	Per cent. of increase.
New York...	$30,553,020	$39,182,819	Over 28
New Jersey.	3,927,535	8,172,398	" 108
Pennsylvania	16,384,643	27,689,504	" 68¾
	$50,865,198	$75,044,721	" 47½

The banks of this city show anything but a conservative and contractile policy at this very moment, when the cry of inflation is raised by their managers against the Secretary of the Treasury. For in the single week ending the 21st of May they had increased their loans by the sum of $3,178,018, notwithstanding a loss of specie to the extent of $553,564, during the same week. On a capital of $69,927,725, they owed their stockholders, depositors and billholders $318,345,-432! This bents the operations of Mr. Chase, and the financial policy of the Government entirely out of sight.

In New England there are fifty banks whose circulation is $1,387,000 in excess of their capital in other words over 130 per cent.!

Now when the people voluntarily lend themselves without interest about $470,000,000, by taking greenbacks and circulating them as money, a great cry is made against the Treasury and the Government which thus avail themselves of the patriotism and generosity of the people, but when a host of bank corporations get as much and more than this out of the public without a particle of reason for it, beyond the one of private interest on the part of these institutions, not a word, not a whisper is uttered against the proceeding. Such is the folly, such the inconsistency of a class of people who will not think for themselves, but allow a certain other class, gorged with privileges and franchises, to lead them into every quagmire which covers up their tracks.

The whole thing lies in a nutshell. That there is too much paper afloat we all admit. For one kind there has been an inevitable necessity. It must have been issued or we should have perished. For the other kind there is no such necessity. At the best it is uncertain in its value, management, and redemption, and at par nowhere beyond the circle where it is flung around.

The National money does not represent even a fractional part of the National wealth, and is on the secure foundation of the National resources increasing over 100 per cent. every decade. No banks can pretend to any such security, such permanence, such final resources, nor such universal acceptance by the people. We therefore do not need two currencies of such diverse character in all respects. We do not want this race after expansion kept up. We want of a paper currency the very best we can get and no other, and this is precisely why we favor the Government legal tenders over the issues of our hydra-headed banking system.

There is no question whatever but that the Government can absorb all its greenbacks in a few months if Congress will only attend to its proper business. It is well-known that this done, Mr. Chase can operate hereafter if advisable on a specie basis; this he asserts can be done, and the mode of doing it is easily made intelligible. But where will be the local banks, where their currency, if they at the same time are compelled to redeem in specie? The very wisest course with regard to these institutions, is to curtail their issues and credits at once, and for Congress to protect the people by compelling them to do so. A heavy tax on circulation and additional stamps on loans in bank paper are obvious necessities, if this inflation is to be checked and the currency brought down to a reasonable standard.

The condition of the gold market and of foreign exchange, has during the last week been the subject of much remark. Our imports continue large, and are made up of many articles wholly without any real advantage to this country. We do not allude to luxuries, many of which we could do better without, yet which wealth will always seek no matter at what cost, but other articles of a less glaring character. In looking over a recent return of the exports from Liverpool to this city for a single week in April, we found among the list large quantities of woollen shoddy, glass beads by the ton, iron skewers for kitchen use, twine, lint, and a score of other things of all sorts and names, a heterogeneous assortment which looked like the sweepings of an English workhouse, or junk shop, sent here to be turned into money no matter at what price, and remitted in gold to England. There was scarce a really valuable and necessary article in the whole list, certainly few that we could not have well done without, and this we call commerce! Is there not iron enough, are there not blacksmiths' shops enough in this Country to supply our cooks with skewers? And is fashion so intolerant of American work, that it will wear no glass beads of our own manufacture? And are we so badly off for wool, that the rags of the old clothes men of London are to be converted by tons into cloth to be worn by unsuspecting Americans, at an enormous cost, carrying in its fibres not only rottenness but disease? Certainly we are overdoing this business of importation, and our home leagues should not stop with the refusal to purchase luxuries, but everything else of the paltry and worthless character of most of our late imports.

Gold has consequently upon this state of things advanced again, and Exchange has actually gone up to 200, and with this rise a corresponding advance is taking place even in articles of home production, and of the most perishable nature. Even the vegetable market feels the effect, and the combination is so complete, that sellers suffer their green stock to rot in their shops, rather than sell it at the old standard. Within a few days past, Mr. Cisco has been selling Government exchange in considerable amounts ($1,250,000) at 109, for specie, fixing his price before hand and giving the operators a chance to sweep the whole and keep the price up to suit themselves without competition. If this is Mr. Cisco's discretion we can not praise it. It is well known that the Custom duties in San Francisco amount to a very large sum, and are received in gold without disturbance of the money market there as here.

This is now, since the war, sent direct to our Government bankers in London, and goes into the Bank of England. To a certain extent it is of great advantage to us, enabling us to pay our diplomatic and other necessary expenses abroad by bills on London. But the remittances from California on Government account have swelled to millions, and of consequence it has become necessary to remove it to our own vaults. We are inclined to think this whole operation is defective. The gold from California belonging to the United States, should be brought direct to this city and placed in the Sub-Treasury, and it could be brought in some of our war steamers, if the Merchant steamers are still endangered by the piratical cruisers of the enemy. These sums openly brought every few months to this city, would have a strong moral as well as financial influence, showing plainly to the people that our supplies are constant and regular. It would also lessen the balances which are so ostentatiously placed in the Bank of England, and made the theme of so much glorification in that country. And so too, instead of selling exchange in the way Mr. Cisco has done, actually losing by the operation, the specie we had abroad, estimated at three or four millions should have been brought over openly in the shape of Sovereigns, taken to the Sub Treasury, and thence sent to the mint to be re-coined in pieces of moderate size, not convenient for exportation, but very useful to be held in the Country as a hoard to meet the return of resumption by the banks of the country. The very act of shipping so large an amount of its own coin from England by this Country, would have a greater effect on public opinion abroad, and confidence at home, than almost any other financial operation of which we can now conceive. Bills of Exchange are scarcely traceable in their course from one Country to another, but the transfer of four or five millions of gold from London to New York at this moment, would have been as important as a great victory.

We imagine that it would have had the effect also of increasing the foreign demand for our national securities. It is understood that propositions from Germany have been made recently which would if accepted, absorb nearly all that remains of the 10-40 loan, which is being rapidly taken up at home, and is increasing in favor with the people. The London *Times* alludes to this foreign demand in a very lugubrious tone. It says:

"In the advices from Frankfort it is remarked that there have never been as many bills on London in circulation in that market as at present. The portfolious of the banks, bankers and capitalists are full of long bills, taken in exchange for short ones, which are eagerly bought up at rising prices by parties who have to make remittance for bills drawn on their account on London from New York, *in payment for the large masses of United States 6 per cent. stocks brought on the Frankfort Exchange.* 'These securities,' it is observed, 'are still bought *with astonishing eagerness for investment by capitalists in Southern Germany*, in spite of the heavy losses hitherto incurred. The high interest, until now punctually paid, induces capitalists to part with their best German stocks for these, at all events *very doubtful ones.*"

We can add to this last remark one which the *Times* might do well to consider, viz., that the German agencies in this city understand the resources of this Country better than they are understood by any other foreign agencies; they enter with spirit into the enterprise and vigor of our internal commerce, are very liberal men, and mingle thoroughly in American society, and understand our character. It is not strange that their friends abroad are better informed than are the correspondents of other nationalities represented among us, and under their advice, it is not wonderful that the great profits offered by American securities at present rates are more and more sought for, as the rebellion evidently is losing territory, resources, and hope.

It is no wonder either that the rate of interest in England has advanced in the Bank parlor to 9 and at private institutions to 10 per cent, or that Exchequer bills at the last dates were at 10 per cent discount.

Here our Government securities are all slowly improving, and having the confidence of the people, are sought for. The day will come when these will bring a premium beyond our present expectations. The condition of Europe is of a nature to favor a demand for American securities. If there is on the globe, an industrious, prosperous and growing country, it is ours. It is still fresh and young, and every man in it has a personal stake in its permanence, and prosperity. Our national debt is an honest debt, which we could not avoid incurring: twice we have paid our national debts, and our increase of over 127 per cent. every decade in the real and personal properties of the Country, and the compounding as it were our capital from census to census, are facts to which no European nation can pretend to offer a parallel. But the wars and debts of Europe are based on unsound and destructive principles, the elevation of a few families at the expense of the nations and their people; struggles for territory to enlarge the area of taxation, and increase the funds of princely prodigals." No wonder that European governmental securities should have met with so many disasters, and have a foundation only in excessive exactions upon the industry and economic pursuits of unfortunate millions, who no longer live for themselves but for their rulers.

Railway shares have been rather dull but maintain their position with a fair tendency upward. We notice in our foreign Railway exchanges the most flattering opinions of the condition, prospects and management of the Erie. In railway bonds the business is small but at full prices, Government securities, payable interest in gold, necessarily having the preference over all other kinds, the interest payable in currency.

The value of imports at New York last week was $5,593,903, against $2,278,794 for the same week in 1863. The exports for the same period were $3,326,892 against $2,470,642, and the shipments of specie were $1,884,000 against $309,000 for the same week last year.

The value of imports since July 1 is $195,768,-163 against $165,369,678, an increase of $30,398,-385. The exports for the same period were $148,-369,680 against $168,363,683 in the previous year, being a decrease of $19,993,703. The shipments of specie were $50,687,000 against $50,328,000, a decrease of $359,000.

The value of foreign goods imported at the port of Boston for the week ending May 20, was $810,-777, against $862,653 for the corresponding week in 1863. The value of exports for the week ending May 20, was $275,316, against $384,617 49 for the same week in 1863.

The sales of the 10-40s continue to be brisk, and the public are now looking to the future movements of Mr. Chase, of which we gave an inkling in our last week's review of the market, and which furnished unexpected topics for the cotemporary press during the week.

Money is easy at 6 per cent. The only real trouble at this moment is the advantage taken by dealers in almost all articles of necessity to demand exorbitant prices, an operation which is seriously injurious to persons of fixed incomes and salaries, who have no opportunity of making money out of the Government, the principal occupation of a very large number of persons.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—At. & Gt. Western (Ohio div.) 1st mort., 100; Milwaukee and St. Paul 1st mort., 102; Cincinnati Hamilton and Dayton R. R., 134 Ohio and Mississippi pref. cer., 91; North Carolina 6s, 56; Indiana 5s, 85; Mariposa 1st mort., 80; Saganaw Land and Mineral, 5; Copake Iron, 11½; Wyoming Valley Coal, 68; Con. Coal Co. of Md., 82½; Central Coal, 73; Hamp. and Balt. Coal, 109; Canada Copper, 5; Quartz Hill gold, 13; Bucks Co. Lead, 1½; Rutland Marble, 20; Metropolitan Gas, 135; Bank of State of New York, 110; Ocean Bank, 100; Phœnix Bank, 110: National Bank, 112; Bank of Commerce, 116; 4th National Bank, 110; Bank of Republic 105; Chatham Bank, 100; Continental Bank, 103; Shoe and Leather Bank, 107.

Philadelphia.—Allegheny Co. coupon, 5s, 80¼; do., 6s, 92; Allegheny Valley bonds, 105; do., 2d mort., 6s, 95; North Penn. scrip, 96¼; Delaware Division Canal bonds, 104; West Branch Canal, 130; Union Canal, 2¾; Chesepeake and Delaware Canal, 74; Camden and Amboy mort. 6s, 1889, 110⅜; Huntingdon and Broad Top, 35; do., 6s, 98½; Penn. War Loan 6s, 107½; Butler Coal, 26¾; New York and Middle Coal Fields, 20; Fulton Coal, 9⅞; Bear Valley Coal, 18; Big Mountain Coal, 8¾; New Creek Coal, 1½; Green Mountain Coal, 6¾; Penn. Petroleum, 3; Cherry Run, 7½; Mineral Oil, 2¼; Oil Creek, 8; Feeder Dam, 1⅞; Organic Oil, 1½; Dalzell Oil, 4¾; McClintock Oil, 4⅞; Globe Oil, 2⅛; Maple Shade Oil, 9; Alsace, 2½; Connecticut, 1¾; Excelsior, 2; Penn. Copper, 10¼; Girard Copper, 6; Etna Copper, 15; Delaware Copper, 12¼; Merrimac Copper, 4¼; Marquette Copper, 6; Commercial Bank, 55; Corn Exchange Bank, 37; Manufacturers and Mechanics Bank, 28; Mechanics' Bank, 27½; Girard Bank, 46; Bank of Kentucky, 100; Louisville Bank, 103; Farmers' and Mechanics' Bank, 60; 1st National Bank, 120; Corn Ex. Bank 37; Philadelphia Bank, 139; Northern Liberty Gas, 29. The latest quotations are: City 6s, 105@105⅛; do., new, 108⅞@109; State 5s, 97¾@98¼; do., coupon, 101@102; do.. 6s. 1879. 107⅛@107¾; Phila., Wil. and Balt., 72@72½; Reading, 72½@73¼; do., 6s, 1870, 106@106⅛; do., 1886, 146@146½; Camden and Amboy, 187@189; Pennsylvania R. R., 71¾@72; do., 1st mort., 115@116; do., 2d mort., 111½@113; Little Schuylkill R. R., 48@48¼; Morris Canal, 85@86; do., pref., 140@140⅛; do., bonds, 109@109¼; do., 2d mort., 105@106; Wyoming Valley Canal, 80@80¼; do., 6s, 104@105; Susquehanna Canal, 23@24; do., 6s, 66@68; Sch. Nav., 33½@35; do., pref., 43⅛@43⅜; do., 6s, 1882, 97¼@97½; Union Canal pref., 5; do., bonds, 26@28; Delaware Div. Canal, 44¾@45; do., bonds, 103½@104; Elmira and Williamsport, 35@36½; do., pref., 53@55; do., 7s, 1873, 112½@113; do., 10s, 77¾@78; Beaver Meadow, 85@85½; Long Island R. R., 48@50; Lehigh Coal and Navigation, 80@84; North Pennsylvania, 35@35⅛; do., 6s, 103½@104; do., 10s, 116@124; Philadelphia and Erie, 35@35⅛; do., 6s, 105¾@106; Minehill, 63½@63⅝; Catawissa, 19⅞@20¼; do., pref., 42@42½; Lehigh Valley, 90½@91¼; do., bonds, 109@109¼; Fifth and Sixth streets, (horse,) 64@64; do., 7s, 108@109; Second and Third, 76½@78; do., 7s, 112@112½; Race and Vine, 15@20; West Philadelphia, 72@75; Spruce and Pine, 14½@15; Green and Coates, 40@41; do., 7s, 109@110; Chestnut and Walnut, 61½@65; Arch, 33½@34½; Thirteenth and Fifteenth, 33@34½; Seventeenth and Nineteenth, 16@20; Girard College, 30½@31; Tenth and Eleventh, 51½@52; Norristown, 60@60½.

Boston.—Northern (Ogdensburg,) 1st mortgage, 106¼; do., 2d mort., 38½; Rutland and Burlington 1st mort., 78; do., 3d mort., 8; Vermont Central 1st mortgage, 93; do., 2d mort., 32; Conn. and Pas. Riv. R. R. pref., 60¼; Maine 6s, 1880 101¼; New Hampshire 6s, 1875, 103; Massachusetts 6s, 1876, 130¼; do., 5s, 1874, 115½; Brooklyn City 7s. sewerage, 1865, 101; Bangor 6s, 1876, 103½; Bear Valley and Summit Br. R. R., 27¾; Union Railway Co., 123¼; Boston 5s, 1864, 176¾; Bath 6s, 1891, 102¾; Chelsea, horse, 46; Boston Water Power Co., 49⅞; Cary Imp. Co., 12⅜; Essex Co., 102; Union Steamship Co., 166; Boston, Newport and New York Steamboat Co., 1025; Franklin Coal Co., 94½; Short Mountain Coal Co., 49; Manchester Locomotive Works, 82; Cambridge Gas, 105; South Boston Gas, 105¼; Mt. Vernon Bank, 100¼; Merchants' Bank, 102; Atlantic Bank, 100; Boston Bank, 78; Bank of Commerce, 107; Hamilton Bank, 127; Bank of North America, 103; Howard Bank, 100; Union Bank, 120¼; Continental Bank, 102; Exchange Bank, 126; State Bank, 74; Traders' Bank, 100¼; Hide and Leather Bank, 110¼; Acton Mining Co., 3½; Acton Vale, 2; Albion Gold, 2¼; Atlas, 6¼; Albany and Boston, 24; Aztec, 8¼; Bay State, 21; Brome, 1¾; Bedford, 2; Columbian, 10¼; Copper Falls, 46½; Concord, 4¾; Chester, 23c.; Canada, 4¼; Cornwall, 60c.; Central, 70; Colonial Gold, 35c.; Dana, 3½; Dudley, 5¼;

Eagle River, 7¾; Everett, 4; French Creek, 1¾; Humboldt, 11⅞; Huron, 41; Hanover, 4½; Hancock, 15; Logan, 2⅛; Lennoxville, 1⅝; Madison, 5¾; Macomb lead, 5⅜; New England Gold, 3; Northwestern, 14; Ottawa, 90c.; Rock Mountain Gold, 11¼; Phœnix, 34; Pontiac, 6; Superior, 10½; St. Clair, 12; Sutton, 1¾; South Side, 5; Tremont, 4; Winthrop, 6; Wickham, 65c.

Baltimore.—Central Ohio R. R., 14; Marietta and Cincinnati bonds, 104¼; North Western Virginia 1st mort., 109; do., 3d mort., 40; Western Maryland bonds, 90; do., endorsed, 112; City Passenger R. R., 22½; Atlantic Coal, 1.25; Maryland Copper, 1.25; Susq. Coal and Coal Mt., 5.50; Bare Hill, 5.85; Balt. Chrome, 3.00; Santa Clara, 26¼; Lake Chrome, 0.75; Mineral Hill, 3.75; George's Creek, 118; Springfield, 2.20. The latest quotations are: Balt. and Ohio, 109¼@110; do., 6s, 1867, 106@——; do., 1875, 111@113; do., 1880, 112½@113; do., 1885, 111@112; Northern Central, 59¾@60⅛; do., bonds, 1885, 106½@108; N. W. Va., 17@25; do., 1st mort., 109@——; do., 2d mort., 103¼; do., 3d mort., 40@46; do., guar., 100@110; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@70; do., income 1857–'60, 42½@48; Western Md. bonds, 89@92; do., guar., 110@112; Maryland 5s, 92; do., 6s, coupon, 1870, 112@113⅜; do., Ins., 112; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 113½@——; do., 1886, 111½; do., 1890, 114@——; do., coupon, 112@114; do., 5s, 1838–'70, 100; City Passenger R. R., 22½@23; Canton Co., 44@45¼; Gardner, 75@1.05, Guilford, .28@.40; Maryland, 1.25@1.30; North State, .15@.20; Rudisell, .65@.75; Silver Hill, .20@.30; Springfield, 2.10@2.50; George's Creek, 117@120; Santa Clara, 25¼@25½; Baltimore and Cuba Smelting and Mining, 180@210; Balt. and North Carolina, .20@.30; Balt. Chrome, 2.95@3.00; Bare Hill, 5.85@6.90; Atlantic Coal, 1.30@1.35.

Northern Railway of Canada.

The annual meeting of the shareholders of this Company was held at Toronto on the 11th of February last. The report was submitted by Mr. Cumberland the managing director, containing a statement of the transactions of the Company for the year ending 31 Dec. 1863, with the earnings, expenditure, capital and revenue accounts, and returns of the traffic and locomotive departments.

The construction accounts may be regarded as closed. The total expenditure on all services has amounted to $1,216,000 66. The consolidation of original bonds, and the issue to the Government of Canada represent a further sum of $1,381,646 68, or a total preferential capital of $2,598,313 34.

The gross receipts from all sources have amounted to $406,606 55 being an excess of $368 53 over those of 1862, but a decrease of $4,333 36 over those of 1861. The loss on American currency in 1862, was a practical reduction of $22,000 for the earnings of that year.

The local traffic was improved, showing an advance in 1863 of $72,439 50. The local passenger traffic is also increasing steadily:

Passenger Traffic.	1863.	1862.
Local passengers paying	103,961	95,403
Free and company's service	3,821	4,551
Foreign	nil.	1,575
Total	107,832	101,529

The total quantities of local flour and grain carried have been:

	1863.	1862.
Flour (in barrels)	71,795	64,443
Grain (in bushels)	791,793	566,010

The receipts at Toronto of the following articles have been:

	1863.	1862.
Flour (in barrels)	71,590	62,807
Wheat (in bushels)	724,338	531,753
Sawed lumber (B. M.)	25,626,000	25,626,000
Square timber	21,164,100	17,988,000
Rafting "	4,436,000	1,374,000

In sawed lumber there was a decrease of 1,720,000 feet.

The tonnage transported (local and through) has been:

	1863.	1862.
Ordinary freight, 1st, 2nd, and 3rd class	15,216	13,414
Flour	7,750	6,743
Grain	23,328	16,832
Timber and lumber	99,697	72,347
Total local tonnage	145,991	109,336
Total through tonnage	61,313	65,007
Gross tonnage of year	157,307	174,345

In the through tonnage there was a decrease of 56,694 tons, and in the gross tonnage a decrease of 17,037 tons on 1862. The train service has been economically and efficiently administered, the mileage having increased in 1863, 12,325 miles, The policy of adopting minimum rates payable in Canadian currency, and the avoidance of season contracts has been justified by its economy. In 1863 the loss on American currency was but $2,005.72 while in 1862 it was $23,596.92

The earnings and expenditure of the year are as follows:

Gross earnings from all sources	$406,606 55	£83,549 5 9
Working expense	218,538 62	44,965 3 10
Other charges to revenue	8,340 12	1,713 14 6
Total revenue expenditure 1863	$226,878 74	£41,018 14 4
Total revenue 1861	$179,727 81	£36,939 7 5

It appears that a permanent reduction in the working expenses has been effected as was anticipated in 1859, when the closing of the works account was projected.

In 1863 the gross receipts were $406,606 55 and the working expenses $218,538 62. So that full interest has been paid on the Company's bonds, and a balance of $27,680.47 been secured for other appropriations. The excellent condition into which the road, works, and permanent way were brought the last two years, has proved to be a great economy. The maintenance of permanent way has been reduced to $271.75 per mile per annum, exclusive only of iron and chairs, and the reduction in the whole cost in 1863, as compared with 1862 amounts to $13,427 18. In the locomotive department, the average cost of working and repairing Engines has been 17.76 cents per mile, and the average cost of running and repairing all classes of car stock has been 8.24 cents per train mile run.

In fact the engine mileage has been increased 12,325 miles, but the saving in the consumption of wood has been 3,520 cords or $8,006 66, effected by an improvement in the fire grate, an invention of Mr. Lister the Superintendent of locomotives. The cost of wood is per engine mile run but 4.72 cents. In oil and waste a reduction has been made of $5,000.50. By a further system of economy, such as fusion of offices, abolition of engineering and freight departments and closing agencies in New York, Boston and along the route, a reduction has been made of $12,000. The working expenses have thus been reduced to 52¾ per cent. of the receipts.

The net revenue of the year was $179,727 81 full interest paid on the preferred capital, an appropriation of $19,340.35 made to reduce charges on special works, and the net balance at credit of the revenue has been increased to $36,367.77.

The Directors claim that the results of the year have been favorable, and anticipate an increase of business the present year. The extension of the line to the Eastern part of the city of Toronto, and a friendly arrangement as to the Barrie branch are mentioned as being about to take place.

The report was accordingly well received by the shareholders and unanimously adopted.

☞ We invite attention to the Advertisement of the Chicago and Great Eastern Railway Company, in another column.

Nicaragua Railroad.

By the last steamer from Aspinwall, we received a copy of the contract entered into by the Government of Nicaragua with Commander Pim of the British Navy, for the construction of another Isthmus Railway, from Monkey Point on the Atlantic Ocean, along the Northern side of Lake Nicaragua, across the Tipitapa, thence along the southern side of Lake Managua to Leon and Corinto on the Gulf of Fonseca on the Pacific. Our readers are aware that both the French and English have for a long time been encouraging schemes of this description, and we may reasonably expect that some one of them will be finally executed. Is it not time that our Government should endeavor to secure from the present liberal Government of Colombia, an extension of the franchise of the Panama Railroad Company, so that in view of the coming competition it may remain securely in American hands. We give a copy of the contract entire in another part of this week's issue.

Bay de Noquette and Marquette Railroad.

All that remains to put the track in running order from Marquette to the Lake Superior Mine, is to finish the bridge over the cut of the Peninsula Railroad at Negaunee, where it passes under the track of the Bay de Noquette and Marquette Railroad. Preparations have been made for a large increase of business, and the ore cars now on the track are reckoned by the mile. One or two additional engines will be procured, if possible, and five trains will make three trips each per day between here and the mines. The following figures show the business of the road for the past two years—the freight being reckoned in net tons—and the increase of this year will more than double that of the last, if the engines can be had to move the iron, and the men to get it out:

	1862. Tons.	1863. Tons.
Pig iron, down	1,610	7,698
Iron ore, "	140,453	217,656
Miscellaneous		1,479
Merchandise up road	1,283	4,850
Totals	143,346	231,893
Number passengers both ways	5,168	10,868
Passenger receipts	$2,033 95	$4,567 13

Various opinions are expressed as to the effect of the completion of the Peninsula road upon the business of the Bay de Noquette and Marquette

road, but with the preparations made and still going on for extending the mining operations, we have no doubt that, whatever may be done by the former, the latter will yet have all the freighting business it can well do at present, while the passenger travel will be largely increased.—*Marquette News and Journal, April* 15.

Earnings of Iowa Railroads.

The following is an official statement of gross earnings of the several railroads in the State of Iowa, for the years of 1862 and 1863:

Railroads.	Earnings 1862.	Earnings 1863.
D. & M. R. R. R...	$201,684 49	$202,314 08
C. & R. M.....	29,894 87	103,062 13
C. I. & N.....	168,177 64	236,400 33
D. M. & W.....	21,013 89	36,128 50
D. & S. C.....	229,341 37	275,096 00
M. & M.....	265,425 63	348,608 34
K., Mt. P. & M.....	21,302 76	38,438 99
K., Ft. D. & M.....	170,119 66	227,024 08
M. S. R. R.....	2,386 03	3,474 10
Total earnings.....	$1,109,346 34	$1,570,546 55

The total gain in one year was $461,200 21. The amount of tax paid to the State for 1862 was $11,093 46; for 1863, $15,705 46. The earnings for 1864 are estimated at two millions of dollars. —*Western Railroad Gazette, May* 7.

Chicago and Great Eastern Railway.

This is one of the most important enterprises which has been recently undertaken, and when completed will open an entirely new first class trunk line from Chicago and the Northwest to the seaboard.

The line extends from Chicago easterly to La Crosse, Indiana, where it intersects the Cincinnati and Chicago Air Line. At Richmond it connects with the Little Miami Railroad to Columbus, Ohio, thence over the Central Ohio Railroad to Wheeling, or Bellaire, and over the Baltimore and Ohio Railroad to Baltimore.

The connection is also made at Columbus with the Steubenville line to Pittsburg, and thence with the Pennsylvania Central to Philadelphia and New York. The distance from Chicago to New York being shorter than by either of the existing lines *via* Dunkirk or Buffalo.

To Baltimore especially this line will be of great importance, affording as it will a first class route to Chicago *via* Wheeling or Parkersburg.

The company expect to open the line for business the ensuing fall.

Consolidated Coal Company.

The Consolidated Coal Company has a capital paid up of $2,175,000, under a special charter from Pennsylvania in 1856. The Directors are: Franklin F. Randolph, President; Edward A. Quintard, Joseph Skidmore, Frederick A. Lane, Charles Parish, Edward Wetherill, Thomas Bennet, Jr., Wm. H. Tillinghast. The property of the Company is in Luzerne county, Pennsylvania, on the Susquehannah River, mostly between Wilkesbarre City and Wilkesbarre Mountain. There are 1,800 acres owned by the company and 2,000 leased by the compay. There are ten different openings, shafts and tunnels, from which coal is now delivered at the rate of 1,500 tons daily, via the Wyoming Valley Canal, and is sold in Baltimore. The Company own 150 canal boats and a large amount of machinery, also a depot and wharves at Elizabethport, New Jersey. These are connected with the mines by the New Jersey Central Railroad—making a new coal supply equal to 500,000 tons per annum for the Eastern markets.

Albany and Susquehanna Railroad.

Since the decision published in the Railroad Journal of 21st of May was rendered, the Legislature has passed the following act which fully covers the defect referred to in the decision:

An Act amending chapter eighteen of the laws of eighteen hundred and sixty-three, in relation to town subscriptions to the stock of the Albany and Susquehanna Railroad Company.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Section one of chapter eighteen of the laws of eighteen hundred and sixty-three, is hereby amended to read as follows:

§ 1. In any case where the commissioner or commissioners of any town, authorized to subscribe to the stock of the Albany and Susquehanna Railroad Company, shall have filed in the town and county clerk's offices affidavits of the consent, subscribed, or authorized to be subscribed, of a majority of the tax-payers, their heirs, or legal representatives of such town, respectively, preliminary to a subscription on behalf of said town to the stock of said company; such affidavits shall be valid and conclusive proof in all courts, and for all purposes, to authorize and uphold the respective subscriptions to the stock, and the issue of bonds to the amount specified in such proof, for such towns respectively, and no clerical, or other defects in any of such affidavits, shall invalidate such proof, or the subscription to the stock, or the said bonds. And where bonds have been issued by the commissioner or commissioners of any town, and the said railroad shall have been constructed through such town, the bonds shall be valid and binding on said town, without reference to the form or sufficiency of such affidavits, and the principal and interest on the bonds shall be levied, raised, and paid in the manner provided in the original act.

§ 2. This act shall take effect immediately.

Consolidation of Maryland Coal Companies.

The Cumberland (Md.) *Telegraph* states that an arrangement has been effected by which the Mount Savage Iron Company, the Frostburg Coal Company, and the Ocean Steam Coal Company, (owning what is known as the "Aspinwall purchase," in the valley of George's Creek,) have been consolidated, and have purchased the road of the Cumberland and Pennsylvania Railroad Company, running from Cumberland to Piedmont. The names of the Directors are as follows: Wm. H. Aspinwall, Erastus Corning, David Headley, John M. Forby, Henry Delafield, Edward J. Woolsey, Adam Norrie, Jos. B. Varnum and David Stewart, all of New York, Frederick H. Walcott, Esq., is the President, and General Schuyler Hamilton, Secretary of the new company, which goes into operation and assumes the control at once.

☞ The Nashville and Northwestern Railway to the Tennessee River was opened on the 19th inst. The route lies through Davison, Cheatham, Dickson, and Humphries Counties, to the station of Johnsonsville, on the Tennessee, a distance of 78 miles. The work was begun in 1857, and finished 24 miles, when the rebellion suspended operations till the conquest of Nashville, when, Gov. Johnson was authorized to finish the work. The new portion of the track is said to be the finest in the country.

☞ The following directors of the Delaware and Raritan Canal were elected at a meeting of stockholders on the 10th inst.:—R. F. Stockton, Jas. Parker, Moses Taylor, John J. Phelps, John M. Read, Jno. G. Stevens, R. S. Conover, A. W. Markley, Richard Stockton.

Erie Railway.

We learn from the Rochester *Union* that the Erie Railway Company have decided to make Rochester the northern terminus of the Corning Branch instead of Buffalo. Trains will run between Rochester and Corning, and the route from Avon to Buffalo will be a branch. Heretofore the branch has been from Avon to Rochester. Accommodation trains will run westward from Avon, while the through trains will run to and depart from Rochester. There will be two daily express trains between New York and Rochester. "The Erie Company has resolved to make Rochester an important point for business, and will enter into the work of getting a share of the through travel by rendering the road and cars inviting to the public."

Atlantic and Great Western Railway.

The Cincinnati *Enquirer* says the track for the Atlantic and Great Western Railroad, on the bed of the Cincinnati, Hamilton and Dayton Railroad, is being laid, and will be completed by the 1st of June, about which time the opening of that important route to the East will be celebrated in that city and along the line of the road on a magnificent scale.

Mine Hill Railroad,

The Mine Hill and Schuylkill Haven Railroad was on the 16th inst., transferred to the Philadelphia and Reading Railroad Company, the Reading Company having leased the road, guaranteeing to the stockholders of the same, 8 per cent. dividend. This company now controls all the lateral roads in this region by lease. J. W. Alder, Esq., has been appointed General Superintendent of the road, and W. S. Coulter, Esq., Resident Engineer.

Interest and Dividends.

The Lehigh Coal and Navigation Company have declared a semi-annual dividend of three per cent., on both shares and scrip, payable on demand, free of the usual tax.

The coupons on the bonds of the Detroit and Milwaukee road, and the Oakland and Ottawa road, will be paid by Messrs. Duncan, Sherman & Company.

The Vermont and Canada Railroad pay a dividend of 5 per cent. less Government tax, June 1.

☞ The Union Village (Washington County,) *Journal*, says that the question of a railroad between Union Village and Johnsonville, where it will connect with the Troy and Boston Railroad, is again being agitated. The estimated cost of the road is $140,000, and responsible parties agree to lease the road and pay four per cent. on the capital stock upon its completion. As soon as one hundred thousand dollars shall have been raised by subscription, contractors stand pledged to take the balance of the stock and go on and build the road.

☞ The opening of the Princeton, N. J., branch of the Burlington County Railroad took place on the 10th inst. This road opens a splendid country to market, and is a most valuable spur of the Burlington County road. To the enterprise of General John S. Irick, President of the Vincentown Railroad Company, and the Messrs. John and Samuel Butterworth, the people of the interior of the county are indebted for this new line of connection with the great commercial centres.

☞ The eastern terminus of the Adirondac Railroad has been fixed at Saratoga Springs.

Hudson River Bridge.

Mr. William B. Taylor, State Engineer and Surveyor, has decided upon the location of the bridge to be built over the Hudson River at Albany. It will be in the northern part of the city commencing on a line sixty feet north of the northern side of Lumber street, and crossing to a point on Van Rensselaer Island, east of the front line of dock. It will be carried thence to the Greenbush shore on a line running southeast, with a radius of nine hundred feet. The bridge is to be built twenty-five feet above tide water.

Chicago & Great Eastern Railway Company,

SEVEN PER CENT

FIRST MORTGAGE BONDS.

The subscribers now offer for sale the remainder of the issue of SEVEN PER CENT. FIRST MORTGAGE BONDS of the CHICAGO AND GREAT EASTERN RAILWAY COMPANY, appropriated to the construction of their road from Chicago to La Crosse, Indiana.

The rails have all been purchased for the completion of the entire line, much below the present market value, and are now going forward to Chicago. The work is rapidly progressing and the Company expect to open the road for traffic early the ensuring Fall, forming a new and very short trunk line from Chicago to the Eastern markets.

The interest payable during construction has been provided, and is now on deposit with the Bankers of the Company. Apply to

SCHUCHARDT & GEBHARD,
No. 21 Nassau street,

M. MORGAN'S SONS,
No. 87 William street.

New York, May 21, 1864.

SUBSTITUTE FOR

CAR DUCK.

Kingman's Patent Car Covering.

A HEAVY CANVASS, bedded in Water Proof Paste and Painted. Costing now about half as much as Car Duck. Full particulars, directions, and samples sent Also an experienced man sent to show the best way to apply it when requested.

WILLIAMS & PAGE, Boston.

FORTIETH VOLUME OF The Miners' Journal,

PUBLISHED AT POTTSVILLE, PA.

The 40th Volume of the MINER'S JOURNAL commenced January 1st, 1864, with new type, and a larger circulation than it ever attained before.

The JOURNAL, in addition to the general news of the day, publishes more complete reports of the Coal Trade of the United States, than any other publication issued in the country, and it goes wherever Coal goes in this country, and also in Europe. Its Annual Statistics of the Coal Trade, which appears in January of each year, is worth alone the price of subscription. The Coal Trade is also in a very prosperous condition and is attracting great attention throughout the country, and every large consumer and dealer abroad ought to take the JOURNAL for the correct information it contains with regard to the state of the trade. Its subscription price is small compared with the amount of money that may be saved by purchasers of Coal, by availing themselves of correct information.

While the circulation of the JOURNAL is large out of the County among those interested in the trade, it still circulates three times the number of copies in the County as any other paper issues, and is therefore a fine advertising medium for business men generally, Coal Operators and Land Owners, Iron Manufacturers, Machinists, Oil Merchants, Notices to Contractors, &c., &c., embracing the business men of all parties, and contains a very large portion of the capitalists of the country on its subscription list.

Terms for the JOURNAL, $2 25 per annum in advance, or $2 50 if not paid in advance. All subscriptions must be paid in advance unless the parties are known to the publisher. Subscriptions can be sent by mail.

☞ Advertisements inserted at reasonable rates.

Address BENJ. BANNAN,
Pottsville, Pa.

A Chart of the Coal Trade for 1863, price 10 cents, postpaid, is also furnished.

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No. 62 Wall Street, N. Y.,

Bankers and Brokers,

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Four per cent. interest allowed on deposits subject to check at sight.

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(LATE WITH FISH & HATCH,)

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(Two doors from Wall,)

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Government Securities, Stocks, Bonds and Gold bought and sold on Commission.

THE NEW YORK CENTRAL RAILROAD CO., TREASURER'S OFFICE, ALBANY, May 16th, 1864.

Loan of $3,000,000--Due 15th June, 1864.

NOTICE IS HEREBY GIVEN that this Company is now prepared to redeem the Bonds of the above issue, on their presentation at THE BANK OF COMMERCE IN NEW YORK, at par and accrued interest.

JOHN V. L. PRUYN, Treasurer.

TRANSFER OFFICE OF THE CHICAGO AND NORTH WESTERN RAILWAY CO., No. 8 Wall st., New York, April 23, 1864.

THE PREFERRED STOCK BOOKS of the Chicago and North Western Railway Company will be closed on the 16th day of MAY next.

On all Preferred Stock then issued and outstanding, a Dividend of ONE and THREE-FOURTHS PER CENT. will be paid on the 1st of JUNE next.

Future Dividend days on above Stock will be Semi-Annually on the 1st of DECEMBER and JUNE.

By order of the Board,

4t-19 JAMES R. YOUNG, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., New York, May 6, 1864.

THE ANNUAL MEETING of the Shareholders of the ILLINOIS CENTRAL RAILROAD COMPANY, for the election of Directors and the transaction of other business, will be held at the office of the Company in the city of Chicago, on WEDNESDAY, the 25th day of May, 1864, at 12 o'clock noon.

The Transfer Books of the Full and Scrip Shares will be closed at the close of business on the 12th instant, and reopened on the morning of the 28th inst.

2t-20 L. A. CATLIN, Secretary.

SHEAFER'S NEW MAP

OF ALL THE

Anthracite Coal Fields

OF PENNSYLVANIA,

IS READY FOR DELIVERY.

It represents the Coal Fields of

Schuylkill, Luzerne, Carbon, Northumberland, Columbia, Dauphin, and Lebanon Counties,

Embracing all the Anthracite Coal Basins of the State; showing all the Railroad lines and their various ramifications, the position of each colliery, the canals, the topography, &c., &c.

Its new and striking features are the

Wyoming and Lackawana Coal Fields,

And the MAHANOY AND SHAMOKIN COAL DISTRICTS—each in detail, each one of which is worth the price of the Map. This is decidedly, the cheapest, most compact, and the most perfect Map ever issued of the Coal Regions. The above map will be furnished for $1 25 in sheets; in covers, $1 50; on rollers, $2 75; Framed, $2 75.

Also, Scheafer's New and Official

Coal, Iron, Railroad and Canal Map

OF PENNSYLVANIA.

Published by order of the Legislature of Pennsylvania showing the entire area of the State, its ANTHRACITE AND BITUMINOUS COAL FIELDS; its CANALS and RAILROADS; the location of each FURNACE, ROLLING MILL, FORGE, &c., in Pennsylvania; all their avenues and distances to market by the various routes.

No one but so patient and persistent a statician as Mr. S., with his intimate knowledge of the mineral resources of his native State since his connection with the State Geological Survey of Pennsylvania in 1837, could compile in so small a compass, so much valuable and reliable information as we have in the above two maps.

Price of State Map—in sheets, $1 25; in covers, $1 50; on rollers, $2 75. Both Maps in sheets, $2 25; in covers, $2 75; Framed, $2 75.

One copy of the Miner's Journal one year, and both Maps, in sheets, $4 25; in covers, $4 75.

One copy of the Miner's Journal and one copy of either Map, in sheets, $3 25; in covers, $3 50.

These Maps, on sheets and in covers, will be sent by mail to any address, post-paid, on receipt of prices named. Those on rollers can be sent by express.

Address

BENJ. BANNAN, Publisher, Pottsville, Pa.

Sherbrooke Gold Mining Co.

OF NOVA SCOTIA.

OFFICERS.

President.

HERMAN FUNKE.

Directors.

HERMAN FUNKE, HERMAN STURSBERG
FRED. SCHUMACHER, CARLOS PIERCE,
HENRY A. TILDEN, JAMES S. WHITNEY,
FRANK J. PRATT.

Secretary and Treasurer.

FREDERICK SCHUMACHER.

OFFICE OF THE COMPANY,

No. 50 Cliff Street, New York.

TO THE STOCKHOLDERS OF THE MARIPOSA COMPANY.

Notice is hereby given, that a meeting of the Stockholders of the Mariposa Company will be held at the office of the said Company, No. 34 Wall street, in the City of New York, on the 9th day of May next, at noon, for the purpose of deciding upon the increase, and increasing the amount of the capital stock of the said Company, by an addition of twenty thousand shares to the one hundred thousand shares already issued, making, with such increase, a total capital, of one hundred and twenty thousand shares, at the par value of one hundred dollars a share, amounting, altogether, to twelve millions of dollars, in order that the floating debt of the company may be paid, and the mining and other resources of its estate may be more completely and expeditiously developed.

By order of the Board of Trustees.

JAMES HOY,
MORRIS KETCHUM,
GEORGE OPDYKE,
Majority of the Trustees.

NEW YORK, April 11, 1864. 4t-17

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XX., No. 23.] SATURDAY, JUNE 4, 1864. [WHOLE No. 1,468, VOL. XXXVII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 4, 1864.

Central Pacific Railroad.

The Legislature of California has passed an act agreeing to pay $105,000 per annum interest on the bonds of the Central Pacific Railroad Company, and to meet the same by taxation in consideration of certain valuable covenants on the part of the company to be performed for the benefit of the State. It is contended by the opponents of the law, that it is unconstitutional, as the Legislature cannot create a debt of over $300,000 without the consent of the people, "except in case of war to repel invasion or suppress insurrection." Nor loan its credit "to or in aid of any individual association or corporation." To this it is rejoined, that no debt is created by the law; that it is a gift donation for a good and sufficient consideration; that the State is in no way responsible for the payment of the bonds, they being issued by the company, and that by previous decisions of the Supreme Court of California in the case of McCauley the principle has already been settled, that such a contract is valid.

It is to be hoped that no more technical objections will be allowed to defeat the very judicious action of the Legislature, by which the people and the trade and the resources of that State will be enormously benefitted.

☞ On the 15th of June the New York Central Company will pay the principal and the last coupon of their 7 per cent, Bonds of 1854–'64, at the Bank of Commerce in this city. Holders are at liberty to present the bonds at once, and receive the principal, and accrued interest since payment of last coupon. The interest on the bonds will cease after 15th June.

Enlargement of the Canals.—Counter Reports of the Canal Board.

At the last session of the Legislature of this State, there was an evident disposition to enlarge the Erie Canal and its feeders sufficiently to admit vessels, at least of the size of the Monitors, the business of transportation to be a consequence of this military aptitude, rather than a primary cause. In reply to a resolution of inquiry as to the propriety and necessity of enlarging the locks upon these canals, (the Champlain was not even named in the resolution,) two reports were sent in, a minority and majority report. As these documents furnish the principal arguments for and against the proposition, we have thought it well to give an abstract of them for future reference, for though it is not probable the measure will be carried for some years to come, we must nevertheless see it continually agitated. There are those whom political and personal interests will never permit to cease from continued attacks on the Treasury, who see in disbursement advantage to their private and partizan interests, and who will not permit the country or the State to enjoy the fruits of their industry, commerce or sacrifices, nor even revenue from their finished public works without a continual struggle to incur farther expenditure and debt.

The majority report of the Canal Board in favor of the enlargement contained the following statements:

That the Erie Canal has, during the last two years nearly reached its maximum capacity for the transportation of property seeking tide water.

That, by reason of the large number of boats necessarily employed to move the tonnage, frequent crowds have been occasioned at the locks and at other places, creating embarrassing and vexatious delays, increasing the time of passage, and materially increasing the cost of transportation.

That the large amount of business now transacted upon the canals, demands, and should have additional facilities, and, in our opinion, the retention of the present trade requires some radical improvements.

That the trunk line of the canal is capable of sustaining the pressure of a large and steady accumulation of trade for many years, and, that to fully appreciate and realize the value of the enlarged canals, it is necessary that the locks should have comparative capacity with them.

That, by thus increasing the capacity of the locks to pass a greater amount of property, the delays complained of would be avoided, the time of passage reduced, and the carrying of large cargoes instead of small ones, would sensibly reduce the cost of transportation.

That such a reduction would retain our present trade, and secure a large proportion of the increased productions of the Western States, which would naturally seek the channel of communication with the seaboard.

That the present unavoidable high rates of transportation tend to divert trade into other channels, and have a strong tendency to encourage the opening of new and rival routes.

That, in our opinion, a much greater necessity now exists for the initiation of improvements in our canals than in 1835, when the project of "enlargement" was determined upon.

The following table gives the total of tonnage for a series of 26 years:

Year.	From Western States, tons.	From this State, tons.	Total tons.
1837	56,255	331,251	387,506
1838	83,233	336,016	419,249
1839	121,671	264,596	385,267
1840	158,148	309,157	467,315
1841	224,176	308,344	532,520
1842	221,477	258,672	480,149
1843	286,876	378,969	635,345
1844	308,025	491,791	799,816
1845	304,551	656,039	959,590
1846	506,830	600,662	1,107,270
1847	812,840	618,412	1,431,252
1848	650,154	534,103	1,184,337
1849	768,659	498,068	1,266,724
1850	773,858	598,201	1,371,859
1851	966,993	541,684	1,508,677
1852	1,161,978	492,721	1,644,699
1853	1,213,090	637,748	1,851,438
1854	1,100,526	602,167	1,702,693
1855	1,092,876	327,839	1,420,715
1856	1,212,650	374,580	1,587,130
1857	919,998	197,201	1,117,199
1858	1,273,099	223,588	1,496,687
1859	1,036,634	414,699	1,451,333
1860	1,896,975	379,086	2,276,061
1861	2,158,425	291,184	2,449,609
1862	2,594,837	322,257	2,917,094

The following table gives the tolls paid on the tonnage going east, and merchandize going west during the 26 years:

Year.	Tolls on Agricultural and other Products. From other States.	From this State.	Merchandise from tide water.	Total on all Canals.
1837	$160,116	$723,756	$408,751	$1,292,623
1838	247,241	803,967	539,703	1,590,911
1839	310,072	756,723	549,587	1,616,382
1840	427,480	865 758	482,510	1,775,748
1841	500,630	924,326	609,927	2,031,883
1842	467,792	827,841	453,565	1,749,198
1843	623,297	892,151	566,142	2,081,590
1844	676,032	1,088,274	682,068	2,446,374
1845	677,922	1,240,678	727,582	2,646,182
1846	1,018,478	1,100,699	641,929	2,756,106
1847	1,583,500	1,213,761	837,943	3,635,204
1848	1,157,905	1,273,060	881,402	3,252,367
1849	1,101,860	1,261,229	905,137	3,268,226
1850	1,137,731	1,222,877	913,291	3,273,899
1851	1,251,390	1,027,124	1,051,213	3,329,727
1852	1,304,018	1,013,950	799,650	3,118,244
1853	1,383,422	945,968	875,328	3,204,718
1854	985,647	1,097,847	780,072	2,773,566
1855	1,148,098	857,859	799,620	2,805,077
1856	1,247,765	743,668	756,770	2,748,203
1857	899,380	674,057	472,204	2,045,641
1858	944,109	888,259	278,386	2,110,754
1859	813,154	682,405	228,386	1,723,945
1860	1,650,978	991,216	367,353	3,009,597
1861	2,682,969	957,697	268,119	3,908,785
1862	3,722,208	1,093,538	372,202	5,188,943

The average time and cargo of boats between Buffalo and Albany are as follows:

Year.	Average cargo of boat.	Day's time between Buffalo and Albany.	Year.	Average cargo of boat.	Day's time between Buffalo and Albany.
1841	41	9	1854	94	8½
1844	49	7½	1855	92	8½
1847	67	10½	1856	100	8½
1848	71	9	1857	100	8½
1849	68	18½	1858	126	8½
1850	76	9	1859	143	8½
1851	78	8½	1860	140	8½
1852	80	9	1861	157	8½
1853	84	9	1862	167	8½

During the last nine years the average speed of the boats has been 1¾ miles per hour only.

The finances of the Canal Department are in a flourishing condition, as will be seen by reference to the Auditor's financial report for the fiscal year ending the 30th of September. There was at that time in the Treasury to the credit of the various canal sinking funds, $4,605,144 58, besides having paid, of the canal debt, during the same fiscal year, the sum of $713,300, none of which was due, and which was purchased at a premium.

In addition to the above, there was a surplus of $981,376 17 from that fiscal year, which, added to the surplus revenue of the preceding year of $685,348 69, make an aggregate amount in two years, subject to the disposal of the Legislature, of $1,636,724 86.

The report then enters largely into the subject of Canadian competition and the naval defence of the lakes, all which have been fully and ably discussed in and out of Congress and the Legislature. The plan of the work as proposed by the report, and the estimates, are as follows:

The plan of improvement (prepared by the State Engineer and herewith submitted) recommended, is the removal of wall benches where they now occur on the enlarged Erie and Oswego Canals, the enlarging of one of the present double locks (where doubled,) and the construction of new locks where single ones are only in use, of a capacity suitable to pass boats 210 feet in length and 25 feet in breadth; the bottoming of these canals at all points so as to obtain 7 feet depth of water; the construction of feeders and reservoirs which may be required to fully supply water in the future; the enlarging of the aqueducts where deemed necessary, and all work demanded to effectually carry out the plan proposed.

The character of masonry adopted for the construction of the locks is hydraulic stone masonry, to be composed of good, sound, grey or blue limestone, with the face stone cut to one half inch beds, and end joints of similar size and quality as those which have been used in the construction of the present locks, the gates at the heads of the locks to be what are termed "tumble or drop gates."

The entire work in connection with the locks to be constructed with a view to strength and durability.

It is proposed to construct (as recommended in the gunboat report, submitted to the Legislature on the 6th of February, 1864, by the State Engineer and Surveyor,) a new entrance to the Troy Basin, at West Troy, three new combined locks at Lockport, instead of five as now in use, two locks at Lockville, in place of three present locks, with a new channel or canal for about three quarters of a mile, two combined locks on the Salina side cut (Oswego Canal,) namely: Nos. 1 and 2.

From a careful examination of the gunboat report alluded to the total estimated cost to complete the entire work is $8,950,000

The cost to deepen the canal one foot to obtain eight feet of water, as embraced in the report mentioned, is not included.

Below is given an abstract of the various branches of work contained in the estimate, with the cost of each:—

Construction of locks, Erie Canal	$4,400,000
" " Oswego Canal ..	1,650,000
Removal of wall benches	1,784,000
Land damages	875,000
Engineering and contingencies	801,000
	$8,950,000

The counter or minority report presented by Mr. Robinson contained the following statements,

That it would be a departure from precedent and policy to tax the people as proposed to enlarge the canals, and would be an "unequal and oppressive taxation."

That the maximum capacity of the Erie Canal has not been reached, as has been falsely asserted. It is stated that—

"The last annual report of the Auditor, page 20, shows conclusively that the maximum capacity of the Erie Canal has not been reached by more than twenty-five per cent. There can be no doubt of the accuracy of the Auditor. He speaks from the record, after long experience, and with all the official data before him. His report shows the capacity of the Erie Canal to be 8,000,000 tons per year—that is 4,000,000 each way; and yet, in 1862, when there was the largest business ever known upon the canals, the whole number of tons cleared from Buffalo was only 1,980,945, and from Tonawanda 99,711. Even the single locks between Rochester and Montezuma were, according to the Auditor, nearly half a million of tons short of the capacity. The whole number of tons arriving at tide water from the Erie Canal was 2,917,094. The total tonnage on all the canals was only 5,598,785, being much less than three-fourths of the capacity of the Erie alone. And 1862 was an exceptional year; an extraordinary state of things existed; there had been large crops at the West; the Mississippi was entirely closed; the Baltimore and Ohio Railroad, and the Chesapeake and Ohio Canal were partially closed; the crops in Europe were short, producing a heavy foreign demand for our breadstuffs; our large armies East and South had also to be supplied; and an immense and unnatural business was thus forced on to the Erie Canal. Such a combination of circumstances is not likely to occur again in a century, and probably not till the end of time.

The falling off during the last season, compared with 1862, was very heavy, and it promises to be much heavier during the ensuing season. Besides, in 1862, we had not the full depth of water and but few of the enlarged boats. During the last year we have expended $630,000 in extraordinary repairs, and have been promised the full depth of water for this year. At the same time, the large boats are increasing, so that, with a diminished business, we shall have largely increased facilities. How then can it, with any truth, be alleged that the maximum capacity of the Erie Canal has been nearly reached?"

Nor is the financial prosperity of the canal policy yet positively and finally determined, for it appears that—

"The temporary rush of business in 1862 produced an extraordinary revenue for that extraordinary year. Nothing can be more fallacious than to adopt that as an index for the future. In the Comptroller's report to the Legislature of 1863, he protested earnestly against its being so regarded, and stated that there was a moral certainty that the then apparent prosperity could not continue. The experience of a single year has verified the prediction. The falling off in the tolls in 1863 amounted to $543,736 03. There is every reason to apprehend that they will go still lower in 1864, leaving, in all probability, a deficiency in the revenue to be supplied by direct taxation. And whilst the revenues are thus diminishing, the expenses are increasing to an enormous extent. They will amount during the years 1863 and 1864, for superintendence, collection, ordinary and extraordinary repairs to at least $2,500,000, and probably to a much larger sum. At the same time the payments which the Constitution imperatively requires to be made to the General Fund Debt Sinking Fund are deficient to the extent of $1,487,500, which, with the quarterly interest required by the Constitution to be paid thereon, will amount to over $2,000,000. Awards for damages which have been made and are now due to the parties and no funds to pay them, as estimated by the Auditor, amount to $700,000. In every year for the last six years heavy direct taxes have been levied upon the people for the canals, and the amount of such taxes paid during six years is $8,030,442 14. Add to this the floating debt of $2,600,000, which the tax payers were obliged to assume in 1859, and we have a total within the six years of $10,630,442 18. But for this enormous amount of taxation the canals would have been irretrievably bankrupt. Such is the naked truth which the subject is stripped of its rhapsody and romance."

The report then proceeds to show how the actual cost of the canals, and their enlargement have been many millions beyond the estimates, and argues that the same result will again happen. It also shows the extent of the heavy burdens of debt the people of this State are now carrying and will have to carry for a long time to come, and concludes with asking if it is not wisest to wait until this rebellion is crushed, and the dominion of order is restored before these new and expensive projects are undertaken.

As our readers probably well know, the views of the minority making this report had the effect of preventing any definite action on the subject, we presume its recommendation to wait will have its effect on all legislatures to come, at least until the war is over.

We take this opportunity to remark, that at a meeting of a special committee of the Chamber of Commerce on the 20th of February last, held to consider the subject of the Niagara Ship Canal, there came up this very subject of the capacity of the Erie Canal, with reference to the traffic press-

ing upon it. Among the gentlemen present were several well-known canal forwarders and shippers, of great experience, and their testimony was unequivocal as to one point bearing directly on enlargement, viz., that with the increase of the size of canal boats their speed had proportionally diminished, and that vessels of 500 tons would be still slower in movement.

And here lies the exact truth, that after the canals were enlarged to admit vessels of from 500 to 1,000 tons, they could not be towed a half mile in an hour on the average. And to move them at this rate would require an enormous application of horse towing power, since the use of steam on a long canal would be a loss of freight room, of capital, and an expense in officers and crews if it were even practicable to use it at all.

A fleet of large steamers in the Erie Canal could not possibly be navigated through its viaducts, locks and embankments without constant collision, delay, interruption, and loss. The recent permission given by the canal board to load our present canal boats to a six feet draught has only been decided upon after mature consideration, but we venture the opinion that five of our present canal boats of 200 tons each will do the same business quicker, cheaper, and more satisfactorily than a vessel of 1,000 tons ever possibly could do.

The true policy of this State and of the Western States, is to construct the Niagara Ship Canal and get as free navigation as possible for our Western production. The Erie Canal let alone will be able to do all the business it is capable of doing. It will pay upon a certain amount of cost, but not an indefinite one. On forty millions which is its capital, it will pay expenses, interest, sustain a sinking fund and save the people from annual taxation several millions annually. Let the enlargement and the various schemes connected with it be carried, and a hundred millions will not cover the whole expense, and the canals will finally be the destruction of our finances. As they are now, they are nearly perfect, and should be let alone. When the maximum capacity is reached, the tolls will be large and remunerating, and the people will be rewarded by an overflowing Treasury and comparative freedom from taxation. If the production of the West presses beyond its future capacity, then we have the heaven given lakes and short ship canals, which if increased by eleven miles only at Chambly, will permit these products to come from Michigan into Lake Champlain, without unlading, whence they can be transported by rail across to Boston, or by canal to the Hudson. The great West need not fear the want of transportation. It is certain to be ready for them ere long.

☞ The Pennsylvania Legislature, before its adjournment, passed a new State Tax Law, taxing the tonnage of all railroads and transportation companies of the State, two cents per ton on the products of mines; three cents per ton on the products of farms, and five cents per ton on merchandize, manufactures and all other articles. Additional taxes are also imposed upon banking and saving institutions, and all other companies not paying a tax on dividends under existing laws. The new law, as estimated, will give an increase of revenue to the amount of about $750,000 a year.

☞ The telegraph line from Baltimore to Westminster has been completed, and is now open to the public. Congratulatory dispatches have been exchanged between the Mayor of Westminster, and the Mayor of Baltimore, both of whom express the earnest hope that the Western Maryland Railroad, which is now under contract to Union Bridge, will soon be completed to Hagerstown, thus putting the city of Baltimore in direct communication with one of the finest and wealthiest sections of the State.

Dubuque and Sioux City Railroad

(Continued from Page 516.)

It now became evident that without some further provisions, the company must lose the whole property. Judgments were daily been obtained against the property, and the bondholders were weary of waiting. On the 1st June 1860, the funded debt stood thus:

Construction bonds issued	$2,728,150
" " redeemed	1,154,800
" " outstanding	$1,576,350

And there was due, and outstanding for coupons passed since October 1st 1857, $46,160.

The bondholders now availed themselves of the provisions of the mortgage trust, and requested the trustees to take possession of the property, and to proceed to foreclose the equities of the Company therein.

Demand having been made by the trustees for the possession of the property because of the default in the payment of interest, the Board of Directors at their meeting held on the 8th June 1860, in view of the embarrassed condition of the Company resolved to consent to a foreclosure of the mortgages and waive all right of redemption; provided that the foreclosure should be brought about in such a way, as that the stockholders would become part owners of the property according to terms to be agreed upon by representatives of all the different interests concerned.

On the 7th July following a meeting of stockholders, bondholders and creditors of the company was held in the city of New York, and certain terms for an amicable foreclosure of the mortgages were agreed upon, to be submitted to the board of directors, and acted upon if approved.

On the 7th August 1860, the terms having been duly considered by the Board of Directors, were by them approved.

On the 9th of the same month the Trustees filed their petition in the District Court of Dubuque County, Iowa, praying that judgment might be rendered in their favor for the amount of principal and interest due, to be paid by a certain day to be fixed by the court or in default of which the equity of redemption on said railroad, franchises, lands and other property be forever barred and foreclosed.

The answer put in by the Company was that the facts and circumstances set forth in the complaint were true; and that the Dubuque and Pacific Company by the Board of Directors after mature deliberation, had come to the conclusion that it was for the best interests of all parties concerned that a decree of foreclosure should be entered, etc.

On consideration of the above petition and answer, and by consent of parties the court ordered, adjudged and decreed:

That the complainants have and receive of the said Dubuque and Pacific Railroad Company the sum of $1,722,510 due, and in default upon the mortgage named in the petition, and that if they fail to pay the same within ten days their equity of redemption in and to the properties mortgaged, be and forever remain barred and foreclosed, and the right and title thereof be absolute in the said complainants.

That the complainants in taking and acquiring the absolute right and title in said property shall take the same to be by them conveyed in conjunction with the Dubuque and Pacific Railroad Company to the—

Dubuque and Sioux City Railroad Company, in accordance with the terms and conditions hereinafter set forth, it being expressly agreed and understood that the same Dubuque and Sioux City Railroad Company is a new company formed under articles of incorporation drawn up and adopted for the benefit of all parties concerned in the Dubuque and Pacific Railroad Company, whether as stockholders, bondholders or creditors.

And by consent as aforesaid it is ordered, adjudged and decreed, That the bonded indebtedness of the Dubuque and Pacific Railroad Company, shall be exchanged dollar for dollar with accumulated interest to date, for preferred stock of the Dubuque and Sioux City Railroad Company, the whole amount of which shall not exceed $2,000,000, which the company have the right to redeem at par at any time; and, that the holders thereof shall be entitled to the net earnings of the road not exceeding 7 per cent, unless the earnings make a dividend of over 7 per cent. on all the stock, in which case the common and preferred shares shall receive the same dividend.

And that the shareholders of the Dubuque and Pacific Railroad Company shall receive in exchange for their stock therein, including dividend interest to 1st June 1860, common stock in the Dubuque and Sioux City Railroad Company to an equal amount.

And that the secured creditors receive in exchange for their claims preferred stock, and the unsecured creditors common stock in the said new company.

Other claims enumerated in the decree were ordered to be settled by the Dubuque and Sioux City Company in cash, preferred stock or common stock according to the nature of the claims respectively.

The Dubuque and Sioux City Railroad Company, in favor of which the above decree was pronounced, was incorporated under the laws of Iowa, on the 1st August 1860, and will terminate in 50 years unless renewed in accordance with law. The Company was formed as expressed in its charter for the purpose of acquiring all of the rights, privileges, property and franchises of the Dubuque and Pacific Railroad Company, and to complete and operate said railroad.

The capital of the company was fixed at $6,000,000 in $100 shares, and of this not exceeding $2,000,000 might be preferred stock.

The Board of Directors have power to issue bonds or other evidences of debt as they shall see proper, provided that three-fourths of the preferred stockholders give their written consent but the whole debt not to exceed at any time $4,000,

Stockholders owning not less than 100 preferred shares are alone eligible for directors, nor until a 7 per cent dividend is paid alike on the preferred and common stock of the Company can the common stockholders come into the direction. The number of directors is nine.

The principal place of business is at Dubuque, Iowa.

The formal conveyance of the road, franchise and property of the Dubuque and Pacific Railroad Company to the Dubuque and Sioux City Railroad Company was made on the 21st of August, 1860.

The Company thus re-organized and occupying the position of the old company, immediately took possession of the property, and back-dated their accession to power as of the 1st August 1860, which is held as the date of the re-organization. By the articles of agreement as already shown, this company succeed to all property, rights and franchises possessed by their predecessors. The share capital authorized is $6,000,000 in shares of $100 and of this $2,000,000 may be issued as preference stock, that being about the amount of the old construction bonds and coupons thereon, for the non-payment of which the road had been sold. By the decree of foreclosure the holders of the preference stock alone are eligible to vote at elections, until the holders of the common stock realize from the earnings of the road a dividend equal to that promised to the preference stockholders, viz., 7 per cent, and should the whole stock earn a larger dividend then the preference and common stockholders are to receive dividends at the same rate.

The *first report* of the new company for the year ending 31st December 1861, shows that the road had earned largely considering the limited machinery and rolling stock on it, and handsomely over the earnings of former years. The road had already been opened to Cedar Falls a distance from Dubuque of 100 miles. The managers in the meanwhile had settled up the entire back payments, and also a large amount due upon old vouchers besides diminishing the floating debt; and in order to settle in full the floating debt a circular had been issued, asking the consent of the preferred shareholders to mortgage the first 100 miles of road, and issue the bonds at par for this purpose alone. At the date of the report however, but few responses had been received.

The liabilities discharged under the decree of foreclosure amounted to this date to $2,539,343, comprising $1,144,400 construction bonds $149,308 interest, $839,800 capital stock, and various smaller sums of floating debt. On the 1st January 1861, there were sold and outstanding construction bonds and interest thereon $297,426, and also pledged and outstanding bonds and coupons $105,180, making a total of $402,606.

The lands granted by Congress to aid in the building of the road were about a million and a quarter acres of which about 350,000 acres had been sold by the Dubuque and Pacific Railroad Company or by the Trustees, leaving about 900,000 acres in the hands of the present company. Of this quantity they had sold 7,382 acres and pledged 76,981 acres. The prices realized from the lands sold had averaged between two and three dollars per acre.

From the Superintendent's report we learn that the condition of the road had been greatly improved during the year by a more thorough system of drainage and track repairs, and the track might be considered as in a fair condition. About 100 tons of iron, however, were required to put the track in proper condition for the economical working of the road. Stations, storehouses, etc., were also needed.

The rolling stock owned by the company consisted of 4 first class and 2 second class locomotives, and one switching engine; 65 box and 35 platform freight cars, and 7 passenger and 2 baggage cars—together a very insufficient compliment for the business offering.

The facilities at Dubuque and at Dunleath for transhipment were also very inadequate and were about to be extended; and arrangements had been made so that through freight trains could be run from Cedar Falls to Chicago in thirty-six hours.

The passenger and freight trains of the Dubuque, Marion and Western Railroad had as heretofore been carried over 22 miles of the Dubuque and Sioux City Railroad, between Farley and Dubuque. The revenue derived from that source during the year (1861,) had been $11,144 91.

The report also alludes to the ballasting, fencing and planting of trees along the line; and to arrangements made with the Illinois and Mississippi Telegraph Company for putting up a telegraph between Dubuque and Cedar Falls.

The *annual report* for 1862 shows a handsome increase in the earnings over those of 1861. Great efforts had been made during the year to retire all of the "Dubuque and Pacific obligations," but there were still outstanding—

Of sold bonds and coupons	$103,573 00
Of bills payable	41,732 10
	$145,245 10

When these bonds and coupons are settled according to the decree of foreclosure, by conversion into preferred and common stock the only remaining portion of the "obligations" will be the 1st and 2d mortgage bonds for which no provisions was made in the decree, and these must be paid in cash. These were secured upon the first 30 miles of road only, and amounted with interest to about $28,000. The total floating debt of the company on the 1st of January, 1863, as shown in the ledger account, amounted to $222,601 02. The report alludes to the effort inaugurated last year to secure the consent of three-fourths of the preferred stockholders to mortgage the first division of the road for a sufficient sum to wipe out the floating debt entirely, and promises that if successful that a dividend will be paid them from the earnings of the year.

The report also alludes to an earnest effort being made to extend the road at once to Fort Dodge. Such extension would benefit various and large interests, and enable the holders of some 500,000 acres of land, derived through this road to dispose of it at remunerative rates. Until the road was built indeed the lands must remain unsold and taxes accumulate.

The *third annual report*, or that for the year 1863, finds more than realized the highest expectations of the friends of the road. A dividend of 7 per cent. had been paid to the preferred stockholders from the earnings of 1862, and a like dividend for 1863, one half having been paid in July, and one half been declared payable in July, 1864. The preferred stockholders had also acceded to the proposition to mortgage the road. Bonds to the amount of $300,000 at 7 per cent., interest payable semi-annually, January 1, and July 1, and principal payable January 1, 1883, had consequently been placed in the hands of three trustees for negotiation, and $261,000 of these had been sold at a premium—the remainder $39,000 would be applied to settle up the balance of indebtedness, and thus free the company from floating debt.

In October, 1863, a contract was let for the construction of a portion of the Second or Fort Dodge Division of the road—from Cedar Falls to Iowa Falls 43 miles—and the work at the date of the report was progressing favorably. It is to be completed by the 1st of September next.

Contracts were also being negotiated, and arrangements perfected for the immediate extension of the remaining portion of the division to Fort Dodge. The total length of the division is between 92 and 93 miles in length.

Notwithstanding the large increase of earnings in 1863 the Superintendent reports that they would have been still larger if the Illinois Central Company had furnished sufficient facilities for taking away the grain and produce from Dubuque. On the last of October the freight got blocked; the elevator and all warehouses, and even the cars on the track became full. This state of matters continued at the date of the report.

The road continued in good condition except for the first 30 miles from Dubuque, the track of which is badly worn, and will require a hundred tons of new rails. Important additions and replacements had been completed, and many improvements were projected and progressing so as to furnish a first class railroad for public use.

The rolling stock on the 1st of January 1864, consisted of 9 locomotives and tenders, and of 130 eight-wheel, and 56 four-wheel cars. Of the 8 wheel cars 8 were passenger and baggage cars, and 122 freight, viz, 65 house, 20 stock and 37 platform cars; and of the four-wheel cars, 17 were hand, 19 truck and 20 dumping cars. All were reported in effective condition, and by improvements in the shops could be increased as needed on the present road. In view of its extension and increase of business more ample facilities for manufacture and repairs are recommended.

From the premises set forth in the several reports to which we have referred in compiling the history of this road, it must be evident that the enterprise has a brilliant future. Year by year since the reorganization, (which interposed a barrier between the bad management of the past, and the more rational proceedings of the present,) its prospects appear to brighten, and if no bad or foul management interpose we see nothing to hinder its becoming a first class property to all parties in interest. It will, however, take many years to develope the value of the line; but still with such advantages as it already possesses, nothing but an inane directory can spoil its productive capacity.

The following tables exhibit the operations of the company since its reorganization in 1860:

INCOME ACCOUNT.

Receipts and expenditures for the three years 1861, 1862, and 1863:

	1861.	1862.	1863.
Bal. from last year	$31,317	$113,096	$203,814
Earn'gs from freight	152,181	224,802	201,313
" from pass..	42,935		68,783
" from mails.	4,291	3,757	6,071
Rents	750		30
Total receipts	$231,477	$341,655	$480,011
Transportation	$99,731	$105,628	$118,755
Int., insurance, taxes, etc.	8,650	13,538	9,030
Company expenses	10,000	9,800	12,026
Materials and supplies on hand	.....	8,875	.....
Total expenses	$118,381	$137,841	$138,811
Surplus profits	$113,096	$203,814	$340,200

FINANCIAL CONDITION.

being an abstract from the General Ledger at the end of each fiscal year:

	1861.	1862.	1863.
Stock—common.	$985,873	$1,002,105	$1,011,239
" —preferred	1,483,904	1,731,652	1,987,015
First mort. bonds	.....	.....	300,000
Bills payable	219,250	75,361	37,021
Judgment liens.	11,466	104,240	.....
Lands	12,927	.....	.....
Trustees	43,500	43,500	.....
Individual acc'ts	.....	2,161	2,538
Circulation	.....	17,000	24,000
Internal revenue	.....	.....	2,329
Dividend fund	113,095	203,814	145,278
Surplus fund	.....	.....	20,502
	$2,870,015	$3,179,833	$3,529,922
Dub. & Pac. R. R. Co.'s obligat'ns	$2,589,343	$2,809,309	$2,954,511
New construct'n, etc	249,957	279,291	305,974
New equipment.	47,653	63,196	63,951
Individual acc'ts	21,922	.....	.....
Trustees	.....	.....	4,072
Bonds on hand	.....	.....	39,000
Bills receivable	5,060	.....	.....
Company exp...	5,247	.....	.....
Uncol'd freights	.....	9,172	15,759
Cash on hand	833	18,865	146,655
	$2,870,015	$3,179,833	$3,529,922

The "Dividend Fund" noted in the Ledger Account consists of the surplus profits from operating the road, and at the end of the year 1863 amounted to $145,278, derived as follows:

Surplus profits 1860	$31,317
" 1861	81,779
" 1862	90,719
" 1863	136,386
Total	$340,200

Dividends on preferred stock, viz:

7 per cent. on $1,812,700 in March 1863.	$126,889
3½ " on $1,943,800 in July 1863.	68,033
Total dividends paid	$194,922
Balance carried to Ledger	$145,278

A further dividend of 3½ per cent. on $1,981,200, was payable on the 15th of January, 1864, and also the interest on the bonded debt on the 1st of the same month, which payments would reduce the balance to $66,801.

The "Surplus Fund" is derived from the operation of the bonded debt, and from the proceeds of land sales. It is managed by the Trustees under the reorganization, and in 1863 operated as follows:

Amount received by Trustees as accumulated interest on coupons attached to first mortgage bonds at the time of sale.	$4,822 38	
Amount received as premium on bonds sold	4,952 50	
	$9,774 88	
Sundry expenses paid by Trustees	$402 89	
Coupons paid July 1, 1863	9,135 00	
	9,537 89	
		$236 99
Proceeds of sales of land grant, lands and town lots sold during 1863		108,697 92
		$108,934 91
Amount to replace earnings paid for—		
D. & P. R. R. Co. obligations	$1,825 34	
Construction	27,966 88	
Engineering	1,103 80	
Right of way	2,382 88	
Construction, Fort Dodge Division	19,976 07	
Taxes on lands	10,985 27	
Expenses charged to land account	4,883 76	
Equipment	19,308 63	
		88,432 73
Amount shown in Balance Sheet		$20,508 18

PROGRESS OF DEVELOPMENT.

Exhibit of the earnings, expenses and profit, from the opening of the first section of the road on the 11th of May, 1857, to the 31st of December, 1863:

Years.	Miles.	Earnings.	Expenses.	Profits.
1857 (7⅔ mos.)	30	$57,760	$29,231	$22,439
1858	47	62,520	41,680	20,840
1859	60	58,630	39,080	19,540
1860	80	121,028	89,509	31,317
1861	100	200,160	118,381	81,779
1862	100	228,560	137,841	90,719
1863	100	276,197	139,811	136,386

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 3d week of May, were:

	1864.	1863.
Passengers	$11,213 57	$3,219 27
Freight	6,551 75	3,069 46
Mail, express & telegraph	1,169 58	750 00
Total	$18,934 90	$7,038 73
This month to date	$63,641 44	$23,892 96

The earnings of the Chicago and Alton Railroad Company for the week ending May 23, were:

	1864.	1863.
Passengers	$17,801 00	$13,486 60
Freight	20,622 59	23,018 78
Sundries	2,192 00	1,719 73
Total	$40,615 59	$38,225 11
Increase 1864		$2,390 48

The earnings of the Galena and Chicago Union Railroad for the week ending May 22, were:

	1863.	1864.
Freight	$35,984 00	$37,710 08
Passengers	8,445 54	12,668 60
Mails, &c	1,300 00	1,300 00
Total	$45,729 54	$51,679 68
Increase 1864		$5,950 14

The traffic of the Great Western Railroad for the week ending May 20th, 1864, was as follows:

Passengers	$22,407 10
Freight and live stock	30,980 06
Mails and sundries	1,243 04
Total	$54,630 20
Corresponding week of 1863	47,174 15
Increase	$7,456 05

The earnings of the Grand Trunk Railway for the week ending May 21, 1864, were:

Passengers	$30,262 04
Express freight, mails and sundries	2,500 00
Freight and live stock	54,538 43
Total	$87,300 47
Corresponding week, 1863	80,631 09
Increase	$6,669 38

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in May, 1864, were $43,909 00
Corresponding week of previous year 24,428 00
Increase, 80 per cent $19,481 00

The earnings of the Michigan Central Railroad for the 3d week in May, 1864, were $66,420 00
Corresponding week of previous year 49,921 00
Increase $16,499 00

The earnings of the Cleveland and Toledo Railroad for the 3d week in May, 1864, were $26,065 00
Corresponding week of 1863 23,839 00
Increase $2,226 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of May, 1864, were $49,754 00
Corresponding week of previous year 53,215 00
Decrease $3,461 00

The earnings of the Chicago and Rock Island Railroad for the third week in May, 1864, were $43,441 00
Corresponding week of previous year 43,588 00
Decrease $147 00

The earnings of the Chicago and Northwestern Railway for the 3d week in May, 1864, were $40,984 45
Same period last year 23,560 91
Increase 73 per cent. $17,373 54

The earnings of the Hannibal and St. Joseph Railroad the first two weeks in May have been:

	First Week.	Second Week.
1864	$44,704 00	$38,186 39
1863	31,202 00	20,052 82
Gain	$13,502 00	$18,133 57

In April, 1864, the earnings were $209,465 98
April, 1863 124,853 01
Gain $84,612 92

The earnings of the St. Louis, Alton and Terre Haute Railroad for the first 2 weeks in May, were:

1864	$64,950 04
1863	48,202 97
Increase in 1864	$16,747 07

The earnings of the Dubuque and Sioux City Railroad for the week ending May 21, 1864:

Passengers	$1,967 35
Freight	4,341 59
Total	$6,308 94
Corresponding week in 1863	$4,977 81
Increase	$1,331 18
May 1 to 21, 1864	$19,776 19
May 1 to 21, 1863	13,748 30
Increase	$6,027 89
Jan. 1 to May 21, 1864	$109,851 68
Corresponding week in 1863	75,281 00
Increase	$34,070 68

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	300,000	5	----	3½
Acton Vale..... Ca	50,000	5	----	2
Adventure ..... L. S.	20,000	---	----	---
Albany and Boston "	20,000	----	14½	20c
Algomah..... "	20,000	----	2	3½
Alliance ..... Ca	200,000	2½	----	---
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	---
Amygdaloid ..... L. S.	20,000	----	----	---
Annapolis..... Md.	50,000	10	----	---
Arizona..... Ariz. T.	10,000	100	----	---
Ascut ..... Ca.	20,000	20	----	---
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7½
Aztec ..... "	20,000	----	1	8½
Balt. and N. C..... N. C.	2,000	5	----	20c
Bare Hill ..... "	----	----	----	6½
Bay State..... L. S.	20,000	----	3½	20
Beaver ..... "	20,000	----	1	---
Bedford ..... Ca.	125,000	5	----	2
Black River ..... "	200,000	2½	----	40c
Bohemian..... L. S	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	---	5*	4½
B. and Corinth ..... Vt.	20,000	10	----	---
Brooklyn..... L. S.	20,000	----	2	---
Brome ..... Ca.	100,000	5	----	1½
Cabot ..... L. S.	20,000	----	½	---
Caledonia..... "	20,000	----	----	13
Cambridge..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	3
Carp Lake..... L. S.	20,000	----	----	4½
Cascade..... "	20,000	----	----	---
Central ..... "	20,000	----	----	70
Champlain ..... Ca.	200,000	1½	----	---
Chatham ..... "	200,000	2	----	---
Chaudiere ..... "	100,000	1	----	50c
Chester..... "	200,000	1	----	25c
Chetteamp.....	30,000	5	----	---
Chippewa ..... L. S.	20,000	----	----	---
Cleveland..... Ca	100,000	5	----	---
Cliff..... L. S	20,000	----	----	---
Clifton..... "	20,000	----	----	---
Collin..... "	20,000	----	½	---
Columbian..... "	20,000	----	4½	9½
Consolidated..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	46
Copper Harbor..... "	20,000	----	1	---
Copper Hill..... "	200,000	1	----	---
Copperas Hill..... "	50,000	10	----	---
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5½
Dana ..... "	20,000	----	3½	8½
Deep River..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	14
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	---
Dorchester ..... "	20,000	----	6	---
Douglas ..... "	20,000	----	----	---
Dover ..... Ca.	200,000	----	1	---
Dudley ..... L. S.	20,000	----	½	4½
Dunham..... Ca.	200,000	2	----	30c
Durham..... "	200,000	5	----	30c
Eagle River..... L. S.	20,000	----	3½	7
El Dorado (Silver) "	20,000	----	----	---
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	---
Etna ..... L. S.	20,000	----	----	15
Eureka..... "	20,000	----	----	---
Everett ..... "	20,000	----	5*	4
Evergreen Bluff.. "	20,000	----	----	17
Flint Steel..... "	20,000	----	----	10
Forest City ..... "	20,000	----	3	---
Forest Shepherd .. "	20,000	----	6	---
Franklin ..... L. S.	20,000	----	6½	52
French Creek..... Pa.	100,000	5	----	1½
Gardner City ..... L. S.	20,000	----	----	---
Gardner Hill ..... "	20,000	----	5	75c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	---
Glencoe ..... Ca.	200,000	1	----	30c
Globe ..... L. S.	20,000	----	1	---
Grand Portage ... "	20,000	----	1	---
Grand Trunk..... Ca.	100,000	5	----	5½
Great Western... L. S.	20,000	----	2	5½
Green Mountain... Vt.	20,000	10	----	11½
Guilford ..... L. S.	20,000	----	5	23c
Hamilton ..... "	20,000	----	----	7
Hancock ..... "	20,000	----	6½	14½
Hanover ..... "	20,000	----	½	4½
Hartford ..... "	20,000	25	12½	---
Hazzard ..... "	20,000	----	----	---
Highland ..... "	20,000	----	7	8
Hilton ..... "	20,000	----	----	4
Hope ..... "	20,000	----	½	2½
Hudson ..... "	20,000	----	----	---
Hulbert ..... "	20,000	----	----	---
Humboldt..... "	20,000	----	2	10
Hungarian ..... "	20,000	----	1	---
Huron ..... "	20,000	----	16	40½
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	----	2½	---
Isle Haute ..... "	40,000	----	----	---
Isle Royale ..... L. S.	20,000	5	19	34

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	---	----	---
Keweenaw..... "	20,000	----	----	---
Kickapoo ..... "	20,000	----	1	---
King Phillip ..... "	20,000	----	2	---
Knowlton ..... "	20,000	----	1	9
Lafayette..... Ca.	200,000	1	----	---
Lake ..... "	200,000	1	----	19c
Lawrence ..... L. S.	20,000	----	----	---
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2½
Lyster..... "	200,000	2	----	---
Madison..... L. S.	20,000	----	1	5½
Malden ..... "	20,000	----	1	---
Mandan ..... "	20,000	----	2½	6½
Manhattan ..... "	20,000	----	2½	6½
Marquette ..... "	20,000	----	----	4
Maryland ..... Md.	----	5	----	1½
Mass ..... L. S.	20,000	----	----	---
Massachusetts ..... "	20,000	----	----	---
Mendota ..... "	20,000	----	----	4½
Merrimac ..... "	20,000	----	----	4½
Meteor ..... "	20,000	----	----	---
Mesnard ..... "	20,000	----	5½	10½
Michigan..... "	20,000	----	----	---
Middlesex..... "	20,000	----	----	---
Mineral Hill	----	----	----	3½
Minnesota..... L. S.	20,000	----	3½	56
Missisquoi..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	---	---
Morrison..... L. S.	20,000	----	----	---
Nashua ..... "	20,000	----	----	---
National ..... "	20,000	----	5½	33
Native ..... "	20,000	----	3	3½
Naumkeag ..... "	20,000	----	1	2½
Nelson..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	---
Nevada (Silver) .. "	20,000	----	----	---
New England ..... "	20,000	----	2	3½
Newton ..... Ca.	200,000	1	----	---
New York ..... L. S.	20,000	----	----	---
N. Y. & Passaic.. N. J.	100,000	5	----	---
North Cliff ..... L. S.	20,000	----	4	7½
North Silver Lake "	20,000	----	----	---
North State ..... "	20,000	----	3	15c
North Sutton..... Ca.	100,000	5	----	1½
North Western..... L. S.	20,000	----	7½	14
Norwich ..... "	20,000	----	----	---
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	4½
Ottawa ..... Ca.	200,000	1	----	75c
Pacific ..... L. S.	20,000	----	----	---
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	16
Pewabic ..... "	20,000	----	3½	63½
Phila. & Boston.. "	20,000	----	15	---
Phœnix ..... "	20,000	----	----	34
Pittsburg & Boston "	20,000	----	5½	92½
Pontiac ..... "	20,000	----	3½	6
Prince of Wales ... Ca.	200,000	----	----	---
Providence..... L. S.	20,000	----	----	2½
Quincy..... "	20,000	----	10	92
Reid Hill ..... Ca.	200,000	1	----	---
Reliance ..... L. S.	20,000	----	----	1
Richford ..... Ca.	60,000	5	----	---
Ridge ..... L. S.	20,000	----	----	---
Rockland ..... "	20,000	----	5	14½
Roscoe ..... Ca	200,000	1	----	---
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	11½
St. Flavien ..... Ca.	100,000	5	----	---
St. Francis ..... "	100,000	5	----	---
St. Mary's (L. & M.) L. S.	20,000	----	8½	9
Salem..... "	20,000	----	1	---
Sharon Consol ..... "	20,000	----	----	---
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	---
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	---
Silver Valley..... "	20,000	----	----	30c
Southampton..... Ca.	100,000	5	----	---
South Bedford .... "	200,000	2	----	---
South Side..... L. S.	20,000	----	3	5
Springfield ..... Md.	----	5	----	2½
Stadecona ..... Ca.	100,000	5	----	---
Star..... L. S.	20,000	----	7½	8
Stark..... Vt.	100,000	2	----	---
Strafford	30,000	10	2½	---
Superior ..... L. S.	20,000	----	4	10
Sussex ..... "	20,000	----	----	---
Sutton..... Ca.	100,000	5	----	1½
Toltec..... L. S.	20,000	----	20	2
Tremont ..... "	20,000	----	5*	2½
Union (L. & M.) .. "	20,000	----	----	---
Vernon ..... "	25,000	10	----	---
Victoria..... L. S.	20,000	----	1½	---
Vulcan..... "	20,000	----	----	---
Washington..... "	20,000	----	----	---
Waterloo ..... Ca.	100,000	3	4*	1
Wankegon ..... L. S.	20,000	----	----	---
West Minnesota... "	20,000	----	2½	3
Wickham ..... Ca.	200,000	5	----	60
Wilkinson ..... "	100,000	5	----	4½
Winthrop ..... L. S.	20,000	----	2½	5
Wyandotte ..... "	20,000	----	----	---

IRON, COAL, ETC., STOCKS.

Companies	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake..... N. Y.	50,000	50	----	11½
East River.....	6,000	50	----	---
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	---
Kahtadin..... Me.	3,000	100	----	---
Lake Superior..... L. S.	20,000	25	----	---
Massachusetts	25,000	1	----	---
Mount Pleasant..... Pa.	10,000	50	----	---
Teal Lake..... L. S.	----	----	----	6
Tyson	20,000	10	----	---
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	---
Bucks County ..... Pa.	----	----	----	1½
Canada ..... Ca.	50,000	5	----	---
Clute	----	----	----	---
Crystal Lake.....	----	----	----	1½
Erie	----	----	----	---
Gay's River.....	100,000	2	----	---
Hampton	100,000	5	----	---
Keystone..... Pa.	----	----	----	3
Lancaster ..... "	----	----	----	---
Macomb ..... N. Y.	100,000	5	----	4½
Mineral Point.....	100,000	5	----	---
Mount Hope ..... N. Y.	80,000	5	2½	---
National.....	200,000	1	----	---
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay..... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	---
Rossie ..... "	100,000	5	----	---
Shawangunk ..... N. Y.	100,000	5	----	---
Sussex ..... N. J.	----	----	----	75c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	4½
Coal & Anthracite:				
American ..... Pa.	37,000	25	----	108
Ashburton ..... "	50,000	50	----	20
Atlantic & G. C .. Md.	----	----	----	2
Baltimore ..... "	----	100	----	---
Bear Valley.....	40,000	12½	----	17½
Beaver Meadow ... Pa.	100,000	50	----	---
Belmont ..... "	10,000	50	----	---
Big Mountain ..... Pa.	----	----	----	9½
Blackhall ..... N. S.	8,000	25	----	---
Boston & Pictou. "	100,000	5	----	---
Bridgeport ..... Pa.	30,000	10	----	---
Broad Mountain ... "	34,000	10	----	---
Butler ..... "	----	----	----	32½
Cape Briton..... N. S.	200,000	2½	----	---
Carbondale..... Pa.	----	----	----	---
Central..... "	----	----	----	73
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	---	---
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	74
Daniel Webster ... "	5,000	100	----	---
East Mahanoy..... Pa.	----	----	----	---
Everhart	20,000	25	----	---
Franklin ..... Pa.	5,000	100	----	94½
Fulton..... "	----	----	----	9½
Gilbertson	5,000	100	----	---
George's Creek..... Pa.	10,000	----	----	105
Grand Tunnel	4,000	100	----	---
Green Mountain... Pa.	----	----	----	6½
Hampton & Balt.. Md.	----	----	----	109
Hazleton ..... Pa.	32,300	50	----	71
Henry Clay.....	3,000	100	----	---
International ..... N. S.	20,000	50	----	---
Lawrence ..... Pa.	2,000	100	----	---
Locust Mountain ... "	----	----	----	64½
Lorberry ..... "	4,000	100	----	---
Macan ..... "	2,000	100	----	---
Mahanoy ..... "	1,000	20	----	---
Metropolitan ..... "	----	100	----	---
Middle Coal Fields.. "	----	----	----	19½
Milford	2,500	50	----	---
Mill Creek..... Pa.	----	----	----	---
Mulgrave	2,000	----	----	---
Narragansett ..... R. I.	8,000	10	----	---
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	---
Penn. ..... "	100,000	50	----	210
Penn. Cannel ..... "	6,000	50	---	---
Picton ..... "	4,000	100	----	---
Pine Knot ..... Pa.	4,000	50	----	---
Port Hood.....	4,000	100	----	---
Potomac ..... Md.	40,000	10	----	---
Powell ..... Pa.	----	----	----	---
Preston..... "	----	----	----	---
Princess Alex.... N. S.	5,000	1.0	----	---
Ridgeway.....	----	----	----	---
St. Clair ..... Pa.	5,000	100	----	20½
Schuylkill Valley.. "	20,000	10	----	---
Shawmut	6,000	50	----	---
Short Mountain ... Pa.	16,000	50	----	46½
Stafford.....	----	----	----	---
Suffolk	4,000	100	----	---
Sugar Loaf ..... Pa.	----	----	----	---
Summit ..... "	40,000	20	----	---
Susq. Coal & C. Mt. "	----	----	----	---
Tamaqua ..... "	----	----	----	---
Tunkhannock	20,000	10	----	---
Wyoming Valley ... Pa.	----	----	----	60

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	---
Acadia (G.)..... N. S.	100,000	3	----	---
Albion (G.) ..... "	100,000	3	----	2½
Alpine (G.) ..... Col.	150,000	10	----	---
Alps (G.) ..... "	100,000	5	----	---
American ..... "	200,000	2	----	---
Am. & Mex. (S.).. N. M.	----	----	----	---
Am. Pioneer..... A. T.	----	----	---	---
Arizona (Silver) .. "	----	----	----	---
Atlantic (G.)..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	53
Bay State (G.) .... Col.	200,000	5	----	---
Beacon (G.)..... N. S.	200,000	2	----	---
Benton (G.)..... "	100,000	5	----	---
Black Hawk (G.) .. "	50,000	100	----	---
Boston (G.) ..... "	10,000	50	----	---
Briggs (G.) ..... "	10,000	100	----	---
Bullion (G.) ..... "	200,000	25	----	---
Burroughs (G.) .. "	100,000	10	----	---
Canadian (G.)..... Ca.	200,000	2	----	---
Central (G.)..... Col.	50,000	20	----	13½
Chaudiere (G.) ... Ca.	100,000	5	----	2½
Chelmeto ..... N. S.	100,000	5	----	1
Colonial (G.)..... Ca.	100,000	2½	----	35c
Colorado (G.) ..... Col.	50,000	10	----	4½
Consol. Gregy (G.) Col.	50,000	100	----	20
Copalinahe (G.)..... "	200,000	20	----	---
Corisannie (G.)..... "	100,000	10	----	5
Corydon (G.) ..... "	100,000	25	----	4½
Day & Bushnell (G.) C.	300,000	10	----	---
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	---
El Dorado (G.)... Nev.	100,000	5	----	---
Empire (S.)..... "	----	----	----	---
Empress (S.)..... "	----	----	----	---
Eureka (G.)..... Cal.	----	----	----	---
Excelsior (G.)..... Col.	50,000	10	----	14
Frankfort (G.).....	100,000	2	----	---
Garrison's (G.) .... Col.	100,000	5	----	---
Gilbert River (G.)... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	---
Gold ..... "	100,000	5	----	4
Gold Field.....	50,000	10	----	---
Gold Hill.....	50,000	10	----	---
Gold River.....	100,000	3	----	---
Gould & Curry (G. & S.) N.	----	----	----	---
Gunnell (G.) ..... Col.	300,000	10	----	4
Halifax (G.)..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	---
Holman (G.) ..... Col.	150,000	2	----	---
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	2
Isabella (G.) ..... Col.	----	----	----	---
Kennebec (G.)..... Ca.	100,000	5	----	---
Kent (G.)..... N. S.	200,000	1	----	---
Lake (G.) ..... Col.	----	----	----	---
Lake Major..... N. S.	12,000	50	----	---
Libertad (G. & S.) Mex.	----	----	----	---
Manhattan (G.)..... Col.	100,000	10	----	---
Mariposa (G.) ..... Cal.	100,000	100	----	47½
Massachusetts (G.).. Ca.	500,000	5	----	---
Mex. Pac. (G. & S.) Mex.	100,000	100	----	---
Montague (G.) .... N. S.	50,000	10	----	---
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	---
Mt. Alpine (G.) .... Col.	250,000	5	----	---
Mt. Vista (G. & S.) Nev.	50,000	10	----	---
New England (...) Col.	50,000	5	----	3
New Gregory (G.) "	50,000	10	----	---
New York (S.) ... "	100,000	10	----	---
N. Y. & N. S. (G.) N. S.	100,000	5	----	1½
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	---
Otate (S.) ..... Mex.	----	----	----	---
Palma (S.)..... "	----	----	----	---
Peck (G.) ..... N. S.	100,000	5	----	---
Peninsular (S.)... L. Cal.	----	----	----	---
Picacho (S.) ..... A. T.	50,000	50	----	---
Pontiac (G.) ..... Col.	50,000	20	----	---
Prince Albert (G.)... Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col	100,000	100	----	12
Quicksilver ..... Cal.	40,000	25	----	74½
Renfrew (G.) ..... Ca.	120,000	2½	----	---
Riviere du Loup (G.) "	40,000	10	----	---
Rocky Mt. (G.)..... Col.	----	----	----	11½
Sacramento (...)... Nev.	----	----	----	---
San Antonio (S.)... A. T.	60,000	50	----	---
Santa Clara (Q.)... Cal.	----	----	----	---
Santa Rita..... Ariz. T.	----	----	----	---
Scottie (S.)..... Ariz. T.	----	----	----	---
Sherbrooke (G.) N. S.	100,000	10	----	---
Sierra Nevada (G.) Col.	----	---	----	---
Silver Hill (S.) ..... Nev.	----	----	----	---
Sonora (S.)..... Ariz. T.	----	----	----	---
Southam (G.) ..... N. S.	100,000	5	----	---
Stafford (G.)..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	---
Stewart (G.) ..... Ca.	100,000	5	4	2½
Tasaher (G.) ..... "	50,000	10	----	---
Victoria (G.)..... "	100,000	5	----	---
Waverly (G.) ..... "	100,000	10	----	---
Windsor (G.) ..... Col.	100,000	10	----	---
United States (G.) .. "	75,000	20	----	---

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single T'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. T horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	46
30 Nov. '63	4.16	—	161	26	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9¼	....	64
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	125
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	464
30 Nov. '63	15.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,285	0,516	—	....	110
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	--	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	64½
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	92
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,050	25,857	6,012	—	....	....
30 Nov. '63	5.52	—	—	—	—	Salem & South Danvers	57,100	78,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.65	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,855	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.54	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	.....	.....	.....	.....	.....	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,796	.....	.....	.....	....	....
30 Nov. '63	5.00	—	...	...	--	Worcester	89,000	69,000	20,000	.....	6,202	542	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30.000	30,000	—	—	.....	.....	—	....	....
						NEW YORK.									
30 Sep. '62	.....	.....	...	...	...	Avenue D (New York City)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	.....	.....	.....	.....	—	100	69
30 Sep. '62	24.01	—	...	...	69	25 Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.50	...	...	140	29 Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,380	8	100	150
30 Sep. '62	10.50	8.50	...	...	23	2 Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	—	—	—	—	Centr'l P'k,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	.....	.....	.....	....	....
30 Sep. '62	17.25	—	...	...	--	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	.....	.....	.....	.....	.....	....	....
30 Sep. '62	12.07	3.67	...	...	--	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	360,985	121,565	12	100	....
30 Sep. '62	.....	.....	...	...	--	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	4.52	—	...	...	--	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '62	4.63	—	...	...	--	Harlem Br.,Moris'a & Ford'm	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	—	...	...	--	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	10.00	16.00	...	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	...	...	...	...	N.Riv.& Wall st.Ferry(N.Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	.....	1,700	.....	.....	.....	.....	.....	....	....
30 Sep. '62	16.00	—	...	...	--	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	70
30 Sep. '62	.....	.....	...	...	--	Seventh Avenue (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	220
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	16.50	—	...	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	—	—	—	—	—	Utica City	.....	1,430	.....	.....	.....	.....	.....	....	....
30 dep. '62	—	1.00	—	—	—	V.Brunt st.& Erie Bas. (Buff.)	298	330	.....	.....	.....	.....	.....	....	....
						NEW JERSEY.									
31 Dec. '62	5.82	—	...	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	.....	....	—
31 Dec. '62	5.05	2.50	...	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	...	...	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	....	....
31 Dec. '62	4.20	—	...	...	--	Orange and Newark	.....	.....	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.80	—	...	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	.....	.....	.....	.....	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	....	62
31 Oct. '63	8.13	—	120	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	.....	.....	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	34½
31 Oct. '63	16.74	—	274	42	8	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	....	61½
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	60½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	204
31 Oct. '63	8.78	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	40
31 Oct. '63	11.00	—	...	...	--	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	.....	.....	.....	.....	....	....
31 Oct. '63	—	—	...	...	--	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	.....	....	16
31 Oct. '63	11.17	—	...	...	--	North Philadelphia	300,000	200,000	100,000	.....	.....	.....	.....	....	....
31 Oct. '63	12.00	—	90	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	.....	500	32,491	.....	.....	....	....
31 Oct. '63	10.57	0.52	87	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	109	13	6	Pittsb.,Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	.....	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,309	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	6,983	—	....	15
31 Oct. '63	5.20	—	...	...	...	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	.....	.....	.....	.....	....	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	20
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	293,757	172,100	—	279,528	96,803	36	....	75
31 Oct. '63	5.62	—	60	...	16	17th & 19th st. (Phila.)	113,699	120,000	.....	.....	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil.&Fr'sF.)	173,010	159,312	15,500	—	75,086	18,417	17½	....	144
31 Oct. '63	7.65	1.51	176	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	128,623	45,960	16½	....	51
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	.....	.....	87,604	20,428	17½	....	34
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	72
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	230,050	21,058	—	....	23
						OHIO.									
31 Dec. '62	5.00	—	...	...	...	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	...	...	...	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	...	...	...	Passenger (Cinc.)	69,337	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.63	—	...	...	...	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	...	...	...	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	3.33	—	...	...	...	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.48	—	...	...	...	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	10.20	—	...	...	...	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest Rate.	Interest Payable	Principal payable.	Market Price.
	$	pc	Months	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	160,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorche-ter:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	108
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-'72	100½
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1870	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1900	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1888	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1887	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1888	112
2d Mortgage	50,800	7	J. & J.	1909	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,500	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	30,000	6	J. & D.	1888	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1872	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of June 25, 1847 registered	$9,415,250	6	Jan. & July.	1867	120
" " " coupon		6	" "	1867	124
Loan of Dec 31, 1848 registered	8,995,342	6	" "	1868	128
" " " coupon		6	" "	1868	124
Texas Indemnity, of Sep. 9, 1850 coupon	3,461,000	5	" "	1865	180
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	106
" " " coupon		5	" "	1874	104½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	103
" " " coupon		5	" "	1871	100
Oregon War Debt of June, 1861 coupon	1,026,000	6	" "	1881	112
" " " " coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 registered	10,415,000	6	Jan. & July.	1881	113
" " " coupon		6	" "	1881	113
Loan of July 17, 1861 registered	50,000,000	6	" "	1881	115
" " " coupon		6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s) registered	40,230,000	6	May & Nov.	1882	106
" " " (5-20s) coupon	350,000,000	6	" "	1882	106½
Treasury Notes of Feb. & Aug. 1861 coupon	52,931,000	7.3	Feb. & Aug.	1864	110½
" " Apr. & Oct. 1861 coupon	86,989,500	7.3	April & Oct.	1864	110
Treasury Notes of 1863 (legal tender) coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141			d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's	----
" "	70,514,639	5	" "	notice	----
Certificates of Indebtedness (coin)	157,093,241	6	" "	1 year	----
" " (currency)		6	" "	1 year	98
[N.B.—Sinking Fund 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k) coupon	899,000	6	No int'est paid for many yr's	1868	----
" — " " (B'k of State) "	610,000	6		1868	----
" — " " (") "	38,000	5		1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July	1878	135
" " " 1880 "	198,500	7	" "	1880	----
" —War bonds "	610,001	7	" "	1872	----
Connecticut War Fund bonds coupon	2,000,000	6	Jan & July	'71-'72	----
" " " " "		6	" "	'81-'82	106½
" — " " " "	1,000,000	6	" "	1883	----
Florida—State bonds coupon	143,000	7	----------	----------	----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. B'k) "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.) "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock Inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds "	1,322,085	6	" "	1817	102
" —Interest stock	737,222	6	" "	1860	100
" —Refunded stock coupon	2,187,000	6	" "	'63-'80	106
" —War bonds "	2,000,000	6	" "	1879	100½
" —Canal bonds (sterling) "	1,778,423	6	" "	1870	100
" — " " (dollar) "	1 939,397	6	" "	1870	102
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	85
" — " " "	2,058,173	2½	" "	1856	65
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds coupon	1,371,780	6	May & Nov.	1891	98
" —Canal Preferred stock	4,079,500	5	Jan. & July.	------	85½
" — " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock "	1,245,000	5	" "	------	----
" — " special stock "	479,515	5	" "	------	----
Iowa—State stocks coupon	2 0,000	7	Jan. & July	1868	----
" — " (war loan) "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund "	122,236	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	----
" — " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) "	65,000	6	July.	1865	----
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " " "		5	" "	'81-'91	----
" — " " " "		5	" "	'90-'96	----
" — " " (bank) "	600,000	5	" "	1891	----
" — " " " "	67,500	6	" "	'91-'96	105
" — " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	----------	d'm'd.	69
" — " " (R. R. etc.) "	3,902,000	6	----------	'67-'99	----
" — " " (banks) "	5,398,533	6	----------	----------	----
" — " " (war loan) "	670,000	6	----------	----------	----
Maine—State bonds coupon	----------	6	Mar. & Sept.	'63-'77	104
" — " " (war loan) "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g) coupon	816,090	5		1865	----
" — " (st'k'g conv.) "	200,376	5		1865	----
" — " " (st'k'g) "	5,535,566	5		'89-'90	101½
" — " " (st'k'g conv.) "	2,490,569	5		'89-'90	108
" — " " (dollar) Inscribed	500,000	5		1890	----
" — " " (") "	10,000	4½	Chiefly quarterly.	1888	----
" — " " (") "	767,660	5		'42-'58	----
" — " " (") "	399,408	5		1880	----
" — " " (") "	118,711	5		'89-'90	103
" — " " (") "	133,689	6		pleas.	----
" — " " (") "	3,000,000	6		1870	107
" — " " (") "	35,000	6		1885	----
" — " " (") "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'65-'71	----
" — " " (T. & G. R. R.) "	508,380	6	" "	'88-'90	----
" — " " (" ") dollar	416,500	6	" "	'90-'91	121
" — " " (" ") "	300,000	5	" "	1893	108½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	110
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	1,000,000	5	" "	1870	----
" — " " (Buildings sc.) "	200,000	5	June & Dec.	'68-'77	125½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'68-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71-'76	120½
" — " " " " "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan "	500,000	5	May & Nov	1403	119
" —Coast Defence Loan "	1,000,000	5	" "	1883	118½
" —Back Bay Loan "	168,000	5	" "	1890	----
Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan (" ") "	547,000	7	" "	18-6	103
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) coupon	2,000,000	6	----------	----------	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1883	68½
" — " " " "	199,000	6	" "	1863	70½
" — " " " "	100,000	6	April & Oct	1868	----
" —Cap'tol Loan of 1857	40,000	6	Jan. & July.	1903	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R Loans: Pacific R. R. coupon	7,000,000	6	" "	'72-'88	77½
" — " " S. W. Branch "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	92
" — " " N. Missouri "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton "	650,000	6	" "	'87-'89	----
" — " " Platte Co. "	700,000	6	" "	1889	----
" —Revenue bonds "	431,000	9	June & Dec.	'64-'66	----
" —Into Defense warrants "	700,000	----	----------	----------	----
New Hampshire—State bonds coupon	535,100	6	Feb. & Aug.	1876	103
" " —Notes "	200,000	6	----------	----------	----
New Jersey—State stock registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) coupon	531,820	6	" "	'65-'71	----
" " " " (") "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans	348,107	5	" "	pleas.	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1868	107
" " — " " " "	1,149,781	6	Jan. & July	pleas.	----
" " — " " " "	1,300,000	5	" "	'68-'78	115
" " — " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " "	11,050	5½	----------	d'm'd	----
" " — " " " "	14,230	6	----------	d'm'd.	----
" " — " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1884	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	100,000	6	Jan. & July	1867	----
" " —Canal Fund Loans	6,922,274	6	" "	'63-'74	109½
" " — " " " "	15,889,025	6	" "	64-'76	110
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds coupon	9,129,805	6	Various.	Var.	58
Ohio—State bonds (foreign debt) coupon	1,068,905	6	Jan. & July.	1900	110½
" — " " (" ") "	1,015,000	6	" "	1905	94
" — " " (" ") "	379,866	6	" "	1908	----
" — " " (" ") "	2,183,532	6	" "	1870	----
" — " " (" ") "	1,000,000	6	" "	1875	105
" — " " (" ") "	4,095,309	6	" "	1881	106½
" — " " (" ") "	2,400,000	6	" "	1886	108
" — " " (domestic debt)	275,385	6	" "	1863	103
" — " " (war loan) coupon	299,704	6	" "	1866	----
" — " " (" ") "	280,000	6	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans	181,209	4½	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July.	due.	98½
" — " " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	310,303	6	Feb. & Aug.	due.	107½
" —State bonds coupon	200,000	4½	Jan. & July.	1888	101½
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1864	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July.	1865	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	101½
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	101½
" — " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----------	----------	----
" —Relief Notes in circulation	97,360	----	----------	----------	----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	104½
South Carolina—State bonds (stg) coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) coupon	1,125,000	6	----------	1882	37
" " " " (intern. impr.) "	2,053,606	5	----------	Var.	45
" — " " (railroads) "	12,799,000	6	----------	Var.	----
" — " " (capitol) "	608,000	5	----------	1890	45
" — " " (Hermitage) "	48,000	6	----------	1890	60
Texas—Had no debt in 1861	----------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) coupon	58,000	6	----------	'62-'82	----
" " " " (" ") "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	13,264,642	6	Jan. & July.	'85-'92	51
" —State bonds (railroad) coupon	12,6 4,500	6	" "	'85-'93	----
" — " " (sterling) "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----------	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67-'85	99
" — " " (war) "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) "	100,000	6	" "	1877	----
" — " " (") "	1,100,000	6	" "	'76-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	79,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,025	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	137,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,068	126,090	100,440	92,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,008
1861	83,030	63,975	77,007	76,609	102,168	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	196,152	202,014	1,999,492
1864	160,440	176,783	141,474	175,838	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,892	45,985	39,500	49,571	80,819	108,737	74,331	53,554	676,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,906	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	158,388	183,522	1,498,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,586	66,573	84,603	94,406	82,467	82,460	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,233	955,959
1862	106,263	88,468	103,175	87,916	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1859	304,708	319,593	372,296	380,343	349,958	330,657	361,819	359,114	455,236	465,959	526,606	474,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,315,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	636,006	626,070	567,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	196,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,668	94,860	1,462,762
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	208,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,103,295
1864	143,906	169,577	177,251	196,872	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,260	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,033,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	225,157	205,043	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,024,837
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,264	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,628	278,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,086
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,687	181,084	191,648	206,246	269,282	261,079	352,796	414,543	410,336	372,593	359,403	3,445,827
1863	299,944	271,085	275,643	284,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,025
1864	318,200	406,595	445,320	421,457	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,220	139,761	168,618	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,960	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,120	76,132	44,925	88,177	106,967	111,260	71,587	69,352	146,417	205,054	138,342	90,000	1,224,843
1864	102,748	115,135	88,222	140,417	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,466	196,495	152,172	1,754,819
1860	131,467	119,803	166,454	170,842	175,481	134,688	127,273	196,821	283,861	274,722	205,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,862	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,162	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	305,818	305,284	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,050	341,893	3,467,250
1864	250,163	299,800	333,068	327,206	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,969	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	163,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,84[illegible]	30[illegible]333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,896	186,039	174,001	172,189	210,024	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	226,432	238,495	220,453	206,221	215,449	215,449	308,189	375,487	339,793	305,186	3,168,064
1864	252,435	278,848	348,902	338,275	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,590	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,798	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	691,956	710,814	770,223	796,114	610,417	749,571	762,841	892,744	1,018,375	968,228	1,002,758	9,686,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,045,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,617	91,868	89,239	91,190	100,118	97,218	97,857	88,785	94,554	1,102,623
1860	97,016	96,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,222,010
1863	129,775	128,766	125,445	118,075	108,605	116,398	114,090	125,817	124,615	129,121	119,864	131,304	1,472,305
Philadelphia and Reading:													
1859	146,722	155,327	188,809	215,475	225,464	220,377	248,802	241,695	264,622	263,646	288,619	245,977	2,705,395
1860	163,551	171,841	257,410	248,110	265,011	275,270	314,506	337,496	339,911	368,956	321,208	249,032	3,312,301
1861	161,106	160,538	191,206	252,154	263,917	270,051	289,987	265,358	234,466	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	468,875	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,802	815,902	746,955	526,009	6,324,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,011,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,280	397,525	401,290	364,334	370,983	3,745,210
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290,676	456,211	602,603	574,690	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,608	120,310	123,115	113,798	123,949	118,077	150,578	153,470	144,736	146,748	162,921	1,584,918
1864	100,872	147,485	160,496	157,785	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,587	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	116,578	115,214	168,219	170,380	172,870	147,543	139,628	1,466,147
1863	86,321	91,971	106,056	132,111	134,272	152,585	105,554	116,379	120,596	151,062	134,563	111,359	1,439,798
1864	70,735	95,842	132,896	123,967	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (gnar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66 '76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	100
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju. Oc.	London.	1888	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850.	700,000	6	Jan. & July.	"	1880	109
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	111
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	106
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1895	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	111
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	112
" " $675,000	675,000	6	"	"	1875	106
" " $1,700,000	1,700,000	6	"	"	1883	107
" " $2,600,000	867,000	6	"	"	1889	108
Consolid. Mort. Loan $5,000,000				"		110½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1855	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	108
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	460,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	60
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1853	129
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1860	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1960	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1865	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	110
1st Mortgage pref. S. F.	586,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1865	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " "		8	" "	" "	18...	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	168
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	109½
General 1st Mortgage	3,600,000	7	" "	" "	1885	94½
Bonds issued for coupons of do	756,000	7	May & Nov.	" "	1863	95
2d Mortgage	2,000,000	6	" "	" "	1860	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	246,000	8	Jan. & July.			
Cincinn., Hamilton and Dayton:						
1st Mort. age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
*Cincinn., Wilm. and Zanesville						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1860	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1860	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept	" "	1878	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	106
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	92
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	118
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1582	55
2d Mortgage	250,000	7	June & Dec.	" "		30
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	112
1st Mortgage (R. Extension)	1,499,000	7	" "	" "	1875	116
2d Mortgage	2,516,500		March & Sept.	" "	1891	117
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenne'k	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	140,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	116
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	111
Elgin and State Line	180,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1885	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	92
Land Security	3,344,600	7	April & Oct.	" "	1881	110
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	180,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,340,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	104
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	118½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	120
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt.						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	900,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div.)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,785,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1892	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & Jul.	New York.	1881	----
1st Mortgage	224,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'93	----
1st Mortgage	2,000,000	7	Feb & Aug	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	104½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State (Tenn.) Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,600,000	7	----	----	----	----
Memphis, Clarksv. and Louisv.						
State (Penn.) Loan	0	6	----	----	----	----
Memphis and Ohio:						
State (Tenn.) Loan	$1,340,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	96½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1900	94
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	125
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	103
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	113
2d General Mortgage	2,656,500	7	" "	" "	1877	100
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----	----	----	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	115
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
1st Mortgage	350,000	7	" "	----	1883	----
Mississippi Central:						
1st Mortgage	1,007,362	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	500,000	7	----	" "	----	----
1st Land Grant	2,000,000	7	----	" "	----	85
2d Land Grant	700,000	---	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1885	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,509,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	978,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	8	----	----	----	----
N. Hav., N. Lond. and Stonington:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	95
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Or'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'83'4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Or'ns, Opelous, and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	110
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July	" "	1864	103
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	118½
Exchanged St'k (S. F.) B'ds	663,000	6	May & Nov	" "	1883	104½
" " (") B. & N. F	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	130
Bonds of Dec. 1862, (S. F.)	----	6	June & Dec	" "	1887	110
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	119
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	118
5th Mortgage	1,739,500	7	June & Dec	" "	1888	114½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July	"	1867	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1874	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable).	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	---
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	106
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	106
2d Mortgage	3,077,000	7†	" "	" "	1861	36⅞
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103¾
Chattel Mortgage	360,000	10	" "	"	1887	116
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'65-'70	----
Ohio and Mississippi (O. and Ind.)						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1864	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	77½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	117
2d Mortgage	2,461,000	6	April & Oct.	"	1875	111½
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1867	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	108
" 1861, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	112
" 1848, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	110
" 1857, (convertible)	2,480,500	6	" "	"	1886	145
" 1856, "	1,442,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	---
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	121
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	114
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	97
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,300,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	---
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1900	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	76
2d Mortgage	937,500	7	" "	"	1863	36
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1868	----
3d Mortgage	1,000,000	7	----	----	1876	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	58
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	---
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	109
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	95
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	86
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1880	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1905	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1905	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,880	7	----	----	----	85
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	93
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	37
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	565,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	500,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'76	102½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1889	111
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1886	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1883	----
Sterling, issued in 1858	$144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,256	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	290	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,595	30,931	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,087,006	777,777	240,485	2,476,023	109.6	.....	207,628	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—							1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	25	14	285	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,679	2,582,506	116.9	.....	606,156	280,299	6	....
								ARKANSAS.													
1 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104 594	—	....
								CONNECTICUT.													
1 Feb. '63	23.5	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	955,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic	2,439,775	*	—	2,000,000	240,000	61,872	2,625,230	124.0	.....	284,485	70,187	—	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	—	—	117
30 Nov. '63	84.8	8.9	9.3	—	3	3	—	New Haven and Northampton	2,306,204	28,748	—	1,910,000	650,000	—	2,363,942	—	.....	—	—	—	34
30 Nov. '63	66.0	—	5.9	—	8	12	105	New London Northern	687,152	*	—	602,152	75,200	—	687,152	66.0	156,408	189,425	60,708	6	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,382	117.4	518,810	1,096,437	454,096	12	100
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	5	110
								DELAWARE.													
31 Oct. '60	54.5	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	59.9	—	5.0	....	....	....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	— —	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	53	62	697		Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123 343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	19	16	171		Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	7	2	107		Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 868	50.0	.....	292,714	110,516	8	....
1 May, '58	68.1	—	....	3	4	33		Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	18	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	832 343	454,541	—	....
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9.392.416	281.0	1,002.440	1,673,706	701,866	2½	93
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	128
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,236,000	226,641	13.147,136	242.0	.....	1 083.054	448,503	—	57½
31 Mar. '63	181.8	—	....	—	61	57	966	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,089	228.4	1,630.884	1,529,141	513.100	6	113½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,962,115	341 7	1 484,06	2,201,481	1,279,40	6	130
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4.039.561	*	—	1,648,561	2,350,000	—	4,214.342	180.0	.....	742,097	377,476	—	84½
31 Dec. '63	464.8	252.5	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	128
— — —	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	.....	3,900,000	6,700,000	.....	10,600,000	209.0	18 mos.	2,202,415	704,650	—	64
								INDIANA.													
— — —	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	956.061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140,889	3,468,108	110.0	.....	448,858	230,834	9	100
1 Dec. '62	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,328	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	285,156	—	....
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132 0	.....	285,974	104,951	—	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	.....	—	36½
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	357,302	774,618	307,527	11	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	580,000	369,084	.....	86 0	7 mo's.	85,230	46,771	—	....
31 Dec. '63	100.0	—	....	289.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,029	3,589,922	100 0	134,831	276,197	155 899	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
— — '62	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	48
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,160	2,930,000	337,532	4,376,993	111.8	.....	426,408	227,534	—	....
30 Jun. '62	20.0	—	....	—	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,578	130,000	—	746,068	29.0	215,031	78,985	26,704	2	80
30 Jun. '62	65.1	—	....	—				} Louisville and Frankfort	1,398 229	126,735	6,540	1,104,587	402,519	—	1,465,859	65 1		179.251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268 0	595 268	1,777,985	1,062,165	—	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	200.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	2,665,000	1,150,717	—	.....	306.0	.....	1,232,624	555 434	—	....
31 Aug '60	94.7	—	....	136.3	....	....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,989	109.434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,260	188.0	.....	540,898	.....	—	....
31 May '63	284.8	—	25.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	143
31 Mar. '63	246.0	281.0	....	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,863,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	96½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	256.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,564,732	895,992	6,331,899	256.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,483	—	—
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	94.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	204.5	579,324	1,047,867	420,026	—	55½
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,985	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	—
31 Dec. '62	152 0	—	3.6	—	—	—	—	*Platte County*	1,200,000	—	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	196.0	—	14.4	87.3	34	30	429	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	—
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,886	—	—
30 Sep. '62	86.5	5.6	6.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,906,277	90.1	252,631	258,235	66,250	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,962	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	—	283,197	170,276	6	124
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	55,408	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,679,907	13,118,902	10,761,838	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	113
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	482,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,200,000	4,850,000	—	10,346,232	261.0	1,012,096	2,807,448	620,581	—	61½
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	7	120
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,850,349	446,557	496,903	4,078,974	—	—	4,076,974	119.8	649,882	1,018,326	482,656	8	137
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	185
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	85.6	573,514	1,202,664	488,357	9	149
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,769	123,866	—	851,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6	68½
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	110
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	813,556	390,594	6	109
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	256,149	—	3,540,000	—	—	3,874,507	91.4	389,738	732,282	328,043	6	126
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	—	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	553,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	126
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	28,000	—	785,500	36.7	41,995	164,207	54,797	6	87½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,505	33.0	67,883	53,233	—	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	6	123½
30 Nov. '63	43.4	1.0	14.9	—	13	16	388	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	248,305	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	110½
30 Nov. '63	6.1	—	—	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	44½
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	14,746,504	218.0	1,275,929	2,439,838	1,232,831	9	115.7
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester and Nashua	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	248	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	66
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	—	83,524	7	120
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	87
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,185	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	188
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,887,286	*	—	1,000,553	1,037,376	117,098	2,155,024	60.2	.....	144,386	45,128	—	15
31 Dec. '62	64.0	—	48.0	—	35	20	540	Central of New Jersey	4,915,252	606,542	672,113	3,650,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	171
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	38.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	852,124	10	.....
31 Dec. '62	21.3	—	—	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	165
31 Dec 62	.....	—	—	—	—	—	—	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
31 Dec '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	238,880	124,742	6½	110
31 Dec. '62	58.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	551,993	212,500	31,743	821,984	—	82,986	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '62	48.0	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,508	2,320,940	48.0	140,555	224,413	123,039	—	.....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	138,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	55.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,560	807.0	5,858 687	10.469.481	3,511,474	7½	111½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,748,466	9,368,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,964	—	142½
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	203,457	109,137	2½	49
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	554.9	5,692,223	10,897,631	5,994,966	7	132½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,696	—	295
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	1½
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	515,161	38.1	76,623	140,634	77,580	7	.....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,396	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	—	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	—	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.0	229,424	280,871	172,757	—	—
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
-- --	158	223.0	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	—	—	—	—
-- --	'59	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	923,069	477,554	285,301	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- --	'58	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	566,939	—	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,513	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	.....
1 Aug. '61	137.0	—	.....	—	41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	134
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,982,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,464 130	191.2	926,628	1,724,917	1,033,687	20	167½
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	27,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,297	1,581,628	976,923	33½	180
30 Nov. '62	101	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836.094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	113½
31 May '63	109.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700.495	530,727	55,025	3,526,800	3,667,596	—	7,810,858	188.6	663,371	1,361,537	747,562	—	149
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,853	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,434	6,609,826	144.0	414,779	663,705	451,540	—	140
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,288	2,981,287	1,400,000	—	4,879,806	138.0	846,882	1,632,483	889,619	15	140
30 Jun. '63	173.8	30.0	13.1	—	37	24	488	Marietta & Cincinnati, re org.	10,722,322	*	—	10,379,554	373,437	53,055	11,164.820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,960	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	—	—	—	.....
30 Jun. '63	153.0	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,000	2,488,825	7,800	5,401,088	205.9	418,328	560,850	115,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,808,287	125.0	214,404	250,395	82 983	—	.....
31 Dec 63	247.4	—	.....	—	47	18	928	Toledo & Wabash	9,996,636	*	24,998	3,314,775	6,551,830	38,272	10,152,632	250.0	1,279,950	1,459,798	540,921	—	70

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Oct. '63	91.1	25.0	8.5	—	20	12	254	Atlantic and Great Western	3,169,516	525,000	—	1,362,218	3,849,500	41,864	5,253,582	116.1	115,932	.....	.....	—	.....
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,084,339	400,500	—	1,983,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	87
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	398,567	11,485	—	18
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	—	956,900	270,000	16,481	1,243,381	152.0	166,712	276,398	118,193	8	.....
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,961	13,276,201	202.0	1,469,494	1,757,088	828,143	9	241
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	38.0	151,829	258,243	150,163	—	.....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd to	North'n Cen.		196,907	334,790	110,368	—	37
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,060	18.6	144,871	4?3,358	169,268	10	.....
31 Oct. '63	36.9	15.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R. R. Co.	7	77½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,016,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	27,809	37,047	4,163	—	.....
31 Oct '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,929	101,570	—	35
31 Dec. '63	80.0	—	17.0	—	16	7	1,063	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929.065	68,833	2,707,898	80.0	335,700	478,118	243,838	—	.....
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,466,000	89,127	3,820,377	88.0	386,844	1,320,068	774,074	10	91½
31 Oct. '63	28.8	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading			R. R.)	7	48½
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4,132,935	130.0	319.162	363,367	89,991	8	64½
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274 990	511,396	273,891	—	34
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048.814	3,543,484	2,883,457	13,430,250	16,969,124	—	33,245,668	356.9	5,211,202	1,891,413	5,111,413	—	70
31 Oct. '63	17.0	7.0	42.6	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,500	—	1,672,200	24.0	244,425	332,457	179,595	9	60½
31 Oct. '63	230.0	—	21.5	58.0	3	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	426,759	699,300	198,486	7½	33
30 Nov. '63	147.4	5.5	187.8	—	166	67	8,430	Philadelphia and Reading	21,074,422	3,765,774	629,348	13,211,228	10,867,928	—	26,613,828	355 0	2,721,689	6,252,902	3,706,900	7	71½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 3,882	—	—	999,200	250,000	—	1,249,200	28.2	137.074	644,050	368,648	10	188½
31 Oct. '63	96.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,?74,500	*	351,129	7,460,000	1,017.500	—	8,477,500	200 5	647,029	2,640 248	1,602,119	10	74
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1.767,373	1,500,000	82,530	3,666,629	72.0	209,746	215,587	105,356	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,982,741	468.3	3,472,914	5,132,934	2,106,623	—	116½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	North'n Cen		40.476	144,7?8	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,500	65,206	832,009	29.6	75,358	126,693	70,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	415,309	199,155	6	120
30 Nov. '62	13.6	—	0.6	—	4	3	7	Providence, Warren & Bristol	42?,943	13,299	—	457,?17	8,500	—	.....	13.6	23,954	25,594	6.739	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.8	.....	—	.....	.....	.....	Greenville and Columbia	2,439,709	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,552	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021.439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,067	19,187	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,037,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,655,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,245	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	54.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	276 000	240,000	171,586	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	99,639	208,867	.....	—	68
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	822,928	61,280	—	.....
31 Aug. '63	62.5	.....	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	.....	.....	.....	62.5	138,299	140,886	24,579	—	.....
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	.....	174.5	679,677	713 418	191,466	—	24
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	.....	.....	1,378,500	.....	.....	1,378,500	oper. by Vt. Central				4	123
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	616,164	793,200	110,145	.....	23.7	53,041	45,273	7,187	—	.....
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. b. Troy		& Bost.	35,352	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,084	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,610	155,161	9 months	79.2	47,702	54,121	16,532	—	.....
30 Sep. '59	103.5	.....	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	16
30 Sep. '60	88.3	65.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,390	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	215,862	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	580,904	282,328	—	51
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,564	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,957	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,550	—	.....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,926,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	65½
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,528	5,892,471	142.0	384,331	344,769	85,859	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
6 Jun. '63	1,090	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,366,510	1,164,858	—	.....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	367.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '62	95.0	1.0	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,416	*	—	4,658,706	—	—	4,658,706	108 0	169,421	107,640	20,000	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,288	—	1,380,000	13,100	186,000	1,779,232	60 0	.....	132,555	30,670	—	.....
								NOVA SCOTIA.													
Dec. '62	51.5	30.0	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	168,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	22	129	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	—	1,743,201	1,018,444	12	150

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,000	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	564,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	550,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	41½
Cnemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	67½
Chicago & Alton (preferred)	2,422,596	7	3½	97
Chicago & Northwestern (pref.)	2,400,000	7	1½	89
Cocheeho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	----
" " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	52
Erie (preferred)	8,535,700	7	7	108½
Hannibal & St. Joseph (preferred)	5,309,428	7	—	60
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	103½
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	---	----
" " (new pref.)	125,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	78
" " (3d pref.)	3,424,169	7	—	50
Michigan S. & N. Indiana (guar.)	2,893,600	10	—	142
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	95
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	133
Niagara Br. & Canaudaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Rama: o (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	97
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	76½
Toledo & Wabash (preferred)	982,900	7	7	77
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18--	----
Bonds guar. by Virginia	200,000	6	------	18--	----
Delaware Divsion:					
1st Mortgage	800,000	6	J. & J.	1878	108
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------		----------	----------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1865	----
Lehigh Navigation					
1st Mortgage	2,786,682	6	M. & S.	1870	114½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	109
2d Mortgage	204,750	6	----------	----------	105½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	38
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	102
2d Mortgage	3,980,670	6	J. & J.	1882	96½
Improvement	568,500	6	M. & N.	1876	95
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	6	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	87
Preferred Interest b'ds.	227,569	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N	1883	27½
West Branch & Susqu'a:					
1st Mortgage, s'k g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	104½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,221,595	—	----
Delaware Division	100	1,633,350	—	45
Delaware and Hudson	100	7,500,000	7	238
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	2,479,950	6	80
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	3½	87
" (preferred)	100	1,175,000	10	139
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	33½
" " (preferred)	50	2,722,607	—	42
Susquehanna and Tide Water	50	2,048,200	—	23½
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	130
Wyoming Valley	100	500,000	6	90

Wholesale Price Current.

To the Duties as attached to the articles noted below, 50 per cent. additional must be added, to be collected for Sixty Days from and including April 30.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, $17 to $25; Railroad, $13 50; Boiler Plate, Band, Hoop and Slit, $25; Pig, $6 per ton; Polished Sheet, 2½ cents per lb.

Pig, Scotch, No. 1 (cash) per ton. 58 — @ 60 —
Pig, American, No. 1 58 — @ 59 —
Bar, Swedes, assorted sizes (in gold) — @ 95 —
Bar, English, Refined 140 — @ 145 —
Bar, English, common — @ — —
Sheet, Bussia per lb. — 25 @ — 30
Sheet, English, Single, Double and Treble — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 1¼ cents; over 7 cents and not above 11, 2½ cents per lb.

English, Cast per lb. — 23 @ — 33
English Spring — 15 @ — 18
English Blister — 20 @ — 28
American, Blister — 23 @ — —
American, Cast, Hammered — 12 @ — 12
American, Cast, Rolled — 24 @ — 28
American Spring — 14 @ — 20
German — 14 @ — 16
Milan (in bond) — 12 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2; old Copper, 1½ cents per lb.; Manufactured, 30 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb. — — @ — 55
Sheathing, &c. Old (cash) — — @ — 40
Sheathing, Yellow — — @ — 38
Pig, Chile — — @ — —
Bolts — — @ — 55
Braziers' — — @ — 55
American Ingot (cash) — 43 @ — 44

LEAD—Duty: Pig, $1 50 per 100 lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — — @ — —
Spanish — 12 75 @ 13 —
German Refined — 12 75 @ 13 —
English — 12 75 @ 13 —
Bar per lb. — — @ — 14½
Pipe and Sheet — — @ — 15½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val. Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca per lb. — — @ — 62
Straits — 54 @ — 54½
English — 53 @ — 53½
Plates, Charcoal I. C per box. 18 50 @ 19 —
Plates, I. C. Coke — 16 50 @ 17 —
Terne, Coke — 14 25 @ 14 50
Terne, Charcoal — 17 — @ — —

NAILS—Duty: Cut, 1½; Wrought 2½; Horse Shoe 4½ cents per lb.

Cut, 4d. @ 6d (cash) per 100 lb. 7 — @ 8 —
Clinch (cash) — @ 9 —
Horse Shoe, Forged (cash) per lb. — 32 @ — 38
Wrought English (cash) — @ — —

INDIA RUBBER—Duty: 10 per cent. ad val.

Para, Fine per lb. — 97½ @ 1 —
Para, Coarse and Medium — 52½ @ — 90
East India — — @ — —
Carthagena, &c — 50 @ — 55
Guaynquil — 40 @ — —

PETROLEUM—Duty: Refined, 10 cents per gallon.

Crude, 40@47 gravity — 40 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 70½ @ — 71
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 64 @ — 65
Naptha, Refined, (60@63 gravity) — 26 @ — 38

SPELTER—Duty: In Pigs, Bars and Plates, $1 25 per 100 lbs.; Sheets, 2 cents per lb.

Plates, Foreign (cash) per lb. — 13 @ — 13½

ZINC—Duty: Pig or Block, $1 25 per 100 lb.; Sheet, 2 cents per lb.

Sheet per lb. — 17½ @ — 18

New York Stock Exchange.

Actual Sale Prices for the week ending June 1.

	Th 26	F. 27	Sat. 28	M 30.	Tu 31.	W 1
American Coal Co.	100	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	112	----	----	----	112	----
California 7s	----	----	----	----	----	----
Canton Co.	43	44½	----	43½	42½	43
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	110	----	----	----	110	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	128	128	127	128	----	128
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	62½	63	62½	61	60	58½
" " pref.	88	89½	87	88	85	89
" " 1st M.	----	96	95	----	94½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	109½	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	115	116	116	114½	112	112½
" " 1st M. '70.	----	108	----	----	----	----
Clev., Col. and Cin.	----	167	167½	167	----	167½
Clev. and Pittsburg	114½	114½	115½	114½	112½	113½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	115	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	91½	----	----	92
Clev. and Toledo	148½	151	150½	148	147½	149
" " S. F. 7 p.c.	110½	----	----	----	118	----
Cumberland Coal, pref.	74	76	75½	74½	75	74
Del. & Hudson Canal	235	235	236	238	----	----
Del., Lack. & West.	----	----	241	----	----	----
" " 1M. 8 p.c. '71-6	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	115	115½	114½	114½	112½	111½
" pref.	108½	109	109	108½	109	108½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	119	----	119	----	119	----
" 4 M. 7 p.c. '80	118	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	135	137½	140	139	138	139
" 1M. 7 p.c. '68	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	113	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	62	----	----	----	----	60
" " bonds	----	----	----	----	----	----
Hudson River	145	146	146½	146	144½	142½
" scrip	94½	----	95	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	123	----	123
" 3M. 7 p.c. '75	123	----	----	----	----	----
" conv. bonds	105	----	----	----	----	104
Illinois Central scrip	130½	131	130	130½	127	128
" full stock	129	130	----	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	120	----
Marietta & Cin 1st pref.	73½	----	73	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	47	44	45	44	46	47½
Michigan Central	144½	145½	146	145½	142	143
" S F. 8 p.c. '82	----	----	----	----	130	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	98½	99	99	98	96½	96½
" " guar'd.	143	144	142	141½	142	----
" 1M. S. F.	----	----	112	----	113	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	70	70½	70	70	69	69½
" " 1st pref.	----	----	----	----	----	115
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	54	54	----	----	56	56
Miss. & Mo.	48	51	----	48	----	----
" L. G. bonds	66	66	65	65	----	----
Missouri 6s	----	----	70	71	71	70½
" iss. to H. & St. J. R.	91½	----	92	----	----	92
" " Pacific	78	----	76½	76½	----	77½
New York Central	133½	134	133½	133½	132½	132½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	111½	----	----	----	----	----
N. York & Harlem	281	280	281	----	282½	285
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '78	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Norwich & Worcester	110	----	----	----	----	----
Ohio & Miss. cer.	55	55	55	54½	53½	52
Pacific Mail S.S. Co.	235½	237	----	238	----	236½
Panama	----	----	----	----	----	----
Penn'a Coal Co.	214½	----	----	210½	210	----
Phila. and Reading	143½	144	144	143½	140½	139½
Pitts. Ft. W. & Chicago	116½	117	116½	116½	115½	116½
" " 1M	----	----	118½	----	----	121
" " 2M	113	----	----	----	114	----
" " 3M	98	----	----	----	----	97
Quicksilver Mining Co.	82½	79	75	74½	76	74½
St. L., Alton & T. H.	----	66	----	----	----	64
" " pref.	81	81	----	76½	----	----
" " 1M.	----	----	----	109	----	----
" " 2M. pref.	----	----	----	93	95	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
Toledo & Wabash	70	----	71½	77	76	----
" " Pref.	----	----	----	----	----	77
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	105	105
" " 2M.	----	----	----	87	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	51	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	103	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	173	----	----	----	180	----
U. S. 6s, 1881, reg.	114	115	----	----	113	113
U. S. 6s, 1881, con.	114½	----	----	----	113	113
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	98½	98½	98½	98	98	----
U. S. 6s, 5-20s, coupon	107½	107½	107½	107	106½	105½
U. S. 6s, " reg.	----	----	107	107½	----	106
7.30 Notes, Feb. & Aug.	111½	----	----	----	110½	----
" " Ap'l & Oct.	111½	111⅛	110½	110½	110	----
American Gold	183½	186	186	----	190	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 31.

	W. 25	Th.26	F.27.	Sat.28.	M.30.	Tu 31.
Beaver Meadow	85½	----	87	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	42½	41	----	41½	----	----
Camden & Amboy	----	----	188	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	112	----	----	----	----
" " 6s,'75-106	----	----	----	----	106	106
" " 6s,'83. 107	----	----	----	----	----	----
" " 6s,'89-110½	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	45	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	111	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	81	----	80	----	----	----
" 6s	----	----	----	114½	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	111	----	----	110
Little Schuylkill R. R.	48	48	----	----	----	48½
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	105
Minehill	65	65	65	----	64	----
Morris Canal	----	----	----	----	----	87
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	35	----	35	----	34	----
" " 6s	----	----	103½	103½	----	103½
" " 10s	----	----	----	----	----	----
Northern Central	63	63	62	62	61½	----
Pennsylvania R. R.	72	----	71½	71½	----	----
" 1st m.	----	----	----	----	116½	117
" 2d m.	112	----	----	----	----	----
Penn. State, 5s	98	98	98	----	98½	----
" " 5s, coupon	101½	----	----	----	----	----
" " 6s, "	----	----	----	----	----	106
Philadelphia City, 6s	105½	----	----	----	106½	----
" " new	109	109	109	----	109	----
Philad., Germ. & Nor.	60½	----	----	60½	60½	----
Phila. & Reading	72½	71½	72	72½	71½	69½
" " 6s, '85	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	----	----	----	----
" " 6s. 106	----	----	----	----	108½	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	34	33½
" " pref.	----	----	----	42½	47½	42
" " 6s '82	97½	97	----	----	----	96½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	24	----	24	----	23½	----
" " 6s '78	----	----	----	----	----	67
" " scrip	66½	----	----	----	----	----
Union Canal, pref.	----	----	----	4½	----	----
" " 6s '83	27½	----	----	27½	27½	27½
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal.	80	----	----	80	80	----
" " bonds	----	----	104½	104½	----	----
Arch street, (Horse)	34½	34½	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	41½	41½	----	----	41½	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 31.

	W. 25.	Th 26.	F.27.	Sat.28	M 30.	Tu 31.
Baltimore City 6s, 1875.	113½	113½	----	113½	----	114
" " 1886.	----	----	----	----	----	----
" " 1870.	----	----	----	----	----	----
" " 1890.	114	----	----	----	114½	----
Balt. and Ohio	----	----	----	----	----	113
" " b'ds, '62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	----	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	----	----	----	----	----
Northern Central	62½	61½	62	62½	----	----
" " b'ds, '85.	----	----	----	----	----	----
" " " 95.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1.
Boston and Lowell	----	----	----	----	----	129
Boston and Maine	----	----	----	136	----	137
Boston and Providence	----	----	154	----	155	155
Boston and Worcest	145½	----	----	----	----	149
Cheshire, pref.	57½	----	----	----	57	57
Concord	66	----	----	----	----	----
Connecticut River	110	----	----	----	----	----
Eastern, Mass.	----	----	108½	----	109	109
Eastern, N. H.	106	----	----	----	----	----
Fitchburg	124½	125	----	125	----	126
Manchester & Lawr'ce.	----	----	120	----	120	120
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	87	----	----
Old Colony and Fall R.	----	----	----	123½	----	----
Ph., Wil. & Baltimore	----	----	----	----	74	74
Portl'd, Saco & Porte.	----	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	46	----	44	----	44½	----
Western	----	----	----	----	157	157
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	127½	----	----	----	125	125
Metropolitan "	66	----	----	64½	64½	----
Middlesex "	----	----	----	----	92	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	54	----	52	52	----
Isle Royale "	----	26	----	?	----	24
National "	----	----	----	----	----	33
Minnesota "	54½	----	----	----	54	----
Pewabic "	64	----	63½	----	63½	63½
Pittsburg "	----	----	----	----	92½	----
Quincy "	----	----	----	----	91	92
Rockland "	15	14½	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 21st of May:

Maryland 5s	67	to	69
United States 6s, 1881	56	"	60
Do. 5s, 1874	54	"	56
Virginia State 5s	45	"	48
Do. 6 per cent.	33	"	35
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., Pennsylvania do. do.	71	"	73
Erie shares, $100 (all paid)	54	"	56
Do., 7s, preference	50	"	55
Do., 7s, 1st mort., 1867	60	"	65
Do., 7s, 2d mort., 1859	63	"	66
Do., 7s 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	55	"	60
Do., 7s, 5th mort.	55	"	60
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	64	"	66
Do. do. $100 shares, $90 paid, dis.	31	"	29
Do. do. $100 shares, all paid	60	"	65
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	65	"	70
Do. do. S. F. 1st mort., do., '52 x. c	65	"	70
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	65	"	70
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	63	"	68
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	55	"	60
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	40	"	45
Philadelphia and Reading, $50 shares	28	"	32

American Railroad Journal.

Saturday, June 4, 1864.

Stock Exchange and Money Market.

The immense number of soldiers in the field, and the six hundred vessels of war which keep watch and ward along our coasts and in our rivers, would be unavailing for our defence for more than a limited period, if they were not supplied with munitions of war and the means of subsistence. So that we may say the President and his Cabinet and our gallant soldiers and seamen, are all dependent on the resources of a single mind to obtain as the base of their operations, money which is the sinews of war. In disposing of our praise therefore among those who are earning it by their incessant devotion to the cause of the Union, and the defence of the Constitution, we should not forget what is due to that mind which amidst every opposition and discouragement, has understood the resources of the Country, and has known how to call them forth, which has maintained the credit of the Government by the punctual performance of all its engagements thus far, as if we were in a profound peace and pays its interest in gold without the least difficulty in the midst of a large inflation of Bank money. Certainly something of respect if not of good will is due to the minister who bold yet confident, has provided thousands of millions of dollars during the last three years, and finds himself able to obtain as much more should a dire necessity compel him to make the trial. It is with this sentiment and this impression, we deem it our duty to give our aid to the policy and movements of the Treasury department, which rising above all individual influences and particular interests has given the war its strongest aid, by creating a money of, and for the people, thus becoming in finance what the Department should be, though under pressing circumstances, the master and not the servant of the currency.

Within the last few days it has been reported that Mr. Chase was coming suddenly into the market with another large loan of a new character, and so also it has been said that in the face of his repeated declarations of his intention to contract his issues, he has been freely circulating additional amounts of legal tenders. In the first place we doubt whether any such intention has been determined on, and should it become necessary to obtain more money in advance of the subscriptions to the 10-40, it will be attempted in one of the ways we have suggested in our late financial articles, and so as not to expand the currency but practically to abstract a large portion of it. One of these was by a sale of '81 bonds under the existing authority, and as these are selling at a handsome premium, they offer the simplest and most certain method of obtaining the desired amount. The difficulty of the hour is the dilatory action of Congress in passing the tax bill, and suffering itself to be influenced by the appeals of parties in interest against particular items of taxation. Most incomprehensibly to us, the additional rate on whiskey an article of all others morally and financially a very proper subject for taxation, and which would if taxed produce a revenue less felt, and less really injurious than any we can conceive of, is fought over with a pertinacity if not violence which is truly astonishing. And still more astonishing that Congress is open to any influences which can cause it to hesitate in so plain a case.

The Parliament of Canada on the 10th of May last passed in a single sitting, a resolution for a heavy additional tax on whiskey, and the same night by telegraph the Minister of Finance ordered the duty to be levied all through the Canadas. Even the opposition not only supported the measure, but urged the use of the telegraph to ensure its immediate effect. If Congress can be instructed by example, it now has the opportunity.

We have had one fear however all along, that, of the vast sums of money raised by the Treasury much of it is wasted, by bad administration, by corruption of agents, by connivance among contractors, by the carelessness and oversight of officers, and by ignorance of parties to whom the business of granting contracts is entrusted. We have recently seen how one great criminal in this city succeeded in defrauding the Government of enormous sums, and even after conviction seemed to think he had committed no unusual offence.

We have also seen millions upon millions used in experimenting in naval construction, under the advice of parties who are charged with having an interest in the improvements, and we may therefore urge the absolute necessity of economy in the departments from which the treasury supplies are disbursed. No patriotism of the people, no confidence of capitalists can withstand an unscrutinised and wasteful application of money, and it is the duty of Congress as it is of the honest Press to demand economy in public expenditure as a cardinal principle in every department of the Government.

We have several times shown as we think conclusively, that the inflation so much complained of is attributable almost entirely to the local Bank currency. We have also asserted that Mr. Chase is disposed to absorb the Treasury circulation and repress inflation. We have it in our power to demonstrate the truth of the latter proposition as clearly as we did of the former one.

The circulation of United States notes in round numbers on the 1st of February, was 400 millions of the original issue, and 48 millions of the 50 millions reserved to pay calls for temporary loans. These loans had been reduced between the 1st of October and the 1st of February, 75 millions; 48 millions being paid by the reserve and 27 millions from other sources; that is loans and revenue. Some of the New York bankers insisted that the whole of the temporary loan was in circulation; if so, the circulation between the 1st of October and the 1st of February was actually reduced 27 millions of dollars.

But more illustrative figures may be found in the statements of this month. On the 1st day of May the United States notes' circulation was 440 millions of dollars in the aggregate, to which sum it had been reduced from 448 millions on the 1st of February. The whole circulation on the 1st of May was 441 millions. On the 30th of May it was $440,700,000 showing a reduction of $800,000.

The interest bearing legal tender Treasury notes on the 1st day of May, were 208 millions; on the 30th they were 194 millions, showing a reduction in this description of notes of $13,000,000. This proves conclusively that the circulation of United States notes and legal tender interest notes has not been increased by one dollar during the month; but on the contary has been considerably diminished. Who inflates the currency we should like to know, and how senseless and unjust is the clamor made against the Treasury department by the managers of the local banks! And how imperiously necessary becomes the immediate action of Congress on the National Bank bill, if the real inflation of the day is to be checked and prevented.

We are happy to state that in a very short time, as soon as the revenue cutters are ready for service, the California customs receipts in gold, a million a month or nearly will come directly from Aspinwall to this port as formerly. The surplus funds of our Government in London have all been drawn for, and no further accumulations in the hands of the bankers, and the vaults of the Bank of England will take place. Our readers will remember our remarks on this subject last week, but we had no idea we were so soon to be gratified with the change of the system.

The gold market has taken another start. A year ago we ventured the opinion that by combination if nothing more, it might be put up to 200, and it has come within about eight per cent. of that figure the past week. The imports also continue large, and favor the combination, although practically as compared with other commodities gold is selling for more than it is worth. Government stocks should on the same principle rise to 200, a barrel of flour should sell for $20, and other articles in proportion. But it is not so. Indeed many articles of foreign growth and production paid for in gold, and subject to a heavy duty may be purchased at prices not greater than before the war. This fact is well-known to careful purchasers in this city. Most of the articles which have had the most rapid rise are known to have been bought up, contracted for and held by combination for an advance, and by men who are loudest in support of the Government and the war. Even politicians of great pretentions have not hesitated to engage in purchases of whiskey, and are doubtless among the warmest opponents of the present tax bill.

These, however, are difficulties not peculiar to our own country. They attend all violent changes in the habits and pursuits of the people of other countries. But it is well that public opinion, in the main correct, and honestly directed, should use all its power in enforcing economy at this moment, when the public credit is in possible danger.

It is believed that a foreign loan is within the compass of the Treasury department, if it be deemed advisable. We were in favor of the idea at the commencement of the war, for if we could have placed five or six hundred millions abroad, we should have had a powerful body of interested friends in Europe whose influence would have saved us a world of trouble. There would have been no Alabamas or Floridas, or iron rams fitted out in England to destroy our commerce, and the London *Times* which at the commencement of the rebellion was openly and warmly against the confederates, would have continued so. If an immediate resumption of specie payments be designed by the Secretary of the Treasury, the importation of one hundred millions of specie from abroad would be a step perfectly decisive. And should the campaign against Richmond be a success, it must not be forgotten that cotton enough will fall into the hands of the Government to produce a very large sum towards it. And that the South must in this way if no other, expect to pay a part of the expenses of this war, is very generally admitted. The financial opinions of the daily press we regret to say are supposed very often to be affected by particular interests, having secret relations with proprietorship, and it is often very difficult to comprehend their curiously diverse reports.

Fortunes have frequently been made within a few years past, by parties directing quotations and advocating particular views. Far removed from any such design, we give our readers the very best judgment in our power, and speak of the Money Market and Stock Exchange, personally with the most perfect indifference. We have an abiding faith in the strength, resources, and purpose of the American people, we believe in their solvency and good faith, and we shall continue to maintain, and if possible propagate these opinions. At the same time, there are many evils, dangers, and obstructions to be guarded against, inherent to debt and finance, and it is proper enough to discuss them and point them out "with good and justifiable motives." In connection with this view of the subject, we notice that the London *Economist*, a paper carefully edited and of high authority in Political Economy, has awakened to a "realizing sense" of the intrinsic strength of our Government and people. Whatever may have been its previous doubts as to their responsibility, it seems to entertain none at present, for it has come to the conclusion that we have a productive, an immediate and never-ceasing productive power beyond any hitherto known, and that we can easily bear a steady taxation of six hundred millions a year, a fact of which we believe there is not much doubt, however unpleasant the application of it might be.

The general aspect of the market during the week may be summed up as follows:

In gold very great efforts were made by certain parties to get the premium up to 200, in order to produce effects favorable to the rebel cause both in this country and abroad. For it is seen if the National credit can be effectually damaged, if alarm and anxiety can be created in the public mind, if prices can be disturbed from day to day, there is a hope that some sort of peace might be patched up favorable to the confederates. All these calculations, however, are baseless fabrics of a distempered vision. There is a large majority in the loyal States determined to carry on the contest till the real purpose of it is accomplished, and they have no intention of laying down their arms, or closing their purses till the Union is restored, and the flag floats again over every State of this Republic.

Government stocks are still in good credit, and maintain their quotations. State stocks are reported firm, bank shares inactive, railway bonds steady, and shares not so much sought for. The balance in the Sub-Treasury on Tuesday was $21,128,936 47.

The week's exports from this port of domestic produce and miscellaneous goods (exclusive of specie,) have been to the value of $3,387,911, against $4,606,695 same week last year, and $3,301,894 the corresponding week of 1862. Since 1st of January the exports have been $69,435,853, against $74,831,761 in 1863, and $50,358,779 in 1862.

The value of foreign goods imported at the port of Boston for the week ending May 27, was $911,076, against $566,233 for the correspondiug week in 1863. The value of exports for the week ending May 27, was $384,080, against $450,306 52 for the same week in 1863.

The total value of foreign exports from the port of Baltimore for last week was $218,320.

One of the notable events of the week was the receipt on Tuesday last at this port, by sea and rails of 1,970 bales of cotton of the value of two and a half millions of dollars. Our readers will remember that we have several times alluded to receipts of cotton, consequent on an early termination of the rebellion, as an element which would materially aid our foreign exchange account, and add to the financial strength of the country in adjusting the balance of trade.

We notice that by the steamer City of Limerick from Liverpool arrived within a few days, there came 4,000 Spanish doubloons, and by the steamer

City of Baltimore £16,800 to S. De Visser of this city, and £40 to Schuchardt & Gebhard.

The news from Europe is of a character to make it very probable that a general war is there near at hand.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana War Loan, 98; North Carolina 6s, 58; Illinois War Loan, 100½; At. & Gt. Western (Ohio div.) 1st mort., 100; Central R. R. of New Jersey, 171; Sixth Avenue R. R., 120; Chicago and Milwaukee R. R., 80; Mariposa 1st mort., 90; Nicaragua Transit, 4; Wyoming Valley Coal, 69; Con. Coal Co. of Pa., 123; Ashburton Coal, 20; Con. Coal Co. of Md., 75; Copake Iron, 11½; Quartz Hill gold, 12; Canada Copper, 3; N. Y. and Boston Silver Lead, 3; Bucks Co. Lead, 1¾; Saganaw Land and Mineral Co., 5; National Bank, 112; Hanover Bank, 108; Continental Bank, 104; Nassau Bank, 108; Am. Ex. Bank, 121; Metropolitan Bank, 121; 4th National Bank, 100¼; City Bank, 150; Bank of Commerce, 115½.

Philadelphia.—Huntingdon and Broad Top, 37; do., pref., 46; do., 2d mort., 99; Reading 6s, '44–'80, 112; Camden and Amboy mort. 6s, 110; Phila. and Trenton, 188¼; North Penn. scrip, 96; Penn. War Loan 6s, 107½; Camden City 6s, 105; Pittsburg City 6s, 93; Pittsburg Loans, 100; Allegheny Co. coupon, 5s, 80¼; do., scrip, 79½; Chesepeake and Delaware Canal, 75; Union Canal, 2⅞; 10th and 11th streets, 51; 13th and 15th streets, 84; 17th and 19th streets, 16; Girard College R. R., 30½; New York and Middle Coal Fields, 19¾; New Creek, 1½; Bear Valley Coal, 17¾; Green Mountain Coal, 6½; Locust Mountain Coal, 64¼; Big Mountain Coal, 9¼; Broad Top Semi-Anthracite, 8¼; Butler Coal, 32¾; Fulton Coal, 10; Clinton Coal, 1½; N. Carbondale, 4⅛; Mineral Oil, 2⅛; Irwin Oil, 6¼; McClintock Oil, 5½; Penn. Oil, 6; Oil Creek, 6¼; Feeder Dam, 1½; Dalzell Oil, 5⅝; Keystone, 2⅝; McIlhenney, 4½; Maple Shade Oil, 9; Organic Oil, 1¼; Densmore Oil, 5; Perry Oil, 5; Delaware Copper, 14; Penn. Copper, 10; Connecticut, 1½; Marquette Copper, 4; Keystone Zinc, 3; Manayunk Gas, 54; Commonwealth Bank, 47½; 1st National Bank, 120; City Bank, 55; Mechanics' Bank, 28; Commercial Bank, 55; Farmers' and Mechanics' Bank, 60 The latest quotations are: City 6s, 106½@106¾; do., new, 108¾@109; State 5s, 98@98½; do., coupon, 102@102¼; do.. 6s. 1879. 105¾@106¼; Phila., Wil. and Balt., 72@72½; Reading, 69⅛@69¼; do., 6s, 1870, 106@106⅛; do.. 1886, 143@143½; Camden and Amboy, 187@189; Pennsylvania R. R., 71@71⅛; do., 1st mort., 116⅞@117; do., 2d mort., 111½@112; Little Schuylkill R. R., 48@48½; Morris Canal, 86¾@87½; do., pref., 139@140; do., bonds, 109@110; do., 2d mort., 105½@106¼; Wyoming Valley Canal, 79¾@80; do., 6s, 103½@104½; Susquehanna Canal, 23⅛@23¼; do., 6s, 66½@67; Sch. Nav., 32@33; do., pref., 41½@42¼; do., 6s, 1882, 96½@99⅝; Union Canal pref., 4½; do., bonds, 27½@27¾; Delaware Div. Canal, 44½@45; do., bonds, 103@105; Elmira and Williamsport, 35@36; do., pref., 52@55; do., 7s, 1873, 111½@112; do., 10s, 78@79; Beaver Meadow, 87@88; Long Island R. R., 49@50; Lehigh Coal and Navigation, 73@75¼; North Pennsylvania, 33@34; do., 6s, 103¾@104; do., 10s, 116@124; Philadelphia and Erie, 33@35; do., 6s, 108@——; Minehill, 64½@65; Catawissa, 18@20; do., pref., 41½@41¾; Lehigh Valley, 91½@91½; do., bonds, 109½@110; Fifth and Sixth streets, (horse,) 61½@63; do., 7s, 108@109; Second and Third, 75@78; do., 7s, 112@112½; Race and Vine, 15@20; West Philadelphia, 72@73½; Spruce and Pine, 14½@15; Green and Coates, 40@41½; do., 7s, 109@110; Chestnut and Walnut, 62@64; Arch, 34@34½; Thirteenth and Fifteenth, 33½@34; Seventeenth and Nineteenth, 16@—; Girard College, 30½@31; Tenth and Eleventh, 50¾@51¼; Norristown, 60¼@60½.

Boston.—Vermont Central 2½; do., 2d mort., 37; Rutland and Burlington 1st mort., 76; do., 3d mort., 8; Northern (Ogdensburg,) 2d mortgage 36⅞; Bear Valley and Summit Br. 23¾; New York and Boston Air Line 6s, 1873, 70; Maine 6s, 1890, 102; Chicago 6s Water Loan 1882, 101¾; Bath Me., 6s, 1891, 102¼; Augusta 6s, 1870, 101½; Lynn and Boston, horse, 110¼; Cary Imp. Co., 12¼; BostonWater Power Co., 47¾; East Boston Co., 14; Essex Co., 102½; Franklin Coal Co., 94¾; Short Mountain Coal Co., 46¾; Webster Bank, 105¼; Bank of Republic, 101; Traders' Bank, 100; Bank of Commerce, 106; Atlas Bank, 107¼; Acton Mining Co., 3⅛; Albany and Boston, 20½; Albion, 2¼; Algomah, 3⅜; Atlas, 7¼; Black River, 40c.; Bay State, 20; Brome, 1½; Canada, 3; Columbian, 9½; Cornwall, 62c.; Concord, 3½; Dudley, 4¼; Eagle River, 7; French Creek, 1⅞; Hancock, 14¾; Humboldt, 10; Huron, 40¾; Highland, 8; Hope, 2½; Manhattan, 6¼; Macomb lead, 4½; Mesnard, 10½; Merrimac, 4½; Oswegatchie lead, 112½c.; Ottawa, 75c.; Pontiac, 6; Penn. 10¼; Star, 8; Superior, 10; St. Clair, 11¾; Toltec, 2½; Tremont, 3⅞; Winthrop, 6; Wickham, 60c.

Baltimore.—Western Maryland bonds, 90; do., endorsed, 112; North Western Virginia 1st mort., 112; City Passenger R. R., 23; Susq. Coal and Coal Mt., 5.50; Bare Hill, 6.75; Mineral Hill, 3.75; Atlantic Coal, 1.95; Springfield, 2.60; Santa Clara, 26½; Maryland Copper, 1.30; Lake Chrome, 0.75; Farmers and Mechanics Bank, 30½; Franklin Bank, 12⅝; Merchants Bank, 106; Farmers and Merchants Bank, 89; Marine Bank, 30¾. The latest quotations are: Balt. and Ohio, 113@115; do., 6s, 1867, 106@——; do., 1875, 111@——; do., 1880, 109@——; do., 1885, 108@112; Northern Central, 60@62; do., bonds, 1885, 106@108; N. W. Va., 16@20; do., 1st mort., 110@112; do., 2d mort., 103¼; do., 3d mort., 38@45; do., guar., 103@110; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@—; do., income 1857–'60, 40@48; Western Md. bonds, 89½@90; do., guar., 110@111½; Maryland 5s, 92; do., 6s, coupon, 1870, 112@113⅜; do., Ins., 112½; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 113@113½; do., 1886, 113; do., 1890, 114@114½; do., coupon, 112@114; do., 5s, 1838–'70, 100; City Passenger R. R., 22¾@23; Canton Co., 42½@44; Gardner, 75@1.05, Guilford, .28@.40; Maryland, 1.30@1.35; North State, .15@.20; Rudisell, .65@.70; Silver Hill, .20@.30; Springfield, 2.50@2.55; George's Creek, 105@118; Santa Clara, 28@28½; Baltimore and Cuba Smelting and Mining, 180@210; Balt. and North Carolina, .20@.35; Balt. Chrome, 3.10@3.75; Bare Hill, 6.85@6.90; Atlantic Coal, 1.90 @2.00.

Toledo, Peoria and Warsaw Railway Co.

The Logansport, Peoria and Burlington Railroad (formerly Peoria and Oquawka Railroad,) having been purchased under foreclosure of mortgages by Chas. L. Frost, Edward Weston and H. G. Marquand, was reorganized on Friday in accordance with the plan agreed upon in December, 1862. The name of the new company under charter of the State of Illinois, is the "TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY." The following are Directors for the ensuing year. Charles L. Frost, Edward Weston, H. G. Marquand, James W. Smith, and Zeno Secor of New York; John B. Brown of Portland, and H. F. Clark of Peoria. The Directors have chosen the following officers: CHARLES L. FROST, *President*; D. W. MCWILLIAMS, *Secretary and Treasurer*. A committee was appointed to meet immediately a similar committee on the part of the Toledo, Logansport and Burlington Railway, and agree upon terms of consolidation of the two roads. Efforts are also being made to complete the building of the road from Peoria to Warsaw (opposite Keokuk,) and thus to have a continuous through line under the control of one company from Logansport (on Toledo and Wabash Railroad) to the Mississippi River.

Pittsburgh, Ft. Wayne and Chicago R. W.

We call the attention of our readers to the advantageous terms offered to the present stockholders of the Pittsburgh, Ft. Wayne and Chicago Railway Company—see advertisement in another column—for subscription to a part of the new issue of stock, authorized by the bond and shareholders.

The total authorized was $3,500,000, of which it seems only $1,300,000, or 13,000 shares will be offered this year.

The Company earned in 1863, at the rate of 18 per cent. dividend on its stock, and the increased receipts of this year indicate it will earn equal to 20 per cent on its stock.

The policy of 10 per cent. dividends, payable quarterly, having been adopted, would leave of net earnings, say $650,000 applicable to construction. This and the proceeds of 13,000 shares, now offered, will suffice to cover the outlay deemed necessary last Winter, before the bond and shareholders agreed upon altering the terms of reorganization, and in view of scarcity of labor and the enhanced cost of building, it is deemed sound economy to progress slowly.

☞ At the organization of the Buffalo Extension of the Atlantic and Great Western Railway Company held in this city on the 15th ult., the following gentlemen were elected Directors: T. W. Kennard, New York; Chas. Day, New York; Gaylord Church, Meadville; S. Wann, New York; Henry Martin, Buffalo; Pascall P. Pratt, Buffalo; W. G. Hamilton, New York; S. L. M. Barlow, New York; Jeremiah Larocque, New York; W. A. Thomson, Buffalo; G. R. Babcock, Buffalo; James A. Patteson, New York; C. E. E. Blakesly, New York. The officers were: T. W. Kennard, President, Engineer and Chief; Chas. Day, Vice-President; G. R. Babcock, Solicitor; S. Wann Treasurer; C. E. E. Blakesly, Secretary.

Common Carrier.--Loss of Goods.--Lien for Freight.--Measure of Damage.

In Briggs *vs.* Boston and Lowell Railroad Company it appeared that the plaintiff residing at Racine, Wisconsin, delivered flour to the Racine and Mississippi Railroad Company, taking from their agents a receipt in which they agreed to forward and deliver it to Franklin E. Foster, at Williamstown in Massachusetts. By mistake of the agents of that company, the flour was erroneously delivered or billed to Wilmington, where there is a freight station on the road of the defendants. It was carried by the Racine and Mississippi Company over their road, and at its eastern termination delivered to the carriers next in succession in the line and route from Racine to Wilmington. And it was thus transported by the successive carriers in that line and route in their vessels and cars respectively, according to the bills and directions under which it was forwarded from Racine, until it arrived in due time at Groton, the point of the commencement of the Road of the defendants. And it was then received by them, they paying the freight earned by all the preceding carriers, and carried to Wilmington, where it was duly deposited in their freight depot.

But Franklin E. Foster, to whom it was directed, did not reside or have any place of business in Wilmington, and the defendants were unable to find there any consignee who could be notified of its arrival, or to whom it could be delivered. The defendants' agents immediately instituted a diligent enquiry, but they could not ascertain where the consignee or any other person entitled to have possession of the flour was to be found, or could be notified.

At the expiration of about two months, the defendants, being still unable to find either the owner or the consignee, and it being out of their power to procure a warehouse in which to store the flour for a longer time, caused it to be sold at public auction, and received the proceeds of the sale.

Upon these facts, the plaintiff seeks to recover the value of the flour; contending, in the first place, that as Williamstown was the place of destination of the flour, under the directions which he gave the Racine and Mississippi Railroad Company, and according to their agreement in the receipt given by them to him, the defendants had no right to receive the flour at Groton, and were guilty of the unlawful conversion of it to their own use by transporting it thence to Wilmington; although in such reception and transportation of it over their road they acted in good faith, and strictly in conformity to the bills and directions of the Racine and Mississippi Railroad Company, and by which it was regularly accompanied over each and all the lines and routes of the successive carriers.

Merrick, J. says in deciding this case, the same person may be, and often is, not only a common carrier, but also the forwarding agent or the owner of the goods to be transported. Story on Bailm, §502, §537. He must necessarily act in the latter capacity whenever he receives goods which are to be forwarded not only on his own line, but to some distant point beyond it on the line of the next carrier, or on that of the last of several successive carriers on the regular and usual route and course of transportation, to which they are to be carried and there delivered to the consignee. The owner generally does not and cannot always accompanying them and give his personal directions to each one of the successive carriers. He therefore, necessarily, in his own absence, devolves upon the carrier to whom he delivers the goods, the duty, and invests him with authority to give the requisite and proper directions to each successive carrier to whom, in due course of transportation, they shall be passed over for the purpose of being forwarded to the place of their ultimate destination. Otherwise they would never reach that place. For the first carrier can only transport the goods over his own portion of the line; and if he is not authorized to give the carrier with whose route his own connects directions in reference to their further transportation, they must stop at that point; for although in general every carrier is bound to accept and forward all goods which are brought and tendered to him, yet he is not so bound unless he is duly and seasonably informed and advised of the place to which they are to be transported. Story on Bailm § 532. Judson *vs.* Western Railroad, 4 Allen, 520.

Hence it results by inevitable implication that when an owner of goods delivers them to a carrier to be transported over his route, and thence over the route of a succeding carrier, or the routes of several successive carriers, he makes and constitutes the persons to whom he delivers them his forwarding agents, for whose acts in the execution of that agency he is himself responsible. And therefore if the several successive carriers carry the goods according to the directions which are given by the forwarding agents, they act under the authority of the owner, and cannot in any sense be considered as wrong doers, although they are carried to a place to which he did not intend that they should be sent. And in such case the last carrier will be entitled to a lien upon the goods, not only for the freight earned by him on his own part of the route, but also for all the freight which has been accumulating from the commencement of the carriage until he receives them, which, according to a very convenient custom, which is now fully recognized and established as a proper and legal proceeding, he has paid to the preceding carriers. Stevens *vs.* Boston and Worcester Railroad, 8 Gray 266.

Applying these rules and principles to the facts developed in the present case, the conclusion is plain and inevitable. It is conceded by the plaintiff, and agreed by the parties, that the flour was carried by the Racine and Mississippi Railroad Company over their road, and was then delivered to the carrier with whose route their own connected, and was thence transported in strict compliance with and exactly according to the directions given by them and contained in the bills which they forwarded with and caused to accompany the flour over the whole route from Racine to Wilmington, by the several successive carriers, and among others by the defendants. The Racine and Mississippi Company were the duly constructed forwarding agents of the plaintiff; and as the defendants acted under their authority, they rightfully received the flour at Groton and carried it to Wilmington. And having under that authority, paid all the freight which had accumulated in the whole course of the conveyance, including that which had been charged by the forwarding agent, up to the time when they received the flour they were, as soon as it was conveyed to and deposited in their own freight house, entitled to a lien thereon for the entire freight thus paid and earned and they cannot, either by the transportation of it under such circumstances over their own road, or by the detention thereof for the purpose of enforcing their lien upon it, be held to have unlawfully converted it to their own use.

The conclusion does not at all conflict with the decision in the case of Robinson *vs.* Baker, 5 Cush. 37, upon which the plaintiff, in support of his position, chiefly relies. For there is an essential difference between the facts in the present and those which appeared in that case. There it was shown that the plaintiff, the owner of a parcel of flour, delivered it at Black Rock, on board of one of their canal boats to the Old Clinton Line Company, who gave for it bills of lading in duplicate, wherein they undertook and agreed to transport it to Albany, and there deliver it to Witt, the agent of the Western Railroad. The plaintiff sent one of these bills of lading to Witt and the other to the consignee at Boston, thus reserving to himself the right and assuming the responsibility of giving to Witt the directions under which he was to act. The service which the Old Clinton Line Company was to render was exclusively in their capacity as common carriers. They had only to carry the flour to Albany and there deliver it to Witt. They had no other duty to perform; no right to exercise any control over it for any other purpose. They were not, therefore, the forwarding agents of the plaintiff, nor invested by him with any authority to give directions as to the further transportation of the flour, or to make any other disposition of it than its delivery to Witt. Yet upon its arrival in Albany, in consequence of the inability of Witt immediately to receive and take charge of it, the agents of the Clinton Line Company, without right and in violation of their duty, shipped the flour to the city of New York, and from there to Boston in the schooner Lady Suffolk, whose owners claimed a right to detain it under a lien upon it for the freight. But the court, upon the general principle that if a carrier, though innocently, receives goods from a wrongdoer without the consent of the owner, express or implied, he cannot detain them against the true owners until the freight or carriage is paid, determined they had no lien upon the flour, and that their claim to that effect could not be sustained. But if they had been the forwarding agents of the owner he would have been responsible for their acts, and his consent to the diversion of the property from its intended route of transportation would have resulted by implication from their directions, and the respective carriers would then have become entitled to hold it under a lien to secure payment of the freight.

When the flour had been carried over their road to Wilmington and deposited at that place in their warehouse, the defendants had, as has been sworn above, a lien upon it for all the freight which had been earned in its transportation from Racine. But this gave them only a right to detain it until they were paid; not to sell it to obtain the remuneration to which they were entitled. In the case of Lickbarrow *vs.* Mason, 6 East, 21, it is said by the court that an owner may sell or dispose of his

property as he pleases; but he who has a lien only on goods has no right to do so; he can only detain them until payment of the sum for which they are chargeable. And the rule which is now well established, that a party having a lien only, without a power of sale superadded by special agreement, cannot lawfully sell the chattel for his reimbursement, is as applicable to carriers as it is to all other persons having the like claim upon property in their possession. Jones *vs.* Pearle, 1 Stra. 556. 2 Kent. Com. (6th Ed.) 642 Doane *vs.* Russell, 3 Gray, 382. It is in distinct recognition of this principle that the legislature have provided that when the owner or consignee of fresh meat, and of certain other enumerated articles liable soon to perish for want of care, shall not pay for the transportation and take them away, common carriers who have a lien thereon for the freight may sell the same without any delay, and hold the proceeds, subject to their own lawful charges, for the use of the owner.

None of the provisions of the statute referred to extends to the case of flour transported in barrels as an article of merchandise. And therefore the defendants had no authority under the statute and no right at law to sell the flour which belonged to plaintiff, although they had a valid and subsisting claim upon it, and were unable to find after diligent inquiry where the person to whom it ought to be delivered resided or had his place of business, and there was no danger of its becoming worthless by longer detention of it in their warehouse. And consequently the sale which they made was an unlawful conversion of it to their own use, which renders them liable in an action of tort to the owner for its value, or rather for the value of all the right and interest which he at that time had in it, which is the merchantable value less the amount of the lien upon it.

Judgment for plaintiff.

Opening of the Ninth National Bank.

The Ninth National Bank opened their splendid and well appointed bank-rooms yesterday, at No. 363 Broadway. The suite of rooms embrace a business office 29 by 100 feet, and three private offices. A number of prominent gentlemen were present at the opening of the institution, among whom were the Hon. Geo. Folsom, C. B. Wilson, Prof. Webster, Col. Burton, S. B. Dutcher and Mr. Van Duzer. At the close of a princely lunch, S. L. Hill, esq., "toasted" the President of the Ninth National Bank, Joseph U. Orvis, esq. Mr. Orvis responded happily, and gave the following statistics: Deposits of this day, $2,166,000; subscriptions to 10-40 bonds $900,000. The next toast was given for the Father of the National Banks, Secretary Chase, and the Hon. S. B. Dutcher responded. The officers of the Bank are: Joseph U. Orvis, President; H. M. Humphrey, Cashier; Directors, W. A. Kobbe, T. A. Vyse, jr., G. A. Wicks, B. L. Solomon, S. A. Fellows, S. L. Hull, C. Minzesheimer, G. C. Whitehouse, and J. H. Orvis.

☞ Upon a rigid and careful examination [by officers of the UNITED STATE'S Navy,] into the merits of "BAIRDS PREPARATION," for the protection of steam boilers they pronounce it to be the best extant. The owners of the Steamships "Merrimac" and "Mississippi" through their Chief Engineer, certify as to its efficacy in preventing incrustation, oxidition or the deposit of lime and salts in the boilers of the two ships referred to. Merritt & Walcott, 64 Courtlandt street, New York, are the agents.

Interest and Dividends.

The Little Miami Railroad Company have declared a dividend of five per cent, payable in Cincinnati on the 6th of June. The government tax will be paid by the company.

The Indianapolis and Madison Railroad Company have declared a dividend of eight per cent, upon the preferred shares and of six per cent, upon the common shares (free of government tax), payable 1st June at the office of J. & S. Ferguson, 35 Pine st.

The interest due on the Bonds of the New York and New Haven Railroad Company, June 1, 1864. will be paid on presentation and surrender of the Coupons at the office of the Company, corner of Fourth avenue and Twenty-seventh street, or at the Bank of the Republic.

The coupons on the bonds of the Second avenue Railroad Company, due 1st June, will be paid at the office of Messrs. William & John O'Brien, No. 58 Wall street.

The coupons due June 1, on the fifth mortgage bonds of the Erie Railway Company, and on the mortgage of the Long Dock Company, will be paid upon presentation at the office of the Company.

The coupons due June 1st, 1864, on Milwaukee City Readjustment bonds will be paid on presentation at the office of W. Schall & Co., 58 and 60 Exchange Place.

Brazilian Steamship Line.

The bill to authorize the establishment of a line of steamers between the United States and Brazil, has passed both branches of Congress, been signed by the President and has become a law. The contractors are to perform twelve round trips a year, and for this service are to be paid $150,000. It is understood that the Government of Brazil is to contribute a similar sum. We are glad that this enterprise is at last to be undertaken. We want Ocean Mail correspondence to ensure a revival of our foreign commerce, and as one line is totally inadequate to secure this result, we insist upon it that our Government should at once employ our surplus wooden war steamers on other important routes, as has been recommended by the Secretary of the Navy, the New York Chamber of Commerce, and by the intelligent press of the country. When the war is over, these vessels will be totally without employment, and they could therefore be placed on a dozen different lines with half armament and crews, be usefully occupied in carrying mails, treasure, and express freight, become self-supporting, continue to be a school for our young officers, and give effectual protection to the flag in the various seas where they were employed. It is really strange that measures of such immense commercial importance can not receive more attention from Congress, then they do, while "trifles light as air" seem to catch their undivided attention. There can be no commerce without correspondence. Give our merchants regular mails to all the leading foreign ports, and business will at once revive.

☞ At the annual meeting of the shareholders of the Illinois Central Railroad Company, held at Chicago on the 25th ult., W. Tracy, W. H. Osborn, and A. S. Hewitt, were re-elected by a large majority to serve as directors for four years. Mr. Henry Chauncey was elected in place of Leroy M. Wiley.

Payment of Government Drafts.

The Bank of America having refused to receive payment of a draft on the Government in National bank notes, the Cashier of the First National Bank in this city wrote to the Comptroller of the currency on the subject requesting his opinion of the subject. To this letter the following reply was given:

TREASURY DEPARTMENT, OFFICE OF COMPTROLLER OF THE CURRENCY, Wash., May 28, 1864.

DEAR SIR:—Your favor of the 27th inst. is received. I am acting here in an executive and not in a judicial capacity, but I have no hesitation in giving my opinion upon the point presented by you, which opinion is, that Government depositaries whether they are Assistant Treasurers or National Banks, have the right to pay Government drafts, by whomsoever held, in the kind of currency which is receivable for Government dues, and by which Government obligations can be discharged.

The Government is bound to receive in payment of all its dues, except duties on imports, the notes of the National Banks. A draft of the Government upon a National Bank is clearly payable to the Government in the National currency, and I have yet to learn that the negotiation of a draft changes its character or the obligations of the payer.

Very truly yours.

H. MCCULLOUGH, Comp.

JAMES CURPHEY, Esq., Cashier First National Bank, N. Y.

Adirondac Railway.

It is stated that a Company has actually commenced the construction of a railway between some point on the Saratoga and Whitehall and Adirondac, the locality of the celebrated iron mines in the Northern part of this State. The products of these mines and the valuable lumber in the vicinity, it is believed will give all the freight necessary, to make the road profitable. Besides this, the very romantic and beautiful mountain and lake scenery along the line must attract a large pleasure travel during the summer months.

☞ The Boston *Commercial Bulletin* says, "T. W. Park of Bennington has bought up the Western Vermont Railroad for the purpose of extending the Harlem Railroad to the Vermont State Line and intersecting with the Western Vermont at North Bennington. The road will pass through Berlin, Petersburg, &c., and form a direct railroad route from Montreal to New York. Commodore Vanderbilt of New York is interested with Mr. Park in the enterprise."

☞ The Paterson (N. J.) *Daily Press* states that surveys have been made for a railroad from Sloatsburg Station, on the Erie, about 35 miles from Jersey City, the line to run west for five or six miles, to reach the old Sterling Works, with a branch of two or three miles to extend to the Ringwood Mines, in New Jersey. The stock has been taken, and the work of building it is to begin in a few days. The *Press* also announces that a company has been chartered to build a railroad between Newark and Paterson. A preliminary meeting of the corporators has been held, and the subscription books opened. The road will be about 13 miles in length.

☞ The Directors of the Boston and Erie Railroad, have decided upon the location of their road from Mechanicsville to Willimantic, which will carry it through Putnam, Conn.

Mr. Cisco announces that 5 per cent. legal tenders will be received from subscribers to the 10-40 loan at the full amount of face and June coupon.

☞ The Illinois Central Railroad Company, at their annual meeting, authorized the conversion of the cancelled bond scrip into the scrip shares of the company, and the process is now going on at their office in this city.

☞ Four new steamers have arrived at the mouth of the Colorado River, and are about to engage in its traffic. This will permit almost direct shipments of supplies, and the return of the products of a large number of mines, located at short distances from the banks of the rivers, fifteen of which are now being worked with a great prospect of success. In all the gold in the vicinity from 30 to 40 per cent. is obtained of silver.

The Overland Mail.

It is announced officially from the General Post-office Department that under the new law in relation to the overland mail to California, all the mail matter, except one newspaper to a bona fide subscriber and franked matter, must be prepaid at *letter rates* to entitle it to transmission through the mails, *by the overland route*, westward beyond the western boundary of Kansas and eastward from the eastern boundary of California.

Notice to the Holders of the Three Years' 7-30 Notes.

The Secretary of the Treasury has given the following notice to the holders of the three years' 7-30 notes, falling due after August 19 and October 1, 1864:

The three years seven-thirty notes, issued under the act of July 17, 1861, are exchangeable at any time, before or at maturity, for six per cent. bonds of the acts of July 17 and August 5 1861, when presented in sums not less than $500. The three years', notes were issued bearing date of August 19 and October 1, 1861, and become due after August 19 and October 1, 1864. Holders of the notes of either date are notified that they may be presented for immediate exchange for six per cent. bonds, with full coupons, drawing interest from July 1, 1864, up to which date interest will be paid, without delay, on the three years' notes, at the rate of 7-30 100 per centum per annum. The interest found to be due on the three years' notes up to July 1, 1864, will be transmitted by the United States Treasurer's draft, payable in coin.

The six per cent. bonds, which are exchanged for the principal of the three years' notes, will be issued drawing interest from July 1, 1864, the date up to which the three years' notes are settled, and will be transmitted as fast as they can be conveniently prepared. Parties wishing to exchange the three years' notes in the above manner must send to the Treasury Department in sums of $500, or its multiple, indorsed, "Pay to the Secretary of the Treasury for redemption," which indorsement must be signed by the party on whose account they are to be exchanged. They must be accompanied by a letter stating the numbers, denominations and dates of the notes, and the kind, registered or coupon, and denomination of the six per cent. bonds wanted in exchange. The six per cent. coupon bonds are of the denominations of $500 and $1,000, and the registered bonds are of the denomination of $500, $1,000, $5,000 and $10,000. When registered bonds are ordered, parties must state at which of the following places they wish the interest to be paid, viz: New York, Philadelphia, Boston, Baltimore or New Orleans.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS & LIVINGSTON,
54 Exchange Place,
NEW YORK.

NOTICE TO SHAREHOLDERS

OF THE

Pittsburgh, Fort Wayne and Chicago Railway Co.

THE UNDERSIGNED, commissioners, authorized to sell thirty-five thousand new shares of the capital stock of said company, by joint vote of the shareholders and bondholders, for the purpose of constructing a double track, procuring additional equipment, &c., now propose to sell thirteen thousand shares of the same as follows:

They propose to issue to the shareholders, who stand registered as such on the books of the company at 2 o'clock P. M., of the 10th of this month, one share for each five shares then standing in their name at the par value of $100 for each share.

Books of subscription will be opened at the office of Winslow, Lanier & Co., No. 52 Wall street, on the 11th of June, and kept open until the 20th of June, at 3 P. M., where each shareholder can call and subscribe, or signify his wishes by letter, addressed to J. F. D. Lanier, Chairman. The new shares thus subscribed for will bear dividend from the 1st July proximo.

Payments will be required as follows: One-fourth on the 21st June, on notification of acceptance; one-fourth on the 15th July; one-fourth on the 15th August, and one-fourth on the 15th September.

Transferable stock scrip will be issued, redeemable in full-share certificates on final payment of the installments.

Non-compliance with any of the conditions of this subscription subjects to forfeiture any payments made thereon.

This stock is mainly to pay for iron rails, rolling stock, &c., already advantageously purchased. The high price of labor, and the great difficulty of procuring the same, and the enhanced rates for all materials, in the opinion of the chief engineer and the chief executive officers of the company render it altogether improbable that any further amount of the stock will be offered during the present year.

If a further amount can be economically expended in increasing the capacities of the line this year, the company will probably have other means to meet the same.

The commissioners reserve the right to extend the time of subscribing to non-resident shareholders, who may desire to avail themselves of the benefits of this notice, on such terms and conditions as the commissioners may impose.

The commissioners, also, reserve the right to dispose of at their discretion, for the benefit of the company, any of the shares not taken by shareholders under this notice.

J. F. D. LANIER,
S. J. TILDEN,
J. EDGAR THOMSON,
SPRINGER HARBAUGH,
L. H. MEYER,
Commissioners.

NEW YORK, June 1, 1864.

NINTH NATIONAL BANK

OF THE CITY OF NEW YORK,

363 Broadway, cor. Franklin Street.

This Bank has a cash capital of
ONE MILLION DOLLARS,
and has commenced business in its new Banking Rooms, corner of Broadway and Franklin street.

We invite accounts and will discount business paper and receive all National Bank bills at par, and make collections throughout the United States and Canada at the lowest rates. Uncurrent money will be received on deposit, deducting for Eastern one-tenth per cent. and for State one-fourth per cent.

JOSEPH U. ORVIS, President.
H. M. HUMPHREY, Cashier.

SPECIAL NOTICE

TO

BANKERS, BROKERS,

Coal, Mining Companies, Merchants and Others.

THE BUILDINGS,
69, 71, and 73 Broadway,
(Cor. of Rector street,)

Are to be altered into and fitted up in a very superior manner as first class offices. Also offices corner of Broad street and Exchange Place, No. 4 and 6 Broad street, and No. 4 and 19 Wall street. Parties desiring to select space and have improvements to suit themselves can see the plans by calling on

EDWARD MATTHEWS,
Corner of Broad street and Exchange Place,
NEW YORK.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 58 lbs. per yard.
For sale by

PERKINS & LIVINGSTON,
54 Exchange Place.

McKim Brothers & Co.,

No. 62 Wall Street, N. Y.,

Bankers and Brokers,

DEALERS IN

Government Securities and Domestic and Sterling Exchange. STOCKS, BONDS AND GOLD bought and sold exclusively on commission.

Interest allowed on Deposit Accounts.

Business Paper collected, and BALTIMORE FUNDS taken on favorable terms.

ADVANCES MADE ON SATISFACTORY SECURITIES.

MERCANTILE and EXCHANGE BANK,

LIMITED,

OF LIVERPOOL, LONDON AND GLASGOW.

Bills of Exchange bought and sold, and credits issued, by

GEO. B. MOREWOOD,
67 William street, Agent for United States.

U. S. 10-40 BONDS

FOR IMMEDIATE DELIVERY,

BY

H. J. MESSENGER, Banker,

No. 139 BROADWAY, New York.

¼ Commission allowed to Banks and Bankers.

U. S. 5-20 BONDS.

U. S. ONE-YEAR CERTIFICATES,

U. S. 6s of 1881, and all other U. S. SECURITIES bought and sold and furnished to order.

STOCKS, BONDS and GOLD bought and sold on commission.

Accounts received from Banks, Bankers, and individuals.

Four per cent. interest allowed on deposits subject to check at sight.

Robinson & Ogden,

(LATE WITH FISH & HATCH,)

NO. 4 BROAD STREET,

(Two doors from Wall,)

NEW YORK.

Government Securities, Stocks, Bonds and Gold bought and sold on Commission.

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, May 16th, 1864.

Loan of $3,000,000--Due 15th June, 1864.

NOTICE IS HEREBY GIVEN that this Company is now prepared to redeem the Bonds of the above issue, on their presentation at THE BANK OF COMMERCE IN NEW YORK, at par and accrued interest.

JOHN V. L. PRUYN, Treasurer.

Sherbrooke Gold Mining Co.

OF NOVA SCOTIA.

OFFICERS.

President.

HERMAN FUNKE.

Directors.

HERMAN FUNKE, HERMAN STURSBERG
FRED. SCHUMACHER, CARLOS PIERCE,
HENRY A. TILDEN, JAMES S. WHITNEY,
FRANK J. PRATT.

Secretary and Treasurer.

FREDERICK SCHUMACHER.

OFFICE OF THE COMPANY,

No. 59 Cliff Street, New York.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, June 11, 1864.

Our Importations.

Our imports from abroad, especially from Europe, continue largely in excess of our exports. And we come to the unpleasant conclusion, that the United States are not large enough, industrious enough, and ingenious enough, do not produce and dispose of enough to pay for their purchases even in a single country like England, although it is not larger than some of our States and really unable without foreign assistance to procure full supplies of food or clothing for its population. For of neither wool nor wheat does England raise what she consumes. Yet with pauper labor and steam power she makes herself our creditor in spite of our superior advantages, and after surfeiting herself with our agricultural supplies, till she will hardly receive our cereals as a gift, demands our gold by hundreds of thousands of pounds monthly, and gets it. What is the secret of all this? How happens it that this commerce with England appears to be so largely in her favor. If we could solve this problem we should be doing the public a favor. Without attempting to do this, we shall be able to present some singular features attending this foreign trade.

In the first place there are no such markets in the world as the American markets. Our people are ready and cheerful consumers; they are free-handed, good-tempered and untrammeled by conventionalities and caste. They wear what they please, and eat what they please. The working classes are not only powerful as members of the body politic, but they earn large wages and if industrious rapidly acquire property. Foreign importations especially of novelties, useful or merely amusing, valuable or ornamental, are within the reach of all classes, and it is impossible to discover by the appropriation and use of such articles who are the rich or who the poor. The houses of our mechanics are more comfortably furnished, and their daily life is superior in all respects to those of any similar class in England, or France, or Germany; for there is among our countrymen no motive to lay up money for future generations, while there is every inducement to enjoy life as it goes, and life is worth having in a country where there is real equality before the law, every opportunity to improve time and talent, large reward open to industry and virtue, and rational enjoyment with even moderate expenditure. The habits of such a people, always on the march of progress, are free and generous, and the foreign merchants, through their agents, have found out that here is the place to make large profits, and here they *are* made with great rapidity. The men who have come from abroad and realized colossal fortunes in a few short years, would have had no chance whatever in their native countries. We must therefore expect to see for a long time to come, excessive importations, certainly as long as we are able to pay for them, and what is called the balance of trade will continue to be heavily against us. If we will buy as long as we can pay or get credit, the goods will come, for most of them if the truth must be told, could not be sold anywhere else. No other country would have them or is able to purchase them. Yet we are forcibly struck with the singular character of a large portion of these imports when we look over the lists of consignments by the vessels which come to this port. Thus the ship Research within the last few days, among an infinite variety kindly brings us from London large quantities of beer, wool, lead, skins, (we had supposed that no animals of the kind, no *feræ naturæ* remained in England to be killed for their skins,) soda, rags, horns, gums and lead; the Cordillera brings us rice, large quantities of *scrap iron*, grindstones, ginger, fifty cases of sauce concocted by some industrious London grocer, coarse salt, *scrap* lead, puncheons of whiskey, and iron in all manufactured forms and shapes. The City of Limerick brought us plough plates, just as if our ploughs were not already the best in the world. The ship Hemisphere brought us also a large quantity of fine salt, pig iron by the hundred tons, felt, brown stout, pig lead, &c. The Westminster generously brought us nutmegs, gathered in the East and sent round to Europe to make them dry before they were good enough for us, and skins (of more British wild beasts!) The Jeremiah Thompson brought more salt, flocks in hundreds of bales, 40 casks of plaster, of which our own State is full, while other vessels all arriving at the same time follow up the idea of landing all the iron, all the coal, all the salt, all the shoddy, all the pig lead all the beer, whiskey, etc., which their ships will carry, our warehouses hold, and our people buy.

Now there is scarcely one of these articles which could not be produced at home. Our iron and coal mines are inexhaustible and of the best decription. We have all the lead and zinc we want at hand, if we will dig for it. We can make our own glass, our own earthen wares, and if we want teas, spices and gums, we are as near to the countries of their production, and soon shall be nearer than England, and we can import them for ourselves, and at least save one commission. It has appeared to us that instead of confining our European exports to our cereals, and our provisions, we should attempt to turn the tables upon certain foreign nations by sending our manufactured articles among them in greater quantities. American pianos are without competition abroad. American furniture is now as elegantly designed and finished as the best Parisian, and is much more lasting. Our cotton prints have always beat the English among the nations of the East. Why not also send them over a few ship loads of articles such as we ourselves buy, and see what will come of them.

We however, may anticipate the reply, nothing. For the English as a nation want nothing but what they can eat and wear, and the large body of the people have no surplus funds to spare on anything else. The generous meals, the occasional bottle of champagne, which is no stranger at the board

of any American, the fine and well-fitting clothes which on Sundays and holidays cover almost every workingman among us, are things unknown of the same classes abroad. England then is not a country which will ever be a consumer such as ours. Her aristocratic classes spend all that is spent for luxury, art and fashion, but the number is limited. We must therefore expect to see our foreign commerce mainly consisting of imports as long as we are so prosperous and full of life, and so ready to enjoy the boon which freedom and equality offer without stint or reservation. If ours was not a gold producing country, if the production was not constantly and largely increasing we could not fail to suffer by these excessive importations.

A people that gives gold by the million in return for scrap iron, scrap lead, old copper, glass beads, etc., certainly deserves some sort of discipline to bring it to its senses. On the other hand it may be remarked, that those who have vilified us as a bankrupt nation, and as on the high road to ruin, not worthy of credit at home or abroad, should if they believe what they say, cease importing to us in the manner and to the extent they do. If not let them cease to depreciate us and to damage our credit and our national securities.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st 1863. For convenience of comparison, many of the statements are made to cover the year 1862 as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1863.	1862.
Miles run by passenger trains	214,483	201,833
" " merchandise "	187,159	146,136
" " coal trains	383,451	309,363
Total by transportation trains	785,093	657,332
Miles run by wood trains	1,662	2,463
" " gravel and constr'ction trains	25,285	26,410
Total miles run by trains	812,041	687,204

The passenger trains have also run 59,164 miles on the New Jersey Railroad, between Jersey City and Elizabeth, drawn by the engines of that Company, against 53,584 run last year.

During the year the boats have run 30,024 miles on the ferry between New York and Elizabethport, and 8,504 miles in carrying live stock to Fortieth street, making a service of 38,528 miles. In 1862 they ran 47,656 miles.

PASSENGERS FREIGHT AND COAL.

A comparison of the passenger business of the year 1863 with the year 1862 gives the following results:

	1863.	1862.
Number of passengers	529,017	419,803
Miles travelled by pass.	13,181,971	11,759,879
Equal to through pas'ngers	175,759	156,798

A comparison of the merchandise business of the two years, in tons of 2,000 lbs., (excluding iron,) gives the following results:

	1863.	1862.
Number of tons carried	263,625	196,958
Tons carried one mile	13,540,017	11,168,060
Equal to through tonnage	180,534	148,907

A comparison of the iron tonnage of the two years, in tons of 2,240 pounds, gives the following results:

	1863.	1862.
Number of tons carried	80,853	70,202
Tons carried one mile	5,172,456	4,487,108
Equal to through tonnage	80,820	70,111

A comparison of the coal business of the two years, in tons of 2,240 pounds, gives the following results, the through tonnage being calculated from Easton to Elizabethport:

	1863.	1862.
Number of tons carried	1,049,881	816,570
Tons carried one mile	56,795,557	43,447,732
Equal to through tonnage	887,431	678,871

There was an increase in Lackawanna coal of 111,579 tons, and in Lehigh coal of 121,732 tons.

The coal tonnage over the road, since the transportation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.
1856	98,670	33,325	131,995
1857	209,950	84,841	294,791
1858	417,726	122,923	540,649
1859	455,681	183,277	638,958
1860	590,863	263,906	854,769
1861	568,869	254,345	823,214
1862	502,375	314,195	816,570
1863	613,954	435,927	1,049,881
Total	3,458,088	1,692,739	5,150,827

EQUIPMENT.

The Company own 51 engines, of which 23 burn wood and 28 hard-coal. Of these engines, 39 are narrow gauge and 12 broad gauge. Fourteen new locomotives have been placed on the road during the year, and five more are ordered but not yet delivered. About thirty-five engines are reqnired for the ordinary daily service.

The equipment of cars is as follows: 20 first-class passenger cars, 2 second-class passenger cars, 7 baggage and mail cars, 75 house freight cars, 20 covered cattle cars, 103 eight-wheel platform cars, 200 eight-wheel coal cars, 110 six-wheel platform cars, 6 caboose cars, 42 four-wheel gravel cars, 18 dirt cars, and 1 wrecking car. Of the above, 2 passenger cars and 40 six-wheel platform cars have been added during the year, and 6 passenger cars are ordered but not yet delivered. The Audenried coal cars (eight-wheel and four-wheel have been purchased since the year closed.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1863 compared with 1862:

	1863.	1862.
Receipts:		
Passengers	$287,959 28	$230,305 41
Merchandise	605,335 27	481,977 11
Coal	1,021,151 57	661,280 85
Mail	7,600 00	7,600 00
Express	11,992 29	8,261 61
Rents	1,175 35	1,551 91
Miscellaneous	6,762 70	6,609 73
Total receipts	$1,941,976 46	$1,397,586 62
Expenses:		
Running expenses	$156,457 20	$129,839 30
Wood consumed	61,707 30	62,768 68
Coal consumed	113,980 04	50,006 28
Repairs of road	136,518 83	126,351 93
Repairs of engines	53,193 22	38,816 51
Repairs passenger cars	15,492 03	11,196 67
Repairs freight cars	12,005 73	13,951 33
Repairs coal cars	3,109 61	129 64
Repairs docks, Elizabethport	19,281 37	10,463 13
Repairs bldings, br'ges	19,119 98	8,727 66
Repairs tools, mach'y	2,391 16	5,378 86
Expense account	32,470 87	25,521 16
Miscellan's expenses	25,877 86	10,967 51
Ferry running expens.	49,313 58	44,840 13
Ferry boat repairs	9,559 95	11,840 24
Ferry miscell. expens.	13,247 52	11,647 87
Car service	91,005 69	60,799 26
Total expenses	$814,732 44	$623,245 06
Balance net earnings	$1,127,244 02	$774,341 56

The following table shows the receipts, expenses, and net earnings from the beginning of the annual reports to the Legislature to the present time:

	Receipts.	Expenses.	Net Earnings.
1853.	$349,018	$197,629	$151,389, or 43 p. c.
1854.	378,145	197,349	180,796, or 48 "
1855.	393,729	208,856	184,873, or 47 "
1856.	553,479	258,308	295,171, or 53 "
1857.	682,314	340,502	341,812, or 51 "
1858.	836,934	345,614	491,320, or 58 "
1859.	971 702	385,716	585,986, or 61 "
1860.	1,185,848	475,457	710,391, or 60 "
1861.	1,201,895	522,452	679,443, or 57 "
1862.	1,397,586	623,245	774,341, or 56 "
1863.	1,941,976	814,732	1,127,244, or 58 "
Total	$9,892,626	$4,369,860	$5,522,766, or 56 "

An increase in receipts is here shown of $544,389 84, or 28 per cent. The increase in passenger business was $57,653.87, or 25 per cent. In merchandise receipts, $123,358 16, or 25 per cent, distributed through every department. In coal receipts, $359,870 72, or 54 per cent. This latter is owing both to advanced rates and increased tonnage, but in the other freight rates and the passenger rates no changes have been made since the war began.

The expenses show an increase of $191,487 88, or 30 per cent. There has been an increase in running expenses of $26,617 90; in fuel consumed of $62,914 48; in repairs of road of $10,166 90; in repairs of equipment of $19,706 44; in other repairs of $16,222 86; in general expenses of $21,859 56; in car service of $30,206 43; and in ferry accounts of $3,792 81.

The gross receipts per mile run have been as follows: From passenger trains, $1.47 against $1.26 in 1862; from merchandise trains, $3.28 against $3.29; from coal trains, $2.66 against $2.14. The average receipts per mile run from all trains has been $2.47, against $2.12 the previous year.

DIVISION OF WORKING EXPENSES.

The following table, prepared by the Superintendent, is made up on the same principles as the one submitted last year:

	Passenger.	Freight.	Coal.
Running expenses	$36,180 78	$61,885 32	$58,441 15
Wood consumed on trains	20,994 00	22,462 50	14,409 00
Coal " "	2,739 00	14,690 50	65,675 50
" " ferry	14,358 92	14,358 92	
" " stations and shops	1,500 00	1,500 00	3,000 00
Repairs of road	24,878 31	32,563 86	79,076 66
" engines	15,311 83	12,425 02	25,468 37
" passenger cars	15,492 03		
" freight cars		12,005 72	
" coal cars			8,109 61
" buildings, bridges, etc	6,373 32	6,373 32	
" docks at Elizabethport	1,021 06	4,309 17	6,373 32
" tools and machinery	400 13	817 16	1,088 87
Expense account	10,823 45	10,823 47	10,823 47
Miscellaneous expenses	8,625 95	8,625 95	8,625 96
Ferry running expenses	11,412 61	87,000 97	
Ferry boat repairs	4,779 97	4,779 98	
Ferry miscellaneous expenses	4,148 12	9,104 40	
Car service		19,062 28	71,943 41
Total expenses	$179,124 43	$278,688 53	$361,969 48

By this statement it would appear that the cost of operating the passenger trains has been 62 per cent of the gross receipts, of merchandise trains 45 per cent, and of coal trains 35 per cent; the average cost of all the trains being 45 per cent.

FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

		Cr.
Gross earnings as per statement		$1,941,976 46
Capital, instalm'ts paid on new stock		990,160 00
Premium on stock sold, (see last report)		60,000 00
Total		$2,992,136 46
		Dr.
Ordinary expenses as per statement.		$814,732 44
Grading, second track, extension, etc.	$134,838 26	
Masonry	119,643 92	
Railway superstructure	146,601 24	
Bridge superstructure	26,816 20	
Land damage	93,714 82	
Engineering	4,693 15	
		*526,307 59
Station-houses		4,000 00
New ferry boats		98,164 06
Engines, difference between purchases and sales		154,427 00
Passenger cars		6,700 00
Cars built in shops or purchased		15,458 06
Tools and machinery, increase		4,450 00
Miscellaneous property, increase		447,174 36
Sundry accounts, materials, etc., inc.		20,282 18
Quarterly dividends for year, 10 p. c.		401,578 12
Interest account for year		147,711 30
State taxes for 1862, ½ per cent. on $4,904,668		24,576 26
United States taxes		21,731 05
Cash and accounts receivable, inc.		304,844 04
Total		$2,992,136 46
The profit and loss account has been credited with the gross earnings		$1,941,976 46
It has been debited as follows:		
Ordinary expenses	$814,732 44	
Interest account	147,711 30	
Taxes to State	24,576 26	
United States taxes	21,731 05	
Dividends, 10 per cent	401,578 12	
		1,410,329 17
Balance equal to 10½ per cent on stock, transferred to renewal fund		531,647 29
Premium on stock sold		60,000 00
Add balance to credit of fund last year		233,176 11
Total		$824,823 40
The Renewal Fund has been debited as follows:		
Depreciation in engines		$6,927 00
" passenger cars		3,200 00
" ferry boats		8,164 06
" miscel'ous property		1,946 37
" on docks in New York		4,000 00
Amounts withdrawn from cost of railroad, namely: Balance of miscellaneous expenses	$62,331 10	
Masonry at High Bridge, etc., superseded by embankment	100,000 00	
		162,331 10
Balance to credit of Renewal Fund		638,254 87
Total		$824,823 40

CONSTRUCTION.

The various works before reported in progress along the line have been continued during the year, though not pressed as they would have been had the prices of labor and materials been less disturbed. Satisfactory progress has, however, been made. The High Bridge embankment is still unfinished, but has been pushed till the bridge as such, has ceased to exist. The double-arch culvert at Springtown has been completed, at a total cost of $81,904 85, and is ready for the embankment, which is to replace the present bridge. The double-arch culvert at the Bloomsbury bridge has been commenced, and the materials to begin the stone viaduct at the Green's Mills bridge are on the ground.

The entire second track is now finished and in use for the ordinary business of the road, except two miles and a half between Bloomsbury and Springtown, which will be completed during the present year.

Wherever feasible, the public roads are being carried over or under the track. An effort is also making at the city of Elizabeth to arrange with the Common Council and the New Jersey Railroad some plan by which the present level crossings of streets can be avoided. This last is a difficult subject, but of an importance yearly increasing, and that would justify a considerable outlay both by the city and the railroads, and this Company are prepared to contribute their fair share of the expense. At present, though difficult, it can be carried out without much damage to property, but every year will increase the obstacles, and seen render it as impracticable as it would be to alter the New Jersey Railroad at Jersey City.

On the extension this matter of level crossings is being attended to at the outset, and will be in a great measure obviated.

EXTENSION TO JERSEY CITY.

The extension from Elizabeth to Jersey City has been pushed as vigorously as possible. The bridge across Newark Bay is far advanced toward completion. The most of it was made secure in time against the action of the ice, but the unfinished portions were in considerable danger when the ice broke up, and some 50 piles in this part were cut away by the floating cakes. The manner in which it has, while at this disadvantage, withstood the perils of the winter has given perfect satisfaction to the engineers, and proved it a capable and reliable structure.

The circular masonry pier 33 feet in diameter, in the middle of the channel, is completed, and the iron drawbridge, 216 feet in length, is in course of erection. The abutments and other portions of work round this double drawbridge are well advanced. From Newark Bay to Communipaw Bay, nearly the whole of the temporary track on the north-west side of the Company's roadway has been laid; the road-bridges are up, and everything is in a forward state. Steam excavators are to be used to take down the cuts to the permanent grade, and will soon be on the ground. The pile-bridge across Communipaw Bay (to be immediately replaced by embankment) is well advanced toward the point outside of the Morris Canal basin selected for the ferry to New York. The bulkhead against which the ferry-slips are to be built is in place, and the piers and slips will be immediately commenced. Considerable progress has been made with the bulkheads and the filling for the Company's station-grounds on the mud flats below Jersey City.

The coal wharves at the shipping port east of Bergen Point, will be commenced the moment the pressure of work now on hand will allow them to be taken up. At present it would only add to the difficulty of completing what has been commenced, without expediting the wharves themselves.

It is difficult as yet to fix the time when the trains can run through to Jersey City. It will not, however, be long before the passenger-trains can be passed over. To move the freight business from Elizabethport is a more serious undertaking, will take longer and be gradual in the transition. Much as the Company need this outlet to meet the pressure of old business enlarging and new business offering, yet the amount of preparation still to be made is considerable before they can do their whole business there in a satisfactory manner. With the lands and the water-front that have been secured, it is believed that no Company can offer such terminal facilities for business as this will be able to do when their works are further developed. It is proposed to receive nearly the whole of the merchandise freight business on the Jersey side, instead of New York, relying on the ferry for facilities in transporting the teams to and fro. The time consumed in crossing and recrossing the ferry will be far less than that now lost by carts in waiting their turns to unload.

SOUTH BRANCH RAILROAD.

Here also there has been delay. In ordinary times the road would have been finished to Flemington last fall with the greatest ease; but as it is, trains will not run through before June or July. The grading is all finished, except one difficult cut where a temporary track over the bank will be laid; the masonry is completed; the bridges are ready to be put up as fast as reached by the track; and some miles of track have been laid. At the first station some freight has been taken to accommodate the farmers. The prospects of business from this important branch improve.

COAL TRADE.

The coal trade has been in a highly excited state all the year. The immense demand, far exceeding the supply, has stimulated the sellers to higher and higher prices, and as these prices have advanced, the rates of transportation have also risen. A cessation of or serious reduction in the demand from the government, and those working for the government, would at once break down the market, but till then coal must apparently continue very high. This Company has been very unwilling to advance rates as often and as high as they have been, but as the transportation companies have only followed the advances made by the dealers, it was obvious that a different course would simply enhance the profits of the latter without benefiting the public.

CONCLUSION.

Another year of apparent prosperity for railroads has closed. Another year of civil war has also closed. There is little to add except that the Board, while omitting nothing feasible to meet the requirements of the increasing business, will avoid as far as possible expenditures at the inflated prices that now prevail.

BALANCE SHEET, January 1, 1864.

Railroad 64 miles double track		$4,592,747 43
Extension to Jersey City, 10 miles, in progress		252,125 85
Station-houses, shops, and water-stations		136,000 00
Land and work at Elizabethport		302,476 37
Ferry interest and boats		307,150 00
Engines		467,500 00
Passenger and baggage cars		52,500 00
Freight cars		153,000 00
Coal cars		100,000 00
Telegraph, docks, machinery, miscellaneous property, etc		820,967 34
Chairs, spikes, iron rails and ties on hand		64,227 55
Workshop, materials on hand		12,506 83
Fuel on hand		23,100 00
Cash and accounts receivable		424,578 56
		$7,708,879 93
Capital stock	$5,000,000 00	
Less due on scrip stock	379,840 00	
		$4,620,160 00
1st mort. bonds due 1865	$500,000 00	
" " " 1870	900,000 00	
		1,400,000 00
Second mortgage bonds, due 1875		600,000 00
Dividend 2½ per cent, payable in Jan.		110,354 67
Interest on bonds, accrued not yet due		47,833 33
Accounts payable		292,277 06
Renewal fund, balance to credit		638,254 87
		$7,708,879 93

President.—JOHN TAYLOR JOHNSTON.

Directors.—John Taylor Johnston, John C. Green, William E. Dodge, Adam Norrie, Benjamin Williamson, F. T. Frelinghuysen, Henry D. Maxwell, Asa Packer.

Secretary & Treasurer.—SAMUEL KNOX.

Engineer.—JAMES MOORE.

Superintendent.—JOSIAH O. STEARNS.

* Expenditures on present road and second track, $274,181 74; on extension to Jersey City, $252,125 85.

Railroads and Canals of Pennsylvania.

Abstract of the State Report for the year ending 31st of October, 1863.

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipm't.	Len'th of Road.	Gross Earnings. Pass'ger.	Freight.	Mails.	Total.	Operati'g and Repairs.	Earnings less Exp'ses.	Dividends. Amount.	Rate p. c.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	
Allegheny Valley	1,649,900	378,000	.....	2,027,900	1,828,731	43.91	84,408	96,261	3,445	184,114	94,055	90,059	.....	....
Atlantic and Great Western	1,362,218	3,849,500	41,864	5,253,582	3,694,516	116.11	.....	.....	2,449	.....	53,067	.....	.....	....
Bald Eagle Valley	500,000	267,700	.....	767,700	767,700	36.00	(Leased to Pennsylvania R. R. Co.)					.....	.....	....
Beaver Meadow	1,983,900	1,000	.....	1,984,900	1,464,970	24.50	8,019	571,369	3,821	583,219	240,558	342,661	253,940	22½
Bedford	98,250	93,773	1,500	193,523	192,590	12.33	(Operated by H. & Broad Top.)			3,065	1,172	1,923	.....	....
Bellefontaine and Snow Shoe	600,000	58,000	7,535	665,535	322,079	21.50	3,002	15,651	2,159	20,812	13,271	7,541	.....	....
Buffalo, Bradford and Pittsburg	250,634	239,000	59,488	549,122	412,768	12.00	(In process of construction—total length 100 m.)						.....	....
Catasaqua and Fogelsville	332,275	.....	.....	332,275	332,275	12.00	.....	.....	.....	38,881	31,983	6,898	.....	....
Catawissa	3,350,000	284,000	68,380	3,702,380	3,634,000	65.00	70,385	223,800	14,383	308,568	297,102	11,466	.....	....
Chartiers Valley	434,168	169,000	188,700	791,868	341,639	.....	.....	.....	(Construction suspended.)			.....	.....	....
Chester Valley	871,900	500,000	293,500	1,665,400	1,371,900	21.50	(Operated by Phila. & Reading.)			.....	.....	.....	.....	....
Chestnut Hill	120,650	.....	.....	120,650	120,650	4.13	18,099	4,525	.....	22,624	(Oper. by P., G. & N. Co.)		7,239	6
Cleveland, Painesville and Ashtabula	3,600,000	1,503,000	.....	4,103,000	4,305,098	95.50	602,691	1,347,482	116,449	2,066,622	797,838	1,268,784	759,000	23
Cumberland Valley	956,900	270,500	.....	1,227,400	1,131,037	52.00	125,222	124,944	26,072	276,238	158,044	118,194	70,552	8
Delaware and Hudson Canal and Railroad	7,500,000	.....	.....	7,500,000	1,915,596	32.00	9,136	.....	.....	.....	296,369	.....	525,000	7
Delaware, Lackawanna and Western	5,698,250	4,571,000	1,006,951	11,276,201	9,178,878	113.00	114,609	1,614,813	27,667	1,757,083	928,940	828,143	466,668	9
East Brandywine and Waynesburg	88,600	168,000	5,000	261,600	256,000	17.50	(Leased to Pennsylvania R. R. Co.)					.....	.....	....
East Mahanoy	380,415	.....	.....	380,415	380,415	8.50	(Leased to Phila. and Reading R. R. Co.					.....	22,825	6
East Pennsylvania	604,190	598,400	.....	1,202,590	1,266,371	37.00	90,471	143,687	4,085	238,243	88,080	150,163	.....	....
Ebensburg and Cresson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Elmira and Williamsport	1,000,000	1,000,000	.....	2,000,000	2,027,652	78.00	93,997	119,063	33,182	246,242	150,438	95,804	.....	....
Erie and North East	600,000	400,000	.....	1,000,009	700,000	18.50	143,447	275,811	4,000	423,358	264,090	159,268	60,000	10
Erie and Pittsburg	500,000	900,000	.....	1,400,000	1,400,000	66.00	21,720	18,960	1,000	41,680	27,387	14,343	.....	....
Fayette County	107,400	.....	.....	107,400	107,400	12.75	(Leased to P. and Conn. R. R. Co.)					.....	3,759	3½
Franklin	360,000	200,000	10,353	570,353	223,127	22.00	22,304	14,347	1,100	37,751	(Leased to Cumb. V. R. R. Co.)			....
Gettysburg	.....	.....	.....	.....	274,481	17.12	.....	.....	.....	.....	.....	.....	.....	....
Hanover Branch	117,591	.....	16,700	134,291	228,801	12.20	38,938	.....	4,197	43,135	13,012	30,123	.....	....
Harrisburg and Lancaster	1,182,550	700,000	.....	1,882,550	1,882,550	54.00	(Leased by Pennsylvania R. R. Co.)						82,779	7
Hazleton Coal and Railroad	1,615,000	150,000	.....	1,765,000	360,000	18.00	.....	.....	.....	.....	49,800	.....	129,200	8
Huntingdon and Broad Top	622,345	1,325,992	223,090	2,171,427	1,927,246	46.50	16,146	217,487	25,996	259,629	158,059	101,570	.....	....
Ironton	400,000	.....	11,200	411,200	241,822	9.68	.....	34,956	37,131	72,087	14,619	57,468	19,830	5
Jamestown and Franklin	95,345	.....	.....	95,345	(In process of construction—length 40 miles.)								.....	....
Junction	26,175	300,000	.....	326,175	224,775	.....	(In process of construction—length 4.68 miles.)						.....	....
Lackawanna and Bloomsburg	710,000	1,929,065	68,833	2,707,898	2,802,246	82.00	93,770	379,838	4,505	478,113	234,275	243,838	.....	....
Lehigh and Mahanoy	498,805	.....	.....	498,805	498,805	22.00	1,004	12,738	.....	13,472	(Oper. by Catawissa.)		.....	....
Lehigh Luzerne	261,850	50,500	.....	312,350	315,828	11.50	.....	47,241	.....	47,241	4,288	42,953	18,983	8
Lehigh and Susquehanna	.....	.....	.....	.....	1,380,000	19.71	.....	.....	.....	.....	.....	.....	.....	....
Lehigh Valley	2,297,250	1,465,000	58,127	3,820,377	4,491,286	46.00	114,187	1,202,492	1,079	1,320,058	545,984	774,074	229,725	10
Little Schuylkill	2,646,100	900,000	62,227	3,608,327	1,371,868	33.00	(Leased by Phila. and Reading R. R. Co.)					.....	185,227	7
Little Sawmill River	83,562	80,167	1,873	165,602	83,044	3.00	.....	32,198	5,732	37,930	19,360	18,570	.....	....
Littlestown	.....	.....	.....	.....	76,000	7.25	.....	.....	.....	.....	.....	.....	.....	....
Locust Gap	(Included in improvement account.)					0.88	.....	.....	.....	.....	.....	.....	.....	....
Lorberry Creek	52,050	30,000	.....	82,050	82,050	5.50	.....	8,852	490	9,342	12,189	.....	.....	....
Lykens Valley	400,000	.....	.....	400,000	415,042	16.00	1,611	54,126	16,405	72,142	27,882	44,260	32,000	3
McCauley Mountain and Black Creek	.....	.....	.....	(Not in operation—company recently organized.)							.....	.....	.....	....
Mahanoy and Broad Mountain	491,215	250,000	.....	741,215	678,729	39.75	(Operated by Phila. and Reading R. R. Co.)						.....	....
Mauch Chunk and Summit Hill	.....	.....	.....	.....	1,453,789	28.25	(Owned by Lehigh Navigation Company.)						.....	....
Mifflin and Centre County	.....	.....		(Being constructed: 12½ miles under contract.)									.....	....
Mill Creek and Mine Hill	323,375	.....	.....	323,375	323,375	16.80	(Leased to Phila. and Reading R. R. Co.)					.....	32,337	10
Mine Hill and Schuylkill Haven	4,132,935	.....	.....	4,132,935	3,311,613	130.50	3,270	349,460	10,637	363,367	273,376	89,991	262,000	8
Mount Carbon	200,000	.....	.....	200,000	203,259	7.76	(Leased to Ph. and Reading Co.)			14,000	971	13,029	12,000	6
Mount Carbon and Port Carbon	282,350	.....	.....	282,350	282,350	8.83	(Leased to Ph. and Reading Co.)			33,882	.....	33,882	33,882	12
Nanticoke	32,025	47,000	.....	79,025	79,025	5.00	(Leased to Lehigh Coal and Nav. Co.)					.....	.....	....
Nesquehoning Valley	43,880	.....	.....	43,880	36,117	.....	(In process of construction—13 miles.)						.....	....
Newcastle and Beaver Valley	90,000	176,100	5,000	271,100	300,000	14.92	(Operated by P., Ft. W. and Chicago Co.: opened in Oct.)						.....	....
Northern Central	2,260,000	4,858,600	.....	7,118,600	8,668,757	138.40	844,630	1,497,671	106,074	2,448,375	1,834,341	614,034	.....	....
North Lebanon	149,250	127,250	.....	276,500	306,706	7.51	.....	51,887	862	52,749	16,949	35,800	13,432	9
North Pennsylvania	3,147,750	3,104,287	.....	6,252,037	5,890,474	69.80	193,543	302,642	15,611	511,896	238,505	273,391	.....	....
Oil Creek	473,000	420,000	55,538	948,638	857,905	27.00	37,784	295,548	4,138	337,470	107,197	230,273	.....	....

Corporate Titles of Companies.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipm't.	Len'th of Road.	Gross Earnings. Pass'ger.	Freight.	Mails.	Total.	Operati'g and Repairs.	Earnings less Exp'ses.	Dividends. Amount.	Rate p. c.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	
Penn Haven and Whitehaven	6,450	.....	284,151	290,601	283,251	16.00	(Not in operation in October, 1863.)						.....	....
Pennsylvania	13,430,250	9,684,840	.....	23,115,090	22,058,096	367.70	2,442,889	8,588,738	814,970	11,846,597	4,941,596	6,905,001	1,119,624	9
Pennsylvania Coal	3,200,000	597,500	237,455	4,034,955	2,000,000	47.00	.....	9,062	.....	.....	.....	.....	272,000	8½
Phila. and Baltimore Central	218,104	800,000	.....	1,018,104	930,000	31.00	36,699	40,608	1,236	78,543	51,189	27,354	.....	....
Philadelphia and Erie	5,010,944	8,528,000	80,151	13,619,095	13,930,319	280.00	276,187	364,997	58,116	699,300	505,714	193,586	.....	....
Philadelphia and Reading	13,218,228	10,667,328	.....	23,980,556	24,734,756	147.00	566,520	5,570,343	116,039	6,252,902	2,556,091	3,697,901	108,626	7
Phila., Germantown and Norristown	1,267,200	405,900	.....	1,673,100	1,366,518	20.00	197,801	89,350	45,338	332,481	152,485	180,004	80,812	7¼
Philadelphia and Trenton	999,200	250,000	.....	1,249,200	603,882	28.20	587,816	5,331	50,903	644,050	380,238	263,812	99,920	10
Phila., Wilmington and Baltimore	7,460,000	1,017,500	.....	8,477,500	8,477,500	95.95	1,834,134	619,562	86,552	2,540,248	988,129	1,602,119	690,077	10
Pittsburg and Connellsville	1,767,873	1,500,000	82,530	3,349,903	2,197,786	59.15	100,626	105,987	13,860	220,473	110,231	110,242	.....	....
Pittsburg, Ft. Wayne and Chicago	6,124,836	12,985,173	.....	19,059,509	18,766,871	468.50	1,481,305	8,201,691	301,693	4,984,689	2,897,354	2,087,335	.....	....
Quakake	(Sold under foreclosure and re-organized as the Lehigh and Mahanoy.)													
Reading and Columbia	226,113	605,800	14,000	885,913	885,913	37.00	(Not completed and still in hands of contractors.)						.....	....
Schuylkill and Susquehanna	1,269,150	97,000	46,977	1,413,127	1,311,436	54.00	8,789	81,749	5,461	95,999	124,669	.....	.....	....
Schuylkill Valley	576,050	.....	.....	576,050	576,050	24.50	(Leased to Phila. and Reading R. R. Company.)						28,802	5
Shamokin Valley and Pottsville	791,597	700,000	.....	1,491,597	1,491,597	28.00	(Leased to Northern Central R. R. Company.)						13,042	1½
Tioga	367,300	396,500	59,209	823,009	837,520	29.61	6,585	103,674	16,433	126,692	59,146	67,546	26,909	7
Tyrone and Clearfield	.....	.....	.....	.....	500,000	15.30	.....	.....	.....	.....	.....	.....	.....	....
Westchester	165,000	13,333	.....	178,333	178,333	9.00	(Leased to Penna. R. R. Co.)			9,806	2,478	7,328	6,600	4
Westchester and Philadelphia	688,530	1,002,402	122,226	1,808,158	1,390,132	26.38	109,725	45,457	150,921	306,103	88,510	217,593	.....	....
Western Pennsylvania	821,300	108,000	.....	929,300	186,822		(Construction re-commenced in March 1863.)							
Wrightsville, York and Gettysburg	317,050	52,000	24,180	393,230	393,230	13.00	(Leased to Northern Central R. R. Company.)						6,341	2
City Passenger Railroads.														
Citizens' (Philadelphia)	192,700	.....	6,000	198,700	171,776	7.00	116,557	.....	9,706	126,263	84,323	41,940	31,975	16⅔
Citizens' (Pittsburg)	92,000	54,200	5,860	152,060	157,627	5.58	77,362	.....	505	77,867	59,699	18,168	20,000	20¾
Delaware County	24,080	6,500	2,850	33,430	30,729	4.00	5,862	.....	306	5,668	5,575	93	.....	....
Fairmount	180,000	125,000	57,545	362,545	121,613	4.70	64,446	.....	7,991	72,437	69,535	12,902	.....	....
Fairmount and Arch Street	200,000	.....	2,050	202,050	194,017	3.38	62,537	.....	922	63,459	45,461	17,998	15,000	7½
Frankfort and Southwark	490,260	200,000	.....	690,260	721,434	12.33	194,317	.....	3,050	202,367	143,610	58,757	32,385	7
Germantown	112,245	250,000	.....	362,245	369,446	19.00	132,245	.....	1,260	133,505	89,261	43,244	.....	....
Girard College	160,000	.....	.....	160,000	160,000	5.40	76,430	.....	.....	76,430	56,749	19,681	15,000	9⅜
Green and Coates Street	150,000	87,000	.....	237,000	224,182		114,617	.....	9,923	124,540	74,070	50,470	29,035	20
Lombard and South Street	(Road not completed, but operated in part since 1st July, 1863.)													
Oakland (Pittsburg)	81,500	.....	500	82,000	76,500	10.00	31,873	.....	817	32,690	35,201	(Loss.)	.....	....
Philadelphia City	100,000	135,000	.....	235,000	231,496	4.91	100,910	.....	3,817	104,727	57,419	47,308	40,000	40
Philadelphia and Darby	100,000	17,000	.....	117,000	86,447	5.04	23,059	.....	1,043	24,102	22,184	1,918	.....	....
Philadelphia and Gray's Ferry	159,312	15,500	.....	174,812	173,000	6.88	74,282	.....	784	75,066	56,649	18,417	27,341	6
Pittsburg and Birmingham	42,000	22,600	5,369	69,969	62,952	2·60	39,542	.....	984	40,526	26,342	14,184	4,000	10
Pittsburg, Allegheny and Manchester	67,875	12,000	9,622	89,497	86,418	3.75	48,419	.....	1,219	49,638	42,602	7,036	.....	....
Ridge Avenue and Manayunk	118,000	.....	.....	118,000	179,635	4.25	34,549	.....	.....	34,549	22,318	12,231	9,912	9
Second and Third Street	203,757	172,100	.....	375,857	476,779	18.30	276,894	.....	2,734	279,628	182,825	96,803	54,267	26⅔
Seventeenth and Nineteenth Street	120,000	.....	.....	120,000	113,699	5.62	25,355	.....	3,092	28,447	23,529	4,918	2,602	2½
Thirteenth and Fifteenth Street	100,000	.....	3,000	103,000		6.25	.....	.....	.....	87,604	67,176	20,428	17,500	17½
West Philadelphia	189,100	100,000	4,000	293,100	301,056	6.00	159,483	.....	2,218	161,701	123,068	38,633	20,217	10⅔
Canals and Navigations.														
Delaware and Hudson	7,500,000	1,500,000	.....	9,000,000	7,000,000	108.00	.....	.....	.....	316,377	409,589	(Loss.)	637,500	8½
Delaware Division	1,633,350	800,000	.....	2,433,350	2,439,350	60.00	.....	.....	.....	156,874	24,825	132,049	49,000	3
Erie	64,000	.....	1,300,985	1,364,985	1,364,985	161.00	.....	.....	.....	188,806	54,327	84,489	.....	....
Junction	398,910	30,500	.....	429,410	530,636	18.00	.....	.....	.....	25,765	7,007	18,758	.....	....
Lancaster and Susquehanna	200,000	29,115	1,971	232,086	200,000	18.00	.....	.....	.....	3,617	4,308	(Loss.)	.....	....
Lehigh	2,497,950	2,786,682	.....	5,266,632	4,450,000	72.00	.....	.....	.....	377,715	.....	.....	148,797	6
Muncy	2,625	.....	.....	2,625	2,625	0.75	.....	.....	.....	.....	.....	.....	262	10
West Branch	1,000,000	.....	.....	1,000,000	1,000,000	105.00	.....	.....	.....	.....	.....	.....	.....	....
Pennsylvania	(Owned by Penna. R. R. Co.)				1,000,000	276.00	.....	.....	.....	276,659	366,884	(Loss.)	.....	....
Schuylkill	4,797,012	6,400,602	255,657	11,493,273	10,287,194	108.23	.....	.....	.....	921,757	135,284	786,473	.....	....
Union	2,750,000	2,500,000	600,000	5,850,000	5,750,000	99.64	.....	.....	.....	76,614	74,404	2,210	.....	....
West Branch and Susquehanna	1,000,000	450,000	.....	1,450,000	500,000	121.00	.....	.....	.....	216,743	67,160	149,583	70,000	7
Wiconisco	58,925	.....	.....	58,925	59,430	12.00	.....	.....	.....	10,318	6,217	4,101	3,569	6
Wyoming Valley	518,000	750,000	.....	1,268,000	1,268,000	64.00	.....	.....	.....	.....	.....	.....	31,080	6

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	$5	----	3½
Acton Vale ..... Ca.	50,000	5	----	2
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	14½	20½
Algomah ..... "	20,000	----	2	3½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	5½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	----
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7½
Aztec ..... "	20,000	----	1	8½
Balt. and N. C. ..... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	5½
Bay State ..... L. S.	20,000	----	3½	10
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	1½
Black River ..... "	200,000	2½	----	35c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	----
Boston ..... L. S.	20,000	----	4½	5•
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1½
Cabot ..... L. S.	20,000	----	----	½
Caledonia ..... "	20,000	----	13	25c
Cambridge ..... "	20,000	----	5	----
Canada ..... Vt.	100,000	1	----	----
Carp Lake ..... L. S.	20,000	----	4½	----
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	70	----
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	50c	75c
Chester ..... "	200,000	1	----	----
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca.	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	----
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9½
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	99
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	85c
Dacotah ..... L. S.	20,000	----	----	5½
Dana ..... "	20,000	----	3½	5½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	----
Dorchester ..... "	20,000	----	5	----
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	½	4½
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	30c
Eagle River ..... L. S.	20,000	----	3½	7
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	17c
Etna ..... L. S.	20,000	----	----	15
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5•	4
Evergreen Bluff ..... "	20,000	----	----	17
Flint Steel ..... "	20,000	----	----	10
Forest City ..... "	20,000	----	3	----
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	52½
French Creek ..... Pa.	100,000	5	----	1½
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	75c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	30c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	----
Grand Trunk ..... Ca.	100,000	5	----	5½
Great Western ..... L. S.	20,000	----	2	½
Green Mountain ..... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	25c
Hamilton ..... "	20,000	----	----	7
Hancock ..... "	20,000	----	6½	14
Hanover ..... "	20,000	----	½	3½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	8
Hilton ..... "	20,000	----	----	4
Hope ..... "	20,000	----	½	2½
Hudson ..... "	20,000	----	----	----
Hulbert ..... "	20,000	----	----	----
Humboldt ..... "	20,000	----	2	10
Hungarian ..... "	20,000	----	1	----
Huron ..... "	20,000	----	16	40
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S	20 000	5	16	24½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	----
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	½	----
Knowlton ..... "	20,000	----	1	9
Lafayette ..... Ca.	200,000	1	----	----
Lake ..... "	200,000	1	----	15c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2½
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	6½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	3½
Manhattan ..... "	20,000	----	2½	7½
Marquette ..... "	20,000	----	----	4
Maryland ..... Md.	----	5	----	1½
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4½
Merrimac ..... "	20,000	----	----	4½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	11½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	6½
Minnesota ..... L. S.	20,000	----	3½	65
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	33
Native ..... "	20,000	----	3	3½
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	3½
Newton ..... Ca.	200,000	1	----	----
New York ..... L. S.	20,000	----	----	----
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	7½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1½
North Western .... L. S.	20,000	----	7½	14
Norwich ..... "	20,000	----	----	----
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	4½
Ottawa ..... Ca.	200,000	1	----	75c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	2½	62
Phila. & Boston .. "	20,000	----	15	----
Phœnix ..... "	20,000	----	----	30
Pittsburg & Boston "	20,000	----	5½	92
Pontiac ..... "	20,000	----	3½	5½
Prince of Wales .. Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	24
Quincy ..... "	20,000	----	10	90
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	1
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	14
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	26½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	9
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	----
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	4½
Springfield ..... Md.	----	5	----	2½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	7½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	9½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	2
Toltec ..... L. S.	20,000	----	20	21
Tremont ..... "	20,000	----	5•	31
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4•	1½
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	5
Wickham ..... Ca.	200,000	5	----	50c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	6
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	10
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	6
Tyson	20,000	10	----	----
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	1½
Canada ..... Ca.	50,000	5	----	----
Clute	----	----	----	1½
Crystal Lake	----	----	----	----
Erie	----	----	----	----
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	3
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	4½
Mineral Point	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1½
Placentia Bay .... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	75c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	4½
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	98
Ashburton ..... "	50,000	50	----	25
Atlantic & G. C .... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	----
Bear Valley ..... "	40,000	12½	----	17½
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	----
Big Mountain ..... Pa.	----	----	----	9½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou .. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler ..... "	----	----	----	54½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	----
Central ..... "	----	----	----	68
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	80½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	94½
Fulton ..... "	----	----	----	8½
Gilbertson	5,000	100	----	----
George's Creek ..... Pa.	10,000	----	----	100
Grand Tunnel	4,000	100	----	----
Green Mountain ..... Pa.	----	----	----	6½
Hampton & Balt .. Md.	----	----	----	109
Hazleton ..... Pa.	32,300	50	----	71
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain .. "	----	----	----	64½
Lorberry ..... "	4,000	100	----	----
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	29	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	19½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	210
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	----
Princess Alex .... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	26½
Schuylkill Valley .. "	20,000	10	----	----
Shawmut	5,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	46½
Stafford	----	----	----	----
Suffolk	4,000	100	----	----
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	50	----	5½
Susq. Coal & C. Mt. "	----	----	----	----
Tamaqua ..... "	----	----	----	5½
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	----	----	----	65½

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	2½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	----
Black Hawk (G.) .. "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	2½
Chebucto ..... N. S.	100,000	5	----	1
Colonial (G.) ..... Ca.	100,000	2½	----	35c
Colorado (G.) ..... Col.	50,000	10	----	4½
Consol. Greg'y (G.) Col.	50,000	100	----	20
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	5
Corydon (G.) ..... "	100,000	25	----	4½
Day & Bushnell (G.) C	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	----
Gold ..... "	100,000	5	----	4
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	4
Halifax (G.) ..... N. S.	200,000	2	----	60c
Harmon (S. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	2
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100 000	100	----	47½
Massachusetts (G.) .. Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	1½
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50 000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col	100,000	100	----	124
Quicksilver ..... Cal.	40,000	25	----	74½
Renfrew (G.) ..... Ca.	120,000	2½	----	----
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	11½
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	2½
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	40½
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,561	230,000	—	12,500	62,446	21,195	9½	....	64
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	125
30 Nov. '63	0.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46½
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	110
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	65
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	90
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	78,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,600	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.55	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,568	40,400	.....	.....	.....	.....	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	80,000	60,000	20,000	.....	6,202	542	—	....	....
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	.....	.....	—	....	....
						NEW YORK.									
30 Sep. '62	.....	.....	.....	.....	..	Avenue D (New York City)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	60
30 Sep. '62	24.01	—	....	69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.00	....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	—	—	—	—	Centr'l P'k, N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	60
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	....	....	..	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	—	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '62	4.63	—	—	—	—	Harlem Br., Morris'a & Ford'm	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	10.00	10.00	....	42	..	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,408	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	245,068	51,499	—	100	70
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	155
30 Sep. '62	8.37	—	533	50	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	368,082	88,184	10	100	220
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,788	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	—	—	—	—	Utica City	.....	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	350	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.22	—	—	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.60	—	—	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.99	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,996	40	....	62
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,866	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	43,459	14,824	7½	....	34
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	....	63
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,500	26,745	6	....	60½
31 Oct. '63	5.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	30½
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	40½
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	.....	.....	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	51,500	—	500	32,691	—	—	....	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	88,418	67,875	12,000	9,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,962	42,000	22,000	5,360	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	16
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	20
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	219,628	93,803	36	....	75
31 Oct. '63	5.62	—	60	....	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gir'd F.)	173,010	159,312	15,500	—	75,086	18,417	17½	....	14½
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	....	50
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	24
31 Oct. '63	9.51	—	225	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	72½
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	259,059	21,058	—	....	54
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....
						MISSOURI.									
30 Nov. '62	5.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	—	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	—	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	—	....	....
30 Nov. '62	10.30	—	—	—	—	St. Louis	298,604	298,604	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1891	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	6,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	108
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100½
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1909	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	126,000	7	J. & J.	1868	112
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	240,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1872	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	120
" " " ..... coupon		6	" "	1867	124
Loan of Dec 31, 1848 .....registered	8,908,342	6	" "	1868	128
" " " ..... coupon		6	" "	1868	124
Texas Indemnity, of Sep. 9, 1850.....coupon..	3,461,000	5	" "	1865	105
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	104
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	103
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of June, 1861.... coupon	1,026,000	6	" "	1881	112
" " " ..... coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	108
" " " ..... coupon		6	" "	1881	113½
Loan of July 17, 1861 .....registered	50,000,000	6	" "	1881	115
" " " ..... coupon		6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s).....registered..	40,230,000	6	May & Nov.	1882	106
" " " (5-20s)..... coupon..	350,000,000	6	" "	1892	106½
Treasury Notes of Feb. & Aug. 1861.coupon..	52,931,000	7.3	Feb. & Aug.	1864	110½
" " Apr. & Oct. 1861.coupon..	86,989,500	7.3	April & Oct.	1864	100½
Treasury Notes of 1863 (legal tender),coupon..	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	----	----	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's	----
" "	70,814,639	5	" "	notice	----
Certificates of Indebtedness. .....(coin)	167,093,241	6	" "	1 year	----
" " .....(currency)		6	" "	1 year	98
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State). "	610,000	6	paid for	1868	----
" — " " ("). "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July	1878	135
" " " 1860..... "	198,500	7	" "	1850	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds..... coupon	143,000	7	----	1872	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ..	2,073,750	6	" "	'53-'89	60
" — " " (R. R.)..... "	625,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'53-'89	106
" —War bonds..... "	2,000,000	6	" "	1879	100½
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	102
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	85
" — " " " "	2,058,173	2½	" "	1886	67½
" —State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	85½
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock..... "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks..... coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		6	" "	'93-'98	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	105
" — " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	----	d'm'd.	99
" — " " (R. R. etc.)... "	3,902,000	6	----	'67-'99	----
" — " " (banks)..... "	5,393,533	6	----	----	----
" — " " (war loan)... "	670,000	6	----	----	----
Maine—State bonds .....coupon	-------	6	Mar. & Sept.	'68-'77	104
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g).....coupon	816,000	5		1885	----
" — " " (st'l'g conv.)... "	200,376	5		1885	----
" — " " (st'l'g)..... "	5,585,555	5		'89-'90	101½
" — " " (st'l'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	5		1890	----
" — " " (")..... "	100,000	4½	Chiefly	1888	----
" — " " (")..... "	767,560	5	quarterly.	'42-'58	----
" — " " (")..... "	399,408	5		1880	----
" — " " (")..... "	148,711	5		'89-'90	103
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.B.R.)... "	503,350	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	500,000	5	" "	1893	108½
" — " " (East'rn R. R.) "	500,000	5	Jan. & July.	'65-'71	100
" — " " (N. & W. R R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	545,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	5	" "	'64-'66	----
" — "	347,000	6	June & Dec.	'68-'72	----
— "	52,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan .....(" ") "	567,000	7	" "	18?6	108
" —Redemption l'n (" ") "	2,000,000	6	" "	'66-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1868	68½
" — " " "	199,000	6	" "	1868	70½
" — " " "	100,000	6	April & Oct.	1868	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1858.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	77
" — " " S.W. Branch.. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	93
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'67-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	103
" " —Notes	200,000	6	----	----	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	631,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1866	107
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,900,000	6	" "	'68-'78	116
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	6	----	d'm'd	----
" " — " " " " ..	11,050	6½	----	d'm'd.	----
" " — " " " " ..	14,230	6	----	d'm'd.	----
" " — " " " " ..	421,003	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1874	----
" " — " " " " " ..	68,000	5	Feb. & Aug.	1876	----
" " — " " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " " ..	320,000	5½	Jan. & July.	1866	----
" " — " " " " " ..	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	6	" "	'63-'74	109½
" " — " " " " ..	15,889,025	6	" "	64-'76	116
" " — " " " " ..	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) ....coupon	1,?08,905	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	6	" "	1865	94
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	105
" — " " (" ") .... "	1,600,000	6	" "	1875	106½
" — " " (" ") .... "	4,095,300	6	" "	1881	106½
" — " " (" ") .... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	275,385	6	" "	1863	108
" — " " (war loan).....coupon	299,704	6	" "	1850	----
" — " " (" ").... "	280,909	6	" "	1868	----
" —Irreducible debt (school funds, etc.)....	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans.....	181,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	99
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	102
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	101½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	101½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
" —State bonds.....coupon	650,000	5	Jan. & July.	1892	----
" —Bank Charter Loans.....	360,937	5	----	----	----
" —Relief Notes in circulation...	97,360	----	----	----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	104½
South Carolina—State bonds (stg).....coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'65-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	----	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----	1892	58
" — " " (intern. impr.) "	2,063,606	5	----	Var.	45
" — " " (railroads) ... "	12,799,000	6	----	Var.	----
" — " " (capitol) ..... "	608,000	5	----	1890	45
" — " " (Hermitage) . "	48,000	6	----	1890	65
Texas—Had no debt in 1861	-------	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) ....coupon	58,000	6	----	'62-'63	----
" " — " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	6	Various.	Var.	----
" — " " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	51
" —State bonds (railroad) .....coupon	12,6?4,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----	----	----
Wisconsin—State bonds (civil)..... coupon	100,000	6	April & Oct.	'67-'68	90
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic)... "	100,000	6	" "	1877	----
" — " " (")..... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,600	63,995	86,211	76,426	81,453	103,635	94,028	107,758	73,751	64,937	938,641
1861	81,531	75,021	78,361	66,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	63,591	110,935	72,196	81,994	90,625	95,006	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,408	82,895	139,049	134,500	145,839	92,873	75,457	1,181,008
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,986	148,208	161,608	138,795	122,000	1,412,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,336	198,152	202,014	1,999,492
1864	160,440	176,783	141,476	175,888	188,505	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,592	45,985	39,500	49,571	80,819	108,787	74,381	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,200	55,199	845,666
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,140	71,306	104,094	124,787	108,956	80,061	994,677
1863	69,091	81,160	92,483	103,460	107,866	124,283	115,861	106,491	172,072	210,476	163,388	163,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,662	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,226
1860	78,170	67,210	86,260	76,032	66,907	55,065	50,286	66,573	84,693	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,502	63,137	52,260	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	104,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,180	140,013	144,800	184,389	1,574,893
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,606	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,336,424
1861	404,507	391,932	458,560	547,174	506,610	450,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,596	638,006	626,070	587,416	528,842	506,024	615,962	756,421	885,136	902,406	922,870	8,400,834
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,049	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	205,805	195,954	123,907	89,344	1,309,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,299
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,675	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,543	212,940	143,617	163,246	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,369	116,444	125,305	155,164	156,973	170,157	157,443	232,093	1,988,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	468,963	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,994	149,592	130,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,031	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,848	206,246	209,282	261,079	352,786	414,643	410,336	372,595	359,403	3,446,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	490,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,570	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,775	60,540	64,306	35,326	40,706	56,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	50,540	77,874	90,755	73,215	83,964	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,707	37,429	60,229	189,761	163,615	90,990	44,895	799,841
1861	64,246	44,027	43,637	49,102	112,266	141,771	107,117	99,463	134,726	177,879	139,184	97,950	1,163,407
1862	83,903	62,907	47,010	61,750	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	95,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	176,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,895
1861	140,925	116,938	153,170	186,951	170,362	161,391	120,558	178,773	235,690	276,181	231,305	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,294	279,539	2,647,833
1863	248,784	230,508	254,208	267,693	293,981	237,982	188,141	235,512	300,822	371,361	326,650	341,908	3,367,250
1864	250,163	299,890	333,058	327,206	264,818	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	105,203	150,386	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	260,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,560	133,620	123,377	144,982	236,844	307,223	241,049	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,833	2,659,701
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	215,449	308,109	375,487	339,193	306,186	3,168,004
1864	252,435	278,848	348,802	338,275	271,552	------	------	------	------	------	------	------	------
New York Central:													
1859	380,249	370,544	509,211	478,563	409,628	447,813	504,217	591,920	742,590	709,671	637,792	690,206	6,303,703
1860	387,128	402,580	561,078	585,141	551,700	496,943	544,494	692,392	808,985	811,458	730,736	623,047	7,164,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,128	562,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,756	9,693,244
1863	920,272	790,167	867,600	911,397	839,126	841,165	818,512	840,480	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,568	89,239	91,190	100,118	97,218	97,857	85,765	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,866	97,337	92,502	91,958	89,356	97,858	91,111	90,674	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,188	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,095	264,622	283,616	268,619	245,977	2,725,396
1860	163,561	171,841	257,410	248,110	265,011	278,270	314,806	337,496	339,911	368,956	321,208	249,032	3,315,561
1861	161,106	160,538	191,266	252,154	265,917	270,051	289,987	265,358	254,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,996	254,255	288,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,334	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,962	746,955	526,009	6,324,063
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	189,961	152,574	192,779	182,566	188,831	165,795	154,032	202,853	245,968	286,844	231,258	191,139	2,336,254
1861	217,262	202,071	265,735	270,675	210,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	298,420	274,258	295,778	282,696	277,009	261,210	249,419	277,380	397,525	401,290	364,334	370,982	3,748,310
1863	357,350	366,598	461,965	462,987	427,094	395,945	350,783	407,077	463,509	505,814	491,300	487,642	5,132,934
1864	290,676	456,211	602,603	574,680	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,743	71,854	112,384	93,766	67,721	85,359	95,960	118,887	129,166	135,610	1,117,897
1863	109,808	110,603	120,310	123,115	113,798	128,949	116,077	130,278	163,470	144,736	143,748	162,921	1,564,913
1864	109,872	147,485	160,496	157,785	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,425	84,879	122,785	106,100	125,027	77,529	81,236	954,755
1861	59,629	47,043	62,581	76,274	79,278	80,074	93,464	138,722	142,587	162,828	137,080	92,876	1,172,100
1862	82,235	47,142	56,003	63,582	106,845	113,578	115,214	165,219	170,380	172,870	147,548	139,618	1,440 147
1863	66,321	91,971	108,066	183,111	134,272	132,585	105,554	116,379	190,595	161,062	134,560	111,339	1,439,795
1864	79,756	95,842	132,286	123,987	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	838,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Va. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Watert.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'65-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	100
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	90
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'65-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	2,000,000	5	Ja. Ap. Ju. Oc.	London.	1893	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	110
" " " 1850	700,000	6	Jan. & July.	"	1880	109
" " " 1855	1,128,500	6	Jan. & July.	"	1875	112
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1866	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	108
Sinking Fund	200,000	6	" "	Boston.	1859	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	103
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	101½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅓ in '69, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1885	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $300,000	790,800	6	"	"	1870	112
" " $675,000	675,000	6	"	"	1875	106
" " $1,700,000	1,700,000	6	"	"	1883	106½
" " $2,500,000	867,000	6	"	"	1889	108
Consolid. Mort. Loan $5,000,000			"	"		109½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	60
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	130
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1900	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1860	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1862	110
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	109
Income Bonds	1,100,000	7	May & Nov.	" "	1883	93
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1894	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	19	
2d " "		8	" "	" "	18	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	109½
General 1st Mortgage	3,600,000	7	" "	" "	1885	100½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	98
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	584,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	120
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1868	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	225,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1890	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,180,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	108
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1880	90
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	800,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	429,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	128,410	7	April & Oct.	New York.	1868	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,077,000	7	Jan. & July.	" "	1885	118
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '63)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	199,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	500,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,500,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		30
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	" "	1875	106
State Loan	170,000	6	" "	" "	1870	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	112
1st Mortgage (R. Extension)	1,499,000	7	" "	" "	1876	116
2d Mortgage	2,516,500		March & Sept.	" "	1891	118½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (D. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'62-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,000					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	160,000					
Redeemable in Stock	99,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	550,000	7			1891	
Free Land, 2d Mortgage	300,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Conpon	1,961,000	7	Feb. & Aug.	New York.	1882	116
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110½
Elgin and State Line	189,000		Jan & July.	" "	1879	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,360,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	93
Land Security	3,344,000	7	April & Oct.	" "	1881	110
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	98
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	
Construction	11,432,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	122
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			'20
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	65
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	500,000	6	April & Oct.	Boston.	1870	
2d Mortgage	220,000	61	" "	Augusta.	1861	
3d Mortgage	250,000	61	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	240,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	51				
City of Keokuk, (special tax)	150,000	101				
Keokuk, Mt. Pleas't and Muscat.						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov	Philadelphia.	1873	110
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	" "		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1882	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	228,000		" "	" "	'63-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	550,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1893	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	34,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	600,978	7	Feb. & Aug.	New York.	1891	104½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,000,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	0	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	93
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,060	8	" "	N.Y. & Boston	1869	125
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	
Michigan Southern, conv.	16,000	7	" "	" "	1863	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1865	81
Jackson Branch	81,000	7	" "	" "	1866	88
Goshen Air Line	701,000	7	" "	" "	1869	103
Detroit and Toledo	812,000	7	" "	" "	1870	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1875	115
2d General Mortgage	2,056,500	7	" "	" "	1877	100
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	115
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
1st Mortgage	550,000	7	" "		1883	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		65
2d Land Grant	700,000			" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1905	
Mississippi State Loan	292,796	6				
1st Mortgage	171,000	7			1870	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,800	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	676,555	6			1881	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	550,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,250,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	90
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1868	
New Jersey:						
Company's (various)	638,000		Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			'61-'78	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous and Gt. West.						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	666,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	110
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	103
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	118½
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	104½
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	
" " " "	25,502	6	" "	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	130
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	110
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	120
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	116
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	114½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	
New York and Harlem:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1874	100
3d Mortgage	980,300	7	Jan. & July.	"	1897	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	760,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1876	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1886	108½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1850	105½
2d Mortgage	3,077,000	7†	" "	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	104½
Chattel Mortgage	300,000	10	" "	"	1887	116
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	268,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1870	17
Income	3,320,000	†	May & Nov.	" "	1861	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	77
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	106
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,930,000	6	Jan. & July.	Philadelphia.	1880	117
2d Mortgage	2,461,000	6	April & Oct.	"	1875	112
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	565,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1866	106
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	468,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1886	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	107½
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	102
" 1844, "	810,000	6	" "	"	1880	112
" 1848, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	110
" 1857, (convertible)	2,480,500	6	" "	"	1886	139½
" 1866, "	1,442,000	7	" "	"	1888	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1854	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	121
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	114½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	98
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	500,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'76	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	800,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Boston.	1868	78
2d Mortgage	937,500	7	" "	"	1869	35
3d Mortgage	440,000	7	" "	"	1869	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1880	----
3d Mortgage	1,000,000	7	----	----	1876	----
Six per cents	422,324	6	----	----	1876	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1859	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,082	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1865	----
Sterling	183,333	6	----	----	1868	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	681,000	---	----	----	1878	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	95
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	85
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	93
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	37
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1894	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1857	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1864	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	563,500	7	Feb. & Aug.	New York.	1878	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'62-'71	----
Dollar Bonds	550,000	6	" "	Boston.	1876	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'62-'76	102½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	111
Wilmington and Manchester:						
1st Mortgage	595,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1855	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant-Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road, operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,?36	*	—	877,?53	503,500	105,255	1,515,704	54.0	----	101,102	37,886	—	----
28 Feb '59	30.2	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	199,500	21,632	518,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----	207,926	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
1 May, '61	409.3	13.6	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	----	----	----	----	----	----	1,402,858	605,370	—	----
29 Feb. '60	88.5	28.4	----	—	25	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----	505,156	280,259	6	----
								ARKANSAS.													
3 Nov. '58	55.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	----	----	----	----	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,894	—	----
								CONNECTICUT.													
1 Feb. '61	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	----
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	968,459	596,153	17	142
31 Dec. '62	74.0	—	5.0	—	11	17	256	Housatonic	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	----	294,485	70,187	—	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	29,?24	1,594,661	62.0	----	206,420	97,700	6	----
31 Dec. '62	63.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	----	—	117½
30 Nov. '63	34.8	8.5	9.3	—	3	3	—	New Haven and Northampton	2,205,204	28,748	—	1,010,000	650,000	—	2,363,942	----	----	----	----	3½	----
30 Nov. '63	66.0	—	5.9	—	8	12	105	New London Northern	687,152	*	—	602,152	75,200	—	687,152	66.0	156,468	189,425	60,708	6½	90
31 Mar. '62	61.3	1.0	65.5	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518 ?10	1,036,437	454,000	12	160½
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,974,971	66.4	307,341	432,669	180,839	6½	109
								DELAWARE.													
31 Oct. '60	54.5	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,654	84.5	136,631	138,976	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	----	----	—	----	----	----	----	----	----	----	----	—	----
30 Apr. '60	32.0	—	5.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	196,000	75,894	619,112	32.0	----	7,857	3,585	—	----
-- -- '62	55.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	----
-- -- '62	100.0	3.9	10.0	155.5	---	---	-----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,102,389	*	—	1,250,000	128,000	—	1,597,385	86.7	----	418,036	265,527	8	128
-- -- '62	92.6	—	8.7	70.0	---	---	-----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	80.0	----	----	----	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,612	—	----
30 Apr. '60	46.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	81.0	----	----	----	—	----
30 Nov. '60	191.0	—	----	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	----	----	6,690,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	----	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	238,241	404,618	212,670	10	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	509,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May, '58	88.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '60	100.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	500,500	19,913	3,822,913	228.8	----	----	388,853	11	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	----	138.0	----	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	845	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,416	281.0	1,002,440	1,673,706	701,866	2½	80
30 Apr. '63	158.0	—	20.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,921	1,206,029	8	126½
1 Apr. '63	242.0	—	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	----	1,083,054	448,503	—	54½
31 Mar. '63	181.8	—	----	—	61	57	900	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6	112½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,900	—	10,952,115	341 7	1,484,965	2,201,481	1,279,408	6	152
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----	4,214,342	190.0	----	742,097	377,476	—	85½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,600	—	36,335,970	708.3	3,910,697	4,571,028	2,118,347	6	129½
— -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	----	148.0	----	----	----	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	----	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	64
								INDIANA.													
— -- --	198.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	—	----	----	----	----	108.0	----	----	----	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,041	1,219,100	51,772	2,283,748	109.0	----	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254.500	15,900	2,102,761	109.0	----	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,367,284	140,689	3,458,108	110.0	----	448,868	230,834	9	100
1 Dec. '62	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	----	450,079	247,338	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,186	—	----
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,743	132 0	----	285,974	104,951	—	100
-- -- '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,40	—	36½
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,526,955	73 0	357,302	774,618	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	7o2,733	665,000	92,663	1,842,768	50.0	----	----	----	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	----	86 0	7 mo's.	85,220	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	$3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,331	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	----	38.5	11 mo's.	458,821	21,356	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,?o0,o60	4,600,000	15,000	----	230.0	----	----	----	—	48
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	----	426,408	227,534	—	----
30 Jun. '62	29.0	—	----	—	13	10	230	} Lexington and Frankfort	596,728	52,200	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	66.1	—	----	—				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,869	66.1		179,251	62,421	2	60
30 Jun. '63	186.0	83.0	18.2	—	43	27	878	Louisville and Nashville	9,128,757	*	—	5,892,190	2,997,500	76,715	9,797,911	304 0	495,258	1,777,983	1,082,168	—	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,218	566,000	339,297	5,855,320	80.0	180,204	461,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----	2,665,000	1,150,717	----	206.0	----	1,232,024	555 434	—	----
31 Aug '60	68.5	—	----	136.8	---	---	—.	*Vicksburg, Shreveport & Texas.*	1,662,091	*	—	1.283.015	245,960	108,434	1,710,819	53.7	----	----	----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	----	----	----	----	----	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,389	188.0	----	340,806	----	—	----
31 May '63	284.8	—	28.4	—	98	85	1,569	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,965	329.3	1,448,558	2,946,560	1,674,200	8	144½
31 Mar. '63	246.0	281.0	----	—	83	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,250	1,653,252	9,018,200	9,527,078	—	18,545,278	527.0	2,060,637	2,815,681	1,461,276	—	96½
								MINNESOTA.													
31 Dec. '62	14.5	—	----	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	----	190.0	---	---	-----	*Southern Minnesota*	----	----	—	----	575,000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	----	114.0	---	---	-----	*Minneapolis and Cedar Valley*	----	----	—	----	600,000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	----	208.0	---	---	-----	*Minnesota Transit*	----	----	—	----	500,000	----	----	----	----	----	----	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	26	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,902	6,231,899	236.0	----	884,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254.894	159,018	—	?48,?85	456,949	275,000	1,974,444	59.7	----	176,462	116,433	—	----
31 Dec. '56	52.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	----	83.2	----	260,047	121,069	—	----
								MISSOURI.													
31 Aug. '63	98.8	—	18.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,168,836	7,177,000	—	----	206.8	579,324	1,047,567	420,020	—	85½
31 Dec. '62	268.8	—	17.7	65.0	21	20	397	*North Missouri*	6,398,779	504,953	—	2,469,207	4,350,000	—	----	168.8	----	----	444,400	182,896	—	----
31 Dec. '62	152 0	—	3.6	—	---	---	-----	*Platte County*	$1,200,000	*	—	500,000	700,000	—	----	52.0	----	----	----	—	----
28 Feb. '63	196.0	—	14.4	97.2	34	30	490	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,886	—	----
28 Feb. '63	77.0	—	3.9	206.0	---	---	-----	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	----	114.0	98,271	241,483	128,888	—	----
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,231,493	344,165	—	1,971,127	3,501,000	57,361	5,906,277	90.1	253,481	253,235	66,259	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Laterel and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	444,088	205,584	787,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tr.	.....	—	46
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2*	231	Maine Central	4,211,878	*	21,925	1,050,866	3,068,491	139,362	4,259,303	109.2	186,240	323,692	174,028	—	—
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,702	*	100,000	1,500,000	—	—	1,632,446	51.3	—	283,197	170,276	6	113½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	566,600	.....	.....	37.0	.....	55,405	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	666,070	31,241,011	236.8	.....	3,922,293	2,305,788	6	113
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,318	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	57½
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,716	167,051	7	120
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,830,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,858	8	138
30 Nov. '63	47.0	7.0	32.5	—	20	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,801	853,727	397,729	8	155
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,664	488,357	9	140
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,769	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,068	69,191	6	68½
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	110
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	55,500	4,894,100	59.0	477,753	812,556	220,594	6	109½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,607	93.4	389,738	732,262	328,042	6	126½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	867,496	—	—	21,780	21,275	6	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	658,919	95,681	—	600,000	—	—	704,536	71.0	107,154	223,794	89,077	8	126
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,996	164,207	54,797	6	87½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	40,222	—	357,158	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,016	102.1	436,407	722,068	411,544	6	125
30 Nov. '63	43.4	1.0	14.9	—	13	16	268	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	381,612	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	245,500	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	290,000	—	—	298,962	11.7	61,675	165,405	33,698	8	119½
30 Nov. '63	6.1	—	.....	30.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,700	—	3,821,695	77.3	112,506	271,815	140,136	—	43
30 Nov. '63	156.1	17.3	126.6	—	75	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,297,520	—	4,746,504	218.0	1,275,929	2,439,838	1,232,831	9	156½
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester and Nashua	1,116,597	116,000	—	1,141,000	103,700	39,891	1,313,159	45.7	188,647	251,024	132,138	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	53.6	358,025	382,183	139,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $80)	1,500,000	*	—	1,500,000	—	—	1,504,000	31.4	.....	470,078	125,286	7	90
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	.....	ope	r.by C'd	—	83,524	7	120
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	569,000	—	.....	32.7	.....	37,701	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,348,214	82.6	.....	366,846	153,718	4	89½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,430,730	*	—	800,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,080,500	175,962	3,261,344	76.0	.....	259,921	113,533	—	—
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	189
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,336	*	—	1,000,553	1,937,376	117,096	2,155,024	60.2	.....	144,886	65,128	—	16
31 Dec. '62	64.0	—	48.0	—	39	26	540	Central of New Jersey	4,915,252	606,542	672,113	3,630,000	2,000,000	220,433	6,322,193	64.0	687,204	1,207,587	774,341	10	171
31 Dec. '62	53.0	—	—	45.6	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,766,710	53.0	147,000	226,448	101,520	7	—
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	673,000	409,017	5,666,704	33.8	512,849	1,111,087	652,124	10	—
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	—	90,618	29,592	—	105
31 Dec. '62	—	—	.....	—	—	—	—	Raritan and Delaware Bay	2,450,417	*	—	1,203,558	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
31 Dec. '62	21.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	259,399	124,742	6½	110
31 Dec. '62	58.5	—	—	47.	—	—	—	West Jersey	821,984	*	—	541,500	212,500	31,742	821,984	—	82,936	90,122	43,023	—	—
								NEW YORK.													
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,668	2,320,940	48.9	140,555	224,413	123,939	—	—
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,078	823,425	275,456	—	100
30 Sep. '62	88.2	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
31 Dec. '63	460.0	97.0	320.0	—	243	109	8,597	Erie	39,404,648	*	264,929	20,105,200	19,901,000	—	42,841,569	807.0	5,856 687	10,469,481	3,511,474	—	7½
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,646	2,637,529	1,269,954	—	146
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,587,162	361,312	—	1,852,716	782,462	16,213	2,928,474	100.5	228,611	293,457	109,137	—	24
31 Dec. '63	297.8	268.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,955	24,209,000	13,779,648	284,411	42,869,980	654.9	5,892,223	10,897,631	3,994,999	7	131½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	850,504	—	5,717,100	3,905,981	69,136	11,751,207	163.0	607,373	1,154,003	456,696	—	284
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	1½
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	390,340	298,500	16,375	815,161	38.1	75,623	140,634	77,550	7	—
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,960	157,048	—	610,000	244,750	—	900 023	27.2	.....	276,276	66,845	6½	—
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	84,292	3,486,392	189.6	309,922	458,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	60,000	—	480,684	incl.	in Ren	s. & Sar.	—	—	—
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	—
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,087	70,919	327,708	13.0	50,277	37,010	—	—	—
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,434	280,871	172,757	—	—
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	803,500	271,097	1,686,508	50.0	247,896	271,158	134,958	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	—	—	—	—
— — '58	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,000	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	449,458	219,883	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,564	216,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	.....	—	—	—	—	Atlantic and Great Western	613,231	—	—	566,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	—
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '63	60.5	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,985,196	198.3	.....	877,404	464,416	10	134
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	238,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	185.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,978	1,724,917	1,033,637	20	165
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,940	1,656,966	1,752,400	128,857	2,917,322	67.0	248,887	375 000	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	—	3,300,000	1,500,000	—	.....	99.7	484,297	1,561,028	975,923	35½	180
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,093	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,426,317	552,500	—	112
31 May '63	109.3	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	5,526,800	3,567,595	—	7,810,868	188.6	665,571	1,361,537	747,562	—	147½
31 Dec. '58	81.4	—	.....	55.0	5	6	90	Clev., Zanesville and Cincin.	1,574,693	*	—	569,672	575,250	632,486	.....	81.5	76,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,006	*	—	750,000	1,000,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.6	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	232,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	—
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,464,748	339,563	5,500	2,452,217	2,604,100	210,434	6,003,826	144.0	414,779	863,705	451,040	—	—
30 Nov. '62	88.6	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	546,982	1,632,488	699,610	15	140
30 Jun. '63	175.8	50.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,279,554	373,487	55,998	11,164,820	226.6	445,167	820,025	229,630	—	—
30 Apr. '62	192.8	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	748,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	829,932	179,052	—	1½
31 Aug. '58	174.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,900,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '63	163.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,097,000	2,488,826	7,800	5,401,088	204.9	418,328	590,880	116,290	—	—
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,227	125.0	214,404	229,006	82,968	—	—
31 Dec. '63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,005,636	*	24,000	3,414,776	6,651,530	38,372	10,142,632	250.0	1,279,950	1,439,798	540,921	—	60

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Oct. '63	91.1	25.0	8.5	—	29	12	254	Atlantic and Great Western	3,169,516	525,000	—	1,362,218	3,849,500	41,864	5,253,582	116.1	115,932	—	—	—	—
31 Oct. '63	24.5	—	24.9	—	19	5	1,303	Beaver Meadow	1,094,250	409,500	—	1,988,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	96
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,368,580	3,852,580	146.0	328,613	398,567	11,465	—	21
31 Oct. '63	52.0	—	4.5	4.0	12	8	69	Cumberland Valley	1,131,037	*	—	956,900	270,000	16,484	1,243,384	152.0	165,712	276,338	118,193	8	—
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,098,250	4,671,000	1,006,951	13,276,201	282.0	1,469,494	1,757,083	828,143	9	242
31 Oct. '63	35.8	1.1	5.2	—	7	4	65	East Pennsylvania	1,161,430	104,041	—	604,190	598,400	—	1,212,590	35.9	151,820	218,243	150,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd to Northn Cen.		78.0	198,807	384,790	110,365	—	37
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	—
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,500	*	—	1,184,550	700,000	—	1,882,550	55.5	oper. by Penn. R.R.Co.			7	77½
31 Oct. '63	32.0	—	1.5	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	27,900	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,216	*	—	622,345	1,229,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	37
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,850	*	—	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,098	869,222	—	2,297,200	1,465,000	58,127	3,820,377	88.0	(386,844)	1,320,058	774,074	10	92
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Philia. & Reading		R. R.)		7	68½
31 Oct. '63	24.5	106.9	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311,613	*	—	4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	644
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.5	274,998	511,396	273,391	—	33
31 Dec. '63	300.8	56.1	319.0	—	390	173	4,926	Pennsylvania	27,048,814	5,543,484	2,883,457	13,400,250	16,669,124	—	35,215,608	356.9	5,312,202	1,891,413	5,111,415	—	71½
31 Oct. '63	17.0	7.0	42.3	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,000	—	1,672,200	24.0	244,425	334,439	179,865	9	89½
31 Oct. '63	230.0	—	21.5	58.0	3	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010,944	8,528,000	80,151	13,619,095	230.0	428,759	649,300	193,498	7½	24
30 Nov. '63	147.4	5.5	187.8	—	166	67	8,430	Philadelphia and Reading	21,074,322	3,765,774	629,348	13,211,228	10,667,328	—	28,615,828	358.0	2,721,689	6,252,902	3,706,900	7	71½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	619,892	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	184½
31 Oct. '63	95.9	—	51.4	—	56	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200.6	647,027	2,540,248	1,602,119	10	75
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,375	1,500,000	82,530	3,665,629	72.0	209,746	215,587	105,356	8	12
31 Dec. '63	468.3	—	78.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,533	12,935,173	—	19,932,741	468.3	3,472,914	5,182,934	2,106,623	—	116½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to Northn Cen		49.476	144,748	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	750,967	100,563	—	367,300	396,500	65,200	832,000	29.6	76,358	126,033	79,976	7	42
								RHODE ISLAND.													
31 Aug. '63	50.6	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,188,000	*	—	1,508,000	256,800	—	----------	62.0	297,700	415,309	199,155	6	120
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,229	—	437,917	8,500	—	----------	13.6	23,954	25,594	6,739	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	11	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	----------	----------	----------	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	881,000	----------	----------	109.6	----------	283,203	151,836	6	—
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,709	324,161	—	1,429,008	1,145,000	245,846	----------	164.5	----------	341,199	125,871	—	—
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	50	790	South Carolina	----------	----------	----------	----------	2,043,833	----------	----------	----------	----------	1,499,636	701,843	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	606,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,037,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	166,264	—	536,554	1,902,000	390,407	----------	139.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,384	3,809,949	2,659,000	280,112	7,627,797	291.0	----------	1,636,096	873,597	—	—
1859	271.6	16.6	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	102.0	----------	220,014	96,145	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,000	—	298,721	740,000	----------	----------	----------	----------	----------	----------	—	—
1860	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	813,518	----------	59.4	69,870	177,256	80,029	—	—
1859	47.4	—	2.5	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	----------	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	22,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,066,644	1,731,000	----------	----------	159.0	----------	734,118	337,284	6	—
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	869,000	204,544	----------	45.8	57,950	127,963	87,245	—	—
1859	50.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	50.0	----------	1,248	----------	—	—
								TEXAS. (*all aided by State*).													
— — '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	—
— — '58	50.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	50.0	----------	----------	----------	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	276,000	240,000	171,560	----------	50.0	31,300	82,670	----------	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	190,508	—	—
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	—
								VERMONT.													
31 Aug. '63	110.3	—	5.6	—	8	12	192	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----------	----------	90.7	99,639	208,867	----------	—	98
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,279,434	119.6	894,393	822,928	61,280	—	—
31 Aug. '62	62.5	—	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----------	----------	----------	62.5	138,299	140,886	24,579	—	—
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	----------	174.8	679,677	713,418	191,466	—	24
30 Jun. '62	47.0	8.5	4.1	—	----	----	----	Vermont and Canada	1,678,500	*	—	1,378,500	----------	----------	1,378,500	oper. by Vt. Central				4	117
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	110,145	----------	23.7	53,041	45,273	7,187	—	—
30 Jun. '62	50.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	oper. by Troy		& Bost.		53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,269,861	775,500	118,789	----------	113.7	705,034	155,307	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,005	5,719,229	----------	----------	103.5	346,427	248,004	loss	—	16
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	574,996	—	1,305,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	—
30 Sep. '58	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	325,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 906	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	62,500	1,041,880	643,960	96,828	----------	78.0	159,981	279,945	145,586	7	77
30 Sep. '59	22.2	2.5	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,760	204,806	26,853	----------	43.5	1,059,054	163,753	79,586	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	----------	----------	23.7	12,542	----------	----------	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,300	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,502	52,929	4,852,929	195.0	280 968	634,081	359,130	5	99½
30 Jun. '60	304.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,988	10,233,271	214.0	480,103	740,459	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	709,000	25,000	----------	55.0	----------	----------	----------	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,000,000	*	—	4,928,800	2,454,000	221,282	7,978,841	236.4	----------	1,163,734	414,741	—	67
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,065,328	5,692,471	142.0	364,331	314,760	81,859	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,538,000	*	—	11,770,000	188,000	----------	11,938,000	161.0	----------	236,798	67,652	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----------	342,798	117,842	—	18
0 Jan. '63	1,090	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,250,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,858	—	—
31 July, '63	229.0	115.5	65.0	—	92	126	1,689	Great Western	25,933,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	1½	—
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.0	12.0	—	14	16	271	European & North American	4,569,418	*	—	4,658,706	----------	----------	4,658,706	108.0	160,421	107,640	20,000	—	—
1 July, '60	80.6	—	----	—	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,900,000	13,100	136,000	1,799,232	60.0	----------	132,655	50,070	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	95.5	----	—	20	15	160	Nova Scotia	4,273,401	*	—	4,273,281	----------	----------	4,273,281	92.0	159,416	139,107	87,181	—	—
								NEW GRANADA.													
1 Dec. '62	48.7	—	—	—	11	22	195	Panama	5,000,000	*	615,658	5,000,000	2,975,000	----------	10,768,733	48.7	----------	1,745,294	1,013,444	13	250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	8	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	43
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	57½
Chicago & Alton (preferred)	2,422,596	7	3½	97
Chicago & Northwestern (pref.)	2,400,000	7	1¾	92½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	----
" " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	—	54½
Erie (preferred)	8,535,700	7	7	109⅜
Hannibal & St. Joseph (preferred)	5,300,728	7	—	60
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	103½
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	70
" " (2d pref.)	3,424,167	7	—	50
Michigan S. & N. Indiana (guar.)	2,893,600	10	—	139
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	95
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	133
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	93
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	698,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	78
Toledo & Wabash (preferred)	982,900	7	7	77
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	--	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	114½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1905	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105
2d Mortgage	294,750	6	———	———	105½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	38
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	102
2d Mortgage	3,980,670	6	J. & J.	1882	96½
Improvement	568,300	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	990,000	6	" "	1878	86½
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1881	26
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	104

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	43
Delaware and Hudson	100	7,500,000	7	230
Delaware and Raritan	100	2,208,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				----
Lehigh Navigation	50	2,479,950	6	76½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	3½	86½
" (preferred)	100	1,175,000	10	140½
North Branch	100	----------	—	----
Sault Ste Marie	100			----
Schuylkill Navigation (consolid.)	50	1,932,457	—	31½
" " (preferred)	50	2,722,607	—	40½
Susquehanna and Tide Water	50	2,048,260	—	21½
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	130
Wyoming Valley	100	500,000	6	78½

Wholesale Price Current.

To the Duties as attached to the articles noted below, 50 per cent. additional must be added, to be collected for Sixty Days from and including April 30.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, $17 to $25; Railroad, $13 50; Boiler Plate, Band, Hoop and Slit, $25; Pig, $6 per ton; Polished Sheet, 2½ cents per lb.

Pig, Scotch, No. 1 (cash)	per ton.	58 —	@ 60 —
Pig, American, No. 1		50 —	@ 60 —
Bar, Swedes, assorted sizes (in gold)		— —	@ — —
Bar, English, Refined		— —	@160 —
Bar, English, common		— —	@150 —
Sheet, Russia	per lb.	— 25	@ — 30
Sheet, English, Single, Double and Treble		— 8½	@ — 10½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 1½ cents; over 7 cents and not above 11, 2½ cents per lb.

English, Cast	per lb.	— —	@ — 33
English Spring		— 15	@ — 18
English Blister		— 20	@ — 28
American, Blister		— 12	@ — 13
American, Cast, Hammered		— 24	@ — 28
American, Cast, Rolled		— 14	@ — 20
American Spring		— 14	@ — 17
German		— 14	@ — 22
Milan (in bond)		— 12	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2; old Copper, 1½ cents per lb.; Manufactured, 30 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 55
Sheathing, &c. Old..(cash)		— —	@ — 40
Sheathing, Yellow		— —	@ — 38
Pig, Chile		— —	@ — —
Bolts		— —	@ — 55
Braziers'		— —	@ — 55
American Ingot (cash)		— 43½	@ — 44½

LEAD—Duty: Pig, $1 50 per 100 lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		— —	@ 13 25
German Refined		— —	@ 13 25
English		— —	@ 13 25
Bar	per lb.	— —	@ — 16
Pipe and Sheet		— —	@ — 17

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val. Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	per lb.	— 62	@ — 63
Straits		— 54	@ — 55
English		— 53½	@ — 54
Plates, Charcoal I. C	per box.	18 50	@ 19 —
Plates, I. C. Coke		16 50	@ 17 —
Terne, Coke		14 50	@ 15 25
Terne, Charcoal		17 —	@ — —

NAILS—Duty: Cut, 1½; Wrought 2½; Horse Shoe 4½ cents per lb.

Cut, 4d.@6d (cash)	per 100 lb.	7 —	@ — —
Clinch (cash)		— 8	@ 9 —
Horse Shoe, Forged (cash)	per lb.	— 32	@ — 38
Wrought, English (cash)		— —	@ — —

INDIA RUBBER—Duty: 10 per cent. ad val.

Para, Fine	per lb.	1 —	@ 1 05
Para, Coarse and Medium		— 52½	@ — 90
East India		— —	@ — —
Carthagena, &c		— 50	@ — 55
Guayaquil		— 40	@ — —

PETROLEUM—Duty: Refined, 10 cents per gallon.

Crude, 40@47 gravity		— 42½	@ — 43
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 71	@ — 72
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 65	@ — —
Naptha, Refined, (60@63 gravity)		— 35	@ — 36

SPELTER—Duty: In Pigs, Bars and Plates, $1 25 per 100 lbs.; Sheets, 2 cents per lb.

Plates, Foreign (cash)	per lb.	— 13	@ — 13½

ZINC—Duty: Pig or Block, $1 25 per 100 lb.; Sheet, 2 cents per lb.

Sheet	per lb.	— 17½	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending June 8.

	Th 2.	F 3.	Sat 4.	M 6.	Tu 7.	W 8.
American Coal Co.	98	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	108x
California 7s	----	----	----	----	----	----
Canton Co.	43½	----	41	41½	41	41
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	90	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " M.	----	----	----	----	110	110
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	128	127½	127½	----	----	126½
" " " S p.c.	----	----	130	----	----	----
Chic. & Northwest'n	60	58	54½	56½	51½	54½
" " pref.	83½	89	90½	94½	91	92½
" " 1st M.	95½	97	100	100½	100½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	96	----	----	98	----	----
Chicago & Rock Isl	113½	112½	112	112½	110½	112½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	165	----	165	----
Clev. and Pittsburg	113½	112½	112½	112	110½	112
" 1 M.	----	----	----	----	----	----
" 2 M.	----	----	----	----	----	----
" 3 M.	103	----	----	----	----	----
" 4 M.	92	90	----	----	----	----
Clev. and Toledo	149½	147	147	147½	146½	147½
" S. F. 7 p.c.	----	118	----	----	----	----
Cumberland Coal, pref.	82½	82½	85	85	82	80½
Del. & Hudson Canal	235	----	----	----	236	236
Del., Lack. & West.	242	----	----	----	----	----
" 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" 2 M. 8 p.c. '81	118½	----	----	----	----	----
Erie	113	112	111½	112½	111½	112
" pref.	109½	108½	108½	108½	109	109½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '85	----	----	----	120	120	----
" 4 M. 7 p.c. '80	----	----	114½	116	116	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	144½	146	144	152	----	----
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	110½	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	62	----	----	----	----	----
" " bonds	102	----	----	----	----	----
Hudson River	144½	143	142½	147	145½	146
" scrip	----	95	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	115	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	105	----	----
Illinois Central scrip	129	128½	127½	128	126½	128½
" full stock	----	----	----	----	----	129
" Can. bd. sc.	----	----	----	----	----	128
" bonds	120	----	----	----	121	122
Marietta & Cin 1st pref.	73	70	----	----	----	70
" " 2d " 50	----	----	----	----	----	----
Mariposa Mining Co.	47½	46½	46	45	47½	47½
Michigan Central	145½	----	144	144½	144½	144½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	97	95⅞	94½	95	93½	95½
" " guar'd.	111	----	110	109	----	----
" " 1M. S. F.	----	----	115	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	71	69½	----	69½	68	67
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	60	64	64	63	63	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	66	----	65	----	----	----
Missouri 6s	70½	71	----	70	----	70½
" iss. to Il. & St. J. R.	----	----	----	93	----	----
" " Pacific	----	----	77½	78	77	77
New York Central	133½	132½	132½	132½	131½	131½
" 7s, 1864	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	----	----	----	----	----
N. York & Harlem	280	285	285	284	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	110	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
Norwich & Worcester	109	----	----	----	----	----
Ohio & Miss. cer.	53½	53	52½	53½	51½	52½
Pacific Mail S.S. Co.	236½	237½	238	246	250	250
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	210	----	----	----	----
Phila. and Reading	140½	138½	138½	139½	137½	142½
Pitts. Ft. W. & Chicago	117½	116	115	116½	114½	116½
" " 1M.	----	121	----	----	----	----
" " 2M.	----	114	114½	----	----	----
" " 3M. 97½	----	97	98	----	----	----
Quicksilver Mining Co.	76	75½	74	75	73½	74½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	77	78
" " 1M.	----	109	----	----	110	----
" " 2M. pref.	93	----	----	93	----	93
" " Inc. b'ds	----	----	----	----	----	85
Tennessee 6s, 1890	----	----	----	----	58	----
Toledo & Wabash	71	----	----	70	68	63
" " Prof.	----	----	----	----	----	77
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	104	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	103	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	103
U. S. 5s, 1865, coup.	185	----	----	----	----	----
U. S. 6s, 1881, reg.	115½	----	----	----	108x	108
U. S. 6s, 1881, cou.	----	----	----	114	113½	113½
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1867, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	115	----	----	----
U. S. 6s, 1 year certif.. 98	98⅝	98½	98	98½	98	
U. S. 6s, 5-20s, coupon 106½	106½	106	106½	105⅝	105⅝	
U. S. 6s, " reg.	----	----	106½	106	----	
7.30 Notes, Feb. & Aug.	----	----	----	----	----	
" " Ap'l & Oct. 110	----	----	----	109⅛	----	
American Gold	----	----	194	----	193	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Beaver Meadow	----	----	----	----	----	86
Cattawissa	----	----	----	----	20½	21
" preferred .. 41¼	42⅜	42	42	42	----	
Camden & Amboy	189	189	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	106½	106¼	----	----	----
" " 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	75	----	----	----	73
" 6s	114½	----	----	----	----	----
Lehigh Valley R. R. 91¼	----	----	92	----	92	
" " scrip	----	----	----	----	----	----
" " 6s	110	----	----	----	----	----
Little Schuylkill R. R. 48¼	----	48½	----	----	48¼	
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	64½	----	----	----	----	64½
Morris Canal	86¼	86¾	----	----	86¾	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	33½	34½	34	33¾	----	
" " 6s, 10	103⅝	104	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	61½	----	----	----	----	57½
Pennsylvania R. R.	71	72½	----	71½	71½	
" 1st m.	117½	----	----	117	----	
" 2d m.	----	----	112	----	----	
Penn. State, 5s	99	99	----	99	----	
" " 5s, coupon 102½	102	----	102	----	----	
" " 6s,	----	----	----	----	----	----
Philadelphia City, 6s 100	103½	----	----	----	----	----
" " new	----	----	----	----	----	106½
Philad., Germ. & Nor.	60½	----	----	----	60½	----
Phila. & Reading	69½	69¾	70	69	69½	68⅞
" " 6s, '80	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	----	34	34	34
" " 6s	----	----	----	----	109	109
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	33	----	----	----	----	----
" " pref. 41	41½	41½	----	----	50½	
" " 6s '82	97	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	22	----	----	----	----	----
Susq. Canal	22½	22½	22	----	----	21½
" " 6s '78	----	----	----	----	----	66½
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	4½
" " 6s '83	27	27	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	80	----	----	----	----	----
" " bonds	104	104½	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	41½	----	----	----	----	----
Race and Vine, "	15½	----	----	----	----	----
2d and 3d streets, "	77	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.
Baltimore City 6s, 1875	----	----	114	----	114	113½
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	115	115	----	----	----	115
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	113
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	65	----	----
" " b'ds, '85	108	----	----	108	----	----
" " " 65	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8.
Boston and Lowell	120	120	----	----	----	----
Boston and Maine	138	138	----	----	----	----
Boston and Providence	156	155½	----	----	----	----
Boston and Worcest.	149	----	----	----	----	----
Cheshire, pref.	57½	58	58	58	----	58
Concord	----	----	----	66½	66	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	109½	109½	109½	----	109½	----
Eastern, N. H.	109½	----	----	----	----	----
Fitchburg	127	127	----	----	126½	126½
Manchester & Lawr'ce	----	----	----	----	----	119½
Michigan Central	----	----	----	----	----	----
Northern, N. H.	88½	88½	----	----	----	89½
Old Colony and Fall R.	125½	124	125	125	----	----
Ph., Wil. & Baltimore	74	74½	75	74½	75	----
Portl'd, Saco & Porta.	----	----	----	----	----	----
Vermont & Canada	128½	----	117	117	116	117
Vermont & Mass.	----	----	----	----	43½	43
Western	150½	156½	----	156½	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	125	125	125	125	----	125
Metropolitan "	64½	----	----	----	65	----
Middlesex "	90	90	90	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	51	52	53	53½	52½	----
Isle Royale "	----	----	24½	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	61	62½	----	64	61
Pewabic "	62½	63½	63	63½	62½	62
Pittsburg "	----	----	90	----	92	----
Quincy "	90	----	----	----	----	----
Rockland "	----	----	14	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 28th of May:

Maryland 5s	67	to	69
United States 6s, 1881	56	"	60
Do. 5s, 1874	54	"	56
Virginia State 5s	45	"	48
Do. 6 per cent.	33	"	35
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	77	"	78
Do., Pennsylvania do. do.	71	"	73
Erie shares, $100 (all paid)	56	"	57
Do., 7s, preference	50	"	55
Do., 7s, 1st mort., 1867	60	"	65
Do., 7s, 2d mort., 1859	63	"	66
Do., 7s, 3d mort., 1883	60	"	65
Do., 7s, 4th mort.	55	"	60
Do., 7s, 5th mort.	55	"	60
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	60	"	65
Do. do. $100 shares, $90 paid, dis.	29	"	27
Do. do. $100 shares, all paid	63	"	65
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	...	"	68
Do. do. S. F. 1st mort., do., '82, x. c.	65	"	70
Michigan S. and N. Indiana 7s, S. F., 1885	60	"	65
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	53	"	58
Do. do. 7s, 1864	50	"	55
Do. do. 7s, S. F., 1876	65	"	70
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	63	"	68
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	55	"	60
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	40	"	45
Philadelphia and Reading, $50 shares	28	"	32

American Railroad Journal.

Saturday, June 11, 1864.

Stock Exchange and Money Market.

The operations of the Government in the military and naval departments are on so large a scale, that the Secretary of the Treasury finds himself obliged to raise more money, however he may be inclined to retrench and economise. Those who disburse are always more free in the handling of money than those who have to provide it, and in some respects the department of the Treasury is a most thankless one; for whether it will or no it must be ready, must take responsibilities almost without support or sympathy, and has to meet the opinions, prejudices, fears, and opposition of the most sensitive of all classes of men, capitalists and investers. We do not think justly on this subject, or Mr. Chase would not be so often assailed as he is, for measures which are forced upon him by the necessities, the inexorable necessities of war. We have these facts to reflect upon, patent to all the world, that we have been forced into a conflict of the most bloody character; we are defending ourselves against a most unprincipled faction; our nationality has been all but destroyed, and the enemies of our republican institutions have shed seas of innocent blood in the prosecution of their treasonable designs. Vast sums of money were to be raised, in a country radically opposed to public debt and unaccustomed to taxation; foreign capital had been shut out from our reach, foreign bankers had been prejudiced against us, active emissaries were dispatched to every part of Christendom to decry our resources, and yet from the day of the shameful attack on Fort Sumter down to the present moment, there never has been a moment when the Secretary has not furnished the necessary supplies of money, nor an hour that his loans lost favor with the people, or had not heavy balances in the Sub-Treasury. Prejudice and opposition have stood rebuked and confounded at the success of our national finance, and foreign cavillers have been compelled to admit that their attacks upon our National credit have been in vain. It is impossible to deny that the country has been saved by our financial policy. We have lost battles, we have lost our commercial marine, our foreign policy has not been altogether satisfactory, but the Treasury department has rode out the storm and has not been obliged to move off its course, or repair a single disaster. The same skill, the same resolution, the same confidence, and our increasing resources will carry us through successfully to the end. If our financial garments were too large for us at first, we are rapidly growing into them. If our youth has been hardly taxed, our manhood is assuming the proportions of a giant. We are in fact thirty-four nations, many of them larger than many which occupy the Eastern Continent, operating as one people, growing more populous than any other part of the world, with more lakes, rivers, canals, railroads, coasts, mines, and fertile fields than any one of those styled first class powers, and it is not for us to quail or despond before any debt which the people are willing to incur and are anxious to provide for, and we never will. We shall rise from this contest like giants refreshed, and go on our way rejoicing. The vast sums of money we have expended, have been expended at home, and they have fertilized every domain of American industry, making every wheel revolve with greater rapidity, and producing everywhere "fresh fields and pastures new." We have no reason for discouragement. We now see what liberty and equality are worth, and do not count the cost of defending them. One hundred millions of freemen at the end of the present century will bless the name and honor the memory of every man who stood by the flag in these trying times, and the public debt will have shrunk into insignificance in the brilliant light of enlarged freedom and our secured institutions.

It is with these views we predict an entire success for the recent proposition from the Treasury department for a further loan of $75,000,000, being a portion of the sum authorized by existing law, and familiarly known as that of the 1881 6 per cent. bonds. Notwithstanding the official announcement of the proposed transaction the present 81's have advanced to 108 ex-dividend, and it is understood a proposition to take fifty millions

has been the response of the City Banks to the notice from the department, for which certificates will be immediately issued.

We cannot but approve of the course of the Secretary, because the new subscription ensures to investers a handsome advance at the very start, and none can complain who have already made or can make a profit on their previous subscriptions, and because it is no surprise to them, since they have always known that the Secretary had the power, and most probably would have the occasion to seek further subscriptions. The plan is therefore in all respects a good one, and must meet with general acceptance. It is farther stated that overtures have been made from abroad to take a large amount of these securities, and to ship gold to this country in payment. Under the circumstances we should not be surprised if these overtures should be favorably received, for the price of gold has advanced so rapidly as seriously to affect the contracts of the Government, as well as the pecuniary affairs of a large body of the people who are dependent on fixed incomes, now practically decreased by the rise complained of. And as the Treasury department, as we stated last week, is actually engaged in the work of contraction, a foreign loan, and a return shipment of gold would do much to bring paper to that equality with the metallic standard hitherto injuriously impaired. This too is an opportune moment for such a transaction, when the most unfriendly Europeans are staggered by the recent successful advance of both Generals Sherman and Grant, and the cause of the Union is recovering itself in the opinion of the old world.

It is a singular if not an amusing evidence of the real estimation in which Mr. Chase's skill is held even here, in the hot bed of the sympathizers with the confederates, that his sudden presence in this city, always breaks down the price of gold. Mr. Chase seems to be a terror to evil doers, if he is not always a praise to those who do well, since the price fell off 3 per cent, as soon as it was known that he had arrived in the city. It would almost seem to suggest the propriety of his frequent visits to the metropolis, when such excellent results follow his advent.

The deposits in the Sub-Treasury are also on the increase, amounting on Tuesday to more than a million of dollars, the certificates of which are highly useful at the clearing house. The twenty five millions already on deposit at 5 per cent. are to be allowed, on a continuance of the same, 6 per cent., so that in all probability there will be no reduction of these deposits, but an increase. We suppose the 5-20's will receive a check in the market till the seventy five millions are all taken, when they will again continue to be sought for; the Government securities all of them being favorites throughout the Country with those who seek permanent investments will gradually rise in value.

It has been attempted notwithstanding in certain quarters, to interfere with this prevailing confidence in these securities, by various contrivances. One has been to insist that the National currency is being continually inflated. This mis-statement we authoritively corrected in the JOURNAL of last week, giving the figures themselves, which showed a curtailment of more than thirteen millions. We have now another correction to the same effect of equal authority. It has been the practice to overstate the amount of the daily National expenditures, and of the public debt. The answer officially to these assertions is, that the daily expenses of the Government are but two and a-half millions of dollars, instead of four millions as has been falsely stated, and the public debt instead of being nearly three thousand millions of dollars is actually but seventeen hundred and seventy-four millions. So that the promises, estimates and policy of the Secretary of the Treasury have been fully sustained by the facts, although it would not have been his fault if he had been mistaken. This will appear conclusively from the following figures, showing indeed at this moment that the real footing of debt is not quite 1,774 millions.

Loans and issues, absorbed and unabsorbed, which have been authorized by Congress:

Loan of 1842	$242,621
Loan of 1847	9,415,250
Loan of 1848	8,908,341
Texas indemnity loan of 1850	3,461,000
Loan of 1858	20,000,000
Loan of 1860	7,622,000
Loan of 1861	18,415,000
Treasury notes, March 1861	512,900
Oregon war loan of 1861	1,016,000
Another loan of 1861	50,000,000
Three years Treasury notes	139,679,000
Loan of August 1861	320,000
Five-twenty loan	510,000,000
Temporary loans	104,933,103
Certi ficates of indebtedness	156,918,487
Unclaimed dividends	114.115
Demand Trea sury notes	500,000
Legal tenders 1862	897,767,114
Legal tenders, 1863	104,969,937
Postal and fractional currency	50,000,000
Old treasury notes outstanding	118,000
Ten-forty bonds	900,000,000
Interest bearing Treasury notes	400,000,000
Total	$2,884,912,818

Of the above amount the following remains to be negotiated:

Nine hundred million loan	$625,000,000
Five per cent legal tenders	250,000,000
Balance of Ten-forty loan	130,000,000
New bonds of the $900,000,000 loan	75,000,000
Balance of six per cents of 1881	66,000,000
Fractional currency	30,000,000
Total	$1,176,000,000

Difference or actual debt, $1,708,912,818. If from this amount we deduct the legal tenders of 1862 and 1863, and demand treasury notes which on a principle of contraction and absorption in the taxes and revenue receipts of the Treasury, are not likely to remain long as a part of the National debt, and which amount to $503,137,051, the permanent funded debt at the present moment according to the above figures is but about $1,205,775,767. This result is substantially correct, and will we trust be so palpable as to diminish the apprehensions of those timid persons who are shaken by every wind that blows from the South.

It is well understood that the price of gold has not been a legitimate one. All the power and all the funds of the friends of the rebellion here and at a distance have been used to raise the premium, on the principle that it is one of the most damaging blows which can be inflicted on the financial credit of the Country. We are astonished at the baseness of this conduct. It is hardly possible to account for such malignity in men who call themselves Americans, but it is to be hoped that the infamy which belongs to such a spirit will not be forgotten by an outraged people, but follow its possessors through the whole of their lives. Let the badges of disgrace go with them to their dishonorable graves. Money in view of the contraction now commenced and to continue has grown a little dearer and it is a good sign; and if the foreign loan is accepted, a smaller amount of paper in circulation will steady the market, and reduce the extravagant operations of the speculators to a more reasonable basis. The balance in the Sub-Treasury is still large, being $32,691,839 58 on Tuesday and rapidly increasing.

The exports for the week exclusive of specie were $2,839,180 00. The total value for the port of Baltimore during the same time was $248,621.

The Railway share market has had a downward tendency, most of the operations therein being for immediate advantage. Government securities remain steady. The 10-40's continue to be in good demand. The Custom House received during the week ending the 4th inst., $803,000 in gold, and we may shortly expect the proceeds of the California Customs to arrive here in the new Revenue Cutters, the present plan of Mr. Chase.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, 58; Illinois coupon bonds, 103; Indiana State 2½s, 67½; Chicago and Milwaukee R. R., 88; Buffalo, N. Y. and Erie 2d mort., 101½; Mariposa 1st mort., 95; Central Coal, 68; Wyoming Valley Coal, 66½; Lehigh and Susq. Coal, 15; Consolidation Coal Co. of Md., 75; Ashburton Coal, 25; Copake Iron, 10; Saganaw Land and Mineral Co., 5; Canada Copper, 3; Bucks Co. Lead, 1⅞; Quartz Hill gold, 12½; Bank State of New Yark, 110; Bank of Commerce, 112; Merchants Bank, 111½; National Bank, 112; Am. Ex. Bank, 122; 4th National Bank, 100; Bank of America, 136; Bank of North America, 111.

Philadelphia.—Camden and Amboy mort. 6s, 109¾; Pennsylvania 6s, War Loan, 107½; Allegheny Co. coupon, 5s, 81¼; do., scrip, 80; Allegheny Valley R. R., 16¼; do., 6s, 105; Pittsburg coupon 5s, 79½; Huntingdon and Broad Top, 37; Chesapeake and Delaware Canal, 75; Union Canal, 3; West Philadelphia R. R., 72½; 5th and 6th streets, 63; 2d and 3d streets, 1st mort., 113; Densmore Oil, 5; McClintock Oil, 5⅛; Mineral Oil, 2½; McElheny, 4⅛; Irwin Oil, 5; Feeder Dam Oil, 1¼; Rock Oil, 4⅞; Oil Creek, 6½; New York and Middle Coal Fields, 19; Cherry Run Petroleum, 6½; Maple Shade, 10¼; Dalzell Oil, 5¼; Olmstead Oil, 5¼; Organic Oil, 1¼; Perry Oil, 5¾; Fulton Coal, 8⅞; New Creek, 1½; Butler Coal, 24½; Buck Mountain Coal, 69; Clinton Coal, 1⅛; Penn. Mining, 10; Delaware Mining, 15; Merrmac Mining, 4½; Mandan Mining 3½; N. Carbondale, 3¼; Conn. Mining, 1¼; Noble and Del., 15; Green Mountain 6; Alsace, 3; Girard Bank, 47¾; Commercial Bank, 56; Mechanics' Bank, 28½; Manuf. and Mech. Bank, 27½; Farmers' and Mechanics' Bank, 60; Commonwealth Bank, 47½; 1st National Bank, 120. The latest quotations are: City 6s, 103½@104; do., new, 106½@107; State 5s, 98½@99; do., coupon 102@102¼; do., 6s. 1879. 107¼@107½; Phila., Wil. and Balt., 72@72½; Reading, 68¾@68⅞; do., 6s, 1870, 107½@108; do., 1886, 139¼@140½; Camden and Amboy, 188@

190; Pennsylvania R. R., 71¼@71⅜; do., 1st mort., 117@117; do., 2d mort., 112@113; Little Schuylkill R. R., 48@49; Morris Canal, 86½@87; do., pref., 140@140¼; do., bonds, 109@109; do., 2d mort., 105½@106½; Wyoming Valley Canal, 78½@86; do., 6s, 104@105; Susquehanna Canal, 21⅛@21⅜; do., 6s, 66½@66¾; Sch. Nav., 31@32¼; do., pref., 36@40¼; do., 6s, 1882, 96@97; Union Canal pref., 4½; do., bonds, 26@26⅛; Delaware Div. Canal, 42¾@43¼; do., bonds, 104@105; Elmira and Williamsport, 35@37; do., pref., 53@55; do., 7s, 1873, 111½@112½; do., 10s, 78@79; Beaver Meadow, 84½@87; Long Island R. R., 45@48¾; Lehigh Coal and Navigation, 73@75; North Pennsylvania, 33½@34; do., 6s, 104@104⅛; do., 10s, 120@125; Philadelphia and Erie, 34@34⅛; do., 6s, 108@110; Minehill, 64@64½; Catawissa, 20¾@21¼; do., pref., 41½@42; Lehigh Valley, 91⅛@92½; do., bonds, 109¾@110¼; Fifth and Sixth streets, (horse,) 62½@63; do., 7s, 108@109; Second and Third, 75@77½; do., 7s, 112@112½; Race and Vine, 15@16; West Philadelphia, 72@74; Spruce and Pine, 14½@15¼; Green and Coates, 40½@41½; do., 7s, 109@110; Chestnut and Walnut, 63@66; Arch, 34¼@35¼; Thirteenth and Fifteenth, 34@34½; Seventeenth and Nineteenth, 16; Girard College, 30¾@31; Tenth and Eleventh, 50@51; Norristown, 60@60½.

Boston.—Northern (Ogdensburg,) 1st mortgage, 106½; do., 2d mort., 37½; Rutland and Burlington 1st mort., 78; do., 2d mort., 35; Boston, Concord and Montreal 7s, 1870, 106; Vermont and Mass. 6s, 104¾; New York and Boston Air Line 6s, 65; Old Colony and Fall River 5s, 1867, 99½; Cheshire R. R. 6s, 101; Conn. and Pass. Riv. R. R., (old stock,) 5; do., pref., 60¾; Vermont and Canada cer. of Ind., 70; Bear Valley and Summit Br., 20¼; Chelsea, horse, 46¾; Vermont 6s, 1871, 102; Maine 6s, 1880, 102½; Massachusetts 5s, 1883, 115; Rhode Island 6s, 1882, 104⅛; New Hampshire 6s, 1878, 103; do., 1876, 103¾; Chicago 6s, Water Loan, 1882, 102; do., 7s, 108; Bath 6s, 1891, 102½; Roxbury 5s, 1875, 97; St. Louis 6s, 90; Brooklyn 6s, 1886, 105; Boston 5s, 124½; Boston Water Power Co., 47¼; Essex Co., 102¼; Boston and Roxbury Mill Co., 53⅜; Cary Imp. Co., 12⅞; Union Steamship Co., 165; Boston Gas, 705; Cambridge Gas, 105; Short Mountain Coal, 47½; Freemans Bank, 105; Traders' Bank, 100; Blackstone Bank, 118; Bank of Commerce, 100; Globe Bank, 133¼; Boston Bank, 76; Maverick Bank, 100¼; Atlas Bank, 105; Shoe and Leather Dealers Bank, 137; Bank of North America, 105¼; Marblehead Bank, 85; Washington Bank, 106½; Bank of Brighton, 74; Exchange Bank, 125½; Bank of Republic, 103¼; Acton Mining Co., 3¼; Albany and Boston, 20; Albion Gold, 2¼; Black River, 35c.; Bay State, 19; Bedford, 1¾; Brome, 1½; Concord, 4; Canada, 3; Copper Falls, 39; Cornwall, 65c.; Dudley, 4⅜; Durham, 30c.; Essex, 17c.; Eagle River, 7; French Creek, 1½; Great Western, 5; Huron, 40; Hancock, 14; Hanover, 8¾; Humboldt, 10; Lake, 15c.; Merrimac, 4¼; Macomb lead, 4¼; Manhattan, 7¾; Mesnard, 11⅜; New England Gold, 2⅜; North Cliff, 7¾; Oswegatchie lead, 115c.; Ottawa, 75c.; Phœnix, 30; Pontiac, 5⅜; Petherick, 12; Star, 7¾; Superior, 9¼; Sutton, 2; South Side, 4⅝; Tremont, 3¼; Toltec, 2¾; Taunwego, 55c.; Waterloo, 120c.

Baltimore.—Marietta and Cincinnati R.R. bonds, 104¾; North Western Virginia 1st mort., 114; Western Maryland bonds, 91; do., endorsed, 112; Central Ohio Incomes, 46½; City Passenger R. R., 24; Bare Hill, 5.95; Maryland Copper, 1.40; Lake Chrome, 0.65; Atlantic Coal, 1.75; Am. Gas Coal, 2.85; Mineral Hill, 6.65; Santa Clara, 26¾; Balt. Chrome, 3.00; Springfield, 2.55; Susq. Coal and Coal Mt., 5.50; Citizens B'k, 11; Union Bank, 71; Marine Bank, 31. The latest quotations are: Balt. and Ohio, 113@120; do., 6s, 1867, 105@—; do., 1875, 112@115; do., 1880, 109@—; do., 1885, 110@112½; Northern Central, 58@59½; do., bonds, 1885, 108¼@108¼; N. W. Va., 16@20; do., 1st mort., 113¾@114; do., 2d mort., 103¼; do., 3d mort., 38@45; do., guar., 105@110; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@68; do., income 1857–'60, 40@47; Western Md. bonds, 91@92½; do., guar., 111@113; Maryland 5s, 92; do., 6s, coupon, 1870, 112@114; do., Ins., 112½; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 113¾@114; do., 1886, 114; do., 1890, 115@115; do., coupon, 115@115½; do., 5s, 1838–'70, 100; City Passenger R. R., 23½@24; Canton Co., 41⅜@42½; Gardner, 75@1.00, Guilford, .28@.40; Maryland, 1.35@1.40; North State, .15@.20; Rudisell, .65@.75; Silver Hill, .20@.30; Springfield, 2.50@2.60; George's Creek, 100@118; Santa Clara, 27@27½; Baltimore and Cuba Smelting and Mining, 1.85; Balt. and North Carolina, .20@.35; Balt. Chrome, 3.00@3.50; Bare Hill, 6.00@6.00; Atlantic Coal, 1.65@1.75.

☞ We invite attention to the advertisement of the Fourth National Bank in another column.

☞ At the annual meeting of the stockholders of the Galena and Chicago Union Railroad Company on the 1st inst., the following new Board of Directors was elected: James D. Fish, William B. Scott, William R. Sands, Edward P. Bancroft, James W. Elwell, John B. Turner, Thomas D. Robertston, Alexander C. Coventry, Mahlon D. Ogden, Francis P. Peabody, Edwin H. Sheldon, William H. Ferry, Ira Y. Munn. It was unanimously resolved that the Galena and Chicago Union Railroad Company, should be consolidated with the Chicago and Northwestern Railway Company, under the name of the latter. By the terms of consolidation the stock of the former is to be exchanged for that of the latter, as follows: One share of Chicago and Northwestern preferred stock, and one share of Chicago and Northwestern common stock, with three dollars in cash, for each share of the Galena and Chicago Union. Exchanges may now be made, and the money received at the office of the Chicago and Northwestern Railway Company, No. 8 Wall st.

Concord, Manchester and Lawrence R. R.

The receipts of this company for the year ending March 31, 1863, including the net receipts of the Concord & Portsmouth R. R., were $565,874; expenditures, $303,671, leaving the net income $262,202. Of this net income three-fifths has been apportioned to the Concord Railroad, and the balance to the Manchester & Lawrence R. R. The Concord R. R. declared two dividends of 4 per cent. each, which amounted to $120,000, and leaves a balance remaining of $37,321. The present contingent and deterioration fund of the Concord road is $128,863.

Philadelphia and Erie Railroad.

The Philadelphia and Erie railroad is rapidly nearing completion. Only about sixteen miles of road are to be completed to connect its eastern and western ends, and all but three miles of this part of the road is ready for the track layers, and the iron is being laid as rapidly as it can be procured. The month of July next has been named as the time for its formal opening.

Rome, Watertown and Ogdensburg R. R.

At the annual election for Directors of this Company, held at Watertown on the 1st inst., the following gentlemen were unanimously elected:—W. C. Pierrepont, Pierrepont Manor; Charles E. Bill, John Ferguson, Edward Strong, Samuel F. Phelps, Marcellus Massey, New York; Henry Alexander, jr., Springfield, Mass.; Delos DeWolf, Oswego; T. H. Camp, Watertown; S. D. Hungerford, Adams; William Lord, Brownville; David Uttley, Rome; Calvert Comstock, Albany.

New Jersey R. R. and Transp. Co.

At the annual meeting of the stockholders of this company held at Jersey City on the 1st inst., the annual report was read by F. Walcott Jackson, Esq., Secretary and Superintendent, and unanimously approved. The stockholders then proceeded to the election of nine Directors, namely, Dudley S. Gregory, Henry B. Remsen, Hamilton Fish, Ferdinand Suydam, Abraham O. Zabriskie, Alfred L. Dennis, George B. Chetwood, Martin A. Howell, Nehemiah Perry.

At a subsequent meeting of the directors, A. L. Dennis was re-elected President; Hamilton Fish Vice President; H. J. Southmayd Treasurer, and F. Walcott Jackson Secretary and General Superintendent.

Northern (N. H.) Railroad.

The receipts of this road for the year ending March 31, 1864, were $457,141, against $366,845 for the preceding year—an increase of $90,296. The expenses were $251,070 being an increase of $37,943. This makes the net increase of receipts $52,352. The contingent fund amounted, March 31, to $58,671. The usual semi-annual dividends of 2 per cent. have been made, together with an extra dividend of 2 per cent., arising from the sale of $60,450 of Ogdensburg Railroad Bonds.

Central Pacific Railroad.

In the *California Farmer* of the 6th of May last, we find some interesting details of the progress and prospects of the Pacific Railroad, Western Division. The profile of the first fifty miles in the office of the company gives a good idea of the grades and the character of the work to be performed. On section No. 22 a granite quarry of fine shade and quality is found, out of which the State and other public buildings will hereafter be constructed. From this point the next ten or twelve sections eastward have very heavy grades, in some places 104 feet to the mile, yet the work is going on successfully and the road will be in use in September next, while in three weeks time the principal part of the route to Newcastle will be open for traffic. The *Farmer* continues:—

The Pacific route is now open, in connexion with the old Central road, to Lincoln and to Folsom, taking the up-river passengers to Lincoln, thence by the California Stage Company to Marysville in two hours less time than formerly, land passengers at Marysville at about 11 A. M., and at Folsom at half past seven A. M., ready for stage to Placerville and over the mountains.

When the road shall be opened to Auburn 31 miles, the balance of the grade up to section 38 will be about 90 feet to the mile. Section 39 and 40 is nearly level. Section 41 and 42 is only 26 to 52 feet grade. 43 to 50 is very heavy, about 105 feet to the mile; and yet with all this immense labor and heavy rise, there is no loss by a descent; what is gained is retained; and the whole elevation is less than that of the Alleghany Mountain road; and the summit on this route when attained is higher, but no loss by descending again. There is no descending till the summit is attained and the road passes down on the other side.

Some of the hardest and heaviest work is on section 48, here is a mountain of hard flint rock, that will cost $100,000 to penetrate, beyond this 48 and 49, 50 comes, the terminus of the first grand section of this road—this is above Illinoistown and Gooseberry Creek. Here is the New England Saw Mill, all ready for the new towns and cities.

When this road shall continue on to Donner's Lake, which is one of the garden spots of our State; and this road will receive large acquisitions to its freight list, from the ice that will be brought from the Lake to San Francisco.

The Central Pacific road is now surveyed five miles beyond the big bend of the Truckee River. The entire route is based, as it were, on the rib of a great backbone of the mountain where there are no breaks, or risk of breaks, by reason of river, or streams, or ravines, save only the one at Long Ravine, where there is a depression in the route. Here the road will cross over a bridge or embankment of 100 feet in height. This is just beyond Illinoistown on the 55th section.

From the present 50 mile division, from King's, on the Truckee River, a branch road will turn off over the mountains to the great Washoe Valley, to Virginia City shortening the present distance to that place 30 miles.

The present wagon road keeps open the way for travel now; and when the railroad opens to Newcastle, in a few days, the stages will go over this wagon road to Garden Valley, and intersect the Henness Pass road, thence by that road to Virginia City. From Dutch Flat, the road is excellent for loaded teams. It is wide, of easy grade, less than one foot to the rod.

From Donner Lake to Lake Bigler is only 18 or 20 miles, a good road up river; here too, is one of the fairy spots of our State.

Speedy as may be, another opening is coming on; 220 miles more and this road will open up the great Humboldt Valley.

We are glad to add that the saving of time between this city and Marysville, has induced the transfer of the mails from the Sacramento Valley road to the Pacific road; and as the work progresses other changes will be made.

Consolidation of the Chicago & Northwestern and the Galena & Chicago Union Railroads.

The new Board of Directors of the Galena & Chicago Union Railroad formally resolved to consolidate that road with the Chicago & Northwestern in accordance with and upon terms proposed by the management of the latter. The terms and specifications are not yet ready for the public eye, nor are all of the specifications involved, or the results expected to be realized by the consolidation, set forth as yet. It is understood, however, that the leading object is to secure an immediate connection, with at least three important railroads, namely: the Michigan Central, Illinois Central and the Chicago, Burlington & Quincy.

The Chicago & Northwestern, until two years ago, found an abrupt eastern terminus at the west end of Kinzie street bridge in this city. The construction of a "compromise track" along West Water street, connecting with the termini of the Pittsburgh, F. W. & Chicago, the Chicago, Alton & St. Louis, and the Chicago and Cincinnati Air Line Railroad, afforded little relief owing to the difference in the gauge of the roads.

Mr. Ogden's dreams were evidently pointing to a connection, in some shape, with the roads centering at the great Union Depot—the Michigan Central, Illinois Central, and Chicago, Burlington and Quincy. That his dreams were not entirely visionary is not because there was anything lacking in the shape of apparently insurmountable obstacles. The enterprise involved the right of way from the North Branch of the Chicago river to the lake, and the bridging of the river, near its mouth, to connect with the Union Depot. We all know, but without understanding how it was brought about, that permission has been granted by the Common Council to bridge the river at the desired point. The deliberate systematic purchase of a sufficient amount of Galena stock to control that road; the consolidation of that road with the Chicago & Northwestern, of which, as everybody knows, Mr. Ogden is god-father, thus securing the right of way from the North Branch to the Lake, professedly by the Galena road, were gigantic strides that followed each other with great rapidity. The rest is easy and clear.—*Chicago Journal.*

Damages by Fire Communicated from Locomotive Engine.--Negligence of Plaintiff Contributing to the Injury.

Though the case which we this week introduce is in some respects governed by the statute law of Massachusetts, yet the principles discussed and the rules announced are of more than local importance in cases arising under the common law upon an analogous state of facts. The statute referred to is as follows: "When any injury is done to a building or other property of any person or corporation, by fire communicated by a locomotive engine of any railroad corporation, the said railroad corporation shall be held responsible in damages to the person or corporation so injured, and any railroad corporation shall have an insurable interest in the property for which it may be so held responsible in damages along its route, and may procure insurance thereon in its own behalf."

The case of Ross against The Boston and Worcester Railroad Company, was an action brought to recover damages for the destruction of the plaintiff's building and contents, and trees growing upon his land, by fire communicated by a locomotive engine of the defendants. At the trial the defendants contended that the statute did not apply to articles of personal property which may be removed with facility at the pleasure of the owner; that, as to such articles, it applied, if at all, only to such as the corporation has knowledge or reasonable cause to believe are situated where they may be so injured. By agreement of the parties, all questions as to the construction of the statute were reserved for the whole Court, and it was left to the jury to determine whether the fire was communicated by the engine of the defendants under such circumstances as to charge the defendants with the loss of any of the property destroyed.

One ground of defence relied upon was, that no live sparks from the engine of the defendants did or could reach the buildings of the plaintiff; and the plaintiff was allowed, under objection to introduce evidence that the same locomotive, using similar wood fuel, within a fortnight before the day of the fire, emitted burning sparks that fell upon his premises. The defendants then introduced evidence tending to show that similar engines had been used for fifteen years on their road, and also on various other roads, and that they did not emit sparks that would set fire to buildings. In reply to this evidence, the plaintiff was allowed, under objection, to introduce evidence that similar engines, on one of said roads, had emitted sparks which had communicated fire to objects. It was conceded that the train alleged to have communicated the fire was passing at its usual hour, and was a regular train.

The Court instructed the jury "that the plaintiff was bound to exercise ordinary care and prudence in reference to his property thus situated near a railroad, and that if they should find any want of ordinary care and prudence in reference to his property by leaving open the door of the shed toward the railroad, or in reference to shavings in the shed, or by reason of having old and dry shingles on the roof of his buildings, he knowing the season was a dry one, and that the wind was from the railroad, if either of the things mentioned contributed to the communication of the fire, the plaintiff could not recover; that the burden was on the plaintiff to show that the fire was communicated to the property of the plaintiff by the engine of the defendants; that this fact was to be affirmatively proved by the plaintiff, and that it was not sufficient to show that it was possible, or a probability that the fire was thus communicated, but the fact must be shown that the fire was communicated by the engine of the defendants."

The jury gave a verdict for plaintiff, and the case was reported for the determination of the whole court.

Bigelow, C. J.—1. We cannot concur in the proposition of the learned counsel for the defendants, that the statute under which this action is brought, (St. 1840, C., 85, re-enacted in Gen. Sts. C., 63, § 101,) is to be very strictly construed. It is not a penal statute, but purely remedial in its nature; and it is to be interpreted fairly and liberally, so as to secure to parties injured an indemnity from those who reap the advantages and profits arising from the use of a dangerous mode of locomotion, by means of which buildings and other property are destroyed. Hart *vs.* Western Railroad, 13 Met., 99. That it was not intended to confine this right of indemnity to cases of injury or destruction of property of a fixed or immovable nature, is clearly indicated by the language of the statute, which is sufficiently broad and comprehensive to include every species of property liable to be injured or consumed by fire communicated by a locomotive engine. Nor are we able to see anything in the policy of the statutes, or the means on which it is founded to lead us to the conclusion that any restriction or limitation on these very general words should be imposed by judicial construction. There is certainly no distinction in principle by which a right to an indemnity should be secured to the owner of one species of property in case of its injury or destruction, and denied under like circumstances, to the owner of a different kind of property. The claim for an indemnity is as strong, and the necessity and expediency of creating the liability are as great, whether the property injured or consumed is of a fixed and permanent, or of a kind to be moved or changed at the pleasure of the owner. Indeed it would be difficult if not impossible to draw any line or establish any sound principle by which the distinction for which the defendants contend could be carried into practical effect. The statute prescribes a clear, plain rule,

arbitrary it is true, but one which can be easily and intelligibly administered. The decisions cited by the counsel for the defendants, giving a construction to a statute of the State of Maine, in terms the same as the one in question, serve to show the embarrassment which would be occasioned, if we departed from the plain and literal interpretation of the language of the statute. Chapman *vs.* Atlantic and St. Lawrence Railroad, 37 Maine, 92, (579) Pratt *vs.* Atlantic and St. Lawrence Railroad, 42 Maine.

The argument urged by the counsel for the defendants, that the provision giving railroad corporations an insurable interest in the property for which they are liable in damages under the statute necessarily operates to restrict the extent of their liability, seems to us to be founded in misapprehension. It assumes that no insurance can be obtained by them except on property exposed to the risk of fire from locomotive engines, of which they have previous notice or knowledge; and, proceeding on this assumption, it is contended that they should not be held liable for the loss of property which is movable or liable to change its situation, and of the existence of which in proximity to their railroad, the corporation cannot be supposed to have known. But we know of no reason for such limitation on the power and authority of corporations to procure insurance on property for the loss of which they may be held liable under the statute. On the contrary, we cannot see why they may not protect themselves by policies in an amount sufficient to cover all possible risks to which they may be exposed. No specification of the particular property covered by the insurance would be necessary, as the statute makes their insurable interest commensurate with the risk to which they are liable. The fact of loss by reason of fire communicated by a locomotive engine would therefore be sufficient to establish a right to an indemnity under a contract of insurance entered into in pursuance of the provisions of the statute. For these reasons, it seems to us that there is no sufficient reason for exempting the defendants from liability for the destruction of any of the articles belonging to the plaintiff, which the jury have found were consumed by a fire caused by one of their engines.

2. The evidence to which the defendants objected, was clearly competent. One of the grounds of defence was, that no sparks of coal from the engine of the defendants could reach the premises of the plaintiff, so as to communicate fire. To meet this position, it was certainly fit and apposite for the plaintiff to prove the physical possibility that fire could be so communicated by showing that on a previous occasion the same engine using the same species of fuel, had emitted burning sparks which fell within the enclosure of the plaintiff. Such evidence would have been open to question, if offered solely in support of the plaintiff's case; but it was rendered relevant and material by the ground taken in defence. On the same ground, evidence concerning the emission of sparks from similar engines used on other roads was admissible.

3. The Court were not bound to instruct the jury upon an assumed state of facts, in a case where there was a conflict of evidence, and especially where the question of negligence involved a series of complicated facts, that the plaintiff was not entitled to recover. As the case stood before the jury, it was a proper one to be submitted to practical men, having all the facts before them, to determine whether due care had been exercised by the plaintiff. It is only where the facts are undisputed, and taken together, they show a clear case of negligence, that the Court is bound to instruct the jury that a party having the burden of proof, to establish the use of due and reasonable care, is not entitled to recover.

Judgment on the verdict.

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week of May, were:

	1864.	1863.
Passengers	$9,400 61	$4,838 57
Freight	9,540 88	5,580 51
Mail, express & telegraph	1,381 37	1,013 62
Total	$20,322 86	$11,432 70
This month to date	$83,964 30	$35,325 66

The earnings of the Chicago and Alton Railroad Company for the week ending May 31, were:

	1864.	1863.
Passengers	$17,986 85	$11,724 21
Freight	25,411 06	22,224 54
Sundries	1,452 00	1,658 23
Total	$44,799 91	$35,606 98
Increase 1864		$9,192 93

The earnings of the Galena and Chicago Union Railroad for the week ending May 31, were:

	1863.	1864.
Freight	$49,531 88	$63,852 00
Passengers	14,260 29	15,517 55
Mails, &c	2,019 30	1,300 00
Total	$65,811 47	$80,669 55
Increase 1864		$14,858 08

The traffic of the Great Western Railroad for the week ending May 27th, 1864, was as follows:

Passengers	$24,559 39
Freight and live stock	28,237 79
Mails and sundries	2,438 97
Total	$50,236 15
Corresponding week of 1863	49,958 45
Increase	$277 70

The earnings of the Montreal and Champlain Railroad for the week ending May 28, 1864, were:

Passengers	$2,700 02
Mails and sundries	188 00
Freight and Live Stock	1,582 57
Ferries	158 48
Total	$4,579 12
Corresponding week, 1863	5,098 70
Decrease	$519 58

The earnings of the Grand Trunk Railway for the week ending May 28, 1864, were:

Passengers	$27,758 79
Express freight, mails and sundries	2,500 00
Freight and live stock	65,215 48
Total	$95,474 27
Corresponding week, 1863	84,661 20
Increase	$10,813 07

The earnings of the Dubuque and Sioux City Railroad for the week ending May 28th were: $8,024 84

Corresponding week in 1863 5,394 45

Increase $2,630 39

Jan. 1 to May 28, 1864	$117,376 52
Corresponding week in 1863	80,675 45
Increase	$36,701 07

Railroad from Cherry Valley to the Central Railroad at Palatine.

By an Act of the Legislature of this State passed March 26, 1864, Wm. W. Campbell, Geo. C. Clyde, and Horatio J. Olcott, of Cherry Valley, were appointed Commissioners for said town, to hold their offices for five years, and until others are appointed in their places for the purpose of borrowing on the faith and credit of the said town a sum not exceeding $75,000 for a term not exceeding 25 years, at 7 per cent. or under, and to issue bonds therefor. The proceeds to be invested in the stock of a railroad to be constructed between Cherry Valley and the Central Railroad at Palatine (on the Mohawk River.) And for that purpose the Commissioners, in the corporate name of said town, may subscribe for and purchase stock of such company to the amount of seventy-five thousand dollars; and by virtue of said subscription or purchase of stocks and upon receiving certificates, of the transfer of certificates for the amount of said stock so subscribed for or purchased by them, the said town shall acquire all the rights and privileges, and be liable to the same responsibilties as other stockholders of said company.

The following sections provide for the payment of interest and redemption of the principal:

§ 4. The said commissioners authorized by this act, shall report to the Board of Supervisors of the County of Otsego, within three days after the commencement of their regular annual session in each year, the amount required to pay principal, or the interest, if any, on the said bonds, authorized to be issued under and by virtue of this act. The dividends arising from the stock so subscribed for or purchased by said town in pursuance of this act, or so much thereof as may be necessary, shall be received by said commissioners, and by them applied to the payment of the interest which shall from time to time accrue upon the bonds authorized by this act; and in case such dividends shall not be found sufficient, in any one or more years, to pay the interest accruing on said bonds, it shall be and is hereby made the duty of the said Board of Supervisors, and they are hereby authorized and required to cause to be assessed, and levied, and collected of the real and personal estate of said town, at the same time, and in the same manner as other taxes are assessed, levied and collected, such sum or sums of money as shall have been reported to said Board of Supervisors by the said commissioners authorized by this act, to be necessary to make good such deficiency in the payment of the interest on the said bonds, and the same when collected shall be paid to said commissioners, and by them applied to the payment of the interest on said bonds, or so much thereof as shall remain unpaid, after the application of said dividends to that purpose.

§ 5. It shall be lawful for such railroad company to agree with the said commissioners, in behalf of said town to pay the annual interest accruing on the bonds issued by said town, for the term of three years, or until such railroad shall be completed and in operation. The amount of such interest to be repaid by the said commissioners to such company, within three years after the said road shall have been opened and put in operation, in equal annual instalments, to be levied and raised in the same manner provided by this for paying the annual interest accruing on said bonds, or by a sale of the stock as herein provided, in case the dividends or income from the stock held by such town shall be insufficient for the purpose.

§ 7. After the expiration of twenty-five years from the passage of this act, it shall be and is hereby made the duty of said Board of Supervisors, and they are hereby authorized, unless the payment of said bonds are otherwise provided for,

to cause to be assessed, and levied, and collected upon the real and personal estate of said town, at the same time and in the same manner as other taxes are assessed, levied and collected, the sum due on the said bonds so issued in pursuance of this act, together with interest on said principal sum, or so much thereof as may remain unpaid by reason of the deficiency of the dividends and sale arising from the said stock. The amount so to be raised by the said Board of Supervisors, for the payment of the principal or interest, shall be determined by the report of said commissioners to the said Board of Supervisors as hereinbefore authorized by this act.

Central Pacific Railroad--Action of the Legislature.

The enemies of the Pacific Railroad having failed in all their attempts to prevent the Legislature from aiding the road, fall back upon the charge that the law passed is unconstitutional, hoping thereby to at least delay the work. In this, however, they will fail as in all their other efforts. There are only two clauses in the Constitution that are claimed to have any bearing upon the subject.

The first is that which prohibits the Legislature from creating a debt exceeding $300,000, without a vote of the people, "except in case of war, to repel invasion or suppress insurrection." The Act in question does not in fact create any *State* debt, but only authorizes the Railroad Company to contract a debt, the interest on a portion of which is provided for by the State. The bonds are executed by the Company, not the State. The Company promise to pay the principal and interest of these bonds, and the State merely raises the money by a special tax to pay the interest.

The law embodies a contract between the State and the company, by which the latter are to perform certain services and convey certain land to the State, in consideration of which the State agrees to pay the interest on a certain amount of the company's bonds. Neither this or any other clause of the Constitution prohibits the Legislature or the public officers from making contracts with individuals or corporations, relating to matters beneficial to the State, such as the erection of public buildings, the purchase of materials therefor, the transportation of public property, or anything else of a public character. Without such a power to make contracts, the wheels of government might be blocked entirely. It is evident, therefore, that the Legislature had full power to make this contract, and they are the sole judges of its necessity, and what was a proper compensation to be paid to the company therefor.

A similar question arose and was decided by the Supreme Court in the McCauley case, reported in 15 Cal. Rep., 429. A contract leasing the State Prison and convicts had been made with Estill, by which the State agreed to pay him $10,000 per month for several years; and it was held that it was a valid contract binding upon the State, and that she could not violate it without incurring a liability for damages. This decision was afterwards affirmed in 16 Cal., 11. The principles laid down in these cases apply to the law granting aid to the Railroad, and fully sustain its constitutionality. In the Estill contract, the State agreed to pay $10,000 per month. In the case of the railroad, it agrees to pay $105,000 a year, for an object fully as important to the whole State as the former.

But even if the law does create a debt, it clearly comes within the war exception. The Constition does not limit the amount of debt which may be created for war purposes, or require a law of that kind to be submitted to a vote of the people. The Act specifies particularly that it was passed for the very purpose of providing a means of defense in case of war, invasion or insurrection. The railroad is to transport troops and munitions in time of war, as well as at all other times. It was not necessary that there should be an immediate necessity for the use of the road for such purposes. It is the duty of the Legislature to make full provision for war, without waiting until the traitors or enemies are pouring hot shot into the city of San Francisco. They are the sole judges of the existence of the exigency calling for the exercise of the power to create a debt for war purposes, and the means necessary to provide for the public safety. No one can deny that the construction of the Pacific Railroad is one of the most effectual means of providing for the defence of the State.

In 1863 a law was passed to raise money by an issue of bonds to pay a bounty to the California volunteers, declaring the object to be to aid in repelling invasion and suppressing insurrection. In the case of Franklin *vs.* The Board of Examiners, decided by the late Supreme Court, it was held that this law was constitutional, although it had not been submitted to a vote of the people, and the Courts could not control the action of the Legislature in such cases. In that case this question was fully considered.

The next clause relied on is that providing that "the credit of the State shall not in any manner be given or loaned to or in aid of any individual, association or corporation." This prohibits using the credit of the State for such purposes, but there is no clause prohibiting the State from giving its money or property, or levying a tax to aid an individual or corporation. Otherwise, all laws passed making donations from the treasury to benevolent societies or aiding the unfortunate would be void. No such view has ever been seriously entertained. It is only the credit of the State that the Legislature is prohibited from using. This credit is evidenced by its bonds or other promises to pay money in the future. The law in question does not provide for issuing any State obligations, as the only bonds issued are those of the company, only the interest on a portion of which is paid by the State.

Besides, as has already been shown, the law is a contract between the State and the company, by which the former pays the bondholders of the latter certain sums of money at stated periods, for certain property and services. It comes clearly within the principles laid down in the McCauley case, in which such contracts were sustained. A careful examination, we are confident, will establish the validity of this law. The Legislature will certainly never attempt to repudiate its contract, thus fairly made.—*San Francisco Flag.*

Interest and Dividends.

The Wyoming Valley Canal Company has declared a quarterly dividend of four per cent., payable on the 21st instant.

The Catawissa Railroad Company has declared a dividend of three per cent, on its preferred shares, payable on the 1st of August next.

The directors of the Noble and Delamater Petroleum Company have declared a ten per cent. monthly dividend from their earnings, payable on the 20th instant.

☞ Judge Davis of the United States Circuit Court at Indianapolis, has rendered a decision setting aside the recent sale of the White Water Canal and the Peru Railroad, on the grounds of informality and injustice to creditors and stockholders.

☞ The Stock Exchange Board have admitted to membership Mr. S. S. Richards, of the house of T. P. Richards, and Mr. C. M. Raymond, of Saxon & Raymond.

☞ Mr. J. Lewis Grant has been appointed Superintendent of the Buffalo and State Line and Erie and North East Railroads.

☞ Mr. R. N. Brown has been appointed Superintendent of the Bellefontaine and Indiana, and Indianapolis, Cleveland and Pittsburg Railroads.

Wyoming Valley Canal.

The annual meeting of this company was held in Philadelphia on the 18th ult. The managers in their report, mention the reorganization of the company under an Act of the Legislature of April, 1863. The bonded debt of the company has been reduced $200,000, and the shares increased a corresponding amount. The debt of the company is now represented in 14,000 shares at $50 each, making $700,000, and six hundred and fifty bonds of $1,000 each, making $650,000, total $1,350,000. The company have no other obligations.

The gross receipts of the year 1863, were		$181,409 15
The expenditures, drawbacks and taxes	$49,961 41	
Interest on bonds	40,936 87	
For new weigh lock, dredge boat, feeder, &c	10,218 97	
Three dividends, being together, 14 per cent	78,702 00	
		179,818 75
Balance on hand		$1,590 40

The total tonnage of the year was 57,431 tons.
Lumber 60,000,000 feet.

Being an increase of about 20 per cent. over the business of 1862. The tolls for 1864 are increased and the drawback system abolished.

Tomah & St. Croix Railroad.

At a meeting of the directors of the Tomah & St. Croix railroad, it was resolved to proceed at once with a detailed survey. Engineers have been engaged to each end of the line. It is also contemplated to begin the grade on the other end of the route, and complete thirty miles of it the coming fall. Several prominent railroad men of the east are interested in this road, and the company have ordered work to commence at once. The capital to build this road is also at the command of the company.—*Hudson (Wis.) Times.*

Cumberland Coal Company.

At the annual meeting of the Cumberland Coal Company the following Board was chosen: For President, Allan Champbell; for Directors, Robt. P. Getty, William Bell, Charles A. Rapalie, David Jones, A. S. Jarvis, A. H. Wallis, David Palmer, A. Schell, George Witherell, J. B. Weir, A. Brett, E H. Tracy.

St. Croix and Superior Railroad.

At a meeting of the directors of this road held in this city last Wednesday, all the preliminaries were arranged, and the necessary preparations made for having the road built at once. The contract for building twenty miles, beginning two miles out from this city, is to be let to-day. The first two miles including all the heavy grade, will be built by the company, and is nearly complete. Over a hundred men are now at work grading. It is expected to have the first twenty miles in running order the coming fall. All the iron is purchased, also a locomotive, and cars for the construction train, and a contract made for their delivery here.

Our readers may rest assured that the St. Croix and Superior railroad is to be speedily built. All the impediments are removed, and the capital to build the road is at the control of the company.—*Hudson (Wis.) Times.*

☞ The Erie and Pittsburg Railroad is now completed to Pulaski, ten miles below Sharon. The work progresses slowly on account of the scarcity of laborers.

☞ The double track upon the Erie road from Paterson to Suffern will be completed in August, making a second line to Elmira.

Canton Company.

The following gentlemen have been elected directors of this company for the ensuing year: J. W. Randolph, Wm. Fisher, C. D. Baker, Joseph Reynolds, B. F. Gardner, Baltimore; Geo. T. M. Davis, Abner B. Baylis, Chas. A. Rappallo, Orville Oddie, New York.

☞ Through express trains are now run between this city and Buffalo over the Hudson River and New York Central railroads, without change of cars. The trains cross the bridge at Troy instead of stopping at Albany and transferring passengers, baggage, &c., by ferry across the river.

Fourth National Bank
OF THE CITY OF NEW YORK,
Capital, $5,000,000.

designated as a Depository and Financial Agent of the U. S.

Nos. 27 and 29 Pine Street,

(TWO DOORS BELOW THE SUB-TREASURY),

have on hand and receive subscriptions for the

TEN-FORTY BONDS,

convert the

SEVEN-THIRTIES INTO 1881 BONDS,

and attend to all business connected with the

GOVERNMENT LOANS.

Parties can avoid the inconvenience of addressing Government by applying at this Bank.

MORRIS KETCHUM, Pres.
D. W. VAUGHN, Cash.

THE THIRD NATIONAL BANK

OF THE

CITY OF NEW YORK.

Cash Capital, fully paid in,.....$500,000.

Is now open for business at

No. 5 NASSAU ST., NEAR WALL.

This Bank will receive subscriptions for the

TEN-FORTY LOAN,

principal and interest payable in GOLD.

The usual commission of one-eighth of one per cent. allowed to Banks, Bankers, and Brokers. Special attention given to the conversion of 7-30s into Government Six Per Cent Bonds. Bills of all National Banks received on deposit at par, and uncurrent money at the usual rates of discount.

C. V. CULVER, President.
J. WYMAN JONES, Vice-President.
C. N. JORDAN, Cashier. 3m-24

NINTH NATIONAL BANK

OF THE CITY OF NEW YORK,

363 Broadway, cor. Franklin Street.

This Bank has a cash capital of

ONE MILLION DOLLARS,

and has commenced business in its new Banking Rooms, corner of Broadway and Franklin street.

Proposal received for the new Government Loan bearing 6 per cent. interest and redeemable in 1881.

ALSO,

10-40 BONDS FOR SALE.

JOSEPH U. ORVIS, President.
H. M. HUMPHREY, Cashier. 2t-23

THE NEW YORK CENTRAL RAILROAD CO., TREASURER'S OFFICE, ALBANY, May 16th, 1864.

Loan of $3,000,000--Due 15th June, 1864.

NOTICE IS HEREBY GIVEN that this Company is now prepared to redeem the Bonds of the above issue, on their presentation at THE BANK OF COMMERCE IN NEW YORK, at par and accrued interest.

JOHN V. L. PRUYN, Treasurer.

THE PEOPLE'S GOLD AND SILVER
MINING COMPANY,

AMADOR COUNTY CALIFORNIA.

CAPITAL, $500,000.

Incorporated under the laws of the State of California.

TRUSTEES.

WILLIAM HEFFLEY, FRANK T. ALLING,
JOHN B. PILKINGTON, SAMUEL NEWELL,
HENRY A. REED.

WILLIAM HEFFLEY, President
SAML. NEWELL, Secretary.
JAMES M. PATTEE, Treasurer.

Shares, five dollars, no assessments. Office No. 8 Pine Street, Room No. 4.

D. L. M. MOORE, Agent,
1y At the Office of the Company.

OFFICE OF THE CHICAGO AND NORTHWESTERN R. R. CO., No. 8 WALL STREET, NEW YORK, June 3d, 1864.

HOLDERS of the capital stock of the Galena and Chicago Union Railroad Company are hereby notified that, by the terms of consolidation of that company with the Chicago and Northwestern Railway Company, their stock is to be exchanged for stock of the Chicago and Northwestern Railway Company, as follows: One share of the Chicago and Northwestern preferred stock and one share of the Chicago and Northwestern common, with three dollars in cash, for each share of the Galena and Chicago Union.

Exchanges may be made, and the money received at once, at the office of the Chicago and Northwestern Railway Company.

4t-24 H. H. BOODY, Agent.

BAIRD'S PATENT
Incrustation Preventer,

AND REMOVER

FOR STEAM BOILERS,

In either Salt or Fresh Water. No invention connected with Steam Power combines so many advantages as this. The economy in fuel alone, from its use, repays the cost of the preventive. Certificates from Engineers and owners of Steam Boilers, at sea and on shore, can be seen at the office of

JAS. F. LEVIN,
23 Central Wharf, Boston.

MERRITT & WALCOTT, 69 Courtlandt Street, New York. 29 Front Levee, New Orleans.

NOTICE TO SHAREHOLDERS

OF THE

Pittsburgh, Fort Wayne and Chicago Railway Co.

THE UNDERSIGNED, commissioners, authorized to sell thirty-five thousand new shares of the capital stock of said company, by joint vote of the shareholders and bondholders, for the purpose of constructing a double track, procuring additional equipment, &c., now propose to sell thirteen thousand shares of the same as follows:

They propose to issue to the shareholders, who stand registered as such on the books of the company at 2 o'clock P. M., of the 10th of this month, one share for each five shares then standing in their name at the par value of $100 for each share.

Books of subscription will be opened at the office of Winslow, Lanier & Co., No. 52 Wall street, on the 11th of June, and kept open until the 20th of June, at 3 P. M., where each shareholder can call and subscribe, or signify his wishes by letter, addressed to J. F. D. Lanier, Chairman. The new shares thus subscribed for will bear dividend from the 1st July proximo.

Payments will be required as follows: One-fourth on the 21st June, on notification of acceptance; one-fourth on the 15th July; one fourth on the 15th August, and one-fourth on the 15th September.

Transferable stock scrip will be issued, redeemable in full-share certificates on final payment of the installments.

Non-compliance with any of the conditions of this subscription subjects to forfeiture any payments made thereon.

This stock is mainly to pay for iron rails, rolling stock, &c., already advantageously purchased. The high price of labor and the great difficulty of procuring the same, and the enhanced rates for all materials, in the opinion of the chief engineer and the chief executive officers of the company render it altogether improbable that any further amount of the stock will be offered during the present year.

If a further amount can be economically expended in increasing the capacities of the line this year, the company will probably have other means to meet the same.

The commissioners reserve the right to extend the time of subscribing to non-resident shareholders, who may desire to avail themselves of the benefits of this notice, on such terms and conditions as the commissioners may impose.

The commissioners, also, reserve the right to dispose of at their discretion, for the benefit of the company, any of the shares not taken by shareholders under this notice.

J. F. D. LANIER,
S. J. TILDEN,
J. EDGAR THOMSON,
SPRINGER HARBAUGH,
L. H. MEYER,
Commissioners.

NEW YORK, June 1, 1864.

U. S. 10-40 BONDS.

These Bonds are issued under the Act of Congress of March 8th, 1864, which provides that all Bonds issued under this Act SHALL BE REDEEMED IN COIN, at the pleasure of the Government, at any period NOT LESS THAN TEN NOR MORE THAN FORTY YEARS from their date, and until their redemption FIVE PER CENT. INTEREST WILL BE PAID IN COIN, on Bonds of not over one hundred dollars annually and on all other Bonds semi-annually. The interest is payable on the first days of March and September in each year.

As these Bonds, by Act of Congress, are

Exempt from Municipal or State Taxation,

their value is increased from one to three per cent. per annum, according to the rate of tax levies in various parts of the country.

At the present rate of premium on gold they pay

Over Eight Per Cent. Interest

in currency, and are of equal convenience as a permanent or temporary investment.

It is believed that no securities offer so great inducements to lenders as the various descriptions of U. S. Bonds. In all other forms of indebtedness, the faith or ability of private parties or stock companies or separate communities only is pledged for payment, while for the debts of the United States the whole property of the country is holden to secure the payment of both principal and interest in coin.

These Bonds may be subscribed for in sums from $50 up to any magnitude, on the same terms, and are thus made equally available to the smallest lender and the largest capitalist. They can be converted into money at any moment, and the holder will have the benefit of the interest.

The Funded Debt of the United States on which interest is payable in gold, on the 3d day of March, 1864, was $708,965,000. The interest on this debt for the coming fiscal year will be $45,937,126, while the customs revenue in gold for the current fiscal year, ending June 30th, 1864, has been so far at the rate of over $100,000,000 per annum.

It will be seen that even the present gold revenues of the Government are largely in excess of the wants of the Treasury for the payment of gold interest, while the recent increase of the tariff will doubtless raise the annual receipts from customs on the same amount of importations, to $150,000,000 per annum.

The authorized amount of this loan is Two Hundred Million Dollars. Instructions to the National Banks acting as loan agents were not issued until March 29, but the amount of Bonds reported sold at the United States Treasury up to May 14th was

$48,964,900.

Subscriptions will be received by the TREASURER OF THE UNITED STATES at Washington, and the ASSISTANT TREASURERS at New York, Boston and Philadelphia, and by the

First National Bank of New York, No. 4 Wall Street.
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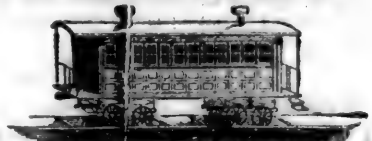
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, June 18, 1864.

English and Continental Locomotives.

We have recently met in an English Railway Journal, with an interesting essay on the subject of Foreign locomotives, and the first remark made by the writer is that the exigencies of continental railway traffic, demand a greater variety of locomotive engines than have been found necessary in the United Kingdom. The reason is obvious. The islands of Great Britain offer grades almost as level as the ocean around them, while various lofty mountains series stand in the way of intercourse in most of the chief Countries of Europe, and up to this moment have in many instances prevented a continuation of the most important and indispensable lines. The Alps and the Appenines, the Italian, Swiss, German and Hungarian mountains present almost impassible obstructions to railway progress in comparison with what is found in England or in the Northern and Western States of our own Country. The improvements therefore now made in the Locomotives of the United States and Great Britain are generally on the early models with a view to speed, and an increased driving or adhesion weight.

There has been considerable difference of opinion abroad, more than here, as to the advantage of inside and outside cylinder engines, but the latter seem to have become most popular ever since 1851, when it was found they could be balanced or weighted so as to make the whole structure steadier on the rails than the inside cylinder engines. "The sinuous motion is remedied by placing a weight upon one side of the wheels, the momentum of which will just balance the momentum of the pistons and its connections. It is well enough to remark that this sinuous or rocking motion of locomotives is attributable to the arrested motion of the piston and its attachments at every stroke of the engine, and the effect of the pressure thus created will be more operative in inducing oscillation, the farther it is exerted from the central line of the Engine. If it were possible says an authority from which we make this quotation, to place the cylinders at right angles in the centre of the carriage, and the pistons were both attached to a central crank, there would be no oscillation produced, but it is not possible to couple a piston of an upright cylinder direct to the axle of a locomotive without causing the springs to work up and down with every stroke of the Engine. We believe that on some of the Pennsylvania roads and on the Baltimore and Ohio, there are locomotives in which the action of the piston rods is vertical, and the cylinders are of course upright. We are not able to state the estimation in which they are held at present by our most eminent Engineers.

The outside cylinder engines and no others are used on our own northern and western great lines. In England the inside cylinder is still retained for the six coupled, goods engine, and is likely to maintain its place for that kind of work is especially upon straight lines of railway. For lines with prevalent curves the four-coupled outside cylinder engines surpass all others in economy "running on curves with greater facility, utilising the adhesion weight better and being subject to less wear and tear." Hence says the Railway *Times* the six-coupled engine, with inside cylinders, is to be found chiefly on the southern and north-eastern divisions of the London and North Western, the Great Western, the Midland, the South Eastern, the London, Brighton, and South Coast, the Great Northern, the North Eastern, and the Edinburgh and Glasgow—in short, the older and straighter lines, (the Great Northern, though a newer, is one of the straighter lines). On the contrary, the outside cylinders, with single and with four-coupled wheels, are to be found on the northern division of the London and North Western, the Lancaster and Carlisle, Caledonian, Scottish Central, Scottish North Eastern, and Great North of Scotland, which are newer lines, and have many quick curves. The London and South Western and the Great Eastern, it is true, are of the older and straighter class, and are stocked or being stocked, with outside-cylinder engines and their correlatives, straight axles; but the former line was initiated with outside cylinders by the great apostle of straight axles, Joseph Locke, who was the engineer-in-chief of the line, and who imported his experience of the broken and short-lived cranked axles, and the durability of the straight axles on the original Grand Junction (London and North Western, northern division), and resolved, like a man of sense and experience, when he had a good thing, to keep it. The Eastern Counties, again, was originally stocked with inside cylinder engines; but the engines having passed into the care of Mr. J. V. Gooch, who brought from the London and South Western his experience of outside cylinders, the stock received an infusion of outside cylinder passenger engines; and having, at a later period, been placed under the care of Mr. R. Sinclair, who brought with him likewise his experience of outside cylinders—first from the Paris and Rouen, with Mr. Buddicom; secondly, from the Caledonian, as chief engineer and locomotist; the stock of the Great Eastern received an additional infusion of outside cylinders—mostly with four-coupled wheels, no six-coupled wheels. A prominent exception amongst the newer and more sinuous lines is the North British, where inside cylinders have been universal; but they were introduced by the chief engineer, who was also the engineer-in-chief of the Edinburgh and Glasgow—a first-class line for directness and flatness—where inside cylinders had answered perfectly well. It has, nevertheless, been found that on that railway—the North British—the wear of six-coupled engines is excessive; that the wear of four-coupled engines is much less; and that the latter do more work with more ease and less cost of maintenance; and, doubtless, the outside cylinder and straight axle will find their way on that line.

Those of our readers who would like to follow

the description of a first rate English locomotive especially with regard to its fire-box, boiler and tubing will find one at page 334 of Bourne's Catechism of the Steam Engine, a late republication by the Appletons. We have the promise of a full description of a first class American Locomotive from a competent hand, which will we believe prove conclusively that in the construction of these machines, we are as in that of passenger cars far in advance of all other Countries.

On the Continent where the grades are very heavy, it has been the principal object to get adhesion with speed. Engines combining these requisites are necessary for the long inclines which almost every where prevail. Thus a long wheel base while giving the traction and adhesion is impracticable with much curvature. We understand the American truck has not been generally adopted on the Continental roads, which would exactly meet the exigencies of their case and save both trouble and expenditure.

Another matter worthy of note is the foreign practice in boiler tubing. The greatest number of tubes known to have been applied in England are the 305 tubes of the Great Western express engines of the class of "The Lord of the Isles," exhibited in 1851. In these the tubes, 2 inches in diameter, are placed only ⅛ inch apart, and are not so effective for evaporation as the tubes of earlier engines on that line, which were fewer in number, but were placed at from 5/8 to 1 inch clear. In the English engines exhibited in 1862, the greatest number of tubes was 215, by Messrs. Beyer, Peacock, & Co., 9-16 inch clear; and the North Western applied 214 at ¼ inch clearance. The best English practice exhibited is to be found in the North Western engine, "The Lady of the Lake;" Mr. Connor's engine, by Messrs. Neilson & Co., and Mr. Sinclair's engine; all of which, singularly enough, have identically the same proportion—192 tubes, 1⅞ inch diameter, 5/8 inch clear, placed in a barrel 3 feet 10 inches inside diameter. The goodness of these proportions is proved by the very satisfactory performances of the engines, under very different circumstances. The greatest number of tubes in the foreign engines is 356 tubes, with 7-16 inch clearance, in the heavy-gradient engines on the Northern of France.

The Recent Steamboat Accident on the Hudson River.

It is really an extraordinary circumstance, that with all our experience in steam navigation upon rivers there should occur from time to time such lamentable accidents as that which recently befel the *Berkshire*. A large number of persons were suddenly deprived of life in the most heart-rending manner—victims of fire and flood, without a chance of escape. The accounts are by no means satisfactory as to the cause of the accident. If it is true that there was a large quantity of hay on board the steamer, the proprietors are greatly to blame. Such an inflammable article should have no place on board a steamer; it should be carried in barges or sailing vessels. It is also asserted that there were no life boats or life preservers at hand, although these are well known to be of the utmost importance in such cases; and that no alarm of the danger was given to the passengers by the officers of the boat. We believe there is some legislation existing in relation to these precautions, but we fear it is generally but little regarded. It is not yet ascertained who were lost on the occasion alluded to, as no list of passengers appears to have been kept—an omission but too common on our river boats, and which should no longer be tolerated.

In view of this appalling calamity, we wonder that the travelling public can hesitate between a night steamer and the Railway train. In the latter case few accidents occur to the enormous extent of those which are inseparable from burning steamers. The shock when it comes (and the reflection is not without weight) is brief, and not increased by approaching flames, or stifling waters; and the proportion of the sufferers is less than when engulfed in the waves.

We are happy to have it in our power to state, from recent personal experiences, that the Hudson River Railway offers all the security to travellers which the railway system is capable of extending; and that of late extraordinary vigilance and care are exercised by the company and its employees.

Milwaukee and Prairie du Chien Railway.

The following gentlemen have been elected directors of this company for the ensuing year:—L. H. Meyer, John Catlin, Wm. P. Lynde, Chas. F. Ilsley, Allan Campbell, G. M. Harwood, W. Schall, H. L. Dousman, Louis A. VonHoffmann.

Chicago and Rock Island Railroad.

The earnings and expenses of this road for the years ending March 31, 1862 and 1863, were,

	1862.	1863.
From passengers...	$433,297 38	$643,775 04
" freight	1,034,850 29	1,448,964 90
" mails, etc.....	60,993 40	51,134 84
	$1,529,141 02	$2,143,874 78
Expenses, viz:		
Repairs of road	$161,251 98	$157,220 98
" engines...	71,861 87	79,661 75
" cars.....	102,449 58	167,197 91
" bridges...	13,806 04	21,739 30
" b'ld'gs, etc.	18,862 49	36,949 97
" fences, etc.	12,782 04	6,395 06
Cost of iron for repairs	79,178 07	95,180 49
Fuel	98,384 83	102,613 36
Oil, waste, etc	12,513 39	18,013 46
Loss and damage	4,857 97	11,128 76
Contingent account..	7,773 60	66,088 84
Salaries of agents, etc.	60,544 37	64,468 96
Labor handing freight	59,131 64	81,733 98
Pay of train hands...	78,422 83	98,485 35
Station house exp....	11,730 47	17,751 33
Stationery, etc.....	6,300 14	10,146 79
Car service	....	4,557 91
Exchange.....	1,185 81	1,127 33
	$800,987 12	$1,040,461 53
Net earnings	$728,153 90	$1,103,413 25

Payments in 1863–'64:		
Interest on bonds...	$102,690 00	
Two dividends of 3 per ct. each, and U. S. Tax	343,438 14	
Rent of Peoria and Bureau Valley Railroad.....	125,000 00	
Taxes on real estate.....	38,978 45	
U. S. Tax on pass. earn'gs.	16,415 23	
Legal expenses.....	4,061 25	
Extraordinary repairs....	67,754 00	
Balance of interest on bridge bonds....	22,934 39	
		721,271 46
		$382,141 79

Compared with the preceding year the gross earnings show an increase of $614,733 76; with an increase in operation expenses of $239,474 41—making the increase in net earnings $375,259 35. The increase in gross expenditures over the preceding year was $307,317 78.

The total receipts for the year, from all sources, were as follows:

Earnings of the road.	$2,143,874 78
Interest on deposits and loans.....	10,447 64
Avails of 4,985 shares of stock sold.	609,610 62
	$2,763,933 04

Total amount expended, as follows:

Real estate and equipment....	$359,905 40
Expenses, as above stated....	1,761,732 99
	$2,121,638 39

The capital stock of the company has been increased in the sum of 3,970 shares during the past year, making the capital stock $6,000,000, at which sum it now stands. This additional stock, together with the 1,015 shares on hand at the date of the last report, has been sold for the sum of $609,610 62, being a premium of $111,110 62 over the par value of the shares.

The increased business of the road required an additional amount of land in the city of Chicago, and the directors have purchased the property owned by Messrs. Flint & Thompson adjoining the grain house owned by this company, for the sum of $296,000. This purchase was not made as an investment, but was rendered absolutely necessary, in order to give the company control of greater facilities for loading and unloading freight, additional front of dockage on the Chicago river, and land for side-tracks, turn-outs, &c. This property contains one of the largest elevators in the city of Chicago, capable of storing 1,250,000 bushels of grain, thus giving the company two large elevators, which have been leased to responsible parties for a term of years, at an annual rent which gives a fair return for the money's invested.

The early completion of the Mississippi and Missouri railroad to the Missouri river, where it connects with the Union Pacific railroad, being considered of special importance to the interests of this company, the directors have completed and executed a contract for a business connection with the Mississippi and Missouri company, extending over a period of twenty years, and, in consideration of the same, have agreed to advance the Mississippi and Missouri railroad company the sum of $500,000, to aid in the construction of their Road. The amount to be thus advanced is reimbursable by the Mississippi and Missouri railroad company in three years, with interest semi-annually at the rate of seven per cent., and secured by $800,000 of their Land Grant Bonds. The sum advanced on this loan, at the date of this report, was $116,250. Since then, and during the months of April and May, a further sum of $74,375 has been advanced, leaving $309,375 yet due and to be paid during the next four months.

The company will have the means on hand to meet this liability, after paying the 3 per cent. dividend, which was declared free of United States Tax, payable 11th April, 1864.

The Directors, in view of the large earnings of the road during the past year, have thought it for the best interests of the stockholders to declare moderate dividends, and expend the surplus earnings in obtaining increased and absolutely necessary facilities for an increasing traffic, and in every way improving the road and its appurtenances; and, they can safely say that the road with all its rolling stock, is now in better condition than at any previous time, as will be seen by reference to the Report of the Superintendent.

There has been expended on the road, properly chargeable to construction, $104,459 55; of this amount, $36,705 55 is included in the items of repairs; the balance, $67,754, is charged to construction repairs. In addition to the above there have been 52 pile and trestle bridges rebuilt, of

an aggregate length of 2,419 feet, at a cost of $15,284 03.

INCOME ACCOUNT.

Balance to credit April 1, 1863.....	$660,961 30
Earnings as above.....	2,143,874 78
Interests on loans and deposits.....	10,447 64
Premium on stock sold.....	111,110 62
	$2,926,394 34
Bividend April 15, 1863, 3 per cent. and U. S. tax.....	$170,149 48
Interest on income bonds May 1, '63.	2,450 00
Interest on mort. bonds July 10, '63.	48,895 00
Rent of Peoria Br. to July 31, '63...	62,500 00
Dividend Oct. 10, 1863, 3 per cent and U. S. Tax.....	173,288 66
Interest on income bonds Nov. 1, '63.	2,450 00
Interest on mort. bonds Jan. 10, '64..	48,895 00
Rent of Peoria Br. to Jan. 31, '64...	62,500 00
Balance due from Illinois river R.R. Company.....	20,469 10
Unsettled accounts in Chicago as per last report not available	166,360 20
Bal. int. R. R. Bridge bonds.....	22,934 39
Extraordinary repairs	67,754 00
Operating expenses.....	1,040,461 53
Taxes on real estate.....	38,978 45
U. S. tax on passenger earnings....	16,415 23
Legal expenses.....	4,061 25
Balance	977,832 05
	$2,926,394 34

The new materials placed in the track during the year have been: 52,105 ties; 604 tons rails; 2,070 tons re-rolled rails; 164,800 lbs. spike at 5.89c.; 173,478 lbs. Fish Plates at 5.53c.; 30,580 lbs. bolts for do., at 8.7c.; 18,779 lbs., cast chairs at 2.62c.; and 37,038 lbs wrought chairs at 5.53c. The value of the above materials is put down at $171,122 82. There have been relaid with new rails 19.6 miles of track, and 2.59 miles new side tracks. There were 22,499 rails repaired in the company's shops, at a cost of $15,080 97; average cost per rail 66.80 cents.

The company have 61 engines, which are generally in good repair. Two of this number are in the service of the Illinois river railroad company.

The number of miles run by engines with passenger trains was 348,818; with freight trains, 724,008; with road and gravel trains, 90,054—total 1,162,880. The average cost per mile for each engine, including repairs, fuel, enginemen and firemen, oil, waste and tallow, is 12.15 cents—being 0.37 cents more than last year.

The entire cost per mile of operating the road, including new work, lands, new equipments, extraordinary repairs and taxes, is $5,165 79.

Gross earnings per mile of road.....	$9,402 97
Net " " " "	4,237 18

The proportion of expenses to earnings, including new works, lands, new equipments, extraordinary repairs and taxes, is 54.94. Less new works, etc., 45.74.

The total amount of freight transported over the road during the year was 885,020,690 lbs., an increase over last year of 125,270,880 lbs. The number of loaded cars was 52,400; going west, 20,811; east, 31,589. Tons carried one mile, 56,539,150.

The number of passengers carried over the road was 324,244, of which 321,482 were 1st class, 1,717 2d class and 1,045 emigrant. Number of through passengers, 45,130; way, 279,114. Number going east, 158,077; do., west, 166,176. Number carried one mile, 20,401,500. Number of soldiers, 32,618; of these, 14,902 went east and 17,716 west.

The number of pounds transported across the Mississippi bridge for the year was 293,310,600—going west, 113,482,650; east, 179,827,950. Number of car loads passing east, 10,116; do., west, 7,998—total, 18,114. Foot passengers going east, 69,932; do., west, 70,962—total 140,894. Number of boats passing the draw going north, 196; do., south, 202; Barges going north, 155; do., south, 129. Total number of rafts, 276.

BALANCE SHEET.

Capital stock account		$6,000,000 00
Mortgage bonds.....		1,397,000 00
Income bonds.....	$70,000 00	
Less cash and U. S. bonds in hands of Trustee to provide for income b'ds	64,257 02	
		5,742 98
Profit balance of income account...		977,832 05
		$8,380,575 03
Cost of road and equipment		$7,429,632 99
Advanced Miss. and M. R. R. Co...		116,250 00
One year debt certificate.....		9,000 00
Due from post office department...		6,249 86
Balance due from rent of grain house		2,047 26
Balance uncollected bills.....		34,718 94
Stock of fuel on hand		72,346 05
Stock of iron and materials on hand		84,629 88
Cash in Cashier's hands in Chicago.		122,988 54
Cash in Treasurer's hands.....		502,711 51
		$8,380,575 08

President.—CHARLES W. DURANT.

Directors.—Thomas C. Durant, Francis H. Tows, David Dows, Charles W. Durant, E. W. Dunham, Thomas T. Sturgess, Geo. T. M. Davis, Harvey Kennedy, Clark Durant, B. P. Learned, John F. Tracy, Robert A. Forsyth, Ebenezer Cook.

Vice President and Sup't.—JOHN F. TRACY.

Treasurer.—E. W. DUNHAM.

Secretary.—FRANCIS H. TOWS.

Assistant Sup't.—W. H. WHITMAN.

Cashier.—FRANK D. SHERMAN.

Hudson River Railroad.

The following are the names of the new directors of the Hudson River Railroad:—John M. Tobin, Leonard W. Jerome, Francis Skiddy, Wm. R. Travers, James H. Banker, H. F. Clark, Cornelius Oakley, D. Thomas Vail, Joseph Harker, Augustus Schell, Oliver Charlick, Albert Havemeyer, Smith Barker.

At a subsequent meeting of the new Board, John M. Tobin, of New York, President, and D. Thomas Vail of Troy Vice-President. The following resolution was passed by the Board:

Resolved, That Mr. Charlick, Mr. Clark and Mr. Jerome be a Committee to report to this Board, at an adjourned meeting, resolutions containing a suitable expression of the estimation and regard in which Mr. Sloan, the late President of this company, is held by the Board, and of their appreciation of the valuable services he has rendered to the company.

☞ The Oswego *Times* contains a report of the proceedings of a meeting held in that city on Monday, to take the initiatory steps for a railroad from Lewiston, Niagara County, to Troy. "At first it had only been contemplated at present to build the railroad from Oswego to Rochester, and there was enough stock already offered to warrant the undertaking of that enterprise, and the organization of a company. But it was desirable that the road should extend to the Niagara River, and it was generally thought best to attempt the work of constructing the road from Oswego to Lewiston. It will then only remain to complete the work from Rome to tide-water."

Swiss Railway across the Alps.

The Federal Government at Berne has lately devoted several sittings to the discussion of various projects for a railway across the Alps. The three lines which have as yet been brought before the notice of the public are:—The Lukmanier to the East, the St. Gothard in the Centre, and the Simplon to the West. The two former have the advantage of uniting the canton of Ticino to the remainder of Switzerland, and of being easier to defend in a military point of view. The Simplon, though supported by many interests, is open to various objections. Generally speaking, the majority are for the St. Gothard line; and to counterbalance this the partisans of the Lukmanier and Simplon, whose interests are not in opposition to each other, have effected an amalgamation. M Schenk, the chief of the Home Department, has in his report declared himself in favor of the St. Gothard line, and of a considerable Federal subvention for its execution, proposing at the same time that negotiations be opened for the purpose both with the kingdom of Italy and with the Southern States of Germany. This proposal has not met with the approval of the Federal Executive, which has decided that, for the present at least, such negotiations would be premature.

Ogdensburg and Lake Champlain R. R. Co.

The holders of the second mortgage bonds of the Northern (Ogdensburg,) Railroad held a meeting at Malone, the 10th inst., and organized themselves into a corporation as the "Ogdensburg and Lake Champlain Railroad Company," agreeably to an act passed at the last session of the New York Legislature. The following named gentlemen were chosen directors: William A. Wheeler, Malone; William C. Brown, Ogdensburg; H. Hollis Hunnewell, George M. Barnard, John C. Pratt, Jacob W. Pierce, John S. Farlow, Isaac D. Farnsworth, Boston; Albert Andrus, Malone; Nathaniel G. Chapin, Ebenezer T. Farrington, Thomas Upham, Boston; James G. Averill, Ogdensburg.

At a meeting of the directors, subsequently held, William A. Wheeler, of Malone, was elected President of the Corporation, William C. Brown, of Ogdensburg, Treasurer, and Robert M. Pratt, of Boston, Secretary and Transfer Agent.

The meeting was harmonious and spirited, and gave every indication that this link in a great line of railroad and steamboat communication, so vitally important to the trade and business of Boston with the Western States and Canada, would soon be in a position to secure its full share of the freight moving East and West.

More than one third of the whole amount of outstanding bonds were handed in at the meeting for conversion into stock of the new corporation. —*Boston Journal.*

☞ At the annual meeting of the Portland Saco and Portsmouth Railroad, at South Berwick, there was a sharp contest on the question whether the stockholders should demand their dividends in coin, according to the contract made with the Eastern and Boston and Maine Railroads. The point was carried by the election of a board of directors favorable to it, but the question is likely to be carried into the courts.

☞ The Agricultural Branch Railroad Company (Framingham, Mass., to Northboro',) are taking active measures to complete their road from Northboro' to Pratt's corner in Sterling. Large purchases of real estate have been made in Clinton, which indicate that the route adopted is that last surveyed, viz: from Harrisville, due west, crossing the pond of the Lancaster Quilt Company.

Philadelphia and Erie Railroad.

The stockholders of this Company will meet at the office of the Company in Philadelphia on the 25th inst., to consider a resolution of the Board of Managers for aiding in the immediate construction of a branch railroad to the Pennsylvania oil region. At present the product of the wells has to be hauled over common roads until they reach intersections of the Philadelphia and Erie Railroad, the New York and Erie Railroad, and the Pittsburg and Erie Railroad. Most of the oil now brought to Philadelphia comes by way of the Pittsburg and Erie Railroad to Pittsburg, and thence over the Pennsylvania Central Railroad. Some is taken to stations on the Philadelphia and Erie Railroad.—*Phila. Ledger.*

Massachusetts Railways, 1863.

The following tabular statement of the details of operation of the railways of Massachusetts for the year 1863, is from the *American Railway Times.* A comparative statement of the gross amounts of the *whole* system for the past two years is seen in the following:

	1862.	1863.
Number of companies	52	51
Length of roads, miles	1,608	15,905
Aggregate capital	$59,487,752	$69,362,052
Amount paid in	49,287,517	57,546,563
Aggregate cost of roads	66,793,474	66,809,802
Total revenue	9,933,581	11,950,739
Funded and floating debt	18,411,221	18,121,108
Surplus earnings on hand	4,160,360	2,843,804

The result of *operation*, in detail, for the past and preceding year, may be found in the following abstract:

	1862.	1863.
Number of railways	38	38
Length of main lines	1,223.4	1,303.8
Length of branches	162.5	171.9
Double track and sidings	541.1	540.9
Cost of railways	60,010,348	$61,610,484
Capital paid in	45,403,456	45,988,956
Funded debt	14,659,640	14,510,061
Floating debt	877,197	1,282,444
Total debt	15,536,837	15,792,505
Interest paid on debt	852,554	902,212
Dividends paid	2,296,701	2,981,890
Surplus	3,999,040	5,392,661
Receipts from passengers	3,949,038	4,912,121
Receipts from freight	4,131,597	4,878,131
Receipts from mails, &c.	517,099	660,531
Total receipts	9,654,751	11,711,027
Expense of road bed	1,052,325	1,066,831
Expense of machinery	848,317	1,044,727
Other expenses	3,358,273	4,282,570
Total expenses	5,291,286	6,429,841
Net income	3,542,093	4,331,153
Per ct. of exp. to income	54.8	54.9
Net income per ct. on cost	5.9	70.3
Miles run by pass. trains	3,460,427	3,620,540
Miles run by freight trains	2,681,348	2,863,442
Miles run by other trains	153,089	238,622
Total miles run	6,294,864	6,890,306
Receipts per mile run, cts.	153.4	175.6
Expenses per mile run, cts.	84.1	96.1
Net income pr. m. run, cts.	69.3	64.7
Cost of fuel pr. m. run, cts.	10.9	18.2
Road rep'rs pr. m. run, cts.	13.0	11.8
Engine rep'rs p. m. run, cts.	5.3	5.9
Car rep'rs pr. mile run, cts.	6.6	7.4
Passengers carried	11,482,625	14,297,194
Passenger mileage	175,403,775	218,080,413
Tons of freight carried	3,671,885	4,366,685
Tonnage mileage	137,879,129	161,422,514

The *net income* is here taken, as the amount remaining after deducting operating expenses and interest paid on debt. The different roads have increased their earnings, and the expenses of operation have likewise increased. The different companies are in healthy financial condition. In the tabular statements only roads in operation are included:

Names of Railways.	Length. Main lines.	Branches.	Double track & sidings.	Cost.	Capital Stock paid in.	Funded Debt.	Floating Debt.	Total Debt.	Interest paid on Debt.	Dividends paid.	Surplus.	Receipts. From Passengers.	From Freight.	From Mails, etc.	Total.	Total Expenses.
Boston and Worcester	44.6	24.0	60.1	$1,500,000	$1,500,000	.....	$247,921	$247,921	.....	$117,525	$544,411	.....	.....	$53,410	$1,202,654	$714,296
Western Railway	156.0	17.3	126.6	11,262,856	5,150,000	$6,267,520	.....	6,267,520	$438,802	463,500	810,368	$837,610	$1,479,874	118,227	2,435,712	1,207,006
New York and Boston	33.0	....	0.6	1,129,609	357,155	662,900	206,502	869,402	42,788	.....	19,008	32,431	12,592	8,208	53,232	61,341
Fairhaven Branch (1)	15.1	....	0.7	248,809	.....	.....	.....	.....	17,145	.....	.....	53,819	21,491	5,622	80,933	61,591
Providence and Worcester	43.4	1.0	14.9	1,622,309	1,650,000	26,000	.....	26,000	3,199	132,000	.....	159,914	213,326	11,271	384,511	215,366
Worcester and Nashua	45.7	....	9.7	1,242,597	1,141,000	103,700	39,891	143,591	5,253	68,499	88,567	111,156	132,127	7,740	251,024	118,871
Fitchburg and Worcester	14.0	....	2.7	333,884	266,126	19,600	616	20,216	2,882	13,338	8,834	17,650	25,974	3,843	47,468	22,413
Amherst and Belchertown	19.5	....	0.4	85,000	85,000	.....	5,000	5,000	.....	4,250	.....	.....	5,976	15,421	25,556	21,028
Connecticut River	50.0	2.3	9.5	1,801,943	1,501,100	250,000	.....	250,000	14,223	98,418	102,185	178,265	154,102	11,826	344,194	176,185
Pittsfield and North Adams	18.6	0.7	....	443,677	450,000	.....	.....	.....	.....	27,000	4,126	21,864	34,776	2,577	59,216	28,090
New Haven and Northampton	85.0	8.7	....	2,805,204	1,010,000	650,000	.....	650,000	43,568	35,350	129,414	14,582	23,077	3,315	40,974	38,197
Stockbridge and Pittsfield (2)	21.9	....	1.1	448,700	448,700	.....	.....	.....	.....	31,409	.....	.....	.....	.....	31,409	.....
West Stockbridge (3)	2.7	....	0.3	39,600	39,600	.....	.....	.....	.....	1,980	529	.....	.....	.....	.....	.....
Boston and Providence	47.0	7.0	32.5	3,160,000	3,160,000	87,720	.....	87,720	5,563	252,800	320,199	487,333	374,596	41,797	853,726	480,828
Taunton Branch	11.1	0.6	1.1	250,000	250,000	.....	.....	.....	.....	20,000	38,487	91,558	72,298	1,548	165,405	131,707
New Bedford and Taunton	20.1	1.5	1.1	532,678	500,000	285,500	.....	285,500	.....	30,000	50,290	89,709	69,432	5,067	164,207	109,411
Stoughton Branch (4)	4.0	....	0.6	100,598	85,400	.....	.....	.....	.....	6,832	11,808	.....	.....	.....	15,086	6,271
Easton Branch (5)	3.8	....	....	55,894	49,325	.....	1,000	1,000	120	3,000	849	.....	.....	.....	6,784	2,662
Middleboro' and Taunton	8.5	....	0.6	152,318	148,592	.....	8,100	8,100	588	.....	3,500	14,783	19,158	600	34,541	31,044
Norfolk County	26.0	....	1.8	.....	.....	.....	.....	.....	.....	25,117	19,697	37,533	24,512	10,745	72,790	46,906
Old Colony and Newport	79.5	7.7	26.5	3,431,164	3,015,100	416,000	339,914	755,914	28,196	159,482	998,651	460,913	234,704	26,450	722,067	310,523
South Shore Railway	11.5	....	0.4	601,592	259,685	150,000	200	150,200	9,333	7,500	14,547	55,471	4,788	1,564	62,818	54,058
Cape Cod Railway	46.0	....	1.0	2.7	1,031,625	682,665	121,000	.....	121,000	8,795	32,608	27,786	96,772	27,270	6,015	130,058
Fitchburg Railway	50.9	42.5	74.8	3,540,000	3,540,000	.....	.....	.....	.....	.....	218,969	360,119	270,778	427,449	34,034	732,262
Vermont and Massachusetts	69.3	8.0	5.5	3,268,415	2,214,225	925,760	.....	925,760	46,592	.....	.....	.....	89,418	125,876	56,520	271,815
Lexington and West Cambridge	6.6	....	0.6	251,257	241,200	.....	16,200	16,200	.....	3,600	.....	.....	14,342	3,712	579	18,634
South Reading Branch	8.1	0.2	1.8	299,468	209,532	.....	.....	.....	.....	.....	.....	.....	9,529	1,953	30	11,512
Boston and Lowell	26.7	1.8	43.4	2,428,592	1,830,000	440,000	5,629	445,629	28,003	132,061	471,755	215,249	268,285	20,183	503,718	336,667
Nashua and Lowell	14.5	....	17.2	654,608	600,000	.....	.....	.....	.....	48,000	113,602	96,706	120,634	6,552	223,794	164,716
Lowell and Lawrence (6)	12.3	....	2.3	363,158	200,000	75,000	7,790	82,790	4,998	12,000	21,547	.....	.....	.....	21,780	.....
Salem and Lowell (7)	16.9	....	1.7	404,013	243,305	226,900	1,386	228,286	13,561	4,257	.....	.....	.....	.....	17,519	.....
Stony Brook Railway (8)	13.2	....	1.0	267,383	267,300	.....	.....	.....	.....	17,911	156	.....	.....	.....	17,700	.....
Boston and Maine	74.3	8.8	49.7	4,326,906	4,076,974	.....	.....	.....	.....	340,614	793,782	616,854	317,276	84,194	1,018,326	535,669
Eastern Railway	44.1	30.5	27.3	4,322,432	3,000,000	1,897,600	56,500	1,894,100	97,669	212,077	159,697	569,905	160,837	81,813	812,556	421,962
Essex Railway	19.9	1.3	3.8	747,008	299,107	280,261	183,768	464,029	12,804	.....	.....	22,540	30,638	9,125	62,300	48,454
Newburyport Railway (9)	27.0	....	2.4	597,386	220,340	234,900	140,902	375,802	.....	.....	.....	.....	.....	.....	.....	.....
Cheshire Railway	53.6	....	8.0	2,798,112	2,085,925	685,400	.....	685,400	41,455	42,092	23,983	111,866	254,636	15,682	382,184	251,538
Norwich and Worcester	59.4	7.0	8.5	2,618,694	2,122,600	764,300	21,125	785,425	30,665	119,701	250,764	179,418	236,772	16,272	432,559	251,720
Totals	1,303.8	171.9	540.9	$61,610,484	45,988,956	14,510,061	1,282,444	15,792,505	902,212	2,981,890	5,392,661	4,912,121	4,878,131	660,531	11,711,027	6,429,841

Names of Railways.	Per ct. of Expense to Income.	Net Income.	Net Income per ct. on cost.	Per ct. of Dividends.	Number of miles run.	Total Rec'pts p.m. run, cents.	Total Exp'ses p.m. run, cents.	Net Income p.m. run, cents.	Cost of Fuel per mile run, in cents.	Repairs (per mile run) of road	Repairs (per mile run) of en- gines.	Repairs (per mile run) of cars.	Passengers carried in the cars.	No. of passengers carried, one mile.	Tons. carried in the cars.	No. of tons. of merch'se hauled one mile.
Boston and Worcester	59.4	$488,357	10.9	9.0	573,514	209.0	124.6	85.2	14.3	13.3	5.7	7.6	1,689,505	29,425,029	413,731	16,090,305
Western Railway	49.5	729,693	6.5	9.0	1,275,929	190.9	95.0	57.4	16.4	11.6	6.1	10.2	710,457	31,949,707	668,927	53,808,561
New York and Boston	115.0	.....	...	0.0	67,833	78.2	90.0	...	17.7	4.6	2.8	2.0	182,202	1,284,659	8,993	112,695
Fairhaven Branch	76.1	2,196	0.9	0.0	27,159	299.8	228.1	8.1	9.0	26.6	5.4	8.6	58,933	738,840	8,635	129 525
Providence and Worcester	56.0	165,945	10.2	8.0	226,461	170.1	95.3	73.4	12.2	9.8	5.7	5.6	804,010	6,820,420	188,764	6,396,780
Worcester and Nashua	47.4	121,862	9.9	6.0	188,647	133.6	63.2	64.8	11.4	8.7	4.0	3.5	167,637	2,983,398	123,570	3,248,628
Fitchburg and Worcester	46.8	22,172	6.6	6.0	35,056	135.6	64.0	63.3	8.0	12.7	6.1	3.8	46,479	660,041	38,282	465,077
Amherst and Belchertown	84.0	.....	...	5.0	6,800	375.8	309.2	....	7.3	41.7	50.9	6.5	6,421	88,630	2,839	48,156
Connecticut River	51.1	168,008	9.3	6.0	169,351	203.7	104.2	99.4	10.4	15.9	4.5	8.6	446,165	5,529,481	131,463	3,180,575
Pittsfield and North Adams	47.5	31,126	7.1	6.0	26,312	228.0	108.0	119.7	16.7	26.1	10.2	8.3	55,188	681,179	47,752	755,710
New Haven and Northampton	91.4	.....	...	3.5	43,176	95.3	88.8	....	14.6	27.8	2.4	....	36,212	413,248	23,176	457,969
Stockbridge and Pittsfield	....	81,469	7.0	7.0	.....	.....	.....	....	....	....	....	....	.....	.....	.....	.....
West Stockbridge	....	1,946	4.9	5.0	.....	.....	.....	....	....	....	....	....	.....	.....	.....	.....
Boston and Providence	50.4	397,729	12.6	8.0	428,301	199.5	100.6	98.0	13.0	10.0	4.2	4.2	1,231,373	17,837,362	396,057	13,318,587
Taunton Branch	80.0	33,697	13.5	8.0	51,675	320.5	255.2	65.3	12.8	8.1	5.8	8.7	142,892	1,518,831	56,138	607,963
New Bedford and Taunton	66.4	54,797	10.3	6.0	41,995	391.0	260.0	130.0	14.6	26.8	10.9	11.1	118,501	1,648,723	49,583	545,437
Stoughton Branch	41.8	8,814	8.8	8.0	5,992	251.3	104.5	147.0	....	....	....	....	78,208	226,546	31,329	93,797
Easton Branch	39.2	4,122	7.3	6.0	4,695	144.3	57.0	88.0	....	....	....	....	16,380	67,520	9,446	37,784
Middleboro' and Taunton	90.0	2,938	1.9	0.0	27 623	125.2	112.5	11.0	9.6	8.1	8.8	6.3	25,928	180,103	16,422	95,443
Norfolk County	64.4	706	...	6.0	54,952	132.3	85.3	1.4	19.9	16.3	7.7	6.1	165,615	2,249,148	23,613	446,360
Old Colony and Newport	43.0	328,342	9.5	6.0	435,407	168.3	71.4	75.5	11.4	12.4	5.1	6.4	1,194,161	18,899,288	231,360	7,325,498
South Shore Railway	86.1	.....	...	3.0	27,965	224.4	193.0	....	14.3	19.4	9.5	7.0	147,927	1,926,494	1,218	14,491
Cape Cod Railway	46.8	69,191	6.7	5.8	77,036	170.0	79.0	90.0	10.8	15.3	5.6	11.1	135,095	2,871,951	35,728	606,665
Fitchburg Railway	55.2	328,043	9.3	6.0	389,738	196.0	104.0	92.0	16.5	17.5	6.8	5.7	875,701	13,034,552	419,314	13,114,011
Vermont and Massachusetts	48.5	93,542	2.9	0.0	112,506	242.7	117.5	83.5	9.4	16.9	7.9	7.5	124,726	2,617,941	97,253	1,839,805
Lexington and West Cambridge	89.6	1,960	0.8	0.0	19,968	93.1	83.3	9.8	13.2	11.0	5.8	3.1	114,936	475,824	26,812	113,012
South Reading Branch	155.5	.....	...	0.0	25,040	46.0	71.4	....	8.0	11.6	5.0	5.0	32,167	236,111	8,162	28,428
Boston and Lowell	66.8	139,047	6.0	7.0	372,063	185.4	90.5	37.4	11.4	9.0	5.3	8.6	723,571	8,673,011	422,785	7,156,329
Nashua and Lowell	73.5	59,977	9.0	8.0	167,154	134.0	98.6	35.4	11.6	7.8	4.5	8.1	325,082	3,896,570	180,946	3,215,163
Lowell and Lawrence	....	16,276	4.5	6.0	.....	.....	.....	....	....	....	....	....	.....	.....	.....	.....
Salem and Lowell	....	3,690	0.8	1.7	.....	.....	.....	....	....	....	....	....	.....	.....	.....	.....
Stony Brook Railway	....	17,473	6.9	6.5	.....	.....	.....	....	....	....	....	....	.....	.....	.....	.....
Boston and Maine	52.6	482,656	11.1	8.0	649,882	156.7	82.4	74.2	12.4	12.3	5.7	4.5	1,990,197	30,053,930	247,415	7,258,715
Eastern Railway	52.0	292,924	6.8	6.0	477,763	170.3	88.5	61.4	11.8	6.5	7.5	11.0	1,462,282	22,923,141	119,838	3,705,819
Essex Railway	78.1	.....	...	0.0	38,417	188.9	146.8	....	21.3	38.0	11.5	13.6	88,778	757,131	37,519	680,069
Newburyport Railway	....	.....	...	0.0	.....	.....	.....	....	....	....	....	....	.....	.....	.....	.....
Cheshire Railway	66.0	89,191	3.2	2.0	333,025	113.1	74.4	26.4	10.5	5.3	7.6	6.2	71,639	3,070,840	178,209	10,086,115
Norwich and Worcester	58.2	144,174	6.5	5.5	307,841	140.4	81.7	46.8	11.1	13.0	4.2	7.3	216,826	5,780,464	127,406	6,489,142
Totals and averages	54.9	$1,331,153	70.3	6.5	6,630,306	175.6	96.1	64.7	13.2	11.8	5.9	7.4	14,247,194	218,080,413	4,366,685	161,422,514

(1) Owned and operated by the New Bedford and Taunton Railway.

(2) Operated under a lease to the Housatonic Railway Company.

(3) Leased to the Berkshire and Hudson and Boston Railway Company.

(4) Operated by the Boston and Providence Railway Company.

(5) Owned and operated by the Boston and Providence Railway.

(6) Operated by the Boston and Lowell Railway Company.

(7) Operated by the Boston and Lowell R. Co.

(8) Operated by the Nashua and Lowell R. Co.

(9) Operated under lease by the Boston and Maine Railway.

NOTE.—The Net Income, tabulated, is the gross revenue less operating expenses and interest paid.

Interest and Dividends.

The Illinois Central Railroad Company have declared a dividend of four per cent, free from Government tax, on the stock and canceled bonds scrip of the company, payable on the 1st of August next, to parties whose names are registered as holders on the books of the company at the close of business on the 15th day of July next, and that the transfer books close of that day and open on the 3d day of August.

The Boston and Worcester Railroad has declared a semi-annual dividend of 5 per cent, and the Boston and Lowell Railroad 3 per cent, both free of U. S. tax, and payable July 1st.

The Chemung Railroad will pay on demand a Quarterly Dividend of two per cent, free from Government tax, at the office of the Park Fire Ins. Co. 327 Broadway.

The Metropolitan horse railroad, Boston, has declared a dividend of 3 per cent ($1.50 per share) payable July 2d.

The directors of the Alleghany and Pittsburg Oil Company have declared a dividend of two per cent, for the month of May, on the capital stock of the company, clear of United States and State tax, payable on and after this date.

The First Mortgage Bonds of the Central Military Tract Railroad Company, payable July 1, 1864, with their coupons, will be paid at the Bank of Commerce, in New York. Bond holders can be paid there at once, by discounting interest at the rate of five per cent per annum for the unexpired time.

The Trustees of the Illinois and Michigan Canal, have ordered a Dividend of five per cent, to be paid on account of the principal of the Illinois and Michigan Canal Registered Bonds. The payment of the Dividend will be made by the Treasurer of the Board of Trustees, at his office, No. 54 Fulton st., in the city of New York, on and after the 1st day of July, 1864. The bonds must be presented to the Treasurer, the day before the time of payment, in order that said payment may be stamped thereon.

Atlantic and Great Western.

The Dayton *Journal* says: "We are inclined to believe that the assertion that the Atlantic and Great Western road will be completed to this city by the 20th inst., is not a vain boast. The track layers are now at work this side of Springfield, and Mr. Lee, the Superintendent of construction, is pushing his enterprise with vehement energy. We shall hail the completion of this great work as an auspicious event to the city of Dayton. It will bring wealth and stimulate industry."

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	3½
Acton Vale ..... Ca	50,000	5	----	2
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	14½	20½
Algomah ..... "	20,000	----	2	3
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	4
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7½
Aztec ..... "	20,000	----	1	8½
Balt. and N. C. ..... N. C.	2,000	5	----	20c
Bare Hill ..... "	------	----	----	6½
Bay State ..... L. S.	20,000	----	3½	17½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	1½
Black River ..... "	200,000	2½	----	35c
Bohemian ..... L. S.	20,000	----	----	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	5½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1½
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	13
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	3½
Carp Lake ..... L. S.	20,000	----	----	4½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	70
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	23c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	----
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9½
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	40½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5½
Dana ..... "	20,000	----	3½	3½
Deep River ..... N. C.	------	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	----
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	½	5
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	30c
Eagle River ..... L. S.	20,000	----	3½	7
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	15½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	4
Evergreen Bluff.. "	20,000	----	----	17
Flint Steel ..... "	20,000	----	----	11
Forest City ..... "	20,000	----	3	----
Forest Shepherd .. "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	53½
French Creek ..... Pa.	100,000	5	----	1½
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	75c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	30c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	----
Grand Trunk ..... Ca.	100,000	5	----	5½
Great Western ... L. S.	20,000	----	2	5½
Green Mountain ... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	28c.
Hamilton ..... "	20,000	----	----	7
Hancock ..... "	20,000	----	6½	14½
Hanover ..... "	20,000	----	¼	3½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	8
Hilton ..... "	20,000	----	¼	----
Hope ..... "	20,000	----	½	2½
Hudson ..... "	20,000	----	----	----
Hulbert ..... "	20,000	----	----	----
Humboldt ..... "	20,000	----	2	10
Hungarian ..... "	20,000	----	1	----
Huron ..... "	20,000	----	16	38
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S	20,000	5	16	23½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	----
Kickapoo ..... "	20,000	----	----	1
King Phillip ..... "	20,000	----	----	2
Knowlton ..... "	20,000	----	----	1
Lafayette ..... Ca.	200,000	1	----	9
Lake ..... "	200,000	1	----	15c
Lawrence ..... L. S.	20,000	----	----	----
Leunoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	6½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	4
Manhattan ..... "	20,000	----	2½	11
Marquette ..... "	20,000	----	----	4
Maryland ..... Md.	------	5	----	1⅝
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4½
Merrimac ..... "	20,000	----	----	4½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	----	5½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	------	----	----	4
Minnesota ..... L. S.	20,000	----	----	58
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	----	6½
Native ..... "	20,000	----	----	3
Naumkeag ..... "	20,000	----	----	1
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	----	1
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	----	2
Newton ..... Ca.	200,000	1	----	----
New York ..... L. S.	20,000	----	----	2
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	----	4
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	----	3
North Sutton ..... Ca.	100,000	5	----	1½
North Western .... L. S.	20,000	----	----	14
Norwich ..... "	20,000	----	----	----
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	4½
Ottawa ..... Ca.	200,000	1	----	65c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	5½	64
Phila. & Boston .. "	20,000	----	15	----
Phœnix ..... "	20,000	----	----	30½
Pittsburg & Boston "	20,000	----	5½	95
Pontiac ..... "	20,000	----	3½	5½
Prince of Wales .... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	2½
Quincy ..... "	20,000	----	----	90
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	1
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... Ca.	20,000	----	5	15
Roscoe ..... Ca	200,000	1	----	----
Rudisell	------	----	----	65c
St. Clair ..... L. S.	20,000	----	3	10½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	9
Salem ..... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	----
Sheldon ..... "	20,000	----	----	10
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c
Southampton ..... Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	4
Springfield ..... Md.	------	5	----	3
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	8
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	9
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	3
Tremont ..... "	20,000	----	5*	3½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... Ariz. T.	20,000	----	----	1½
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	75c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	3
Wickham ..... Ca.	200,000	5	----	50c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	5½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	10
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior .... L. S.	20,000	2½	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant .... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	------	----	----	6
Tyson	20,000	10	----	----
Lead and Zinc:				
Ameuia ..... N. Y.	100,000	5	----	----
Bucks County .... Pa.	------	----	----	1½
Canada ..... Ca.	50,000	5	----	----
Clute	------	----	----	1½
Crystal Lake	------	----	----	----
Erie	------	----	----	----
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	------	----	----	3
Lancaster ..... "	------	----	----	----
Macomb ..... N. Y.	100,000	5	----	4
Mineral Point	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1½
Placentia Bay ..... N. F.	------	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk .... N. Y.	100,000	5	----	----
Sussex ..... N. J.	------	----	----	75c
Union	100,000	5	----	57c
Wallkill ..... N. Y.	------	----	----	4½
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	97½
Ashburton ..... "	50,000	50	----	22
Atlantic & G. C .. Md.	------	----	----	1½
Baltimore ..... "	------	100	----	----
Bear Valley ..... "	40,000	12½	----	17½
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	------	----	----	9
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	50,000	10	----	----
Butler ..... "	------	----	----	24½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	------	----	----	----
Central ..... "	------	----	----	76
Clinton ..... "	------	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	78½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	------	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	102½
Fulton ..... "	------	----	----	9½
Gilbertson	5,000	100	----	106½
George's Creek .... Pa.	10,000	----	----	117
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	------	----	----	7
Hampton & Balt .. Md.	------	----	----	109
Hazleton ..... Pa.	32,300	50	----	80
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain .. "	------	----	----	64½
Loberry ..... "	4,000	100	----	----
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	------	100	----	----
Middle Coal Fields. "	------	----	----	19½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	------	----	----	----
Mulgrave	2,000	----	----	----
Narragansett .... R. I.	8,000	10	----	----
New Creek ..... Pa.	------	----	----	1½
North. & Luzerne .. "	------	----	----	----
Penn. ..... "	100,000	50	----	210
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	------	----	----	----
Preston ..... "	------	----	----	----
Princess Alex .... N. S.	5,000	100	----	----
Ridgeway	------	----	----	----
St. Clair ..... Pa.	5,000	100	----	26½
Schuylkill Valley .. "	20,000	10	----	----
Shawmut	6,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	47½
Stafford	------	----	----	----
Suffolk	4,000	100	----	----
Sugar Loaf ..... Pa.	------	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	------	----	----	5½
Tamaqua ..... "	------	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	------	----	----	64½

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	2½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	------	----	----	----
Am. Pioneer ..... A. T.	------	----	----	----
Arizona (Silver) .. "	------	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	----
Black Hawk (G.) .. "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	2½
Chebucto ..... N. S.	100,000	5	----	90c
Colonial (G.) ..... Ca.	100,000	2½	----	35c
Colorado (G.) ..... Col.	50,000	10	----	4½
Consol. Greg'y (G.) Col.	50,000	100	----	20
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	5
Corydon (G.) ..... "	100,000	25	----	4½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	------	----	----	----
Empress (S.) ..... "	------	----	----	----
Eureka (G.) ..... Cal.	------	----	----	----
Excelsior (G.) ..... Col.	50,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	----
Gold ..... "	100,000	5	----	4
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	------	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	4
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	------	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	50,000	25	10	20
Isaac's Harbor (G.) N. S.	100,000	5	----	2
Isabella (G.) ..... Col.	------	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	------	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	------	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	80½
Massachusetts (G.) .. Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	1½
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	------	----	----	----
Palma (S.) ..... "	------	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	------	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	100,000	100	----	12
Quicksilver ..... Cal.	40,000	25	----	74
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	------	----	----	11½
Sacramento (—) .. Nev.	------	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	------	----	----	----
Santa Rita ..... Ariz. T.	------	----	----	----
Scottie (S.) ..... Ariz. T.	------	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	------	----	----	----
Silver Hill (S.) ... Nev.	------	----	----	----
Sonora (S.) ..... Ariz. T.	------	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	2½
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	.....	46
30 Nov. '63	4.18	—	161	20	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	.....	64
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	.....	.....	9	.....	125½
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	.....	.....	.....	.....	.....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	.....	.....
30 Nov. '63	1.43	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	.....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	.....	46
30 Nov. '63	11.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	.....	110
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	.....	.....	.....	.....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	.....
30 Nov. '63	36.88	—	762	125	--	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	.....	66
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	.....	59
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	.....	.....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	.....	.....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	.....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	.....	.....
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	.....	.....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	.....	.....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	.....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	.....	.....	.....	.....	.....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	.....	.....	.....	.....	.....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	.....	6,202	542	—	.....	--
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30.000	30,000	—	—	.....	.....	—	.....	--
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	10.76	—	....	--	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,337	14,015	3	.....	.....
30 Sep. '62	....	6.50	....	....	....	Brooklyn, Bath & Coney Isl'd	1,505	1,505	.....	.....	.....	.....	.....	100	69
30 Sep. '62	24.01	—	....	59	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	.....	48
30 Sep. '62	56.18	1.60	....	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	....	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	.....	58
30 Sep. '62	—	2.50	....	—	—	Brooklyn City & Ridgewood	51,328	53,500	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	—	....	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	—	....	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	—	....	—	—	Centr'l P'k,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	.....	.....	.....	.....	.....
30 Sep. '62	17.25	—	....	--	--	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	....	....	....	East & North River (N. Y.)	650	650	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	12.67	3.67	....	--	--	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	....	....	....	....	....	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	4.52	—	....	--	--	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	.....	.....
30 Sep. '62	4.63	—	....	--	--	Harlem Br.,Moris'a &Ford'm	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	—	....	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	—	....	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	10.00	16.00	....	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	—	....	—	—	N.Riv.&Wall st.Ferry(N.Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	11.00	....	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	—	....	—	—	Rochester City & Brighton	.....	1,700	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	16.00	—	....	--	--	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,490	—	100	70
30 Sep. '62	....	....	....	....	....	Seventh Avenue (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	120
30 Sep. '62	—	—	....	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	16.50	—	....	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	....	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	—	....	—	—	Utica City	.....	1,430	.....	.....	.....	.....	.....	.....	.....
30 Sep. '62	—	1.00	....	—	—	V.Brunt st.& ErieBas. (Buff.)	298	330	.....	.....	.....	.....	.....	.....	.....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	--	Hoboken and Hudson City	32,000	30,000	.....	2,000	.....	.....	.....	.....	.....
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	....	....	....	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	4.20	—	....	....	....	Orange and Newark	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.80	—	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	.....	.....	.....	.....	.....	.....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,698	40	.....	63½
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,927	92,000	54,200	5,860	89,867	30,168	20	.....	.....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	.....	.....	.....	.....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	.....	2,050	63,459	14,824	7½	.....	34
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	.....	64
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	.....	60½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	.....	—	76,430	19,682	9½	.....	30½
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	13½	.....	40
31 Oct. '63	11.00	—	....	....	....	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	.....	.....	.....	.....	.....	.....
31 Oct. '63	—	—	....	....	....	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	.....	.....	16
31 Oct. '63	11.17	—	....	....	....	North Philadelphia	300,000	200,000	100,000	.....	.....	.....	.....	.....	.....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	.....	500	32,491	.....	.....	.....	.....
31 Oct. '63	10.07	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	.....	.....
31 Oct. '63	7.04	—	103	13	6	Pittsb.,Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	.....	.....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	.....	.....
31 Oct. '63	6.16	—	128	21	--	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	.....	15½
31 Oct. '63	5.20	—	....	....	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	.....	.....	.....	.....	.....	5
31 Oct. '63	7.75	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	.....	20
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	.....	75
31 Oct. '63	5.62	—	60	....	15	17th & 19th st. (Phila.)	113,699	120,000	.....	—	28,447	4,917	2½	.....	16
31 Oct. '63	8.38	—	120	17	5	Spruce &Pine (Phil.&Gr'sF.)	173,010	159,312	15,500	—	75,066	18,417	17½	.....	144
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	.....	6,000	126,623	45,960	16½	.....	51
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	.....	.....	87,604	20,428	17½	.....	33½
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	.....	72
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	23½
						OHIO.									
31 Dec. '62	5.00	—	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	....	....	....	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	....	....	....	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	....	....	....	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	....	....	....	St. Louis	298,604	298,004	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1889	100
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	--	.....	.....	.....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	.....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	112
2d Mortgage	50,800	7	J. & J.	1869	.....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	.....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	..	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	120
" " " ..... coupon		6	" "	1867	120
Loan of Dec 31, 1848 .....registered	8,909,342	6	" "	1868	124
" " " ..... coupon		6	" "	1868	124
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	180
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	103
" " " ..... coupon		5	" "	1874	104
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	103
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of June, 1861.... coupon	1,023,000	6	" "	1881	113
" " " " " ... coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	108
" " " ..... coupon		6	" "	1881	113⅝
Loan of July 17, 1861 .....registered	50,000,000	6	" "	1881	115
" " " ..... coupon		6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s).....registered..	40,230,000	6	May & Nov.	1882	105
" " " (5-20s)..... coupon..	350,000,000	6	" "	1882	105⅛
Treasury Notes of Feb. & Aug. 1861.coupon..	52,931,000	7.3	Feb. & Aug.	1864	110⅛
" " Apr. & Oct. 1861.coupon..	86,989,500	7.3	April & Oct.	1864	107⅛
Treasury Notes of 1863 (legal tender),coupon..	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	----	----------	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's	----
" "	70,814,639	5	" "	notice.	----
Certificates of Indebtedness. ....(coin)	157,093,241	6	" "	1 year	----
" " " .....(currency)		6	" "	1 year	97⅛
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds .....ccupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State).. "	610,000	6	paid for	1868	----
" — " " (" ").. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July	1878	138½
" " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... " ..	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	----------	----------	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	98
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	102
Indiana—State stock .....registered	5,325 500	5	Jan. & July.	1886	90
" — " " ..... "	2,058,173	2½	" "	1886	67½
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	-------	85½
" — " special stock "	1,216,737	5	" "	-------	----
" — " Deferred stock ..... "	1,243,000	5	" "	-------	----
" — " special stock "	479,545	5	" "	-------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... " ..	67,500	6	" "	'91-'96	105
" — " " (war loan) . " ..	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	----------	d'm'd.	60
" — " " (R. R. etc)..... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	----------	----
" — " " (war loan)... "	670,000	6	----------	----------	----
Maine—State bonds .....coupon	-------	6	Mar. & Sept.	'63-'77	104
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'Pg).....coupon	816,000	5		1865	----
" — " (st'Pg conv.)... "	200,376	5		1865	----
" — " " (st'Pg) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'Pg conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	10 1,000	4½		1888	----
" — " " (")..... "	767,560	5	Chiefly	'42-'58	----
" — " " (")..... "	399,408	5	quarterly.	1850	----
" — " " (")..... "	148,711	5		'89-'90	103
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	5		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88 '90	----
" — " " (" ").. dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	108½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N.&W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons.Stock sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
— — "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g Fd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	597,000	7	" "	18 6	104½
" —Redemption Fn (") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) .....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	68½
" — " " " "	199,000	6	" "	1863	70
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'89	77
" — " " S.W. Branch... "	4,500,000	6	" "	'67-'89	----
" — " " H.& St.Joseph "	3,000,000	6	" "	'73-'87	92
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'80	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	103½
" " " —Notes	200,000	6	----------	----------	----
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	----
" " " —State bonds (war loan)..coupon	531,820	6	" "	'65-'71	----
" " " " (").. "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " " Deficiency Loans...	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " " ..	1,189,781	6	Jan. & July	pleas	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	109½
" " — " " "	15,889,025	6	" "	64-'76	118
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	5	Various.	Var.	58½
Ohio—State bonds (foreign debt) .....coupon	1,'08,905	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	6	" "	1865	94
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	105
" — " " (" ") ..... "	1,600,000	6	" "	1875	106½
" — " " (" ") ..... "	4,095,309	5	" "	1881	106½
" — " " (" ") ..... "	2,400,000	5	" "	1886	106
" — " " (domestic debt).....	275,385	6	" "	1863	108
" — " " (war loan).....coupon	299,704	6	" "	1856	----
" — " " (" ")..... "	280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans.....	131.200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	----
" — " " "	3,886,070	5	Feb. & Aug.	due.	100
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	107½
" —State Stock Loans.....	1,177,890	5	" "	1864	103½
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	----
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	101½
" — " " ..... "	428,000	5	" "	1878	101½
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	----
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	106
" —Bank Charter Loans.....	360,937	5	----------	----------	----
" —Relief Notes in circulation....	97,360	----	----------	----------	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	104½
South Carolina—State bonds (stg)....coupon	484,444	5	----------	1868	----
" —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	58
" — " " (intern. impr.) "	2,063,666	5	----------	Var.	45
" — " " (railroads) ... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	808,000	5	----------	1890	45
" — " " (Hermitage) . "	48,000	6	----------	1890	60
Texas—Had no debt in 1861	-------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,842	6	Jan. & July.	'83-'93	61
" —State bonds (railroad) .....coupon	12.6 4,500	6	" "	'55-'66	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----------	----------	----
Wisconsin—State bonds (civil) ....coupon	100,000	6	April & Oct.	'67 '68	99
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ..... "	100,000	6	" "	1877	----
" — " " (") ..... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

Chicago and Alton:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1860	55,734	55,122	74,690	63,995	86,211	76,423	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,689	119,469	115,201	111,955	1,225,001
1863	109,860	101,356	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,969	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,573	72,392	67,076	87,233	120,053	128,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,389	92,573	75,357	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,876	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,896	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	158,565	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,509	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,005	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,381	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	56,199	855,854
1862	46,605	49,103	59,249	64,725	84,706	104,815	95,340	71,306	104,094	124,787	108,856	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,785	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,280	76,032	65,907	55,085	50,386	66,573	84,606	94,396	82,467	82,490	889,699
1861	85,239	76,918	85,663	90,324	65,502	63,137	52,259	60,285	84,640	98,326	88,401	105,253	955,949
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	160,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	389,114	455,235	465,559	396,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	363,409	416,955	477,642	600,124	587,242	501,445	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,510	430,063	372,705	419,010	515,948	719,354	734,108	714,271	6,214,182
1862	699,097	601,596	638,006	626,070	587,416	528,842	555,024	615,962	756,421	855,106	902,106	963,550	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,706	122,008	110,656	88,527	119,280	208,803	196,934	123,907	89,344	1,369,441
1860	60,653	62,606	80,795	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,456	129,019	188,370	203,575	158,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	148,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,978	170,157	167,443	222,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	134,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	408,571	2,922,970
1863	458,963	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	159,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,981	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	200,246	209,382	261,079	352,786	414,543	410,336	372,993	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,781	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	85,050	76,764	68,388	710,225
1864	66,540	77,874	90,755	78,215	83,964	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,906	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	53,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,133,734
1863	67,120	76,132	44,925	58,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,243
1864	102,748	115,135	88,222	140,417	186,747	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,823	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	150,555	178,773	225,600	276,151	231,205	189,077	2,189,077
1862	163,152	163,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,506	257,227	268,613	264,935	241,236	189,145	238,012	308,106	378,567	332,200	348,048	3,504,641
1864	256,600	304,445	323,058	327,206	264,818	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,556	133,620	123,377	144,982	236,846	307,333	242,099	200,154	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,850,701
1863	242,078	245,857	256,432	238,495	236,453	206,221	215,449	215,449	305,169	375,487	339,791	306,186	3,166,064
1864	252,435	278,843	348,802	338,275	271,552	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,903,793
1860	387,128	402,530	561,078	585,141	551,700	496,943	544,494	692,382	808,985	811,468	739,736	623,047	7,154,922
1861	499,065	420,703	627,051	589,688	677,073	558,743	523,128	562,076	696,175	927,036	962,960	872,985	7,996,783
1862	749,163	681,956	710,814	770,223	736,114	610,417	749,671	752,841	892,744	1,018,375	968,228	1,002,766	9,693,244
1863	920,272	790,167	867,590	911,397	889,126	841,166	818,512	840,450	1,079,561	1,036,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,276	90,517	91,868	80,230	91,190	100,118	97,215	97,857	85,783	94,454	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	85,856	97,337	92,802	91,956	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	95,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,226,010
1863	129,775	128,766	125,445	118,075	108,605	116,596	114,090	125,817	124,615	129,121	119,854	131,364	1,472,865
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,895	264,022	269,546	253,619	245,977	2,735,895
1860	168,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,856	321,208	246,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,061	299,087	295,858	254,456	276,209	291,763	278,219	2,993,849
1862	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	445,994	463,873	466,557	454,826	4,088,837
1863	356,684	361,834	396,771	429,929	506,517	464,809	451,884	574,486	714,302	815,902	746,955	528,009	6,824,182
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	168,831	165,795	154,032	203,535	245,938	266,544	231,253	191,138	2,295,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,081	270,086	352,071	302,799	301,958	3,031,787
1862	293,420	274,258	295,778	282,605	277,009	261,210	249,419	277,390	397,525	401,299	364,321	370,983	3,745,310
1863	387,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,260	487,642	5,132,934
1864	290,676	455,211	602,603	574,680	499,566	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	94,569	118,887	129,166	135,610	1,117,597
1863	109,508	110,603	120,310	123,115	113,798	123,949	118,077	130,378	168,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,670	67,946	57,428	54,879	122,785	106,100	125,027	77,509	51,254	886,726
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,553	137,086	92,574	1,172,100
1862	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,580	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,685	105,554	116,879	159,565	151,962	134,563	111,339	1,439,796
1864	79,735	96,842	132,890	123,987	127,000	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
Mortgage convertible	883,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,708	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'68-'78	
Androscoggin and Kenebec						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	38
$1,100,000 Loan	804,600	6	" "		1893	70
Stock, convert. (Coupon)	710,000	6			'63-'66	
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	99½
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	454 000	6	Nov. & May.	London.	1878	90
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1856	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1886	115
" " " 1850.	700,000	6	Jan. & July.	"	1880	109
" " " 1855.	1,123,500	6	Jan. & July.	"	1875	114
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	701,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	999,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	260,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'75-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1889	
Converted Sterling Loan	798,200	5	"	"	1883	
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	799,600	6	"	"	1870	111½
" " $675,000	675,000	6	"	"	1875	106
" " $1,700,000	1,700,000	6	"	"	1883	106½
" " $2,500,000	867,000	6	"	"	1889	108
Consolid. Mort. Loan $5,000,000			"	"		109½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1891	108
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1893	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	60
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	130
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M	1890	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	111
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1892	93
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1868	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " ")		8	"	"	18	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	112
General 1st Mortgage	3,600,000	7	" "	" "	1885	103
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	96
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
*Cincinn., Wilm. and Zanesville:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1860	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	168,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,250	7	March & Sept.		1864	110
3d Mortgage	658,250	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	108
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	92½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	125,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1865	120
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	500,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1876	116
2d Mortgage	2,516,500		March & Sept.	" "	1891	118½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1553	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'53-'54	111
2d Mortgage (convertible)	500,000	5	Jan & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,95					
Eaton and Hamilton:						
1st Mortgage	757,724	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	116
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110½
Elgin and State Line	139,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	92
Land Security	3,344,600	7	April & Oct.	" "	1881	110
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1900	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	121
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	120
Income	20,500	---	----------	----------	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----	----
1st Mortgage	200,000	7	----------	----------	----	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	600,000	7	----------	----------	----	----
Guaranteed by Covington	200,000	6	----------	----------	----	----
Cincinnati (exchanged)	100,000	6	----------	----------	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	----	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	----	----
City of Keokuk	200,000	8	----------	----------	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----	----
Unsecured Bonds	1,785,000	†	----------	----------	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1590	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'93	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	509,573	7	Feb. & Aug.	New York.	1891	105
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	0	6	----------	----------	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	94
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	125
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1902	----
Michigan Southern, conv.	16,000	7	" "	" "	1882	83½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1862	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1888	103
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	116
2d General Mortgage	2,656,500	7	" "	" "	1877	100
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	----	----
2d Mortgage	600,000	8	----------	----------	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	116
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----	----
Oskaloosa Division	500,000	7	----------	" "	----	----
1st Land Grant	2,000,000	7	----------	" "	----	66
2d Land Grant	700,000	---	----------	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	----	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	----
Tennessee State Loan	674,860	6	----------	----------	----	----
Alabama State Loan	389,410	6	----------	----------	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	209,970	6	----------	----------	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----	----
Mortgage (due 1860, '63 and '65)	550,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1906	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	----	----
1st Mortgage	500,000	10	----------	----------	----	----
1st Mortgage	2,236,000	6	----------	----------	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	95
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	628,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'68 '78	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1856	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----	----
New Orleans City Subscription	1,500,000	5	----------	----------	----	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1859	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	112½
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	105
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	118½
Exchanged St'ks (S. F.) B'ds	661,000	6	May & Nov.	" "	1883	104½
" " " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	130
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	111½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1907	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	121
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	120
5th Mortgage	1,739,500	7	June & Dec.	" "	1885	114½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	110
2d Mortgage	1,600,000	7	Feb. & Aug.	"	1884	100
3d Mortgage	980,300	7	Jan. & July.	"	1897	108
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$252,000	6	Feb. & Aug.	New York.	75-'78	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000	---				
2d Mortgage	224,500	---				
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	108½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1850	107
2d Mortgage	3,077,000	7†	" "	" "	1861	37½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	104½
Chattel Mortgage	860,000	10	" "	"	1887	123
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'65-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	77
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	106
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	117
2d Mortgage	2,461,000	6	April & Oct.	"	1875	118
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'76	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
2d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1855	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1886	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	107
" 1851, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	112
" 1848, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	110
" 1857, (convertible)	2,480,500	6	" "	"	1886	140½
" 1856, "	1,442,000	7	" "	"	1856	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1893	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	$75,000	7	Jan. & July.	New York.	1912	120½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	114½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	98
Bridge Bonds	188,080	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1905	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1878	----

Description,	Amount.	Interest.	Interest. When payable,	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	------	----
1st Mortgage (West'n Division)	757,000	8		" "	1875	55
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75
2d Mortgage	327,500	7	" "	"	1903	35
3d Mortgage	440,000	7	" "	"	1903	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7			1866	----
3d Mortgage	1,000,000	7			1876	----
Six per cents	422,824	6			1879	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	----
2d Mortgage	75,000	7			1870	----
Dividend Bonds	129,083	7			1873	----
South Carolina:						
State Loan	187,000	5			1868	----
Sterling	183,333	6			1883	----
Sterling	2,000,000	5		London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			------	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---			------	----
2d Mortgage	460,000	---			------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	------	90
St. Louis City Subscription	500,000	---			------	----
St. Louis County Subscription	1,000,000	---			------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	94½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	80
Tennessee and Alabama:						
State (Tenn.) Loan	$14,000	---			------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7			------	85
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	93
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	36
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1885	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,219,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	115
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	£144,500	6			1868	----
Company's endorsed by State.	150,000	6			1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	85.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,053	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	50.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,625	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	489.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,835,716	427,265	100,000	1,419,769	922,622	23,579	2,582,503	116.9	.....	506,156	200,269	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	----	----
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	35,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2 037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	----
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	954,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic	2,439 775	*	—	2,000,000	240,000	61,872	2,625,23	124.0	.....	284,455	70,187	—	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	356,050	28,924	1,594,661	62.0	.....	203,420	97,700	6	----
31 Dec. 62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	.....	—	117
30 Nov. '63	84.8	5.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	—	—	31	----
30 Nov. '63	66.0	—	5.9	—	8	12	105	New London Northern	687,152	*	—	602,152	75,200	—	687,152	66 0	156,408	189,425	60,708	6	90
31 Mar. '62	61.2	1.0	62.8	—	28	74	447	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000 000	—	5,754,362	117.4	518 810	1,036,437	454,096	12	160
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	784,300	21,126	3,074,971	66.4	307,841	434,569	150,839	5½	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	6.0	.....	27,283	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	—	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	82.0	—	2.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
— — '62	100.0	2.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	96.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,006	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	80,612	—	----
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	—	.....	21.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	870 408	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	109
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102 5	226,241	494 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	609,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	596,500	19,913	3,822,913	228.8	.....	.....	388,553	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	822 941	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	90
30 Apr. '63	138.0	—	20.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	264.0	1,308,148	2,412,821	1,206,039	8	128
1 Apr. '63	242.0	—	----	28.0	36	23	705	Chicago and Northwestern	12,325,889	510,963	—	3,731,316	8,335,000	223,641	13,147,136	242.0	.....	1 083,054	448,503	—	54
31 Mar. '63	181.8	—	----	—	61	57	960	Chicago and Rock Island	7,069,728	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,684	1,529,141	813,100	6	116½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,052,115	341 7	1 484,065	2,201,481	1,279,40	6	152
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,478	—	65½
31 Dec. '63	454.5	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,671,028	2,118,847	6	130½
— — —	148.0	—	—	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	.....	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	61½
								INDIANA.													
— — —	108.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,090,433	*	.....	1,106,679	1,006.125	.....	.....	108.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	988,061	1,219,100	51,772	2,283,748	109.0	.....	240,867	119,242	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	59.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	220,834	9	100
1 Dec. '62	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	836,971	991,400	11,036	2,193,339	84.0	.....	450,079	247,338	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	276,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
1 Mar. '53	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,743	132 0	.....	285,974	104,961	—	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645.827	371,40	—	36½
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,328,965	73 0	357,302	774,618	307,627	13	125
								IOWA.													
1 Jun. '58	76.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	742,733	665,000	92,663	1,542,768	50.6	.....	.....	.....	—	----
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	369,044	.....	86 0	7 mo's.	85,259	44,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	160	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	----
— — '62	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,000,000	15,000	.....	230.0	.....	.....	.....	—	65½
								KENTUCKY.													
31 Oct. '59	50.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '62	29.0	—	—	—	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,031	78,955	26,794	2	80
30 Jun. '62	65.1	—	----	—				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,656,859	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	83.0	13.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,011	269 0	595 258	1,777,983	1,062,165	—	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505.200	—	3,242,318	586,000	339,297	5,855,330	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	544 434	—	----
31 Aug '60	53.7	—	----	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,901	*	—	1,233,015	245,965	103,434	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	----
30 Jun. '62	185.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	6,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	----
31 May '63	284.5	—	24.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.2	1,448,558	2,946,560	1,674,200	8	148
31 Mar. '63	246.0	231.0	----	—	82	110	1,108	Mich. S'th'n & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,637,078	—	18,545,278	527.0	2,060,637	2,813,831	1,461,276	—	96½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	—	—	—	—	—	----
31 Dec. '62	—	—	—	100.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	330.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	708,286	458,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	99.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.5	.....	250,047	121,659	—	----
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,152,836	7,177,000	—	.....	206.8	579,324	1,047,167	430,026	—	65½
31 Dec. '62	268.8	—	17.7	68.0	21	26	557	*North Missouri*	6,388,779	504,963	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,695	—	----
31 Dec. '62	152 0	—	8.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,393	—	----
28 Feb. '63	77.0	—	11.9	206.0	...	...	.....	*South-Western Branch*	4,775,786	116,833	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	----
30 Sep. '62	86.5	2.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,231,498	344,168	—	1,971,127	2,501,000	57,361	5,906,277	90.1	232,651	288,236	65,239	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,538	205,594	757,381	55.5	76,344	79,761	49,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	53.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,571,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '62	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,401	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '62	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,652,446	51.3	.....	283,197	170,276	6	112
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	733,763	*	—	169,200	566,000	.....	.....	37.0	.....	55,408	25,404	—	—
								MARYLAND.													
30 Sep. '61	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,303,788	6	115½
30 Sep. '61	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,295	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	61½
								MASSACHUSETTS.													
30 Nov. '62	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,058	503,718	167,051	7	120
30 Nov. '62	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	139½
30 Nov. '62	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	57,720	—	3,247,720	61.8	428,801	853,727	397,729	8	157½
30 Nov. '62	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,962,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	150
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,600	121,000	—	1,087,722	47.1	77,036	180,058	69,191	6	68½
30 Nov. '62	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	110
30 Nov. '62	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,600	1,837,600	56,500	4,894,100	89.0	477,753	812,566	390,504	6	108
30 Nov. '62	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,735	732,262	328,943	6	126½
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '62	14.5	—	17.2	—	10	17	304	Nashua and Lowell	568,919	95,654	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	120
30 Nov. '62	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	284,000	—	785,500	36.7	41,995	164,207	54,797	6	87½
30 Nov. '62	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	58,233	.....	—	14½
30 Nov. '62	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	6	126½
30 Nov. '62	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	381,612	169,145	8	137½
30 Nov. '62	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,383	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '62	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	32,608	8	110½
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '62	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,843	—	2,214,225	925,760	—	3,321,695	77.3	112,506	271,815	140,126	—	43
30 Nov. '62	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	14,746,504	218.0	1,275,929	2,439,838	1,232,631	9	156½
30 Nov. '62	45.7	—	9.8	—	10	12	145	Worcester and Nashua	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,130	45.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '62	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '62	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,509	61.3	.....	470,078	125,286	7	60½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	.....	83,524	7	120
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	555,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	80
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	907,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	190
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	45.0	—	8*	20	540	Central of New Jersey	4,915,252	606,542	672,113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,297,587	774,341	10	171
31 Dec. '62	63.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	540,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,849	1,111,087	652,124	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	165
31 Dec '62	.....	.....	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,208,553	1,250,000	142,605	2,597,161	—	[2 mos.	10,588	.....	—	25
31 Dec '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,907,750	600,000	—	1,907,750	24.0	.....	239,869	124,742	6½	110
31 Dec '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	611,253	212,500	31,745	821,984	—	—	82,936	90,122	41,522	—	—
								NEW YORK.													
30 Sep. '62	45.0	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	.....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.5	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,670	11	201
31 Dec. '62	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469.481	3,511,474	7½	113
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,289,954	—	146
30 Sep. '62	95.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	16,213	2,928,474	100.5	226,611	293,457	109,137	2½	46
30 Sep. '62	297.8	258.1	400.0	—	219	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,597.631	3,994,999	7	132½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	607,373	1,154,008	456,698	—	285
30 Sep. '62	118.0	5.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	1½
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,560	7	.....
30 Sep. '62	26.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,845	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	568,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	509,922	458,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,681	—	—	300,000	85,000	—	480,684	incl.	in Ren	s. & Sar.	.....	—	.....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,588	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,229	—	.....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	56,443	—	65,102	198,687	76,919	327,708	13.0	50,277	37,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,787	—	.....
30 Sep. '62	54.0	—	3.7	—	10	9	125	Troy and Boston	1,371,576	193,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	27	15	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	323,060	477,554	235,201	8	.....
15 Mar. '60	81.0	8.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,800	804,072	—	—	—	—	—	—
								OHIO.													
— — '58	—	—	—	—	—	—	—	Atlantic and Great Western	613,231	.....	.....	566,939	.....	77,294	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,080,584	*	11,000	1,859,813	1,160,000	7,126	3,376,255	118.2	.....	541,150	234,320	—	.....
1 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	74
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,234,000	—	3,988,193	198.3	.....	877,404	464,416	10	134
1 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	223,973	.....	131.8	804,168	190,745	19,180	—	—
1 Dec. '62	135.4	55.5	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454 130	191.2	926,678	1,724,917	1,033,637	20	166
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	22,340	1,036,085	1,752,400	128,867	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	.....	3,300,000	1,500,000	—	.....	96.7	484,297	1,551,628	976,923	33½	160
0 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	2,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	113½
31 May '63	109.2	70.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	850,727	55,025	3,520,800	3,667,595	—	7,510,858	188.6	663,371	1,361,537	747,562	—	151½
31 Dec. '58	51.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,464,748	329,553	5,500	2,462,217	2,604,190	810,424	6,509,828	144.0	414,779	663,705	451,540	—	.....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	145
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,823	*	—	10,379,554	378,487	53,055	11.164.820	226.6	445,157	620,026	299,630	—	—
0 Apr. '62	192.8	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,849,420	192.3	.....	829,932	119,032	—	1½
1 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
0 Jun. '63	153.9	52.0	.....	—	31	20	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	294,179	2,697,000	2,488,825	7,800	5,401,088	205.9	418,328	599,860	115,590	—	.....
1 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & N'w'k	2,309,419	*	—	948,770	1,313,800	105,610	2,608,237	124.0	214,404	289,896	89,986	—	.....
31 Dec '62	242.4	—	.....	—	47	15	928	Toledo & Wabash	9,995,636	*	29,800	3,814,375	6,661,*30	38,272	10,152,682	250.0	1,279,050	1,480,796	540,971	—	62

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress & projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Oct. '62	91.1	25.0	8.5	—	29	12	254	Atlantic and Great Western	3,169,516	525,000	—	1,362,218	3,849,500	41,864	5,253,582	116.1	115.932	.....	.....	—	—
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,580	—	1,083,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	96
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,406	—	21
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	—	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	—
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,289	4,571,000	1,006,961	13,276,201	492.0	1,469,494	1,767,083	828,145	9	242
31 Oct. '63	35.8	1.1	8.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,243	150,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd to Northn Cen.			196,807	344,790	110,308	—	87
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	500,000	400,000	—	1,000,000	18.6	144,871	422,358	169,268	10	—
31 Oct. '63	86.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,560	700,000	.....	1,882,560	85.5	oper. by Penn.	R.R.Co.		7	77½
31 Oct. '63	32.0	—	1.3	44.5	3	3	10	Hempfield	1,616,560	41,340	—	1,609,565	400,000	100,000	2,409,566	32.3	27,600	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,525,992	228,000	2,174,427	54.0	143,578	259,629	101,570	—	36½
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,065	68,833	2,707,898	80.0	325,700	478,113	243,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	59	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,466,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	92½
31 Oct. '63	28.3	5.5	8.0	—	10	---	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading R. R.)				7	81
31 Oct. '63	24.5	106.0	63.3	—	31	---	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4,132,935	126.0	319,102	363 367	89,901	8	61
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	66.8	274 900	511,396	273,291	—	94½
31 Dec. '63	300.8	50.1	319.0	—	290	173	4,926	Pennsylvania	27,048 814	3,543,484	2,883,467	12,480,250	16,969 124	—	33,245,668	356 9	5,211,202	1,891,413	5,111,412	—	71½
31 Oct. '63	17.0	7.0	42.0	17.0	15	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,700	—	1,672,200	24.0	244,425	334,497	179,866	9	60
31 Oct. '63	230.0	—	21.5	58.0	3	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,600	80,151	13,619,095	230.0	428,750	699,300	198,496	7½	34½
30 Nov. '63	147.4	5.5	187.8	—	166	67	8,430	Philadelphia and Reading	21,074,422	3,765,774	629,348	13,211 228	10 667,628	—	26,618,628	354 0	2,721,689	6,252,402	3,706,900	7	71½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 3,822	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	26	98	828	Phila., Wilmington and Balt.	8. 74,500	*	351,129	7,460,000	1,017,500	—	8,477,000	200 5	647,022	2,540 248	1,602,119	10	74½
31 Dec. '63	59.5	—	6.4	89.5	11	19	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,000,000	82,530	3,555,829	72.0	209,746	215,587	105,556	9	12
31 Dec. '63	468.5	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,032,741	468.3	3,472,914	5,132,934	2,106,623	—	115½
31 Dec. '62	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791 597	Lease'd to Northn Cen.			40,476	144,7..8	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,563	—	367,200	296,500	65,205	832,009	29.6	76,268	125,683	49,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,500	—	.....	52.0	297,700	415,309	199,155	6	120
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,945	13,299	—	437,17	8,500	—	.....	13.6	23,954	25,304	9,739	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	708,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,283	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	541,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	229,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	88,123	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	90.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	125	East Tennessee and Virginia	2,310,033	156,264	—	536,554	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,009	129,364	3,809,949	2,599,000	260,112	7,627,707	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	670,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.....	89.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	212,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	.....	47.4	84,175	83,129	44,666	—	—
1859.....	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	583,807	66,816	—	144,894	406,000	5,000	.....	84.2	30,065	25,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,582	*	—	2,056,644	1,731,000	.....	.....	158.0	.....	734,118	337,384	6	—
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	87,660	127,933	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,563	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	456,000	975,000	360,000	.....	70.0	102,200	282,846	166,868	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	.....	.....	90.7	92,639	208,687	.....	—	68
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,035	663,019	6,379,434	119.6	394,393	322,928	61,180	—	—
31 Aug. '62	62.5	....	4.0	—	12	9	193	Rutland and Washington	950,000	221,685	—	1,097,000	.....	.....	.....	62.5	138,290	140,886	24,579	—	—
31 May, '62	117.0	2.6	24.0	—	41	36	889	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,000,000	.....	174.5	679,677	713 418	191,466	—	1½
30 Jun. '62	47.0	5.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	.....	.....	1,378,500	.....	.....	1,378,500	oper. by Vt. Central				4	114½
30 Jun. '62	25.7	—	5.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,250	110,146	.....	25.7	63,041	46,273	7,187	—	—
30 Jun. '62	50.0	5.5	3.0	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. by R.R. Troy & Bost.			53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	5.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	118.7	703,034	136,302	43,062	—	—
30 Sep. '59	70.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	165,161	9 months	70.2	47,702	64,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	18
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,906	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	583,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,665	143.2	224,014	560,904	282,328	—	97
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.3	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,508	26,859	.....	43.5	1,068,054	163,783	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,055	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	3,952,764	541,197	33,948	3,182,764	1,480,592	52,929	4,832,929	195.0	280 968	634,061	358 130	5	89½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,280	638,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,459	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.6	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	500,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,528,800	2,454,000	221,282	7,073,341	234.4	.....	1,163,734	414,741	—	68
10 May, '62	104.0	—	.....	—	8	11	376	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	14.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,403,959	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
0 Jun. '63	1,066	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,122,420	54,750,510	7,336,405	77,210,345	1,066	.....	4,264,510	1,154,854	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	1½	—
31 Dec. '62	96.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,415	*	—	4,558,706	.....	.....	4,558,706	108 0	160,421	107,640	20,005	—	—
1 July,'61	25.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,555	—	1,380,000	13,100	126,000	1,779,232	60 0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.0	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,261	.....	.....	4,273,261	92.0	188,416	135,107	87,161	—	—
								NEW GRANADA.													
31 Dec. '62	45.7	—	.....	—	11	23	120	Panama	5,000,000	*	615,648	1,000,000	5,275,000	.....	10,768,798	48.7	.....	1,145,294	1,013,444	15	150

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	42½
Chemung (guarantied)	380,000	--	--	----
Cayuga & Susquehanna (guarant.)	343,500	--	--	----
Cheshire (preferred)	2,017,825	7	—	58½
Chicago & Alton (preferred)	2,422,596	7	3½	90½
Chicago & Northwestern (pref.)	2,400,000	7	1½	92½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	----
" " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	--	--	----
Dubuque & Sioux City (preferred)	1,987,014	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	--	--	----
Elmira & Williamsport (preferred)	500,000	--	—	54
Erie (preferred)	8,535,700	7	7	110
Hannibal & St. Joseph (preferred)	5,309,528	7	—	60
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	103½
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	--	----
" " (new pref.)	125,000	6	--	----
Lackawanna & Bloomsburg (pref.)	500,000	7	--	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	77½
" " (2d pref.)	3,424,169	7	—	50
Michigan S. & N. Indiana (guar.)	2,893,600	10	—	142
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,235,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	--	4	----
New York & Harlem (preferred)	1,500,000	8	—	133
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	--	8	----
Paterson & Rama o (guarantied)	248,000	--	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	--	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	--	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	98
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	79
Toledo & Wabash (preferred)	952,900	7	7	77
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	19--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Intercst Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	114½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	108
2d Mortgage	294,750	6	----	----	103
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	38
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	102
2d Mortgage	3,980,670	6	J. & J.	1882	98
Improvement	583,500	6	M. & N.	1876	95
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	66
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	25½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	105

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	43
Delaware and Hudson	100	7,500,000	7	230
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,479,950	6	74
" (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5½	80½
" (preferred)	100	1,175,000	10	140
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	31½
" " (preferred)	50	2,722,607	—	40½
Susquehanna and Tide Water	50	2,048,200	—	20½
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	75

Wholesale Price Current.

To the Duties as attached to the articles noted below, 50 per cent. additional must be added, to be collected for Sixty Days from and including April 30.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, $17 to $25; Railroad, $13 50; Boiler Plate, Band, Hoop and Slit, $25; Pig, $6 per ton; Polished Sheet, 2½ cents per lb.

Pig, Scotch, No. 1 (cash) per ton	60 — @	62 —
Pig, American, No. 1	59 — @	60 —
Bar, Swedes, assorted sizes (in gold)	— — @	— —
Bar, English, Refined per lb.	160 — @	165 —
Bar, English, common	—150 @	155 —
Sheet, Russia per lb.	25 @	30
Sheet, English, Single, Double and Treble	— 8½ @	— 10½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 1½ cents; over 7 cents and not above 11, 2½ cents per lb.

English, Cast per lb.	— 24 @	— 31
English Spring	— 16 @	— 19
English Blister	— 20 @	— 28
American, Blister	— 12 @	— 14
American, Cast, Hammered	— 24 @	— 28
American, Cast, Rolled	— 14 @	— 20
American Spring	— 14 @	— 17
German	— 14 @	— 22
Milan (in bond)	— 12 @	— —

COPPER—Duty: Pig, Bar and Ingot, 2; old Copper, 1½ cents per lb.; Manufactured, 30 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb.	— — @	— 55
Sheathing, &c. Old (cash)	— — @	— 40
Sheathing, Yellow	— — @	— 38
Pig, Chile	— — @	— —
Bolts	— — @	— 55
Braziers'	— — @	— 55
American Ingot (cash)	— 43½ @	— 45½

LEAD—Duty: Pig, $1 50 per 100 lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— @	— —
Spanish	13 62½ @	13 75
German Refined	13 62½ @	13 75
English	13 62½ @	13 75
Bar per lb.	— — @	— 16
Pipe and Sheet	— — @	— 17

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val. Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca per lb.	65 @	— 66
Straits	— 55½ @	— 56
English	— 54½ @	— 55
Plates, Charcoal I. C per box	19 — @	19 50
Plates, I. C. Coke	16 50 @	17 25
Terne, Coke	14 50 @	15 25
Terne, Charcoal	17 — @	— —

NAILS—Duty: Cut, 1½; Wrought 2½; Horse Shoe 4½ cents per lb.

Cut, 4d. @ 6d (cash) per 100 lb.	7 — @	— —
Clinch (cash)	— 8 @	9 —
Horse Shoe, Forged (cash) per lb.	— 32 @	— 38
Wrought, English (cash)	— — @	— —

INDIA RUBBER—Duty: 10 per cent. ad val.

Para, Fine per lb.	— @	1 —
Para, Coarse and Medium	— 52½ @	— 90
East India	— — @	— —
Carthagena, &c	— 50 @	— 55
Guayaquil	— 40 @	— —

PETROLEUM—Duty: Refined, 10 cents per gallon.

Crude, 40@47 gravity	— 45½ @	— 46
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 75 @	— 76
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 66½ @	— 67
Naptha, Refined, (60@63 gravity)	— 35 @	— 37

SPELTER—Duty: In Pigs, Bars and Plates, $1 25 per 100 lbs.; Sheets, 2 cents per lb.

Plates, Foreign (cash) per lb.	— 14½ @	— 14⅝

ZINC—Duty: Pig or Block, $1 25 per 100 lb.; Sheet, 2 cents per lb.

Sheet per lb.	— 13 @	— 15½

New York Stock Exchange.

Actual Sale Prices for the week ending June 15.

	Th 9.	F. 10.	Sat. 11.	M. 13	Tu. 14.	W. 15.
American Coal Co.	96	----	----	96½	97½	----
Buffalo, N. Y. & E., 1M.	109	109	110	----	----	110
California 7s	138½	----	----	----	----	----
Canton Co.	42	43½	42	41½	41½	41½
Central Am. Transit	----	----	40	39	----	41
Chicago & Alton	90	----	----	----	----	----
" " pref.	96	97	----	----	----	----
" " 1 M.	110	111	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	127½	----	127½	127½	128	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	55	56	54½	54½	54	54
" pref.	92½	93	90½	90½	90½	90½
" " 1st M. '70	100½	101½	103	102	102	103
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	112
" " A. B.	----	----	----	----	----	----
" " L. R.	----	----	----	----	----	----
Chicago & Rock Isl.	113½	116	115½	115½	115½	116½
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	106	----	----	----	----	----
Clev. and Pittsburg	112½	114½	113½	112½	112	113½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	92½	----	----	----	----
Clev. and Toledo	148	148½	147½	----	149½	151½
" " S. F. 7 p.c.	----	----	120	----	120	----
Cumberland Coal, pref.	82½	80½	79½	78	78	78½
Del. & Hudson Canal	233	234	234	236	238½	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	112½	113½	112½	111½	111½	113
" pref.	110½	110½	110	110	110	110
" 1 M. 7 p.c. '67	112	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	121	----
" 4 M. 7 p.c. '80	----	----	----	----	----	120
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '65	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	60	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	146	145½	145½	142½	145	146
" scrip	----	----	----	93	93	----
" 1M. 7 p.c. '60	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	105
Illinois Central scrip	132	132½	130	129½	129½	130½
" full stock	----	----	131½	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	121	----	----	----	----
Marietta & Cin. 1st pref.	70	75	75½	77	77	77½
" " 2d	----	----	50	----	----	----
Mariposa Mining Co.	46	47½	49	45½	49½	50½
Michigan Central	145½	146	144½	144½	144½	148
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	96½	98½	96½	96½	96½	96½
" " guar'd.	141	142	----	----	----	----
" " 1M. S. F.	116	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	68	70	68	----	68	68
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	90	----	----	----	----	----
" " 1st M.	----	----	----	116	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	65½	----	----	----	----
" L. G. bonds	65½	----	65	65	65	----
Missouri 6s	70½	71	70½	----	70	----
" iss. to H. & St. J. R.	----	----	----	92	----	----
" " Pacific	78	----	77½	77½	----	77
New York Central	133	133½	132½	132½	132½	132½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	111½	----	112½	----
" " 6s, S. F. '87	111	111½	----	----	----	----
N. York & Harlem	260	265	264	----	265	----
" " pref.	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	108	----	----	----	----	----
Ohio & Miss. cer.	52½	----	53½	53	53	53½
Pacific Mail S.S. Co.	260	----	270	290	300	295
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	210	----	210
Phila. and Reading	143½	144½	141½	141½	141	141
Pitts. Ft. W. & Chicago	117½	119	116½	116½	----	116½
" " 1M.	122	----	121	120½	120½	----
" " 2M.	114½	114	----	----	114½	114½
" " 3M.	----	----	98	----	----	----
Quicksilver Mining Co.	75½	76	75	75	74½	74
St. L., Alton & T. H.	----	63	65½	----	64½	----
" " pref.	----	79	----	----	79	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	94½	----	----	----	----
" " Inc. b'ds	----	----	----	86	86	----
Tennessee 6s, 1890	----	59½	----	----	----	----
Toledo & Wabash	----	69	69	----	69	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	104	----	105
" " 2M.	86	----	----	----	87	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 15.

	Th 9.	F.10	Sat.11.	M.13.	Tu.14.	W.15.
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	..103	....	....	103	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	107
U. S. 6s, 1881, cou.	..113	113	113½	113	113	113
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1867, coup.	....	....	....	....	....	120
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	97¼	97¼	97¼	97	97	97¼
U. S. 6s, 5-20s, coupon	105¼	105¼	105¼	105¼	105¼	105¼
U. S. 6s, " reg.	..105¼	....	....	....	105	105
7.30 Notes, Feb. & Aug.	....	....	....	....	....	....
" " Ap'l & Oct.	....	108¼	....	107¼	....	107¾
American Gold	....	198½	193	195½	....	197½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 14.

	W. 8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.13.
Beaver Meadow	.. 85¼	....	....	....	....	86
Cattawissa	....	....	....	....	20½	....
" preferred	.. 42½	43	42½	42½	....	42½
Camden & Amboy	..190	190	....	190	....	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	111½
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	.106½	....	....	....	106½	....
" " 6s, '89	....	....	....	....	....	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	 43	....	....	....	43	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	54½	....	....	....	....	54½
" " 7s	....	....	....	113	....	....
" " 10s	.. 77½	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	 75	....	....	....	....	....
" 6s	....	....	....	....	....	....
Lehigh Valley R. R.	 92	....	....	....	....	....
" " scrip	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	.. 49	49½	51	....	51	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	 64	64	64	....	....	....
Morris Canal	....	....	....	....	....	87
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	 33	....	33¼	....	33¼	....
" " 6s, 10	4½	....	....	....	....	....
" " 10s	 124	....	....	....	....	....
Northern Central	 59	....	61½	60½	61½	....
Pennsylvania R. R.	.... 71½	71½	....	71½	71½	71½
" 1st m.	....	....	117	117	....	....
" 2d m.	 113	113	....	....	113	....
Penn. State, 5s	....	....	....	100	....	....
" " 5s, coupon	....	....	....	103	103	103½
" " 6s, "	....	....	....	....	....	....
Philadelphia City, 6s	.... 105½	....	....	....	106¼	....
" " new	....	....	106¾	106¾	....	106¾
Philad., Germ. & Nor.	.... 60½	....	60½	60½	....	....
Phila. & Reading	.... 70½	71½	73½	70½	....	70½
" " 6s, '86	....	....	....	....	140½	....
" " 6s, '70	.... 107½	....	....	....	....	....
Philadelphia & Erie	....	....	34½	34½	34½	....
" " 6s	....	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	32½	....	32	....
" " pref.	40½	41½	42	41½	....	....
" " 6s '82	97	97	....	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	103	....	....
Sunbury and Erie, 7s	....	....	110	....	....	....
Susq. Canal	.... 21½	....	21½	22	....	....
" " 6s '78	.... 66½	....	66½	....	....	66
" " scrip	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	 25	26	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	....	....	34½	....	....	....
Chestnut & Wal. "	....	....	....	63	....	....
Green & Coates, "	.... 40½	....	....	....	....	40½
Race and Vine, "	....	....	....	....	....	....
2d and 3d streets, "	 77	77	....	....	....	....
Spruce & Pine, "	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.
Baltimore City 6s, 1875	....	....	113½	....	114	113½
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	....	115	....	....	....	117
Balt. and Ohio	....	....	....	115½	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	114	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	....	....	115	115	....	....
Northern Central	....	59½	60	....	61½	....
" " b'ds, '85	....	....	....	....	....	....
" " " 95	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W. 15.
Boston and Lowell	....	....	....	....	120	....
Boston and Maine	..127½	....	139½	139½	....	....
Boston and Providence	 157	....	....	....	....	157½
Boston and Worcest	..150	150½	....	....	150	....
Cheshire, pref.	....	....	58½	58½	....	58½	....
Concord	....	....	....	60½	....	....	....
Connecticut River	....	....	....	....	....	....	....
Eastern, Mass.	..108	....	....	108	108	108
Eastern, N. H.	....	....	....	....	....	....	....
Fitchburg	....	....	126½	126½	....	....
Manchester & Lawr'ce	....	....	....	....	....	....	....
Michigan Central	....	....	145	....	....	....	....
Northern, N. H.	 89	....	....	....	....	....	....
Old Colony and Fall R.	....	126½	....	126½	....	....
Ph., Wil. & Baltimore	.. 74½	....	....	74½	....	74½
Portl'd, Saco & Ports.	....	....	112x	....	112	....
Vermont & Canada	125	....	114	....	115	114½
Vermont & Mass.	....	42½	43	43	....	43
Western	....	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....	....
Cambridge "	....	125	125½	....	....	125½
Metropolitan "	 66	66½	66	....	....	....
Middlesex "	 90	....	....	....	90	89
Central Mining Co.	....	....	....	....	....	....
Franklin "	.... 61½	52	54	54	53½	....
Isle Royale "	....	23	24	23½	....	....
National "	....	....	....	....	....	31
Minnesota "	....	....	....	....	....	58
Pewabic "	.... 62½	63½	65	65	64½	64
Pittsburg "	....	....	....	95	....	....
Quincy "	 92	....	....	....	94	96
Rockland "	....	....	15½	....	15	15

London Stock Exchange.

The following were the closing prices for American Securities on the 31st of May:

Maryland 6s	67	to	69
United States 6s, 1881	56	"	60
Do. 6s, 1874	54	"	56
Virginia State 5s	45	"	48
Do. 6 per cent.	33	"	35
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., Pennsylvania do. do.	71	"	73
Erie shares, $100 (all paid)	56	"	57
Do., 7s, preference	50	"	55
Do., 7s, 1st mort., 1867	60	"	65
Do., 7s, 2d mort., 1859	63	"	66
Do., 7s, 3d mort., 1883	50	"	55
Do., 7s, 4th mort.	50	"	55
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	60	"	65
Do. do. $100 shares, $90 paid, dis.	29	"	27
Do. do. $100 shares, all paid.	63	"	65
Marietta and Cincinnati Railroad Bonds.	72	"	74
Michigan Central 8s, Convertible, 1860	63	"	68
Do. do. S. F. 1st mort., do., '82 x. c	65	"	70
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	50	"	52
Do. do. 7s, S. F., 1876	65	"	70
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	63	"	68
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	55	"	60
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	30	"	35
Philadelphia and Reading, $50 shares	28	"	32

American Railroad Journal.

Saturday, June 18, 1864.

Stock Exchange and Money Market.

One of the unfounded assertions of the day, which nevertheless finds credulous believers, and which to a certain extent produces the effect designed by those who make it, is that all other property is depreciating in the same ratio that gold advances in price, and therefore if the war continues much longer, and more paper money becomes necessary to meet its outlays, property owners are generally likely to be ruined. The intention of those who use this argument in the money market and stock exchange is a sinister one, and but is nevertheless "a weak invention of the enemy," designed to dishearten the loyal states in the prosecution of the contest, and is as without truth or basis, as the cause for which the deception is practised. Nothing is more untruthful or dishonest than to assert or even insinuate that the price of gold is the barometer of values. It is no more an indication of the capacity, property, wealth, resources or commerce of a nation than a yard measure is of the value of a railway. The actual possession of the article of gold no more enriches a country, than the possession of a fortune did the miser John Elwes. Its real value is in its universal reception as a medium of exchange, and standard of values, and even then not nearly so convenient or as safe as what are called Merchant's bills of Exchange, which do the same office, and if lost or mislaid can be replaced. The gold that "goes down in ships" never comes back again, but a bill of exchange is good for at least three any such mishaps, and as many more as are capable of explanation. But gold is not the standard of positive values in fixed properties, except when about to be exchanged, and this is practically seen in all the transactions of life. If a person has an estate which suits him and is adapted to his especial comfort or wants, it is a matter of indifference to him what the market value of it may be. It is a common, indeed proverbial expression, as well understood in the street as any where else that "no money can buy it." Nor is there money enough in the world to purchase the world, if such a thing were proposed. No country's wealth is measured by the amount of gold it contains. It is only as the counters in the game of life with which the players keep their tallies.

The actual amount of coin in the United States at the breaking out of the rebellion was variously estimated. Our most careful statisticians disagreed in relation to it. In some periodicals of authority it was estimated to have been as much as seven hundred millions of dollars, but on the other hand it was placed at as low a figure as two hundred and forty-three millions. Perhaps the estimate of three hundred and fifty millions adopted by other calculators of well known caution is nearest the truth. Adopting this sum therefore as the correct one, what do we find its relations to be with the sum of the actual wealth of the Country. We are fortunately not without ample means of ascertaining them. The census gives us precise information, with this exception, that it is below rather than above the truth, in its return of values. For it is a notorious fact that our taxation is always made on assessments below the value, and that no real estate can any where be purchased at a voluntary sale for the price at which it is assessed and taxed. Especially so in our commercial cities and agricultural districts. It appears then that by the census of 1860, the real and personal property of the United States was returned at $14,183,215,628 having increased 129 per cent. from the previous census of 1850. And this estimate made no account of the annual values produced per capita beyond the actual consumption of the people nor of the vast amount of mechanical products which fall below the annual value of five hundred dollars, nor of the paid labor which enters into the enhanced value of repaired buildings, railways, ships, canals, cleared lands, workings in the mines and forests, although it is counted in, in the final products of these industries, and makes in many instances the real price. We are therefore sure that we have not over-rated ourselves in this last census report. It appears that the total of the real and personal property in the Union, was something over fourteen thousand mil-

lions of dollars, of which the Loyal States held ten thousand seven hundred millions. And at the same time there were but three hundred and fifty four millions of coin in the whole country. In other words the coin was but about 2½ per cent of the real value of the whole property. No one will contend that this was all it was really worth. Would any sane man be willing to part with his own possessions at that rate?

We presume not, nor will any sane man contend that this 2½ per cent on gold was all that each dollar of property was worth in 1860. If so, the Country was bankrupt and rotten before the war broke out, and always has been bankrupt, and if we apply the same rule of valuation to France and England, they too are deplorably ruined, and pauperised beyond the hope of recovery. We doubt whether any of the philosophers or bullionists who have set afloat, and pretend at this moment to believe in this doctrine, that a thing is only worth what it will in any moment bring in gold, would be very willing to sell their possessions at any such rate as two and a half per cent of their taxable value. If they are willing to test the truth of their theories by their conduct, they can doubtless be accommodated at once with purchasers. We have no idea, however, that these theorists are ready to verify their theories in their own persons, and we hope no one will be deluded by the assertions of those who are operating in the gold market by such false pretences.

The gold bill as it is called has passed Congress by a decided majority and will undoubtedly become a law. It has been seriously debated whether it is wise to check by legislation the course of trade or business in any article of commerce, since it has been found that human ingenuity and selfishness will always circumvent the law, if it is their interest to do so. The transactions in gold or money generally are held to be beyond the reach of legislation and had better be let alone. Thus, too, usury finds in this argument one of its most usual supports. But the violation of law is no reason why there should be no more law making. Because men will evade the laws, it is no reason in favor of abolishing them altogether. Now the dealing in gold as it is improperly called, which is aimed at by this bill, is no real dealing at all. It is gambling of the worst and most demoralising description, not only founded on misrepresentation, false rumors, not only appealing to the ignorance and credulity of men, but founded upon treasonable successes, and rebel pertinacity for the greater part of its gains. It is a fraudulent traffic, carried on without real capital, without the article sold or purchased on hand, without delivery or the intention of delivery, and it is of a baser and meaner character than the lowest game which is played among the admirers of Hoyle, or the practitioners of the sweating cloth.

That we have laws against ordinary gambling is well-known, and that we should have even more stringent ones in regard to gold gambling, no one can doubt, when he reflects that a half crazed collection of boisterous operators, amounting to a hundred or more people, whether on the curbstone, or in their gold room are able by their combinations so to gull the public as to make them pay nearly 200 for gold which they do not want, treble the prices of food and clothing, double the cost to the Government of all that it requires to carry on the war, and afford thereby real encouragement and support to the rebel cause, otherwise in despair long ago. To dignify these false transactions in gold with the respectable, the honorable title of commercial, or the name of legitimate, is to abuse the English language. If small gamblers with ordinary dice or cards are offensive to the eye of the law, these men with loaded dice and marked cards whose purpose is to destroy the Union, are fit subjects for the law, and a very stringent law. Indeed the same day when the passage of the bill in the House was known in this city, the price fell several per cent. The restrictions are contained in six sections, and while they do not apply to any ordinary *bona fide* purchase or sale of gold they are prohibitory of all other kinds. Thus time sales either for money or foreign exchange, are forbidden in any form or manner, and no contract for gold or silver, or foreign exchange can be made between parties anywhere else than at the ordinary place of business of the seller or purchaser. Fines and imprisonment are declared to be incurred by the violators of the law. It is to be seen how far it can be evaded with impunity. If it creates distrust among the operators themselves, it may be quite effectual in its results. At all events as the business is carried on, it is doing infinite mischief to the country; it is purely speculative in its fluctuations and managements, it flourishes only by fraudulent exaggerations, and if moral evils and political wrongs come within the range of lawful legislature, we think that gambling in gold, and usurious contracts dependent on it, particularly at so critical a time as the present, may be very properly the subject of Congressional action.

The offers for the loan of seventy-five millions are understood to have been very large and at fair prices for the Government. The arrangements for the subscriptions were very liberal on the part of the Treasury. The 2 year 5's are receivable as par and interest, and thirty millions of these notes have already been withdrawn from circulation and cancelled. Depositors of temporary loans at the Sub-Treasury can use these certificates in payment of the instalments and without sacrificing the interest due, and those who wish to pay up in full, can do so at once and save the interest. Rumors are still rife that a large foreign loan has been tendered to Mr. Chase. The Albany *Evening Journal*, supposed to be in the confidence of the Secretary of the State announced a few days since as a fact, that a loan of one hundred millions had been offered from Holland and accepted. That some propositions of this kind are under consideration at Washington, we understand, but there is grave doubt expressed whether the United States should ever again make any of its interest payable abroad. It is an admission of the claim of Europe to be at the head of the world's finance, a proposition which one of these days we shall dispute if not now. It also creates a periodical demand for specie remittances as dividends, which are thought to affect the markets unfavorably, and it is a tribute to foreign capital which its recent shyness does not entitle it to receive.

On the other hand, it is considered that a foreign loan with the interest payable abroad is taking a bond against foreign intervention and future difficulty, and that the immediate realization of the proceeds in coin and its shipment to the United States, to the extent mentioned, would save our currency from farther depreciation, save the Government several millions of dollars in its expenditures, and the people millions more in the price of the cost of the necessaries of life.

Congress continues to delay its action on many important subjects, especially with regard to taxation. This cannot be enforced too soon. It is said Mr. Chase recommends a large increase of the income tax. This is the fairest, yet the most difficult of all taxes. It is really no tax on the poor, yet it is always felt most by those in middling circumstances. One thing is very certain. If by an income tax of 10 per cent., revenue enough could be ensured to allow a reduction of duties, for example, on sugar, tea and coffee, no greater boon could be granted to the people at large. And we must not forget another fact, that for all we pay in taxation, if it is sufficient to meet the Government wants, we shall gain in the fall of prices of necessities. The man who paid 10 per cent. income tax, might find he was after all saving 2 or 300 per cent. in food, clothing and labor. Congress is therefore greatly to be censured for so long delaying the passage of the important financial measures before it. The expedients of borrowing without providing the means of payment are not only unsound, but discreditable to the party which practises them, and will overthrow any system which has not the courage to avoid it.

Government stocks are a shade lower and will remain so till the new loan is accomplished. Other securities are dull for the same reasons. Railway shares are steady and bonds are firm. The money market is well supplied, but the rates are somewhat higher in consequence of the large absorption by the Treasury.

It is calculated that the product of the gold mines on the Pacific coast for the present year will be fully equal to sixty millions of dollars, and the calculation is based upon the yield already ascertained between the 1st of January to the 1st of May which amounts to $24,429,906, against $18,095,705 for the same period last year. The Government share of this arising from the Customs at San Francisco estimated at about $10,000,000 per annum will very soon be brought direct to New York in revenue cutters from Aspinwall.

Some important changes have occurred in the direction of the Hudson River Railroad. The prevailing interest now in charge is the same as that which controls the Harlem, and it is thought important measures favorable to both companies will follow the change. Thus in the three principal railways in this State material changes have taken place, tending we have no doubt to a greater unity than hitherto prevailed in their policy.

The balance in the Sub-Treasury on Tuesday was $45,340,327 87.

The last week's exports of domestic produce and miscellaneous goods (exclusive of specie) have been very heavy, amounting in value to $5,281,826, and including to Liverpool $1,503,645, and to London $1,186,826.

The total value of foreign exports from the port of Baltimore for last week was $234,681.

The total value of foreign goods imported of the port of Boston for the week ending June 10, was $437,604, against $411,388 for the corresponding week in 1863.

The total value of exports from Boston for the week ending June 10, were $348,311, against $253,489 for the same week in 1863.

Exchange sold on Tuesday at 216½ for currency.

The news from Europe shows great uncertainty as to a peaceful solution of the Danish difficulties. The Danes express no determination to submit to dismemberment.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 98; Michigan 7s, War Loan, 104½; Illinois coupon bonds, 1879, 103; Indiana 5s, 90; North Carolina 6s, 58½; Indiana 2½s, 65; Marietta and Cincinnati 1st mort., 105; At. and Gt. Western (Ohio div.,) 99½; Buffalo, N. Y. and Erie 2d mort., 102½; Norwich and Worcester, 110; Ohio and Miss. pref. cer., 92; Nicaragua Transit, 6; Mariposa 1st mort., 98; Central Coal, 76; Wyoming Valley Coal, 64½; Ashburton Coal, 22; Copake Iron, 10; Bucks Co. Lead, 1¾; Quartz Hill gold, 12; Metropolitan Gas, 130; Saginaw Land and Mineral Co., 5; Rutland Marble, 19; St. Nicholas Bank, 103; Bank of Commerce, 112; 4th National Bank, 99½; Bank of New York, 117½; Hanover Bank, 109; Ocean Bank, 95; Bank of America, 133¼.

Philadelphia.—Huntingdon and Broad Top, 35⅛; do., 2d mort., 100; Tioga R. R. 7s, 110; Camden and Amboy mort. 6s, 109¾; North Penn. Chattle scrip, 95; Pennsylvania 6s, War Loan, 107½; Allegheny Co. coupon, 5s, 80; do., scrip, 83; Pittsburg coupon 5s, 70; West Branch Canal, 136; Union Canal, 2¾; West Philadelphia R. R., 72½; 13th and 15th streets, 34; 5th and 6th streets, 65; 10th and 11th streets, 51; Green and Coates street bonds, 110; Hazleton Coal, 80; Fulton Coal, 9¼; Green Mountain, 7; Big Mountain, 9; New York and Middle Coal Fields, 19½; McClintock Oil, 5 ; Feeder Dam Oil, 1½; Organic Oil, 1¼; Oil Creek, 6; Irwin Oil, 5; Mineral Oil, 2½; McElhenney, 4¾; Dinsmore Oil, 4½; Olmstead Oil, 4½; Dalzell Oil, 5⅛; Noble and Del., 15; Etna Copper Mining, 15¾; Penn. Copper, 10; Merrimac, 4¼; Amygdaloid, 84; Connecticut, 1¼; Mechanics' Bank, 28½; Western Bank, 76; Northern Liberty Bank, 76½; Consolidation Bank, 34¼; Commercial Bank, 56; North American Bank, 113½; City Bank, 55¼; Louisville Bank, 109. The latest quotations are: City 6s, 103¾@104; do., new, 106⅛@106¾; State 5s, 100@100¼; do., coupon 103@103¼; do., 6s. 1879. 107@107½; Phila., Wil. and Balt., 73@——; Reading, 70¼@70½; do., 6s, 1870, 107@108; do., 1886, 140½@141; Camden and Amboy, 189@190; Pennsylvania R. R., 71½@72; do., 1st mort., 117@118; do., 2d mort., 113@113½; Little Schuylkill R. R., 50@50¼; Morris Canal, 86¾@87¼; do., pref., 140@142; do., bonds, 108@109; do., 2d mort., 103@105; Wyoming Valley Canal, 78@86; do., 6s, 105@105½; Susquehanna Canal, 20⅛@21; do., 6s, 66@66½; Sch. Nav., 31¼@31⅜; do., pref., 40⅝@41; do., 6s, 1882, 98@98¼; Union Canal pref., 4½; do., bonds, 25½@26; Delaware Div. Canal, 48@48½; do., bonds, 104@105; Elmira and Williamsport, 85@86½; do., pref., 54@55; do., 7s, 1873, 112@113; do., 10s, 78@78¼; Beaver Meadow, 86@86⅛; Long Island R. R., 46@49; Lehigh Coal and Navigation, 74½@75¼; North Pennsylvania, 33⅛@34¾; do., 6s, 104½@104¾; do., 10s, 123@124; Philadelphia and Erie, 33¼@34¼; do., 6s, 108@110; Minehill, 64½@65; Catawissa, 21@21½; do., pref., 42@42¼; Lehigh Valley, 93½@——; do., bonds, 110@110½; Fifth and Sixth streets, (horse,) 64½@65; do., 7s, 109@109; Second and Third, 75@76; do., 7s, 112@112½; Race and Vine, 15½@16; West Philadelphia, 72@73; Spruce and Pine, 14½@15½; Green and Coates, 40@41¼; do., 7s, 109@110¼; Chestnut and Walnut, 63½@66; Arch, 34@35¾; Thirteenth and Fifteenth, 33¾@34; Seventeenth and Nineteenth, 16; Girard College, 30½@32; Tenth and Eleventh, 50¾@51¼; Norristown, 60⅞@61.

Boston.—Northern (Ogdensburg,) 1st mortgage, 107; do., 2d mort., 87½; New York and Boston Air Line 6s, 68; Vermont Central, 1¾; do., 2d mort., 36; Pittsburg, Maysville and Cin. 7s, 1st mort., 63; Rutland and Burlington 1st mort., 75; do., 2d mort., 35; Mad River and Lake Erie R. R. 6s, 70; do., 7s, 73¾; Eastern R. R. 6s, 1874, 107; Androscoggin 6s, 1885, 100; Androscoggin and Kennebec 6s, 1854, 38; Illinois 6s, 1879, 103½; Massachusetts 6s, 1872, 130¼; do., 5s, 115¼; New Hampshire 6s, 1876, 103¾; Vermont 6s, 1874, 102; Maine 6s, 1889, 102½; Lexington and West Cambridge R. R. pref., 70¼; Chelsea, horse, 46; Lynn and Boston, horse R. R., 6s, 100; Malden and Melrose R. R. 6s, 1880, 91; Albany 6s, guar., 109; Chicago 7s, 1882, Municipal, 109; Bath 6s, 102; Roxbury 5s, 1882, 98; Dorchester 5½s, 1874, 100; Boston 5s, 123½@130¼; do., 6s, 1867, 151; Brooklyn 7s, 1865, sewerage, 101; Boston Water Power Co., 45; Cary Imp. 13¼; Essex Co., 102; East Boston, 13½; Union Steamship Co., 70½; Franklin Coal, 102¾; Belmont Coal, 17; Short Mt. Coal, 47½; Gilberton Coal, 106¼; Boston Gas, 865; Cambridge Gas, 105; Union Gas, 9; Chelsea Gas, 97¼; State Bank, 74; Webster Bank, 105; Merchants Bank, 104¼; Traders' Bank, 99¾; Bank of Commerce, 105¾; Washington Bank, 106½; First National Bank, 115¼; Exchange Bank, 125¼; Maveric Bank, 99; Bank of North America, 105¾; Shoe and Leather Dealers Bank, 136¼; Merchants Bank, Salem, 46¼; Manuf. and Traders Bank, Portland, 50¾; Boston Bank, 73½; Acton Mining Co., 3¼; Allouez, 4; Algomah, 3; Albion Gold, 2½; Bay State, 17½; Boston, 5⅞; Black River, 35c.; Bedford, 1½; Brome, 1½; Cornwall, 62c.; Canada, 3¼; Concord, 4⅛; Columbian, 9½; Colorado Gold, 4½; Copper Falls, 40¾; Chebucto Gold, 90c.; Dudley, 5; Dorchester, 7; Eagle River, 7; Essex, 20c.; Flint Steel, 11; Great Western, 5⅜; Hancock, 14½; Huron, 38; Humboldt, 10; Logan, 2; Madison, 5¼; Mandan, 4; Manhattan, 11; Macomb lead, 4; Mesnard, 10½; Merrimac, 4¼; National, 31; New England, 2½; Native, 1¾; New England Gold, 2¾; New York, 2; Oswegatchie lead, 110c.; Oxford plumbago, 10; Ottawa, 65c.; Phœnix, 30¼; Renfrew gold, 180c.; Star, 8; St. Clair, 10¾; Superior, 9; South Side, 4; Sutton, 1¾; Toltec, 3; Winthrop, 5½; Wickham, 50c.; Waterloo, 75c.

Baltimore.—Marietta and Cincinnati R.R. bonds, 105; Western Maryland bonds, 91; Central Ohio Incomes, 45; City Passenger R. R., 23¾; Bare Hill, 6.20; Maryland Copper, 1.35; Balt. Chrome, 3.00; Santa Clara, 26¼; Mineral Hill, 3.50; Springfield, 2.50; Am. Gas Coal, 2.00; George's Creek, 117; Atlantic Coal, 1.75; Lake Chrome, 0.65; Bank of Commerce, 24¼; Farmers and Merchants Bank, 40; Howard Bank, 10; Citizens Bank, 11⅜; Union Bank, 72; Mechanics Bank, 20. The latest quotations are: Balt. and Ohio, 115¼@116; do., 6s, 1867, 105; do., 1875, 112¼@115; do., 1880, 109@115¼; do., 1885, 112@115; Northern Central, 61@62; do., bonds, 1885, 108¼@110; N. W. Va., 16@20; do., 1st mort., 113¾@114; do., 2d mort., 103¼; do., 3d mort., 35@40; do., guar., 105@110; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@62; do., income 1857-'60, 40@45; Western Md. bonds, 90@92; do., guar., 111@113; Maryland 5s, 92; do., 6s, coupon, 1870, 112½@114; do., Ins., 112½; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 114@——; do., 1886, 114½; do., 1890, 112½@115; do., coupon, 115@115½; do., 5s, 1838-'70, 95@100; City Passenger R. R., 23¼@24¾; Canton Co., 41⅛@42½; Gardner, 75@1.00, Guilford, .28@.40; Maryland, 1.30@1.35; North State, .10@.20; Rudisell, .65@.75; Silver Hill, .20@.30; Springfield, 2.40@2.50; George's Creek, 112@117; Santa Clara, 26¼@26¾; Baltimore and Cuba Smelting and Mining, 1.90; Balt. and North .20@.35; Balt. Chrome, 2.90@3.00; Bare Hill, 6.15@6.20; Atlantic Coal, 1.70@1.85.

☞ We invite attention to the advertisement of the Third National Bank in another column.

☞ By the terms of consolidation of the Chicago and Northwestern Railway Co., with the Galena and Chicago Union Railroad Co., the stock of the former is to be exchanged for that of the latter, as follows: One share of Chicago and Northwestern preferred stock, and one share of Chicago and Northwestern common stock, with three dollars in cash, for each share of the Galena and Chicago Union. Exchanges may now be made, and the money received at the office of the Chicago and Northwestern Railway Company, No. 8 Wall st.

St. Louis Alton and Terre Haute R. R.

At a meeting of the Stockholders of this company, held on the 6th inst., the following gentlemen were elected directors for the ensuing year: Charles Butler, Robert Bayard, Russel Sage, John G. Richardson, Samuel J. Tilden, New York; Hiram Sandford, Paris, Ill.; Levi Davis, Alton, Ill.; Charles S. Greeley, St. Louis; E. E. Gage, Charleston, Ill.; Anthony Thornton, Shelbyville, Ill.; Henry W. Phelps, Pana, Ill.; John S. Hayward, Hillsboro, Ill.; William H. Underwood, Belleville, Ill.

At a subsequent meeting of the Directors held at the office of the company in St. Louis, the following gentlemen were unanimously chosen officers for the ensuing year: President, Chas. Butler, New York; Secretary and Auditor, Jas. B. Ralston, St. Louis; General Superintendent, Henry C. Moore, St. Louis; Cashier, John W. Moore, St. Louis.

☞ Holders of the Cancelled Bonds scrip of the Illinois Central Railroad company are requested to present their certificates at the office of the company, No. 31 Nassau street, for conversion into the scrip stock of the company.

Railroad Earnings--Weekly.

The earnings of the Chicago and Alton Railroad Company for the week ending June 7, were:

	1864.	1863.
Passengers	$13,595 98	$14,251 71
Freight	26,594 98	21,732 99
Sundries	1,781 00	1,438 06
Total	$41,976 96	$37,422 76
Increase 1864		$4,554 20

The traffic of the Great Western Railroad for the week ending June 3, 1864, was as follows:

Passengers	$24,123 17
Freight and live stock	26,655 74
Mails and sundries	1,229 92
Total	$52,008 83
Corresponding week of 1863	48,887 85
Increase	$3,120 98

The earnings of the Grand Trunk Railway for the week ending June 4, 1864, were:

Passengers	$29,153 75
Express freight, mails and sundries	2,500 00
Freight and live stock	65,822 92
Total	$97,476 67
Corresponding week, 1863	80,183 02
Increase	$17,293 65

The earnings of the Chicago and Rock Island Railroad for the first week in June, 1864, were $56,989 00
Corresponding week of previous year 44,857 55
Increase $12,131 45

The earnings of the Michigan Central Railroad for the 1st week in June, 1864, were $62,236 23
Corresponding week of previous year 49,841 48
Increase $12,394 75

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the nine days ending May 31, 1864, were $20,940 14
1863 11,991 81
Increase $8,948 33

Receipts from 1st January to 31st May:

1864 $200,176 08
1863 125,998 00
Increase $74,178 08

The earnings of the Dubuque and Sioux City Railroad for the week ending June 4, 1864, were $10,253 27
Corresponding week in 1863 4,479 98
Increase $5,773 29

The earnings of the Chicago and Northwestern Railway for the week ending June 7, 1864, are as follows (including what was formerly Galena and Chicago Union Railroad):

Passengers	$28,695 61
Freight	84,672 90
Mail, express and miscellaneous	2,268 84
Total	$115,637 05
Same period last year	71,314 06
Increase 62 per cent.	$44,322 99

The earnings of the Marietta and Cincinnati Railroad for the 1st week of June, were:

	1864.	1863.
Passengers	$5,672 64	$3,416 12
Freight	8,122 81	3,456 18
Mail, express & telegraph	1,190 58	815 00
Total	$14,986 03	$7,687 30
This month to date	$14,986 03	$7,687 30

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of June, 1864, were $67,193 00
Corresponding week of previous year 56,129 00
Increase $11,064 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in June, 1864, were $57,608 00
Corresponding week of previous year 33,324 00
Increase, 73 per cent $24,884 00

The increase since Jan. 1, 1864, is $273,223, or 65½ per cent.

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad for the month of May, 1864:

LAND DEPARTMENT.

Acres construction lands sold	12,809.14	for	$137,556 68
Acres Interest Fund Land sold	728.81	"	8,207 94
Acres Free Lands sold	3,911.15	"	39,512 06
Total sales during month of May, 1864	17,449 10	for	$185,276 68
To which add town lot sales			6,476 84
Total of all			$191,753 52
Acres sold since Jan. 1, 1864	127,622.49	for	$1,344,572.20
Cash collected in May			$123,131 91

TRAFFIC DEPARTMENT.

Receipts from passengers	$170,953 49
" freight	227,418 95
" mails	6,358 33
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in month of May, 1864	$414,730 77
Total receipts in month of May, 1863	334,686 77

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of May, compared with the same period last year, were as follows, viz:

	1864.	1863.
Freight	$326,778 38	$285,091 11
Passengers	150,664 79	123,386 28
Express matter	5,200 00	2,757 50
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	1,995 16	951 09
Total	$499,546 66	$427,094 31
Increase		$72,452 35
En'gs fr. Jan. 1 to May 31	$2,424,718 47	$2,055,998 83
Increase for four months		$368,724 64

Increase for May, 17 per cent.; average increase to May 31, 18 per cent.

The earnings of the Galena and Chicago Union Railroad Company for the month of May, 1864, were $220,825 36
Corresponding month of previous year 172,343 00
Increase $48,482 36

The traffic of the Cincinnati and Chicago Air-Line Railroad for the month of May was:

1864 $58,644 99
1863 37,588 18
Increase $21,056 81

First five months of the year:

1864 $291,430 74
1863 184,167 88
Increase $107,262 86

The earnings of the Rome, Watertown and Ogdensburgh Railroad for the month of May, 1864, were:

	1863.	1864.
From passengers	$20,096 36	$30,964 20
" freight	23,169 39	36,141 09
" other sources	1,569 36	5,034 65
Total	$44,835 11	$72,136 92
Increase 1864		$27,301 81

The earnings of the Chicago and Milwaukee Railroad Company for the month of May, 1864, were:

	1864.	1863.
Passengers	$30,657 69	$20,143 43
Freight	14,297 23	11,430 24
Miscellaneous	1,783 05	2,129 94
Gross earnings	$46,737 97	$33,703 61
Increase		$13,034 36

Comparative earnings from Jan. 1 to May 31, 1863 and 1864:

	Gross Earnings.
1864	$228,646 80
1863	166,091 34
Increase	$62,555 46

The earnings of the Chicago and Northwestern Railroad for the month of May, were:

1864 $409,454 07
1863 282,001 62
Increase (45 per cent.) $127,452 45

The earnings of the Michigan Central Railroad for the month of May, 1864, were $271,552 00
Corresponding month of previous year 236,453 00
Increase $35,099 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of May, 1864, were $264,818 00
Corresponding month of previous year 263,981 00
Increase $837 00

The earnings of the Chicago and Rock Island Railroad Company for the month of May, 1864, were $188,566 00
Corresponding month of previous year 144,397 00
Increase $44,169 00

The earnings of the Toledo and Wabash Railroad Company for the month of May, 1864, were $127,009 00
Corresponding month of previous year 134,271 00
Decrease $7,262 00

The following table shows the earnings of the Milwaukee and St. Paul Railway Company inclusive of the Eastern Division of La Crosse Railroad:

	1863.	1864.
January to May, 4 months	$378,911	$473,953
May	176,583	237,487
Total, 5 months	$555,494	$711,440
Increase in 1864		$155,946

The earnings of the Cleveland and Pittsburg Railroad Company for the month of May, 1864, were $203,514
Corresponding month of previous year 152,661
Increase $50,853

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of May, 1864, were $186,747 00
Corresponding month of previous year 106,967 00
Increase, 74½ per cent $79,780 00

The increase since Jan. 1, 1864, is $248,939, or 65 per cent.

The traffic returns of the Atlantic and Great Western Railway for the months of January, February, March, April and May, 1864, were respectively as follows:

	Passengers, &c.	Freight.	Total.
January.....	$38,615	$168,683	$207,298
February.....	50,189	178,852	229,041
March.....	60,518	166,215	226,733
April.....	58,992	138,275	197,267
May.....	57,198	157,486	214,679

Common Carriers.--Way Bill.--Consigned.

The recent case of the Northern Railroad Company *vs.* the Fitchburg Railroad Company, was an action on contract for a failure to forward and deliver to the plaintiffs at Burlington, Vermont, certain iron rails. The declaration contained several accounts.

The case was heard without a jury, and reported for the opinion of the whole Court. The following facts appeared:

The iron, for the loss of which the suit was brought, was part of a lot delivered to the defendants at Charlestown, in 1852, to be carried over their railroad, and forwarded by connecting roads to Burlington, Vermont. It was safely carried over the defendants' road, and delivered by them to the Cheshire Railroad, the next road in the line of forwarding; and by that road delivered to the Rutland and Burlington Railroad, and upon that road was detained and used.

The freight for the carriage of the iron, at the usual prices, was paid by the plaintiffs to the Rutland and Burlington Railroad Company for all the connecting roads; and the defendants received their proportion of it, without notice of any claim for failure to deliver any part of the iron. The Rutland and Burlington Railroad Company had agreed with the plaintiffs to have the whole lot transported from Charlestown to Burlington for an entire sum, less than the usual and established rates. There was also some evidence that this contract was made by the defendants; but upon the whole evidence it did not appear to have been made by them, but by the Rutland and Burlington Railroad Company; and that the defendants had no notice of any special contract until after the freight had been charged at the usual rate, the iron all carried over the defendants' road, and the freight paid by the plaintiffs, and the defendants had received their customary proportion of it.

Notice was given by the plaintiffs to the Rutland and Burlington Railroad within a few weeks after the lost iron was missing, and a claim made by the plaintiffs upon that road for compensation for it; and soon after, the defendants were notified that it was lost; but no claim was made upon the defendants, nor suggestion that they were in fault or responsible for its loss, until within a year of the time when this action was brought, which was nearly six years afterward.

The Rutland and Burlington Railroad Company were solvent; and a demand against them could have been collected, by due diligence, at any time within a year after the loss of the iron. They then became insolvent, and have so continued ever since. In the negotiations between them and the plaintiffs during that year they did not deny their liability, if it could be shown that the iron was received by them, and not delivered.

The occasion of the loss of the iron arose from the manner in which the way bills were made out by the defendants. Some of them did not designate the number of cars loaded with iron for the plaintiffs; and one of them did not, in any way, designate the amount of the iron transported. The defendants were at the same time forwarding other iron to the Rutland and Burlington Railroad Company, to be used on that road; and hence the mistake arose. The name of the Ogdensburg Railroad Company was afterwards changed to that of the plaintiffs.

MERRICK, Justice.—The Rutland and Burlington Company are undoubtedly liable to the owners for the value of the rails; but as that company has since become utterly insolvent, and any remedy against them would be worthless, because no judgment against them could be effectually enforced, the plaintiffs seek to make the defendants responsible for the value of the rails taken and used by that company.

It is alleged by the plaintiffs that the said error and the consequent loss to them by the misappropriation and unlawful use of the rails in question was occasioned by the defendants, by the careless, negligent and improper manner in which the way bills were made and prepared by them; that they were in fact prepared and expressed in such terms as to be very likely, even if not certain, to induce the agents and servants of the Rutland and Burlington Company to believe or suppose that the rails mentioned in them were sent and belonged to that company.

There is upon the facts stated in the report no doubt that the defendants, in accepting the rails and undertaking to cause them to be transferred over their own and each successive railroad on the line from Charlestown to Burlington, acted as and assumed the responsibilities of forwarding merchants or agents, as well as of common carriers. In their former capacity they were bound to exercise reasonable diligence and care; and this required that they should furnish and supply, for the use and guidance of the several successive carriers to whom in the due course of transportation the rails should come, way bills, or other suitable papers containing the needful and accurate information and directions as to the destination and the disposition to be made of them. No particular form is essential for that purpose, but the directions should be so expressed as to be free from any real ambiguity, and to be intelligible to persons of ordinary capacity, conversant with that kind of business, who should examine and consider them with proper attention. Any omission of such requisite care would constitute culpable negligence, and would make the party chargeable with it, liable in damages for all loss and injury which should result from, or be the consequence of it. Story on Bailm §§ 502, 537. Briggs *vs.* Boston and Lowell Railroad Company, 6 Allen, (Mass.,) 246.

Upon examination of the way bill, it is obvious that it is in several particulars less explicit and exact than it might have been. But it does, in substance, contain all the information which is material or essential to enable each successive carrier to understand his duty, and the service which he is expected and required to perform. The articles to be carried, the route over, and the place to which they are to be transported, and the consignee to whom they are to be delivered, are all plainly and accurately described. There is nothing equivocal or ambiguous in any of the expressions contained in it. The goods to be carried were described as a part of a lot of rails; the route is from Charlestown to Burlington; and the Ogdensburg Railroad is named and mentioned as the consignee. All this is plain, and must have been intelligible to any person having the least familiarity or acquaintance with the kind of business to which it referred. There is certainly nothing upon the face of the paper which has the least tendency to show that any part or number of the rails were sent to or owned by the Rutland or Burlington Company; and we are unable to see how any officer or agent of that company could deduce such a conclusion from it, or act upon any such supposition without carelessness and gross inattention to the contents of the way bill.

We are therefore of opinion that the plaintiffs have failed to establish their allegations that the way bills were made by the defendants in a negligent and improper manner, or that they gave any improper directions to the Rutland and Burlington Company, or that the misappropriation and loss of the rails is attributable to any carelessness or neglect of duty on their part.

The defendants are therefore entitled to judgment.

Atlantic and Great Western Railway.

We have received the statement for the year ending December 31, 1863, made in advance of the more detailed report of the Central Board of Management, giving an account of the business done upon this railway for the past year. The results are of the most gratifying character, and fully justify the opinions expressed by the promoters as to the remunerative character of the traffic which might be expected upon the line. Most of our readers are no doubt aware that this railway is intended to supply an unbroken line of communication between New York and St. Louis, on the Mississippi. The line starts from the New York and Erie at Salamanca, the link between New York and this place being supplied by the New York and Erie. The latter company gives to the Atlantic and Great Western a premium of 10 per cent upon the gross amount collected by it upon all freights sent on the line from any point on the Great Western Railway, and they pay also one dollar for every passenger brought upon the railway This contract, it appears from the report, came into effect on the 1st of May, 1863, and will continue in force for five years. The amount received by the Atlantic and Great Western under this agreement for the eight months of 1863 was $52,053, and this is specially appropriated to the payment of interest on the bonds of the company. The increase in the business between points on the road in Pennsylvania is such that the directors in their report state that the receipts from the Erie alone will be sufficient to pay the coupons on $1,500,000 of bonds. Leaving the Erie Railway and proceeding westward, the Atlantic and Great Western traverses the State of New York for the length of 48 miles; and this constitutes the first part of the undertaking, each section having its own board of directors and being established under the power of the State Legislature. The earnings of the railway upon the New York section, as compared with the previous year, were:

	1862.	1863.
Passengers.....	$38,172	$67,867
Freight and other sources.....	177,648	251,355
	$215,820	$319,222
Expenses for 1863.....		$153,179
Net earnings.....		$166,043

The number of passengers carried was 75,421, averaging a distance of 24½ miles for each passenger. The gross earnings per mile of road were $6,650, while for 1862 they were $4,496 per mile.

The financial condition of the company is thus stated:

Bonds 1st and 2d Mortgages, and Erie and New York City Bonds	$1,587,665
Bills payable, bearing interest	61,295
Total	$1,648,960
Interest paid on same, at 7 p. c. in '63	$115,427 20
Premium on gold, 1st Mort. coup.	16,558 71
	$131,985 91
Balance of net earnings in 1863	$166,043 00
Coupons and interest	131,985 91
Net earnings after providing interest on the funded and floating debt	$34,057 09

Of the freight carried over the line, Petroleum forms a very large proportion. The number of barrels carried were 246,368 in 1862; and 482,628 in 1863—being an increase of 236,260.

The unfinished condition of the road, as taken from the contractors, has rendered it necessary to make considerable expenditures in completion of earthwork, masonry, and ballasting, and in the increase of engines and cars.

The report states in conclusion: "It is a subject of congratulation that our business has, during the past year, so largely increased, and in great measure from local traffic, facilities for a large through freightage not being perfected in time to be of much benefit. With the great local business which will be obtained by the nearly completed extensions of this railway into the oil, coal, and iron districts of Pennsylvania and Ohio, the stock of this company must become highly remunerative; and the great through traffic of the valley of the Mississippi, which it will command when the western connections are made and rolling stock supplied, will unquestionably make the Atlantic and Great Western Railway one of the most valuable railway properties in the United States."

The second section of the line is that which runs through the State of Pennsylvania, which, *like that of New York, is a distinct company*, and incorporated by legislative authority of the State. The length of road in this State is 93 miles, and the rapidity with which this part of the railway has been completed has been most remarkable. In addition to this main line of 93 miles, an Eastern coal fields branch and extension has been completed and worked since the 1st of June last year. A Western coal fields branch, 13 miles in length, is under contract, and will be shortly completed. A central coal line has also been surveyed. It will traverse the extensive coal fields of the Mercer County Coal and Mining Company, which covers an area of nearly 50,000 acres, and possessing in several parts veins of excellent coal seven feet in thickness. The cost of the Main Line and Eastern has been $5,634,039; the revenue for the eight months of the year was $317,840; the expenses $169,303, leaving net earnings available for interest $48,037. The expenses include extraordinary repairs incident to a newly-finished line, which would properly belong to construction account. The traffic upon the line has hitherto been almost entirely of a local character, the through freight to and from the West not having as yet been provided for. The earnings of the company have, however, been very satisfactory.

The number of passengers carried, inclusive of those on the Eastern Coal Fields Branch and Extension were	145,216 00
Averaging 21 11-14 miles to each passenger.	
The gross earnings of the Main Line per mile for 8 months, were	$3,412 26
At the rate of $5,118 39 for the year.	
The number of tons carried were	164,981
Number of barrels of petroleum carried	420,795
The gross earnings of the Eastern Coal Fields Branch and Extension for seven months, were	42,874 38
The net earnings were	12,766 20

The amount of capital stock issued to the end of last year was $1,763,506; first mortgage bonds $2,500,000, second mortgage, $956,000. The receipts have increased from $37,602 in May to $134,696 in December of 1863; being in very much greater proportion than the increased mileage. The report states:

"The route of the Atlantic and Great Western is now nearly completed from Pennsylvania through the adjoining State of Ohio, and at the borders of that State it will effect a junction at Dayton with the existing Cincinnati, Hamilton and Dayton line, and will be continued from Cincinnati by the Ohio and Mississippi Railway to St. Louis.

"It is a gratifying fact that, in the face of most adverse circumstances, the line has been fully completed and equipped with rolling stock, by the perseverance and energy of the contractor, James McHenry. It is not a less gratifying fact that the experience of the past fully justifies the belief that the Atlantic and Great Western Railway line will not only realize the anticipations of its friends, but that its business will greatly surpass all predictions made. It will as one of the great arteries of the commerce between the Atlantic and the great West, secure, by its unrivaled facilities for freight transportation and its superior accommodation for the convenience and comfort of the traveling public, beyond all doubt a large share of the present and ever-increasing business of the country."

For the month of April, when only 322 miles of the road, including the Mahoning and Oil Wells branches, were in operation, the receipts were upwards of $240,000, and would have far exceeded that sum had the Erie Railroad been prepared for the large increase of business thrown on their line. But even at that rate, after allowing fifty per cent. for working expenses, a net profit would accrue of $1,260,000 per annum, while the interest on the first mortgage bonds only requires $525,000, and on the second mortgage bonds $406,000, so that the present earnings show an acces, of $329,000 beyond payment of interest on first and second mortgages.—*London Railway News May* 21.

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American Railroad Journal.

New York, Saturday, June 25, 1864.

The Practice of Economy.

Mr. Cobden, one of the most illustrious of the modern school of liberal statesmen, and therefore naturally a friend of the country where liberal institutions are specially its object and care, has written a letter to a friend in Philadelphia in which he expresses himself as follows:

"We are looking anxiously for the news from your side of the next campaign. For myself I have never considered that the result of your terrible civil war was to be decided by fighting alone. It is the organization of the South, through the operation of the war on the African race, that I have always regarded as the real source of the weakness and danger of the Confederates. But for this cause to have full effect requires time.

"During that time I fear you will be incurring an enormous expenditure and accumulating a terrible debt. This is not all; I am afraid, while the Government is necessarily spending vast sums, your citizens are individually giving way to extravagant private habits. This is lighting the candle at both ends. If persevered in it will lead you to terrible financial difficulties. The only way in which you can continue to furnish extraordinary supplies to the Government is by the rigid practice of economy on the part of individuals. *Let every patriot preach this truth to the people.*"

The advice of a friend even if it be sometimes not so palatable, is always worthy of consideration, and we think this a fitting occasion to commend the acceptance of his views as a duty we not only owe ourselves, but to the position we hold as the great exemplar of nations, to show them that a republican people cannot only defend, but reform themselves whenever they are departing from the line of safe conduct.

Mr. Cobden perceives by the light of history and experience, that a large inflation of credit and a large increase of paper money are sure to produce corresponding changes in the habits and transactions of a people, which always tend in one direction, that of extravagance and expenditure, never in that of economy; and so he kindly, and like a true friend warns us of our impending danger. It will be well for us if we will see it, for though the material resources of the country are imperishable; though our soil, our territories, our rivers, our lakes, our increasing population will remain intact while this continent lasts as a part of our globe, yet great individual and political difficulties must arise which for a time may impair if not neutralize our prosperity.

The Nation, in struggling for its existence against a most unjustifiable and wicked assault upon it, has been compelled to make enormous efforts both to raise men and provide money. Both have been required on a scale of expenditure unparalleled in history, and as it was out of the question to meet the contingency with the limited supplies of gold and silver at our command, we have had to substitute the promises of the Government in their place, and in the largest amounts, and to pledge its faith for several generations to come that these promises shall be kept. So far the necessity has been attended with a conviction in the public mind that its demands were not beyond the present and prospective ability of the American people to comply with, although we have a funded debt of twelve hundred millions of dollars, and a floating debt of five hundred millions more to absorb in some other way than by an immediate conversion into long bonds bearing interest. The interest of the one, and the capital of the other are entirely under control by the adoption of a judicious tariff, and the imposition of direct taxes, and no country was ever better able than ours to endure both. A vast amount of paper money has been put into circulation, and all classes in a position to offer labor and products in exchange, have been signally prosperous. Many trades and industries have been suddenly called into new and successful activity, and the evidences of individual prosperity have multiplied around us. But these consequences have been attended by others bringing danger in their train. An evident lavishness of expenditure has attended them, especially among those who have been suddenly surprised by an unusual command of money. Immense fortunes seem actually to have turned the heads of a great many persons, who have launched into display of the most unusual character, and indulged in the most costly of luxuries to which they were unaccustomed. Not that we object to the right of such persons to expend their suddenly gotten wealth in the precise manner they think best, but only to express the hope that their examples may not corrupt others who have not had the same luck, or been in possession of the same advantages. It is to this class of persons, we therefore address a few words of caution and advice.

The taxation we have to endure is a load from which there is no more escape than from death, and that it is heavy, and likely to be heavier for years to come, there can be no doubt. Not only does it meet us by the direct call of the assessor and collector, but indirectly in all the articles of necessity we are compelled to use to sustain life. The duties on imported goods, and the Government charges on the products of our factories, and the sales of merchandize, swell the cost of everything taken by the consumer. How important therefore it is that economy should be the rule rather than the exception. Every prudent and patriotic person will perceive that to discharge the great duty we owe our country with any degree of satisfaction, we must be able to practice self-denial, the foundation of all moral and pecuniary stability.

There is a large class of people who have already adopted this principle, if not voluntarily, then from stern necessity. We allude to those in possession of salaries or fixed incomes on the basis of values as established before the war. These having been unchanged during the change from a gold to a paper standard, have found their means of living reduced one-half. Those even who lived in some degree of elegance find themselves restricted to the simplest outlay, and we

speak within bounds when we say that there are thousands of most respectable and meritorious families who find it difficult to indulge in their customary comforts, or enjoy as they did the pleasures of social intercourse. These are practising economy without requiring any hints to do so.

There is another class, however, to whom some words of caution may be given. We allude especially to the industrial and working classes. We fear that many of those persons from the increase of their earnings are indulging in delusions of a permanent prosperity which will be fatal to their future prospects. The careless expenditure of their money in the numerous forms which temptation now so constantly intrudes upon them, is unwise and unnecessary. A return to old prices will bring disappointment to all those who think their present harvest is to be always ripe. New and artificial tastes suddenly dwarfed back into their simple elements will become a curse to their possessors. Now therefore, is the time for the workingmen and mechanics to practice economy, and to accumulate rather than spend their gains. There is no longer an excuse as to the difficulty or danger of investing small sums, as once there undoubtedly was, and which afforded a plausible excuse to many for their habits of profusion. Every person who has earned a surplus of fifty dollars may place it securely in Government stocks and be sure of having the interest and principal returned in gold, or of being able to sell them at a premium.

No one need fear to lose a dollar of his earnings if he invests in these securities. In a bank, or railway, or coal mine, or an insurance company there is always some risk, and small sums are not of much account in these institutions, nor give any influence. But the smallest holder of Government securities rises to the dignity of a public creditor, and is entitled to the honors of a patriot.

We therefore advise all to whom these remarks are applicable, to pursue at once the system of economy we have thus briefly recommended, and as fast as their accumulations permit, to place them in the National funds, as a resource against disaster or old age, or as a permanent resource for an increasing family.

As a nation we are generous, open-handed, and unfortunately extravagant. Great success has made us reckless in expenditure, and when we were not in debt the result was not so dangerous. But we are now loaded with an enormous debt, subjected to heavy taxation, and depleted by extraordinary charges for the simplest necessities of life. The times are changed, and we should change with them. The very richest find their incomes reduced by the financial changes of the hour. It is only contractors and speculators who are content with exhorbitance and irregularity. All others will discover that the tax on their pockets and that on their patience will be extremely unpleasant.

There is one remedy which every one may apply, and that is economy. We shall thereby not only improve our own private estates, be they of even very moderate dimensions, but perform a good service to our beloved country. No people ever became wealthy or strong that did not save what they earned, and the true secret of competence and happiness is, in that economical forecast, which in the day of great things, provides for the contingency of small ones.

Michigan Southern and Northern Indiana Railroad.

The following is a comparative statement of the earnings and expenses of this road for the fiscal years ending March 1, 1863 and 1864:

Earnings:	1863.	1864.
From freight	$1,804,581 78	$2,016,850 79
" passengers	892,138 31	1,244,129 25
" mails	58,966 00	58,514 58
" express	31,210 21	41,829 36
" rents	18,918 92	17,868 50
" all other sour's	13,016 18	10,101 75
	$2,813,831 40	$3,384,294 23
Expenses, viz:		
Repairs of road	$379,656 09	$482,334 76
" buildings	41,983 14	62,983 89
" engines	121,149 21	160,803 64
" cars	111,132 43	163,136 65
" tools and mach'ry	21,640 18	27,608 29
" and suppl's telegr'ph	4,502 91	5,421 65
Fuel consumed	116,796 99	171,003 62
Oil and waste	24,258 23	43,104 65
Gen'l superintendence	28,749 59	28,400 89
Agents and clerks	77.468 53	86,513 12
Foreign agencies	35,197 78	45,756 94
Telegraph operators	10,913 30	14,417 34
Stationmen	129,426 07	154,273 93
Conductors and trainmen	62,432 09	78,824 71
Enginemen & firemen	89,348 43	104,147 32
Switch and flagmen	5,487 54	14,539 04
Supplies	11,641 31	20,656 22
Station service	13,678 89	13,289 46
Law expenses	8.426 84	3,910 18
Loss and damage	9,383 46	17,229 14
Expenses N. Y. office.	14,628 18	30,740 01
New buildings	11,430 12	
All other expenses	22,863 45	29,431 46
	$1,352,555 61	$1,753,516 90
Net earnings	$1,461,275 79	$1,630,777 33
Less—		
Interest on funded debt	$656,393 10	
Two dividends (5 per ct. each) on guar. stock.	259,905 20	
Contributions to sinking fund	115,842 50	
Rent Erie & Kalamazoo Railroad	30,000 00	
Taxes—State, Co., and town	70,996 54	
Taxes—United States	38,010 16	
Interest and exchange	3,323 70	
		1,174,471 20
Surplus		$456,306 03
Add following items, viz:		
Cash on hand March 1, 1863		$33,393 31
Proceeds mort. D. M. & T. R. R.		58,246 04
Decrease of available assets		25,274 82
Insurance on grain elevator		10,000 00
Proceeds sale outside lands		5,440 00
" steam excavator		1,600 00
Sundry items		1,940 45
Total amount to be accounted for		$592,200 65
Disposition of same—		
New cars		$97,885 90
New engines		45,003 31
New grain elevator at Toledo		39,286 98
Detroit, Monroe and Toledo Railroad.		5,885 85
Real estate for depot grounds		24,291 02
Reduction of floating liabilities		20,786 02
Old claims settled for		2,125 95
Paid loses by fire		5,667 38
Retirement of D. M. & T. stock		8,340 50
Cash on hand		347,977 24
Total as above		$592,209 65

Compared with the previous year the gross earnings of the past show an increase of $570,462 83; with an increase in expenses of $400,961 29—making the increase in net earnings $169,501 54.

Of the increase of gross earnings $212,269 01 was for gain on freight, $351,990 90 on passengers, and $6,202 80 on mails, express, rents, etc.

The proportion of operating expenses to earnings in 1863–'64, was 51.80; in 1862–'63, 48.50.

During the year an old claim secured by a mortgage on property of the Detroit and Milwaukee Railroad Company was collected, yielding $58,246 04 to the Treasury.

There has been paid into the sinking fund $114,000 of that class of bonds, and the commissioners now hold $764,000 of the sinking fund bonds, making the full amount due to the fund to this date. The report says:

The progress that has been made during the last four years, when the present management found the company in the greatest embarrassment, and almost hopelessly bankrupt, can be better understood by a perusal of the following statement:

The reported debt of the company, funded and floating, was on March 1st, 1860.	$10,617,798 60
Subsequently ascertained to this date as then unreported	597,620 22
Total debt	$11,215,413 82
The funded debt to-day is	$8,287,255 00
Bills payable (of which $15,000 is old and possibly contingent)	22,394 63
	$8,309,649 63
The total stock of the company, as reported March 1st, 1860, was	$9,018,200 00
Since ascertained, 122 shares common stock	12,200 00
Total	$9,030,400 00
The total stock to-day is	10,120,400 00
The amount of Detroit, Monroe and Toledo stock outstanding, as reported March 1st, 1860, was	$130,200 00
The amount of that stock now outstanding is	41,600 00

RECAPITULATION.

Liabilities in 1860:	
Debt	$11,215,413 82
Stock	9,030,400 00
Detroit, Monroe and Toledo stock.	130,200 00
Aggregate	$20,376,013 82
Present liabilities, March 1, 1864:	
Debt	$8,309,649 63
Stock	10,120,400 00
Deiroit, Monroe and Toledo stock.	41,600 00
Aggregate	$18,471,649 63
Diminution of aggregate of liabilit's	$1,904,364 19

Of this reduction the amount of $594,000 was by sinking fund bonds added to the sinking fund during the four years.

Within this period our equipment for freight business offering has been greatly below the demand of the business. Our average of cars per mile of road operated was during the fiscal year previous to that just closed 1.77, while the average number of cars per mile of road on the other roads centering in Chicago was 3.51. In operating our road, such was the close and effective adaptation of means to ends, and the diligent use made of what facilities we had, that while the other roads named averaged $1,006 earnings per car per year, our earnings averaged $1,540 per car. The difficulties encountered during the earlier part of this period in meeting such imperative demands as were occasioned by the large floating debt, including overdue interest, and in

satisfying the obligations to the sinking fund from the current revenue of the company, prevented the requisite appropriations for a proper increase of equipment; as the average of cars per mile and the yearly earnings conclusively show.

A due regard for the interests of the company and for the development of its business, would seem to require that proper facilities should be afforded to supply this need, and to enlarge the depot accommodations, to meet pressing wants and to keep pace with future demands of traffic, which otherwise must seek other channels for transportation. It is to this end that the attention of the board is now directed, as promising the best guarantees for future increase, and for profitable returns to the stockholders.

It is gratifying to state that under all the disadvantages, the board were enabled during the past year to declare the first dividend, of five per cent., ever earned on the guaranteed stock, which was made payable to that class of shareholders on the first of August last, and a subsequent dividend of like amount on the first of February last, with reasonable certainty of being able to maintain the same at semi-annual periods in the future.

During the year the company embraced the opportunity of selling at a premium $1,400,000 of the reserved common stock created and contemplated at the time of consolidation, the proceeds of which were sufficient for the purchase of $310,000 of ten per cent. guaranteed stock, and $1,126,000 of first and second mortgage 7 per cent. bonds—making a total of $1,436,000. It may be stated in this connection that the aggregate of guaranteed and common stock outstanding, by this issue, amounts to 101,204 shares as against 100,702 shares of both these classes of stock in 1858, as appears by the annual report for that year. It must be apparent to all that this capitalization materially improved the condition of the finances, and thus hastens the period when the common stockholders will realize upon their investment.

The results of the year show a surplus which, if not sufficient to justify the payment of a dividend on the common stock, substantially increases its value, and furnishes, together with the increasing revenue of the company, the strongest assurances of the capacity of the road to earn a return on both classes of its stock. The directors therefore see no reason why a resumption of dividends on the common stock may not be expected during the present year, and regularly maintained.

The decayed condition of the branch road laid with strap rail, extending from Constantine to Three Rivers, would not warrant its operation longer than till the first of December last, at which time trains were discontinued. The accommodations heretofore afforded by this branch to a rich and productive country tributary thereto, are now suspended, and unless some provision is made for the rebuilding of the road, the business will in part seek other portions of the road, and in part be diverted to competing channels. In view of this fact, and of the earnest of the public formerly doing business over this branch to resuscitate it, the directors, in the early part of the present year, directed their Chief Engineer to report upon the project, and also upon the extension of said branch twelve miles farther over a road already graded to Schoolcraft in the State of Michigan. This report has been prepared, and will be read to the stockholders at their annual meeting for their action thereon. The system of branch roads which has given to this company a long line to maintain lateral to the trunk road between Lakes Michigan and Erie, is too important in its future bearings to be acted upon hastily by the board, and is a more proper subject for the attention of the stockholders. It is to be hoped that sufficient interest will be felt in the welfare of the road, and such consideration be given to its future prospects, as to insure the personal attendance of stockholders at their next annual meeting, that full expression may be given of their views, and such measures be adopted in this and other matters as are best calculated to promote the prosperity and success of the company.

The following is a comparative statement of the assets and floating liabilities of the company March 1, 1863 and 1864:

Assets:	1863.	1864.
Uncollected earnings	$218,187 88	$89,071 08
Supplies on hand	196,999 20	288,725 80
Freight overcharges due from other companies.	14,898 53	31,387 10
Bills receivable, Toledo.	2,091 24	2,091 24
Individual accounts	5,889 17	8,458 12
P. Morehous, trustee	5,683 40	.....
U. S. Express Co	1,258 74	.....
	$445,008 16	$419,733 34
Liabilities:		
Bills payable, New York	$81,236 16	$15,000 00
" Toledo	1,000 00	5,266 67
Coupons and bonded interest	22,592 29	14,921 45
Pay rolls and vouchers, February	140,218 31	163,519 46
Due individuals, Toledo.	.....	2,127 96
Interest on overdue b'ds not yet presented	.....	5,180 00
Unclaimed dividends on guaranteed stocks	.....	18,295 20
	$245,046 76	$224,310 74
Excess of assets	$199,961 40	$195,422 60

Decrease of assets, $25,274 82; reduction of liabilities, $20,736 02.

The apportionment of freight and passenger earnings of Main Line and Branches for the year 1863-'64, was as follows:

	Passenger.	Freight.
Main Line	$849,775 78	$1,599,131 83
Air Line	87,060 04	195,184 81
Det., Mon. & Toledo	125,741 84	105,849 43
Jackson Branch	33,720 29	30,363 05
Monroe and Adrian	28,955 18	47,430 05
Three Rivers Branch.	1,975 23	3,618 31
Storage	.....	35,323 31
Military transp	116,900 99	.....
	$1,244,129 25	$2,016,850 79
Previous year	892,138 31	1,804,581 78
Increase	$351,990 94	$212,269 01

The total number of passengers carried was 576,897; of which 96,414 were through, and 480,483 way. Of the through passengers, 69,792 were 1st class, 15,784 2d class, and 10,837 emigrant—yielding $513,792 47. Of the way passengers, 478,441 were 1st class, 758 2d class, and 1,283 emigrant—yielding $613,435 79. The number of miles traveled by through passengers was 23,690,068; by way passengers, 18,040,202—total 41,730,270. The average mileage of each through passenger was 245¾; do., way, 37½. The average amount received from each through passenger was $5.32; do., way, $1.27. Average rate per mile on through travel 2.17 cents; do., way, 3.43 cents.

The number of tons of through freight moved eastward was 183,475; do., westward, 60,430—total through, 243,905, yielding $1,093,659 48. Way freight moved eastward, 206,361; do., westward, 108,713—total way, 315,074, yielding $887,868. Total tons through and way freight eastward 389,836, or 69.74 per cent., yielding $1,385,398 73, or 69.92 per cent.; do., westward, 169,143, or 30.26 per cent., yielding $596,128 75, or 30.08 per cent.—the total tonnage being 558,979, against 543,626 the previous year; and the revenue therefrom, as above, exclusive of storage $1,981,527 48, against $1,706,184 64: a gain of 15,353 tons, and $215,892 84, or 12.02 per cent.

The number of engines owned by the company is 86; of which 63 are in good order, 14 require ordinary repairs, 7 thorough repairs, and 2 not in use. Number of miles run by passenger trains, 1,245,465; by freight trains, 736,985; by wood and gravel trains, 189,027—total 2,171,477, an increase over the previous year of 110,840 miles. Cost of repairs per mile run 7.4 cents, which includes almost the entire renewal of five engines, rebuilt during the year. The condition of the motive power of the road has been well preserved and is as efficient as at the beginning of the year.

The rolling stock consists of 8 12-wheel and 56 8-wheel passenger cars; 8 second class, 6 emigrant, and 22 mail, express and baggage cars; 14 drovers', 1 paymaster's, 2 wrecking, 16 gravel, 169 stock, and 948 freight cars.

The number of miles operated to December 1, 1863, was 529; since that time (by discontinuance of Three Rivers Branch,) 521.

CONDENSED BALANCE SHEET.

Railroad		$13,619,184 89
Equipment		1,644,258 90
Detroit, Monroe and Toledo R. R.		1,291,068 13
D., M. & T. stock at par		372,500 00
Outside property, acquired by foreclosure of mortgages		15,621 24
Supplies on hand		288,725 80
Store at Detroit, valued at		8,000 00
Available assets, viz:		
Cash	$347,977 24	
Uncollected earnings	89,071 08	
Due from other companies	31,387 10	
Bills receivable	2,091 24	
Individual accounts	8,458 12	
	$478,984 78	
Less floating liabilities.	224,310 74	
		254,674 04
Nominal assets		73,655 60
Profit and loss		889,966 40
		$18,407,655 00
Capital stock—common		$7,586,800 00
guaranteed		2,583,600 00
		$10,120,400 00
Funded debt, $8,287,255, viz:		
Sinking Fund, First General Mortgage bonds	$5,276,000	
Less held by sinking fund	764,000	
		4,512,000 00
Second General Mortgage bonds		2,194,500 00
Goshen Line bonds		693,000 00
Jackson Branch bonds		77,000 00
Detroit, Monroe and Toledo bonds.		734,000 00
Overdue bonds not yet presented—		
Michigan Southern 1st	$2,000	
Northern Indiana 1st	21,000	
" Plain	10,000	
Erie and Kalamazoo	41,000	
		74,000 00
Scrip outstanding		2,755 00
		$18,407,655 00

Directors.—E. M. Gilbert, Henry Keep, Le Grand Lockwood, Albert Havemeyer, Milton Courtright, Hamilton White, Nelson Beardsley, William Keep, William Williams, Stillman Witt, John S. Barry, Philo Morehous, M. L. Sykes, Jr.

Vice President.—M. L. SYKES, JR.

Treasurer.—HENRY KEEP.

Secretary.—D. P. BARHYDT.

General Sup't.—H. H. PORTER.

☞ The first passenger train from Wilkesbarre by the route *via* Penn Haven and White Haven arrived at Easton on Tuesday last. Two trains will be run daily hereafter.

Delaware and Hudson Canal Company.

The Delaware and Hudson Canal Company has published its annual report, showing for the year ending March 1, 1864, a net profit of $2,557,333 86, or about 34 per cent. on the capital stock.

STATEMENT.

To coal in hand March 1, 1863	$514,032 99
To mining coal....	958,670 74
To railroad transportation and rep'rs	412,984 25
To canal repairs and superintendence	369,819 62
To freight of coal on canal....	869,108 41
To labor and expense at Rondout..	80,824 48
To rent, salaries, current expenses, &c., New York office....	42,600 07
To coal-yard and harbor expenses, Taxes, Interest, &c....	312,877 80
To depreciation account, losses, &c.	16,501 90
Balance	2,557,333 86
Total....	$6,134,754 12
By sales of coal to March 1, 1864..	$4,707,273 15
By canal and railroad tolls collected	954,822 67
By miscellaneous profits....	28,393 55
By coal on hand at Honesdale, Rondout and New York, and on line of canal....	444,264 75
Total	$6,134,754 12
Balance....	$2,557,333 86

Common Carrier.--Limitation of Responsibility.--Special Contract.

The case of Judson *vs.* The Western Railroad Corporation, was an action on contract, in which the plaintiff sought to charge the defendants as common carriers, for the loss of a quantity of dressed deer skins, which were in the defendant's freight depot at East Albany on the evening of the 5th of July 1861, when it, with all its contents, was destroyed by an accidental fire. At the second trial there was evidence tending to show, and it was found by the jury, that on the afternoon of the 5th of July 1861, two boxes marked G. C. Judson, Springfield, Mass., by railroad," were delivered by the New York Central Railroad Company to the defendants at East Albany, for immediate transpartation, with the necessary vouchers and expense bills; and it further appeared that the defendants have for the past ten years issued freight tariffs, which were in force in July 1861, containing, among other provisions, the following: No risk assumed beyond $200 on any one package, except by special agreement. All goods and merchandise will be at the risk of the owners while in the corporation storehouses, and no responsibility will be admitted for any loss or injury except such as may arise by fire from the locomotive engines, or by negligence of the agents of the corporation." These tariffs were posted in all the freight houses of the corporation, and liberally distributed to the public, and, before the 5th of July 1861, a large number of these freight tariffs were delivered by the defendants to the freight agents of the New York Central Railroad Company at Albany. A notice similar to that contained in the freight tariffs was, and for many years had been, inserted in the printed receipts given for goods delivered at the several stations of the defendants for transportation, but the defendants did not propose to bring these notices home to the plaintiff in any other way than as above stated; and the plaintiff himself testified that he had never seen them, and was ignorant of their existence.

The New York Central Railroad Company received the boxes from the plaintiff's agent at Fonda, New York, and gave for them a shipping receipt which contained the following stipulation, amongst others, "Goods or property consigned to any one place off the company's line of road, or to any point or place beyond its termini, will be sent forward with as reasonable dispatch as the general business of the corporation at its warehouse within mentioned will admit, by a carrier or freight man, when there are such known to the station agent at said warehouse willing to receive the same, unconditionally for transportation, the company acting, for the purpose of delivery to such carrier or freight man, as the agents of the consignor or consignee, and not as carriers.

The defendants requested the court to instruct the jury that the limitations and conditions contained in their tariff and freight receipts, brought home to the knowledge of the agents of the New York Central Railroad Company as above stated, would exempt them from all liability for the loss of the goods, or in any event, would exempt them from liability beyond $200 on each parcel. The judge declined so to rule. The jury returned a verdict for the plaintiff, with damages, and the case was reported for the consideration of the court.

Bigelow, C. J.—It would not be profitable to enter upon a citation and discussion of the numerous and conflicting cases bearing on the question of the rights of a common carrier, by a general notice, to absolve himself entirely from his common law liability for property intrusted to his care, or to modify and limit his responsibility by a mere constructive notice to those who may have occasion to place goods, wares and merchandise in his keeping for the purpose of transportation. A careful examination of the authorities would not lead to any very satisfactory result, or throw much light on the real principles on which the respective rights and duties of carriers and the public mainly depend. A very full and clear statement of the results arrived at in the leading cases on the subject can be found in the elementary writers, especially in Redfield on Railways, 264; Angell on Carriers, §§ 232,—245; Parsons on Con. 707.

There is, however, one conclusion which is fully supported by the weight of authority in the American courts, concerning which no serious doubt can be entertained; that is, that a public carrier may enter into a special contract with his employer by which he may stipulate for a partial or entire exoneration from his liability at common law as an insurer of property committed to his custody, and that such contract is not contrary to public policy, or invalid as transcending the just limits of the right of parties to regulate their dealings by special stipulation. As a necessary corollory of this conclusion, it is also held in the best considered cases and by the most approved text writers, that a notice by a carrier that he will not assume the ordinary responsibility imposed on him by law, if brought home to the owner of goods delivered for transportation, and asserted to clearly and unequivocally by him, will be binding and obligatory upon him, because it is tantamount to an express contract that the goods shall be carried on the terms specified in such notice. To this extent, the doctrine that a carrier may limit or modify his liability seems to be most just and reasonable. Inasmuch as the rule of law which holds a carrier to the responsibility of an insurer, except in certain special cases, is founded in a policy which is designed solely for the security and benefit of the owner of goods, there can be no sufficient reason for regarding the rule as absolutely inflexible or irrepealable, when the party, in whose favor it will operate, directly or by necessary implication consents to waive it, or agrees to an essential modification of his own rights under it.

But it is a very different proposition to assert that a common carrier may escape his legal liability or materially change it by a general notice to all persons that he will not be responsible for the loss or injury of property intrusted to his custody, or only liable therefor under such conditions and limitations as he may think proper to impose. A common carrier is in a certain sense a public servant, exercising an employment not merely for his own emolument and advantage, but for the convenience and accommodation of the community in which he pursues his calling. The law imposes on him certain duties and responsibilities different from and greater than those which attach to an occupation of a purely private nature, in regard to the conduct of which the public have no interest, and which can be carried on at the option or according to the pleasure of the person who is engaged in it. A common carrier cannot legally refuse to transport property of a kind which comes within the class which he usually carriers in the course of his employment, if it is tendered to him at a suitable time and place, with an offer of a reasonable compensation. Like an innkeeper, he is obliged to exercise his calling upon due request under proper circumstances, and is liable to an action for damages if he wrongfully refuses to do so. A legal obligation rests upon him to assume the duty which he holds himself out as ready to perform, and a correlative right belongs to the owner of goods to ask for and require their reception and transportation upon the terms of liability fixed and defined by the established rules of law. The carrier has not the option to accept or refuse the carriage of the goods at his pleasure; but the person seeking to have them transported can choose whether they shall be carried without any restriction of the carriers duty as prescribed by law, or whether he will waive a portion of his rights, and consent to a modification of the legal liability which attaches to the carrier. Such being the legal relation which subsists between a common carrier and his employer, it certainly would be consistent with it to hold that a carrier, by a mere notice brought home to the owner of goods intrusted to his care that he did not intend to assume all the liabilities of his calling, would escape or materially change the responsibility which the law annexes to the contract of the parties. It would in effect put it in the power of the carrier to abrogate the rules of law by which the exercise of his employment is regulated and governed. Certainly such a notice, even if shown to have been within the knowledge of the owner of goods, would, in the absence of evidence of his direct assent to its terms, afford no sufficient ground for the inference that he had voluntarily agreed without any consideration to relinquish and give up the valuable right of having his goods carried at the risk

of the carrier. On the contrary, it would be quite as reasonable to infer under such circumstances that the carrier did not intend to rely upon a notice upon which he could not legally insist, as that the owner of goods meant to surrender a right to which he was entitled to by law. In such case, mere silence cannot be said to amount to acquiescence.

The application of these principles to the present case is decisive against the right of the defendants to insist on the instructions for which they asked at the trial. It is not contended that the plaintiff had any actual knowledge of the notice issued by the defendants, containing a limitation of their common law liability as carriers. If he had any knowledge at all, it was at most only constructive, though the New York Central Railroad Company, who received the goods for transmission over their own road, to be delivered to the defendants to be forwarded over a portion of their route. There is no fact in the case from which any assent by the plaintiff to the terms of the notice can be inferred. One portion of the notice on which the defendants rely goes to the extent of repudiating all liability for the loss or injury of goods delivered to the defendants and in process of transportation, except such as might be caused by fire from the locomotive engines or by the negligence of the agents of the corporation. This certainly was not binding on the plaintiff. Equally invalid was that portion of the notice which announced that the defendants would not be liable for a greater amount than two hundred dollars on any one package, except by special agreement. This was equivalent to a notice that they would not be liable for a greater amount than two hundred dollars on a single package, unless they chose to assume a further liability. It was optional with them, under this notice, whether they would make any such agreement or not. If they refused or omitted to do so, the owner of goods had no power to compel them to enter into any agreement. Nor, if the notice of itself is binding on him, had he any means of obtaining the safe transportation of his goods by the defendants above the value of two hundred dollars, under the liabilities imposed by law upon common carriers.

We do not mean to say that a general notice brought home to an owner of goods may not be available to qualify and limit the responsibility of common carriers to a certain extent and within certain limits. All that we mean to decide is, that a common carrier cannot by a general notice exonerate himself entirely from his legal liability, nor limit it absolutely to a certain amount beyond which he will not be held responsible in case of injury or loss. This was the legal effect of the notice on which the defendants rely in the present case, as is admitted by their counsel, who puts his defence to this action on the ground that they are not liable at all, or only for the sum of two hundred dollars on each package. Such a notice being invalid, was not binding on the plaintiff, and he is therefore entitled to

Judgment on the verdict.

Public Debt of the United States.

The Secretary of the Treasury, in answer to a resolution of the House, states the public debt of the United States up to June 14, 1864, as follows:

DEBT BEARING INTEREST IN COIN.

Rate of Int.	Character of Issue.	Authorizing Acts.	Amount Outstanding.	After what date reimbursable.	Interest.	When payable.
6 per ct.	Bonds	January 28 1847	$9,415,250 00	Jan. 1, 1868	$564,915 00	Jan and July.
6 per ct.	Bonds	March 31, 1848	8,908,341 80	July 1, 1868	534,500 50	Jan. and July.
6 per ct.	Bonds	June 14, 1858	20,000,000 00	Jan. 1, 1874	1,000,000 00	Jan. and July.
6 per ct.	Bonds	June 22, 1860	7,022,000 00	Jan. 1, 1871	351,000 00	Jan. and July.
6 per ct.	Bonds	February 8, 1861	18,41[illegible],000 00	Jan. 1, 1881	1,104,500 00	Jan. and July.
6 per ct.	Bonds exchanged for 7-10	July 17 and Aug. 17, 1861	50,000,000 00	June 30, 1881	3,000,000 00	Jan. and July.
6 per ct.	Bonds exchanged for 7-10	July 17 and Aug. 17, 1861	21,421,700 00	June 30, 1881	1,285,302 00	Jan. and July.
5 per ct.	Bonds, 5-20's	February 25, 1862	510,756,900 00	May 1, 1882	30,645,414 00	May and Nov.
5 per ct.	Bonds, 10-40's	March 3, 1864	70,339,280 00	March 1, 1904	3,511,962 50	March and Sept.
6 per ct.	Bonds, Texas Indemnity	September 9, 1850	2,169,000 00	Jan. 1, 1865	108,450 00	Jan. and July.
6 per ct.	Bonds, Oregon War	March 2, 1861	1,016,000 00	July 1, 1881	60,960 00	Jan. and July.
7-10 per ct.	Notes, three years	July 17, 1861	118,577,000 00	Aug. 19 and Oct. 1, '64	8,656,168 45	Aug. 19 & Oct. 1, '64
	Aggregate of debt bearing Coin Interest		$337,941,091 80		$50,523,072 45	

DEBT BEARING INTEREST IN LAWFUL MONEY.

4 per ct.	Temporary Loan	July 11, 1862	$665,420 15	10 day's no. after 20 days.	26,616 80	
5 per ct.	Temporary Loan	July 11, 1862	17,185,903 86	10 day's no. after 30 days.	357,946 19	
6 per ct.	Temporary Loan	July 11, 1862	37,774,178 57	10 day's no. after 30 days.	2,266,450 71	
6 per ct.	Certificates of Indebtedness	March 1, 1862	151,963,000 00	1 year from date	9,118,800 00	1 year from date.
6 per ct.	One Year Notes	March 3, 1863	44,5 0,000 00		2,220,000 00	1 year from date.
5 per ct.	Two Year Notes	March 3, 1863	16, 3,000 00		24,000 00	2 years from date.
5 per ct.	Two Year Notes, with Coupons	Mar. 3, '63—Whole Is	$1,0[illegible],000			
	Less withdrawn and destroyed or ready to be destroyed		38,590,700			
			111,109,300 00	December 1, 1866	6,666,468 00	June and Dec.
	Aggregate of Debt bearing Lawful Money Interest		$379,700,802 58	Aggregate lawful money int.	20,576,057 70	

DEBT ON WHICH INTEREST HAS CEASED.

Character of Issue.	Authorizing Acts.	Amt Outstanding.	
Bonds	April 15, 1842	$238,808 45	
Bonds	Acts p. to 1857	104,811 84	
Treasury Notes	December 23, 1857	9,900 00	
Treasury Notes	December 17, 1860	600 00	
Treasury Notes	March 2, 1861	47,150 00	
Temporary Loan Coin	July 11, 1862	4,200 00	
Aggregate of debt on which Interest has ceased		$370,170 09	

DEBT BEARING NO INTEREST.

United States Notes	July 17, August 5, 1861, and February 12, 1862	$400,000,000 00	
	Less amount withdrawn	59,166,213 00	
United States Notes	Amount outstanding	833,788 00	
	Feb. 25, July 11, 1862, and July 17, 1863	399,166,212 00	$400,000,000 00
United States Notes	Issued in redemption of Temporary Loan	49,200,205 00	
	Less amount withdrawn	17,258 872 00	32,041,330 00
Fractional Currency	July 17, 1862	15,406,156 00	
Fractional Currency	March 3, 1863	5,625,792 85	
		21,031,948 85	
Due for Drafts on balance of Disbursing Officers		$455,073,278 85	
Unpaid Requisitions		2,433,825 65	
Aggregate of Debt not bearing Interest		46,876,000 00	
		$501,383,104 41	

RECAPITULATION.

	Amount outstanding.	Interest.
Debt bearing interest in coin	$337,941,091 80	$50,523,072 45
Debt bearing interest in Lawful Money	379,700,802 58	20,576,057 70
Debt on which interest has ceased	370,170 09	
Debt bearing no interest	501,323,104 41	
Total	1,719,395,163 88	$71,099,730 15

The foregoing is a correct statement of the Public Debt, as appears from the Books, Treasurer's Returns, and requisitions in the Department on the 14th June, 1865.

S. P. Chase, Secretary of the Treasury.

Railroad Earnings--Monthly.

The earnings of the Housatonic Railroad for May, 1864, were..... $30,615 18
Corresponding month of previous year. 24,567 07

Increase..... $6,048 11

The earnings of the Erie Railway for the month of April, 1864, were..... $1,052,293 02
Corresponding month of previous year 848,782 90

Increase..... $203,510 12

The earnings of the Hannibal and St. Joseph Railroad for the month of May, 1864. $186,856 15
Corresponding month in 1863..... 113,291 54

Increase..... $73,064 61

Interest and Dividends.

A dividend will be paid on the capital stock of the Michigan Southern and Northern Indiana Railroad Company, on the 1st day of August next, as follows, viz: Five per cent, less the Government tax, on the Guaranteed Stock, and Three and a half per cent, free of Government tax, on the Common Stock.

The Michigan Central Railroad Company has declared a regular dividend of 6 per cent., and an extra one for same amount, both payable July 1.

The Boston and Providence Railroad Company pay a semi-annual dividend of 4 per cent., clear of Government tax, July 1.

The Western Railroad Company will pay a semi-annual dividend of five per cent 1st prox.

The Eastern Railroad Company has declared a semi-annual dividend of 3 per cent, payable July 1.

The Old Colony and Newport Railroad Company will pay a semi-annnal dividend of 4 per cent. July 1.

The Connecticut River Railroad Company pay July 1, a dividend of 3 per cent. for the last five months.

The Rome, Watertown and Ogdensburg road will pay 15th July a semi-annual dividend of 5 per cent., free of tax.

The Fitchburg Railroad Company pays a dividend of $4 per share July 1.

The coupons of the First Mortgage Bonds of the Mariposa Company will be paid 1st July in gold.

McGregor Western Railway.

The road is now in operation to Luana, and is being graded to Pottsville, which place it will probably reach by the last of July. A large elevator is now being constructed at Pottsville in anticipation of the arrival of the cars.—*McGregor News.*

☞ Our American petroleum or mineral oils beginning to come extensively into use for signal lamps on the British Railways. It is cheaper than any other kind, does not congeal and has an illuminative power to a much greater degree than any other.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	2½
Acton Vale ..... Ca	50,000	5	----	2
Adventure ..... L. S.	20,000	---	----	---
Albany and Boston "	20,000	----	14½	20½
Algomah ..... "	20,000	----	2	2
Alliance ..... Ca.	200,000	2½	----	---
Allouez ..... L. S.	20,000	----	1	4
American ..... Ca.	200,000	2½	----	---
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50, 00	10	----	---
Arizona ..... Ariz. T.	10,000	100	----	---
Ascot ..... Ca.	20,000	20	----	---
Astor ..... L. S.	20,000	----	1	0½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	8½
Balt. and N. C ..... N. C.	2 ,000	5	----	20c
Bare Hill ..... "	------	----	----	5
Bay State ..... L. S.	20,000	----	3½	17½
Beaver ..... "	20,000	----	1	---
Bedford ..... Ca.	12 ,000	5	----	1½
Black River ..... "	200,000	2½	----	35c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	20 ,000	5	1	---
Boston ..... L. S.	20,000	----	5*	5½
B. and Corinth ..... Vt.	20,000	10	----	---
Brooklyn ..... L. S.	20,000	----	2	---
Brome ..... Ca.	100,000	5	1	---
Cabot ..... L. S.	20,000	----	----	----
Caledonia ..... "	20,000	----	13	---
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	3½
Carp Lake ..... L. S.	20,000	----	----	4½
Cascade ..... "	20,000	----	----	---
Central ..... "	20,000	----	70	---
Champlain ..... Ca.	200,000	1½	----	---
Chatham ..... "	200,000	2	----	---
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	20,000	1	----	23c
Cheticamp	30,000	5	----	---
Chippewa ..... L. S.	20,000	----	----	---
Cleveland ..... Ca	100,000	5	----	---
Cliff ..... L. S	20,000	----	----	---
Clifton ..... "	20,000	----	----	---
Collin ..... "	20,000	----	½	---
Columbian ..... "	20,000	----	4½	9½
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	38½
Copper Harbor ..... "	20,000	----	1	---
Copper Hill ..... "	200,000	1	----	---
Copperas Hill ..... "	50,000	10	----	---
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	8½
Deep River ..... N. C.	------	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	1½	---
Devon ..... "	20,000	----	1	---
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	---
Dover ..... Ca.	200,000	----	1	---
Dudley ..... L. S.	20,000	----	½	5
Dunham ..... Ca.	20 ,000	2	----	30c
Durham ..... "	200,000	5	----	30c
Eagle River ..... L. S.	20,000	----	3½	7½
El Dorado (Silver) "	20,000	----	----	---
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	10c
Etna ..... L. S.	20,000	----	----	15½
Eureka ..... "	20,000	----	----	---
Everett ..... "	20,000	----	5*	4
Evergreen Bluff ... "	20,000	----	----	17
Flint Steel ..... "	20,000	----	----	11
Forest City ..... "	20,000	----	3	---
Forest Shepherd ... "	20,000	----	6	---
Franklin ..... L. S.	20,000	----	6½	51½
French Creek ..... Pa.	10 ,000	5	----	1½
Gardner City ..... L. S.	20,000	----	----	---
Gardner Hill ..... "	20,000	----	5	75c
Girard ..... "	20,000	----	----	---
Glade ..... "	20,000	----	1	---
Glencoe ..... Ca.	200,000	1	----	30c
Globe ..... L. S.	20,000	----	1	---
Grand Portage ..... "	20,000	----	1	---
Grand Trunk ..... Ca.	100,000	5	----	55c
Great Western ... L. S.	20,000	----	2	4½
Green Mountain ... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	28c.
Hamilton ..... "	20,000	----	----	7
Hancock ..... "	20,000	----	----	13½
Hanover ..... "	20,000	----	----	3½
Hartford ..... "	20,000	25	12½	---
Hazzard ..... "	20,000	----	----	---
Highland ..... "	20,000	----	7	8½
Hilton ..... "	20,000	----	¼	---
Hope ..... "	20,000	----	½	2½
Hudson ..... "	20,000	----	----	---
Hulbert ..... "	20,000	----	----	---
Humboldt ..... "	20,000	----	2	10
Hungarian ..... "	20,000	----	1	---
Huron ..... "	20,000	----	16	35½
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	---
Isle Haute	40,000	----	----	---
Isle Royale ..... L. S.	20 000	5	16	22½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	----
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	9
Lafayette ..... Ca.	200,000	1	----	----
Lake ..... "	200,000	1	----	15c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	5½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	4
Manhattan ..... "	20,000	----	2½	11
Marquette ..... "	20,000	----	----	4
Maryland ..... Md.	------	5	----	1½
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4½
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	10½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	------	----	----	3
Minnesota ..... L. S.	20,000	----	2½	45
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	31
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	----
New York ..... L. S.	20,000	----	----	2
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	7½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	8	10c
North Sutton ..... Ca.	100,000	5	----	1½
North Western ... L. S.	20,000	----	7½	14
Norwich ..... "	20,000	----	----	----
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	4½
Ottawa ..... Ca.	200,000	1	----	49c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10½
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	64
Phila. & Boston ... "	20,000	----	15	----
Phœnix ..... "	20,000	----	----	30
Pittsburg & Boston "	20,000	----	5½	95
Pontiac ..... "	20,000	----	3½	5
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	2½
Quincy ..... "	20,000	----	10	96
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	1
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	15
Roscoe ..... Ca	200,000	1	----	66c
Rudisell	------	----	----	----
St. Clair ..... L. S.	20,000	----	3	9
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	9
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	----
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	4
Springfield ..... Md.	------	5	----	2½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	8
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	9
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	3
Tremont ..... "	20,000	----	5*	2½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	62½
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	3
Wickham ..... Ca.	200,000	5	----	50c
Wickopee ..... "	100,000	5*	----	5½
Winthrop ..... L. S.	20,000	----	3½	5½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	10
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	------	----	----	6
Tyson	20,000	10	----	---
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	---
Bucks County ..... Pa.	--- ---	----	----	1½
Canada ..... Ca.	50,000	5	----	---
Glute	------	----	----	1½
Crystal Lake	------	----	----	---
Erie ..... "	------	----	----	---
Gay's River	100,000	2	----	---
Hampton	10 ,000	5	----	---
Keystone ..... Pa.	------	----	----	3
Lancaster ..... "	------	----	----	---
Macomb ..... N. Y.	100,000	5	----	4
Mineral Point	100,000	5	----	---
Mount Hope ..... N. Y.	80,000	5	2½	---
National	200,000	1	----	---
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1½
Placentia Bay ..... N. F.	------	----	----	1½
Ramsay ..... Ca.	20,000	25	----	---
Roesie ..... "	100,000	5	----	---
Shawangunk ..... N. Y.	100,000	5	----	---
Sussex ..... N. J.	------	----	----	75c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	------	----	----	4½
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	97½
Ashburton ..... "	50,000	50	----	22
Atlantic & G. C ... Md.	------	----	----	1½
Baltimore ..... "	------	100	----	---
Bear Valley ..... "	40,000	12½	----	18½
Beaver Meadow ... Pa.	100,000	50	----	---
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	------	----	----	8½
Blackball ..... N. S.	8,000	25	----	---
Boston & Pictou. "	100,000	5	----	---
Bridgeport ..... Pa.	30,000	10	----	---
Broad Mountain ... "	30,000	10	----	---
Butler ..... "	------	----	----	24½
Cape Briton ..... N. S.	200,000	2½	----	---
Carbondale ..... Pa.	------	----	----	---
Central ..... "	------	----	----	72½
Clinton ..... "	------	----	----	1½
Coal Brook ..... "	4,000	50	----	---
Continental ..... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	74½
Daniel Webster	5,000	100	----	---
Everhart	20,000	25	----	---
Franklin ..... Pa.	5,000	100	----	10c
Fulton ..... "	------	----	----	8½
Gilbertson ..... "	5,000	100	----	106½
George's Creek ... Pa.	10,000	----	----	115
Grand Tunnel	4,000	100	----	---
Green Mountain ... Pa.	------	----	----	1½
Hampton & Balt.. Md.	32,300	50	----	109
Hazleton ..... Pa.	3,000	100	----	80
Henry Clay	2,000	100	----	---
International ..... N. S.	20,000	50	----	---
Lawrence ..... Pa.	2,000	100	----	---
Locust Mountain .. "	------	----	----	64½
Lorberry ..... "	4,000	100	----	---
Macan ..... "	2,000	100	----	---
Mahanoy ..... "	1,000	20	----	---
Metropolitan ..... "	------	100	----	---
Middle Coal Fields. "	------	----	----	19½
Milford ..... "	2,500	10	----	---
Mill Creek ..... Pa.	------	----	----	---
Mulgrave ..... "	2,000	----	----	---
Narragansett ..... R. I.	8,000	10	----	---
New Creek ..... Pa.	------	----	----	1½
North. & Luzerne .. "	------	----	----	---
Penn. ..... "	100,000	50	----	218
Penn. Cannel ..... "	6,000	50	----	---
Picton ..... "	4,000	100	----	---
Pine Knot ..... Pa.	4,000	50	----	---
Port Hood	4,000	100	----	---
Potomac ..... Md.	40,000	10	----	---
Powell ..... Pa.	------	----	----	---
Preston ..... "	------	----	----	---
Princess Alex. ... N. S.	5,000	100	----	---
Ridgeway	------	----	----	---
St. Clair ..... Pa.	5,000	100	----	26½
Schuylkill Valley.. "	20,000	10	----	---
Shawmut	6,000	50	----	---
Short Mountain ... Pa.	16,000	50	----	50½
Stafford	------	----	----	---
Suffolk	4,000	100	----	---
Sugar Loaf ..... Pa.	------	----	----	---
Summit ..... "	40,000	20	----	---
Susq. Coal & C. Mt. "	------	----	----	5½
Tamaqua ..... "	------	----	----	---
Vandermark	20,000	50	----	---
Wyoming Valley ... Pa.	------	----	----	61

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	5	----	---
Albion (G.) ..... "	100,000	3	----	2½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	------	----	----	----
Am. Pioneer ..... A. T.	------	--	----	----
Arizona (Silver) .. "	------	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	--	----
Benton (G.) ..... "	100,000	5	----	----
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	2½
Chebucto ..... N. S.	100,000	5	----	90c
Colonial (G.) ..... Ca.	100,000	2½	----	15c
Colorado (G.) ..... Col.	50,000	10	----	4½
Consol. Greg'y (G.) Col.	50,000	100	----	20
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	5
Corydon (G.) ..... "	100,000	25	----	4½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	------	----	----	----
Empress (S.) ..... "	------	----	----	----
Eureka (G.) ..... Cal.	------	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	----
Gold ..... "	100,000	5	----	4
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	------	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	4
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	------	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	2
Isabella (G.) ..... Col.	------	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	------	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	------	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	55
Massachusetts (G.) .. Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	1½
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	------	----	----	----
Palms (S.) ..... "	------	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	------	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	100,000	100	----	14
Quicksilver ..... Cal.	40,000	25	----	78
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	------	----	----	11½
Sacramento (S.) .. Nev.	------	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	------	----	----	----
Santa Rita ..... Ariz. T.	------	----	----	----
Scottie (S.) ..... Ariz. T.	------	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	------	----	----	----
Silver Hill (S.) .... Nev.	------	----	----	----
Sonora (S.) ..... Ariz. T.	------	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	1½
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash.[—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. visit in single t'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	46
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	64
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	127½
30 Nov. '63	6.74	—	—	—	—	Clifton-dale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,500	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	196	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	110
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	126	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,6:6	65,539	10	....	54
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	89
30 Nov. '63	5.69	—	83	9	—	Quincy	75,525	53,000	50,932	16,650	25,8:7	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,035	1,711	5	....	....
30 Nov. '63	7.75	—	91	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,07+	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40 558	40,400	.....	—	—	—	—	....	....
30 Nov. '63	2.22	—	—	—	—	Winnisimmet	62,152	62,200	.....	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	.....	6,202	542	—	....	—
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	50.000	30,000	—	—	.....	.....	—	....	—
						NEW YORK.									
30 Sep. '62	....	....	....	....	....	Avenue D (New York City)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	—	—	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	—	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,290	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,090	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	—	—	—	—	Centr'l P'k,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	601,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	550	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	—	—	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	—	—	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '62	4.63	—	—	—	—	Harlem Br.,Moris'a & Ford'm	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	10.00	16.00	—	42	—	Ninth Avenue (N. Y.)	413,948	795,380	22,000	—	89,493	19,430	—	100	....
30 Sep. '62	—	—	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	.....	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	70
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	185
30 Sep. '62	8.37	—	583	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	121
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '62	—	—	—	—	—	Utica City	.....	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& ErieBas. (Buff.)	200	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '62	4 20	—	—	—	—	Orange and Newark	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	121	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,693	46	....	65
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	33½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,280	200,000	—	202,367	58,757	7	....	63½
30 Nov. '63	24.23	—	205	35	—	Germantown	389,446	112,745	250,000	—	133,506	26,745	6	....	60½
31 Oct. '63	5.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	80
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	39
31 Oct. '63	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	90	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32+91	—	—	....	....
31 Oct. '63	10.37	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	103	13	6	Pittsb.,Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	12
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '63	7.76	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	20
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	....	74
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,694	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	5.55	—	120	17	5	Spruce & Pine (Phil.&Gr'sF.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	45
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	....	51
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	33
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	72
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	23½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	2.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	2.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.45	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	10.20	—	—	—	—	St. Louis	295,604	295,604	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorche-ter:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	110
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	109
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	112
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	120
" " " ..... coupon		6	" "	1867	120
Loan of Dec. 31, 1848 .....registered	8,908,342	6	" "	1868	128
" " " ..... coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850.....coupon..	3,461,000	6	" "	1865	125
Loan of June 14, 1858 .....regis ered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	104
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	103
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of June, 1861.... coupon	1,016,600	6	" "	1881	113
" " " " " ... coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	108
" " " ..... coupon		6	" "	1881	113¾
Loan of July 17, 1861.....registered	50,000,000	6	" "	1881	115
" " " ..... coupon		6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s).....registered	510,780,450	6	May & Nov.	1882	105¾
" " " (5-20s)..... coupon		6	" "	1882	106
Treasury Notes of Aug. 1861.....coupon...	52,931,000	7.3	Feb. & Aug.	1864	103
" " Oct. 1861.....coupon..	86,989,500	7.3	April & Oct.	1864	107
Loan of 1864 (10-40s) .....coupon	70,289,250	5	Mar. & Sept	1904	----
" " " .....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	43,000,000	5	----------	------	----
Two Year " " " "	180,894,887	5	----------	------	----
Certificates of Indebtedness.....	146,259,000	6	On redemp'n	------	98
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" "). "	38,000	8		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	152
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,001	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " ..... "		6	" "	'81-'82	105¾
" — " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	----------	------	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	99
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,187,000	6	" "	'65-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	98
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	102
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	90
" — " "	2,058,173	2½	" "	1886	67½
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	55½
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock..... "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " ... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'95-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	105
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	----------	d'm'd.	60
" — " (R. R. etc.)... "	3,902,000	6	----------	'67-'96	----
" — " " (banks) ..... "	5,398,533	6	----------	------	----
" — " " (war loan)... "	670,000	6	----------	------	----
Maine—State bonds .....coupon	----------	6	Mar. & Sept.	'63-'77	104
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5		1865	----
" — " " (st'k'g conv.).. "	200,376	5		1865	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.).. "	2,490,569	5		'89-'90	103
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (") ..... "	10,000	4½		1888	----
" — " " (") ..... "	767,560	5	Chiefly quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	143,711	5		'80-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	5		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	2,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	603,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	5	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	108½
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	120
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. St'k sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	125½
" — " " (" ") "	845,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'68-'72	----
" — " scrip.....	91,000	5	Jan. & July.	1874	----
" — " "	200,000	6	" "	'84-'90	----
" — " "	247,000	6	June & Dec.	'68-'72	----
— — "	62,000	6	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ..... "	600,000	5	" "	'77-'78	116½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan .....(" ") "	567,000	7	" "	18-6	104½
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1881	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1862	68½
" — " " " "	199,000	6	" "	1863	69
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	76
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	91
" — " " N. Missouri... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87,'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	790,000	----	----------	------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	103½
" " —Notes	200,000	6	----------	------	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" " " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	6	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1858	107
" " — " " " " "	1,149,781	6	Jan. & July	pleas.	----
" " — " " " " "	1,800,000	6	" "	'68-'78	115
" " — " " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,695	5	----------	d'm'd	----
" " — " " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " " "	14,230	6	----------	d'm'd.	----
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " — —Canal Fund Loans.....	6,922,274	6	" "	'63-'74	109½
" " — " " "	15,889,025	7	" "	64-'76	112
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	88½
Ohio—State bonds (foreign debt) ....coupon	1,708,906	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	6	" "	1865	94
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	105
" — " " (" ") .... "	1,600,000	6	" "	1876	106½
" — " " (" ") .... "	4,095,309	6	" "	1881	106½
" — " " (" ") .... "	2,400,000	6	" "	1886	105
" — " " (domestic debt).....	275,385	6	" "	1863	108
" — " " (war loan).....coupon	299,704	6	" "	1866	----
" — " " (" ")..... "	280,969	6	" "	1868	----
" —Irreducib'e debt (school funds, etc.)...	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----	----------	------	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " " "	10,780,095	6	Jan. & July.	due.	109½
" — " " " "	3,886,010	5	Feb. & Aug.	due.	----
" — " " " "	3,890,614	5	Mar. & Sept.	due.	----
" — " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	103½
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	101½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	101½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	260,937	5	----------	------	----
" —Relief Notes in circulation...	97,360	----	----------	------	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	104½
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'88-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	60
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	60
" — " " (intern. impr.) "	2,065,606	5	----------	Var.	45
" — " " (railroads) ... "	12,799,000	5	----------	Var.	----
" — " " (capitol) ..... "	608,000	5	----------	1890	45
" — " " (Hermitage) . "	48,000	6	----------	1890	60
Texas—Had no debt in 1861	----------	----	----------	------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" " " " (" ") .... "	751,000	6	Jan. & July	1870	105½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	62
" —State bonds (railroad) .....coupon	12,6 4,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	------	----
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67 '68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,121	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	156,897	141,174	122,487	104,264	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,006	128,191	132,689	119,409	116,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,573	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,139	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,763	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,686	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188,565	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,851	28,291	28,096	24,826	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,965	39,500	49,571	80,819	108,737	74,381	53,584	675,754
1861	48,325	48,651	59,929	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,580	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	84,401	82,467	82,400	889,499
1861	85,239	76,918	86,663	99,234	65,302	63,137	52,360	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	54,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,889	165,780	121,278	100,225	100,085	91,308	102,130	122,190	140,013	144,800	164,389	1,574,903
Erie:													
1859	304,706	319,593	372,296	380,342	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,505	635,006	626,070	587,416	528,842	595,024	615,962	756,421	885,156	902,406	963,859	8,400,234
1863	845,695	839,949	956,445	948,059	848,783	770,148	781,243	687,092	816,801	905,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,493	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	85,527	119,280	205,801	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,523	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,589	150,350	200,276	221,326	172,700	122,899	1,720,896
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,456	129,019	188,370	208,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	165,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,078	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,849	220,370	2,075,822
1861	223,157	205,342	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	299,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,090	153,644	144,894	149,592	139,102	181,612	246,820	245,382	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	249,100	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,993	289,562	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	205,246	269,282	261,079	342,786	414,543	410,356	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	284,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,354	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,050	76,764	68,863	710,225
1864	56,540	77,874	90,765	73,215	83,964	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,062	45,797	37,429	66,225	139,761	163,615	90,900	44,595	799,841
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,455	134,726	177,879	130,184	87,950	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	156,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,823	143,626	145,258	138,064	122,796	101,710	151,170	173,870	218,405	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,205	189,077	2,169,077
1862	163,162	153,725	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	294,035	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,541
1864	256,600	304,445	323,058	327,206	264,818	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,336	102,959	151,864	143,143	127,145	119,770	108,303	150,566	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	301,233	242,089	200,134	2,124,314
1862	230,159	159,655	161,902	175,696	186,039	174,001	172,189	216,624	295,968	322,369	307,475	295,483	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,761	306,186	3,168,064
1864	252,435	278,848	348,802	338,275	271,562	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	499,628	447,813	504,217	591,920	743,599	709,671	637,792	520,566	6,393,703
1860	387,128	402,530	541,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	720,726	623,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	862,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	966,228	1,002,768	9,693,244
1863	920,272	790,167	867,500	911,397	839,126	841,165	818,512	840,450	1,079,561	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,654	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,630	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,650	83,856	97,337	92,502	91,956	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,806	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	126,445	118,075	105,605	116,808	114,090	126,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,509	215,475	225,464	230,377	248,862	241,695	294,022	283,646	288,619	245,977	2,735,386
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	347,496	339,911	368,956	321,206	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	248,308	254,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	268,674	283,996	254,285	388,725	414,707	446,994	463,873	466,557	454,826	4,088,837
1863	335,684	361,834	396,771	429,929	505,517	464,809	481,884	574,486	714,302	815,902	746,965	526,009	6,324,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	166,795	154,032	203,552	245,956	296,844	231,253	191,133	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,953	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,360	307,525	401,299	364,331	370,963	3,745,319
1863	337,350	356,598	461,965	462,987	427,094	396,845	350,753	407,077	481,509	506,814	466,560	487,642	5,132,984
1864	290,676	455,211	602,603	574,680	499,547	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,831	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,509	81,296	936,755
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,545	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	103,554	116,379	120,495	151,062	134,563	111,339	1,439,798
1864	79,735	95,842	132,596	123,997	127,009	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$100,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						38
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	79
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):			April & Oct.			77
1st Mortgage (S. F.)	717,000	7		New York.	1876	99½
2d Mortgage		7	Jan. & July.	" "	1854	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'65-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1855	113
" " " 1850.	700,000	6	Jan. & July.	"	1880	115½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	115½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	599,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,003	2,192,972	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,800	6	"	"	1870	111½
" " $675,000	675,000	6	"	"	1875	105
" " $1,700,000	1,700,000	6	"	"	1883	103½
" " $2,500,000	867,000	6	"	"	1889	105½
Consolid. Mort. Loan $5,000,000			"	"		111
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'55-'70	103
2d Mortgage	800,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1861	105
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	60½
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	800,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	131
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1907	
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	111
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	109
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (J. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	114½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	111
General 1st Mortgage	3,600,000	7	" "	" "	1885	104
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	102
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	200,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	884,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	900,000	7	May & Nov.	" "	1880	110
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,000	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	108
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1880	92½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1883	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1883	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1883	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169 000	7	" "		1864	
C. and T. Dividend (convert.)	128,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,677,000	7	Jan. & July.	" "	1885	120
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	105
Connectic't and Passump. Rivers:						
1st Mortgage	300,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,492,000	7	" "	" "	1875	116
2d Mortgage	2,516,500		March & Sept.	" "	1881	118½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage (convertible)	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1892	122
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1876	110½
Elgin and State Line	189,000		Jan. & July.		1879	
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" " Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	91
Land Security	3,344,600	7	April & Oct.	" "	1881	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	11,432,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	122
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			120
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	66
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1891	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Gov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1888	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	478,309	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	228,000		" "	" "	'87-'75	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	105½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1890	
1st Mortgage	1,800,000	7				
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage Sl'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	120
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	
Goshen Air Line	693,000	7	" "	" "	1868	
Detroit and Toledo	734,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	110
2d General Mortgage	2,194,500	7	" "	" "	1877	105
*Milwaukee and Beloit:						
1st Mortgage	620,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	116
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
1st Mortgage	350,000	7	" "		1883	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		65
2d Land Grant	700,000			" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	240,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,225,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	112½
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	118½
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	104½
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210.273	7	var.	" "	var.	
" " " "	25.502	6	" "	" "	1883	101
Bonds of June, 1854	2,949.200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	130
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	110
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	113
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	123
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	120
5th Mortgage	1,739,500	7	June & Dec	" "	1888	121
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	111
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	850,500	7	Jan. & July.	"	1867	108
New York and New Haven:						
Plain Bonds, Coupon	972,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	75-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	103
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	110
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	107½
2d Mortgage	3,077,000	7†	" "	" "	1861	36
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	106
Chattel Mortgage	360,000	10	" "	"	1867	122
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	76
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,236,000	7	" "	" "	----	65
Panams:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1895	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	118
2d Mortgage	2,461,000	6	April & Oct.	"	1875	114
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1904	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	355,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., German'n and Norris'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	107½
" 1861, "	110,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	112
" 1848, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	110
" 1857, (convertible)	2,480,500	6	" "	"	1886	143
" 1859, "	1,442,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	121
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	114½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	98
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	59,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	767,000	8	----	" "	1875	95
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75
2d Mortgage	937,500	7	" "	"	1883	35
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1886	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
2d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877-	111
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	105
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	94½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1860	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	----	85
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	90
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	36½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	91
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	550,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	112½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1886	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1883	----
Sterling, issued in 1858	£144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	——	----	50.6	----	----	----	*Alabama and Florida*	1,451,736	*	——	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,866	——	----
28 Feb '59	50 5	——	----	68.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	——	335,010	109,500	21,632	518,965	30.2	----	55,791	31,852	——	----
31 May '60	109.6	——	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	——	1,067,006	777,777	240,485	2,476,023	100.6	----	297,626	111,232	——	----
30 Jun. '59	57.0	——	----	171.3	----	----	----	*Mobile and Girard*	1,500,000	*	——	----------	----------	----------	----------	57.0	236,791	76,773	21,006	——	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	——	----------	----------	----------	----------	----	----	1,402,858	695,370	——	----
29 Feb. '60	88.5	23.4	----	——	23	14	253	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,882,508	116.9	----	505,150	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	——	----	107.5	----	----	----	Memphis and Little Rock	553,877	*	——	351,524	446,000	10,725	811,949	----	----	----------	----------	——	----
								CALIFORNIA.													
30 Dec. '60	22.5	——	----	——	----	----	----	Sacramento Valley	1,493,850	*	——	793,850	700,000	——	1,493,850	22.5	----	230,251	104,894	----	----
								CONNECTICUT.													
1 Feb. '61	23.8	——	8.2	——	4	5	44	Danbury and Norwalk	344,475	66,483	——	307,010	100,000	——	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	——	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,366	302,511	——	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	——	----
31 Aug. '65	61.4	1.0	64.5	——	18	21	302	Hartford and New Haven	3,200,095	254,000	141,706	1,350,000	927,000	——	4,181,255	73.6	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	——	8.9	——	11	17	256	Housatonic	2,439 775	*	——	2,000,000	240,000	61,872	2,625,236	124.0	----	284,485	70,187	——	——
31 Dec. '62	57.0	——	1.3	——	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,555	26,924	1,594,661	62.0	----	206,420	97,700	6	——
31 Dec. 62	64.0	——	2.6	——	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	——	738,538	750,000	156 429	1,644,967	62.0	127,390	135,072	----------	——	117½
30 Nov. '63	84.8	5.8	9.3	——	3	3	——	New Haven and Northampton	2,305,204	28,748	——	1,010,000	650,000	——	2,363,942	----	----	----------	----------	——	81
30 Nov. '63	66.0	——	5.9	——	8	12	105	New London Northern	687,152	*	——	602,152	75,200	——	687,152	66 6	156,468	189,425	60,706	64	90
31 Mar. '62	61.3	1.0	63.8	——	28	74	407	New York and New Haven	4,643,832	712,493	——	3,000,000	2,000,000	——	5,754,362	117.4	518 810	1,036,437	484,096	12	160½
30 Nov. '63	59.4	7.0	8.3	——	16	17	363	Norwich and Worcester	2,465,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	5½	110
								DELAWARE.													
31 Oct. '60	84.3	——	10.7	——	——	——	——	Delaware	1,552,257	——	——	406,122	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	——	----
31 Oct. '62	14.2	——	----	——	——	——	——	Newcastle and Frenchtown	704,860	——	18,535	744,520	——	5,024	749,544	5.0	----------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	——	----	150	----	----	----	*Florida*	----------	----------	——	----------	----------	----------	----------	----	----	----------	----------	——	----
30 Apr. '60	32.0	——	3.0	13.0	3	1	6	*Florida and Alabama*	552,791	30,586	——	191,486	195,000	75,894	619,112	32.0	----------	7,857	3,555	——	----
-- -- '62	59.9	——	5.0	——	----	----	----	*Fla., Atlantic and Gulf Central*	----------	----------	——	----------	----------	----------	----------	----	----	----------	----------	——	----
-- -- '62	109.0	2.9	10.0	153.5	----	----	----	*Pensacola and Georgia*	----------	----------	——	----------	----------	----------	----------	29.4	----	----------	----------	——	----
								GEORGIA.													
30 Jun. '60	55.7	——	----	——	16	7	124	Atlanta and West Point	1,192,289	*	——	1,250,000	125,000	——	1,597,385	55.7	----------	418,028	265,827	8	125
-- -- '62	92.6	——	8.7	70.9	----	----	----	Atlantic and Gulf—M. Trunk	----------	----------	——	----------	----------	----------	----------	30.0	----------	----------	----------	——	----
31 Dec. '60	53.0	——	----	——	----	----	----	Augusta and Savannah	1,032,200	*	——	733,700	129,500	——	----------	53.0	----------	168,988	96,612	——	----
30 Apr. '60	43.5	——	23.7	——	----	----	----	Brunswick and Florida	755,000	*	——	151,887	----------	----------	----------	21.0	----------	----------	----------	——	----
30 Nov. '60	191.0	——	----	——	53	62	697	Central of Georgia (and Bank)	4,366,800	*	——	4,366,800	——	——	6,590,173	229.0	579 466	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	——	----	----	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	——	8,123,343	232.0	----	1,159,188	528,043	8	100
30 Nov. '60	102.5	——	----	——	19	16	171	Macon and Western	1,500,000	*	——	1,500,000	——	12,295	1,658,976	102.5	228,243	404 618	212,676	19	72
31 July '59	50.0	——	----	——	7	2	107	Muscogee	774,244	162,534	——	669,950	249,000	——	1,026 868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	——	----	——	3	4	83	Savannah, Albany and Gulf	1,386,634	52,374	——	1,275,901	10,200	180,621	1,473,140	71.6	----	----------	----------	——	----
31 July '60	196.1	100.5	16.2	——	18	22	201	South Western	3,770,425	*	——	2,921,900	295,500	19,913	3,822,913	228.8	----	----------	388,853	13	----
30 Sep. '59	138.0	——	----	——	52	24	705	Western and Atlantic	5,901,497	*	——	built and	own'd by	State.	----------	138.0	----	852 545	454,541	——	----
								ILLINOIS.													
31 Dec. '62	220.0	——	——	——	52	32	846	Chicago and Alton	8,280,639	*	——	4,205,939	4,085,000	——	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	90
30 Apr. '62	138.0	——	26.0	——	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	——	13,179,500	354.0	1,309,146	2,412,821	1,206,039	8	132
1 Apr. '63	242.0	——	——	29.0	56	23	705	Chicago and Northwestern	12,325,889	510,983	——	3,731,316	8,335,000	226,641	13 147,136	242.0	----	1 083.054	448,502	——	55½
31 Mar. '64	181.8	——	----	——	61	60	1,195	Chicago and Rock Island	7,429,633	*	——	5,000 000	1,402,748	——	8,380,575	228.4	1,162,8 0	2 142,875	1 103,414	6	117½
31 Dec. '63	121.0	133.7	50.0	——	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	——	10.952,115	341 7	1 484,063	2,201,481	1,279,40	6	152
31 May, '63	174.5	5.5	14.3	——	21	22	504	Great Western	4 039,561	*	——	1,648,561	2,350,000	——	4,214,342	180.0	----	742,097	377,476	——	65½
31 Dec. '63	454.8	252.5	----	——	116	101	2,078	*Illinois Central*	28,610,229	*	——	19,015,970	17,320,000	——	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	125
-- -- --	148.0	——	——	——	----	----	----	Ohio and Mississippi	4,870,586	*	——	1,780,295	3,292,408	——	----------	148.0	----	----------	----------	——	----
31 Dec. '63	195.0	14	12.2	——	81	80	424	St. Louis, Alton & Terre Haute	10,600 000	----------	——	3,900,000	6,700,000	——	10,600,000	209.0	18 mos.	2,202,415	704,650	——	65½
								INDIANA.													
-- -- --	108.0	——	----	——	----	----	----	Cincinnati and Chicago	2,090,433	*	----------	1,106,679	1,006,125	——	----------	108.0	----------	----------	----------	——	----
31 Aug. '57	102.0	——	----	——	----	----	----	Evansville and Crawfordsville	2.233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	100.0	----------	249,867	119,342	——	----
31 Dec. '62	72.4	——	----	——	19	17	264	Indiana Central	1,667,039	274,081	26,541	611,050	1,254,500	15,900	2,102,761	109.0	----------	442,893	158,541	——	72
1 Dec. '58	49.8	20.2	----	——	23	19	513	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,364,284	140,689	3,458,108	110 0	----------	448,858	280,834	9	100
1 Dec. '62	84.0	——	----	——	----	----	----	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	----------	450,079	247,338	——	----
1 Dec. '62	78.0	——	11.0	——	15	14	201	Jeffersonville	1,549,518	*	278,534	1,015,907	821,000	——	2,175,223	108.0	312,859	527,865	268,156	——	----
1 Mar. '63	86.0	44.0	3.0	——	17	10	263	Indianapolis and Madison	1,433,812	*	——	772,812	661,812	——	1,538,763	132 0	----------	285,974	104,951	——	100
-- -- '58	288.0	——	----	——	----	----	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----------	645,827	371,40	——	36½
30 Nov. '63	73.0	——	----	——	21	17	415	Terre Haute and Richmond	1,611,450	*	235,679	1,517,450	94,000	——	2,826,955	73 0	357,302	774,61c	307,527	13	125
								IOWA.													
1 Jun, '58	75.5	——	----	201.5	----	----	----	*Burlington and Missouri*	1,514,257	*	——	762,733	665,000	92,663	1,542,768	50.0	----------	----------	----------	——	----
31 Dec. '58	85.0	——	----	——	----	----	----	Chicago, Iowa and Nebraska	1,350,000	*	——	516,072	860,000	369,084	----------	86 0	7 mo's.	85,230	44,771	——	----
31 Dec. '63	100.0	——	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	——	2,098,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	——	----
1 Jun, '58	38.5	——	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	——	921,449	576,000	----------	----------	38.5	11 mo's.	458,821	21,356	——	----
-- -- '62	135.0	95.0	----	312.0	----	----	----	Mississippi and Missouri	4,198,000	*	——	2,700,000	4,000,000	15,000	----------	230.0	----------	----------	----------	——	65½
								KENTUCKY.													
31 Oct, '59	80.0	——	----	——	----	----	----	Covington and Lexington	3,743,971	276,024	——	1,592,169	2,930,000	337,532	4,275,993	111.8	----------	429,408	227,534	——	----
30 Jun. '62	29.0	——	----	——	18	10	250	} Lexington and Frankfort	595,728	52,300	——	514,573	130,000	——	746.002	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	——	----	——				} Louisville and Frankfort	1,896,229	126,736	6,540	1,104,587	402,519	——	1,655,869	65.1		179,251	62,421	2	96
30 Jun. '63	185.0	31.0	18.2	——	43	27	378	Louisville and Nashville	9,128,757	*	——	5,892,190	2,997,500	76,715	9,797,911	268.0	595.258	1,777,983	1,062,165	——	——
								LOUISIANA.													
31 Dec. '60	50.0	——	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	2,954,420	505,280	——	3,242,318	586,000	339,297	5,856,330	50.0	180,204	481,922	223,649	——	----
31 Mar. '61	206.0	——	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	——	----------	2,665,000	1,150,717	----------	206.0	----------	1,232,624	555 434	——	----
31 Aug '60	53.7	——	----	135.2	----	----	----	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	——	1,253,015	248,969	108.434	1,710,519	53.7	----------	----------	----------	——	----
								MICHIGAN.													
30 Sep. '62	57.0	——	----	——	----	----	——	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	----------	----	----------	----------	----------	——	----
30 Jun. '62	188.0	——	----	——	----	----	----	*Detroit and Milwaukee*	8,270,623	647,596	——	2,950,000	4,250,000	----	9,008,369	188.0	----	340,898	----------	——	----
31 May '62	284.8	——	28.4	——	68	85	1,569	Michigan Central	13,805,576	*	——	6,057,436	7,999,489	——	14,834,965	329.3	1,448,558	2,946,560	1,674,200	8	155
31 Mar. '64	246.0	291.0	----	——	96	110	1,185	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,130,400	8,287,256	——	18 407,656	527.0	2,171,477	3,384,294	1,630,777	——	101½
								MINNESOTA.													
31 Dec. '62	14.5	——	——	302.5	2	2	10	*Minnesota and Pacific*	1,400,000	——	——	----------	1,550,000	----	----------	----	----------	----------	----------	——	----
31 Dec. '62	——	——	——	100.0	——	——	——	*Southern Minnesota*	----------	----------	——	----------	675,000	----	----------	----	----------	----------	----------	——	——
31 Dec. '62	——	——	——	114.0	——	——	——	*Minneapolis and Cedar Valley*	----------	----------	——	----------	600,000	----	----------	----	----------	----------	----------	——	——
31 Dec. '62	——	——	——	268.0	——	——	——	*Minnesota Transit*	----------	----------	——	----------	500,000	----	----------	----	----------	----------	----------	——	——
								MISSISSIPPI.													
30 Apr. '60	230.0	——	----	——	25	22	336	*Mississippi Central*	4,966,022	756,292	——	2,000,961	2,554,732	595,992	6,331,899	236.0	----------	584,342	328,092	——	----
31 Oct. '59	71.4	——	27.8	7	4	——	41	*Mississippi and Tennessee*	1,254,894	159,018	——	798,285	456,042	275,060	1,974,444	59.7	----------	176,462	116,483	——	——
31 Dec. '58	53.2	——	----	60.4	----	----	----	*Southern Mississippi*	2,750,000	*	——	1,000,000	1,400,000	----	----------	53.2	----------	260,047	121,659	——	----
								MISSOURI.													
31 Aug '63	66.8	——	13.2	——	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	——	7,168,836	7,177,600	----	----------	206.8	579,324	1,017,567	420,026	——	45
31 Dec. '62	266.8	——	17.7	68.0	21	26	507	*North Missouri*	6,398,779	504,983	——	2,459,207	4,350,000	----	----------	168.6	----------	444,460	182,895	——	——
31 Dec. '62	152 0	——	1.0	----	----	----	----	*Platte County*	1,200,000	*	——	500,000	700,000	----	----------	52.0	----------	----------	----------	——	——
28 Feb. '63	196.0	——	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,517	——	3,486,916	7,000,000	137,019	20,455,430	196.7	507,040	679,966	227,398	——	——
28 Feb. '63	77.0	——	1.0	206.0	——	——	——	*South-Western Branch*	4,775,786	116,883	——	71,513	4,500,000	----	----------	114.0	98,371	241,482	128,896	——	——
0 Sep. '62	86.5	3.6	8.2	——	16	15	219	*St. Louis and Iron Mountain*	5,531,493	344,185	——	1,971,127	3,501,000	87,361	5,906,277	90.1	232,631	356,235	68,259	——	——

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,999,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,852	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '63	51.3	—	.....	—	10	4	103	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,416	51.3	—	283,197	170,276	6	112
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	56,403	23,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,211,011	256.8	.....	3,922,203	2,305,788	6	117
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	29.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,241	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,449	620,581	—	60½
								MASSACHUSETTS.													
30 Nov. '62	28.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	7	120
30 Nov. '62	74.8	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,892	1,018,326	482,656	8	139½
30 Nov. '62	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	157
30 Nov. '62	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	146
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,365	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6	69½
30 Nov. '62	50.0	2.4	9.6	—	12	19	164	Connecticut River	1,614,375	187,505	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	112
30 Nov. '62	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,288	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	105
30 Nov. '62	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	92.1	389,738	732,262	328,043	6	126
30 Nov. '62	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	532,885	80,275	—	200,000	75,000	3,961	357,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,704	89,077	8	126
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	490,160	52,518	14,000	500,000	285,000	—	785,500	30.7	41,995	164,207	54,797	8	87½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	.....	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	6	126
30 Nov. '63	43.4	1.0	14.9	—	13	16	308	Providence and Worcester	1,409,228	213,182	—	1,650,000	23,000	—	1,676,000	44.4	226,461	381,812	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,886	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	110½
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	13,821,695	77.3	112,506	271,815	140,130	—	42
30 Nov. '63	156.1	17.3	126.6	—	75	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,.04	218.0	1,275,929	2,439,838	1,232,851	9	152½
30 Nov. '63	45.7	—	2.8	—	10	19	145	Worcester and Nashua	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	261,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	248	Cheshire	2,475,846	322,256	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	180,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	60½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,005,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	—	83,524	7	121
31 Mar. '63	29.8	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	155,718	4	88½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	.....	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,833	—	.....
31 Dec. '62	63.9	32.2	.....	8.0	...	...	.....	Camden and Amboy	6,070,223	*	3,071,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	190
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,670	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	312,041	1,941,276	1,127,214	10	171
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	—	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec '63	33.8	—	.....	—	...	...	.....	New Jersey	3,640,516	448,573	1,461,896	4,397,800	642,800	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	165
31 Dec 62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,696	2,597,161	—	[2 mos.	10,583	.....	—	25
31 Dec '62	24.0	.....	.....	.....	—	—	.....	Warren	1,907,750	*	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6½	110
31 Dec '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	551,893	212,500	31,742	821,984	—	82,936	90,122	43,623	—	.....
								NEW YORK.													
31 Dec. '63	43.0	—	2.9	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,537,565	—	2,587,725	43.0	.....	329,223	176,045	—	.....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	20	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,622	1,307,921	636,570	11	201
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,451	3,511,414	7½	118
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	146
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	45
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,397,631	3,994,999	7	134½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,378	1,154,003	456,698	—	285
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	1½
30 Sep. '62	85.9	—	2.2	—	6	10	54	Oswego and Syracuse	955,.in	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	.....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,345	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	488,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	.....	—	.....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	68,102	193,687	70,919	327,708	13.0	50,277	87,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	81.0	229,424	280,871	172,757	—	.....
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,871,576	193,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	.....
								NORTH CAROLINA.													
31 May, '60	91.0	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	—	—	—	.....
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldop	2,869,222	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '62	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	14
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	136.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	75,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,687	20	169
31 Dec. '62	67.0	—	.....	18.0	18	6	310	Cleveland and Mahoning	2,553,162	298,789	27,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	733,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,023	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,486,317	552,800	—	116
31 May '63	109.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	—	147½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,585	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,462,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	.....
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	2,809,419	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,782	1,632,488	869,648	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,822	*	—	10,379,554	373,487	53,065	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.5	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	158.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,300	5,401,088	206.9	418,328	599,880	115,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,809,419	*	—	848,770	1,813,800	105,610	2,608,237	125.0	214,404	239,395	82,968	—	.....
31 Dec 63	242.4	.....	.....	—	47	18	928	Toledo & Wabash	9,995,636	*	29,688	3,314,775	6,651,230	38,272	10,152,632	250.0	1,279,950	1,439,798	540,921	—	69

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Companies.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
		M.	M.	M.	M.	No	No	No.	$	$		$	$	$	$	M.	M.	$	$	p. c.	
	PENNSYLVANIA.																				
31 Dec. '63	Atlantic and Great Western	93.0	25.0	11.0	19.0	28	6	406	5,634,039	*		1,763,506	3,856,000	——	5,634,039	100.0	——	360,215	171,286	——	——
31 Dec. '63	Beaver Meadow	24.5	——	24.9	——	19	8	1,303	1,064,230	400,560	——	1,983,900	1,000	——	1,984,900	24.5	247,080	884,219	342,061	22½	97
30 Sep. '63	Catawissa	65.0	——	6.0	——	——	11	359	3,634,000	*	——	3,500,000	284,000	3,368,380	3,852,380	146.0	328,613	308,567	11,465	——	20½
31 Oct. '63	Cumberland Valley	52.0	——	4.5	4.0	12	8	66	1,131,037	*	——	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	6	——
31 Oct. '63	Del., Lackawanna and West'n	110.7	2.8	47.2	——	74	20	4,889	7,019,294	2,160,583	——	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	240
31 Oct. '63	East Pennsylvania	35.8	1.1	2.2	——	7	4	65	1,161,430	104,941	——	604,190	598,400	——	1,212,590	36.0	151,830	238,243	150,162	——	——
31 Dec. '63	Elmira and Williamsport	78.0	——	8.5	——	16	7	647	2,083,607	*	——	1,000,000	1,000,000	Leas'd to Northn Cen.		78.0	196,907	334,790	110,366	——	35
31 Oct. '63	Erie and Northeast	18.6	——	4.6	——	——	——	——	700,000	*	——	600,000	400,000	——	1,000,000	18.6	144,871	423,358	169,268	10	——
31 Oct. '63	Harrisburg and Lancaster	36.9	18.6	17.0	——	——	——	——	1,882,660	*	——	1,182,550	700,000	——	1,882,550	55.5	oper. by Penn. R.R.Co			7	77½
31 Oct. '63	Hempfield	32.0	——	1.3	44.3	3	3	10	1,616,560	41,340	——	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,165	——	——
31 Oct. '63	Huntingdon and Broad Top	31.3	14.5	10.5	——	14	2	100	1,927,246	*	——	622,345	1,325,992	223,090	2,174,427	54.0	143,578	239,629	101,570	——	36
31 Dec. '63	Lackawanna and Bloomsburg	50.0	——	17.0	——	16	7	1,068	2,802,846	*	——	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	——	——
31 Oct. '63	Lehigh Valley	46.0	34.0	82.0	——	29	12	1,209	3,622,008	869,222	——	2,297,250	1,465,000	58,127	5,820,377	88.0	(886,844	1,320,098	774,074	10	130
31 Oct. '63	Little Schuylkill	28.3	5.5	8.0	——	10	——	61	1,371,868	*	——	2,646,100	990,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	56
31 Oct. '63	Mine Hill and Schuylk. Haven	24.5	106.0	63.3	——	34	——	51	3,311 613	*	——	4,132,935	——	——	4,132,935	130.0	319,102	363,367	89 991	8	65
30 Nov. '63	North Pennsylvania	55.6	13.2	10.5	——	17	27	613	5,485,709	404,764	——	3,147,750	3,104,287	——	6,252,037	68.8	274 990	511,996	273,391	——	33½
31 Dec. '63	Pennsylvania	300.8	56.1	319.0	——	290	173	4,926	27,048 814	3,543,484	2,888,457	13,430,250	16,989 124	——	35,245,668	356.9	5,211,202	1,891,413	5,111,41	——	72
31 Oct. '63	Phila., Germant'n & Norrist'n	17.0	7.0	42.0	17.0	10	41	101	1,131,079	235,439	——	1,267,200	405,500	——	1,672,200	24.0	244,425	83,443	179,666	9	61
31 Oct. '63	Phila. and (Sunbury) Erie	230.0	——	21.5	58.0	3	5	530	——	*	——	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,486	7½	33
30 Nov. '63	Philadelphia and Reading	147.4	5.5	187.8	——	166	67	8,430	21,074,422	3,765,774	629,348	13,211,228	10,667,328	——	26,613,528	355 0	2,721,689	6,252,902	3,706,900	7	72½
31 Oct. '63	Philadelphia and Trenton	28.2	——	1.9	——	——	——	——	633,822	——	——	999,200	250,000	——	1,249,200	28.2	137,074	644,050	383,648	10	188½
31 Oct. '63	Phila., Wilmington and Balt.	95.9	——	51.4	——	36	98	828	8,774,600	*	361,129	7,460,000	1,017,500	——	8,477,500	200 5	647,029	2,540 248	1,602,179	10	75
31 Dec. '63	Pittsburg and Connellsville	59.5	——	6.4	89.5	11	10	61	2,064,387	124,432	——	1,767,873	1,500,000	82,530	3,565,629	72.0	209,746	215,587	106,356	9	12
31 Dec. '63	Pittsb'g, Ft. Wayne & Chicago	468.3	——	73.8	——	146	109	1,550	18,191,294	*	——	6,164,532	12,935,173	——	19,932,741	448.3	3,472,914	5,132,924	2,106,623	——	117
31 Dec. '63	Shamokin Valley & Pottsville	28.0	——	6.2	——	5	1	434	1,178,773	112,824	——	500,000	791,597	Leas'd to Northn Cen.		40,476	144,7.8	87,112	10	40
31 Oct. '63	Tioga	29.6	——	3.1	——	5	4	195	730,967	106,553	——	267,500	396,500	65,206	832,009	29.6	75,358	126,694	19,970	7	43
	RHODE ISLAND.																				
31 Aug. '63	N. Y., Providence and Boston	50.0	——	2.0	——	12	17	103	2,158,000	*	——	1,508,000	256,500	——	——	62.0	297,700	415,309	199,155	6	120
30 Nov. '62	Providence, Warren & Bristol	13.6	——	0.5	——	4	3	7	424,943	13,239	——	437,917	8,500	——	——	13.6	23,954	25,594	6,738	——	——
	SOUTH CAROLINA.																				
31 Dec. '58	Charleston and Savannah	54.9	——	——	47.4	4	3	71	801,615	34,372	250,000	706,365	195,396	197,905	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	Charlotte and South Carolina	109.6	——	——	——	13	9	176	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,263	151,536	6	——
1 Jan. '59	Greenville and Columbia	143.2	21.3	——	——	——	——	——	2,439,769	324,161	——	1,429,008	1,145,000	245,546	——	164.5	——	341,190	125,871	——	——
28 Feb. '59	North-Eastern	102.0	——	——	——	——	——	——	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	——	220,014	96,145	——	——
31 Dec. '60	South Carolina	136.0	106.0	——	——	62	59	790	——	——	——	——	2,643,833	——	——	——	——	1,499,636	701,943	7	——
	TENNESSEE.																				
30 Sep. '60	Central Southern (Tenn.)	47.6	——	——	——	——	——	——	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	——
1859	East Tennessee and Georgia	50.0	——	1.8	——	12	10	171	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	818,718	187,466	——	——
1859	East Tennessee and Virginia	140.0	——	8.0	——	10	10	128	2,310,033	156,264	——	586,654	1,902,000	390,407	——	130.3	180,142	297,806	149,167	——	——
1860	Memphis and Charleston	271.6	19.4	20.0	——	43	37	667	5,866,578	878,089	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	——	1,636,096	873,597	——	——
1859	Memphis and Ohio	271.6	16.6	20.0	8.9	9	6	242	2,259,267	141,144	——	670,000	1,361,000	145,000	——	——	——	——	——	——	——
1859	Memphis, Clarkesv. & Louisv.	100.0	——	30.6	55.8	——	——	——	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859	Mississippi and Tennessee	59.0	——	——	40.1	7	5	119	1,137,400	*	——	798,285	554,949	519,518	——	59.4	69,870	177,256	60,025	——	——
1859	Mississippi Central and Tenn.	47.4	——	2.3	——	4	5	46	892,710	82,908	——	317,447	632,500	22,209	——	47.4	64,175	83,129	44,669	——	——
1859	McMinnville and Manchester	34.2	——	7.0	——	12	2	81	533,807	56,816	——	144,894	406,000	5,000	——	34.2	80,055	23,808	13,892	——	——
30 Nov. '60	Nashville and Chattanooga	149.7	44.0	7.9	——	39	17	819	3,632,882	*	——	2,056,544	1,781,000	——	——	159.0	——	734,118	237,384	6	——
1859	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——
1860	Tennessee and Alabama	45.8	——	4.2	11.7	5	5	32	76,016	76,016	——	595,922	360,000	204,544	——	45.8	57,950	127,953	87,243	——	——
1859	Winchester and Alabama	30.0	——	0.6	8.0	——	——	——	——	——	——	216,962	413,000	408,477	——	30.0	——	1,248	——	——	——
	TEXAS, (*all aided by State*).																				
— — '58	Buffalo Bayou, Braz. & Col'r'do	32 0	——	——	158.0	——	——	——	——	——	——	——	——	——	——	32.0	——	——	——	——	——
— — '58	Galvest., Houst. & Henderson	56 0	——	——	184.0	——	——	——	——	——	——	——	——	——	——	56.0	——	——	——	——	——
— — '60	Houston and Brazoria	50.0	——	1.5	75.0	2	1	40	1,250,000	——	——	275 000	240,000	171,560	——	50.0	31,300	32,670	——	——	——
1 May '60	Houston and Texas Central	70.0	——	6.0	280.0	7	5	124	4,232,345	*	——	455,000	975,000	369,000	——	70.0	102,200	282,846	196,558	——	——
— — '59	San Antonio & Mexican Gulf	25.0	——	——	110.0	——	——	——	——	——	——	——	——	——	——	25.0	——	——	——	——	——
	VERMONT.																				
31 Aug. '63	Connect. & Passumpsic Rivers	110.3	——	5.6	——	8	12	199	1,783,542	195,647	——	1,280,400	800,000	——	——	90.7	99,639	206,867	——	——	68
31 Aug. '63	Rutland and Burlington	119.6	——	16.0	——	26	25	558	3,991,705	556,275	——	2,238,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	——	——
31 Aug. '63	Rutland and Washington	62.5	2.0	4.2	——	10	9	240	950,000	256,683	——	1,097,000	——	——	1,206,683	62.5	126,761	185,474	67,786	——	——
31 May, '63	Vermont Central	117.0	2.0	21.0	——	42	46	841	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 015	262,687	——	1½
31 May, '63	Vermont and Canada	47.0	8.5	4.1	9.7	——	——	——	1,687,500	——	——	1,687,500	——	——	1,687,500	oper	r. by Vt. Central	——	——	8	114
30 Jun. '63	Vermont Valley	23.7	——	0.9	——	4	6	89	1,212,274	89,612	——	616,164	793,200	——	1,301,886	23.7	48,995	64,267	26,451	——	——
30 Jun. '63	Western Vermont	——	5.5	5.6	——	——	——	——	1,063,500	*	——	332,000	700,000	——	——	ope	r.b.Troy	& Bost.	53,852	——	——
	VIRGINIA.																				
1 Aug. '59	Alex., Loudoun & Hampshire	41.3	——	——	122.1	——	——	——	1,492,194	42,000	——	1,403,018	36,188	88,151	1,534,194	——	——	——	——	——	——
30 Sep. '59	Manassas Gap	77.8	8.9	3.8	105.6	9	5	221	2,942,548	210,680	——	2,969,861	775,500	118,789	——	113.7	709,024	136,302	43,005	——	——
30 Sep. '59	Norfolk and Petersburg	79.2	——	4.8	——	5	2	75	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '59	Northwestern Virginia	103.5	——	——	8	——	——	——	5,322,150	*	——	466,506	5,719,229	——	——	103.5	345,427	248,004	loss	——	16
30 Sep. '60	Orange and Alexandria	88.2	68.4	10.0	——	16	16	175	——	——	——	2,063,655	2,517,500	590,056	——	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	Petersburg and Lynchburg	123.5	10.1	——	——	19	13	279	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	——	410,166	201,544	——	——
30 Sep. '59	Petersburg and Roanoke	59.2	21.3	——	——	14	17	131	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326,554	213,882	7½	——
30 Sep. '60	Richmond and Danville	140.5	2.7	12.0	——	28	30	418	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	Richm., Frederick & Potomac	75.1	——	4.5	——	11	10	196	1,985,579	*	52,800	1,041,880	643,960	96,828	——	78.6	159,981	279,945	145,285	7	77
30 Sep. '59	Richmond and Petersburg	22.2	2.8	5.1	——	10	7	188	1,222,523	*	——	835,750	204,808	26,853	——	43.5	1,058,054	163,753	79,555	6	60
30 Sep. '59	Richmond and York River	23.7	——	0.2	14.6	2	——	23	704,840	20,554	——	657,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	Seaboard and Roanoke	80.0	——	——	——	10	11	161	1,469,245	*	1,200	844,200	472,811	52,926	1,639,648	80.0	——	245,446	121,053	7	——
30 Sep. '60	Virginia Central	178.2	——	21.3	7.0	27	19	228	4,952,753	541,197	32,948	3,162,754	1,480,592	52,929	4,832,929	195.0	580 668	634,081	359,120	5	69½
30 Jun. '60	Virginia and Tennessee	204.7	9.4	10.6	——	39	27	49	5,994,259	838,475	2,400	3,452,813	3,265,000	571,988	10,233,371	214.9	480,192	740,489	347,957	——	——
	WISCONSIN.																				
1 Dec. '59	Kenosha and Rockford	55.0	——	2.0	121.0	3	2	40	1,500,000	55,000	——	800,000	700,000	25,000	——	55.0	——	——	——	——	——
31 Dec. '61	*Milwaukee and Minnesota*	199.9	——	24.9	27.8	——	——	——	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	——
31 Dec. '62	*Milw'kee and Prairie du Chien*	191.9	42.5	28.3	——	39	32	577	7,500,000	*	——	4,826,860	2,454,000	221,282	7,978,541	234.4	——	1,163,734	414,741	——	70
10 May, '62	Racine and Mississippi	104.0	——	——	——	8	11	375	3,802,016	*	——	2,705,720	1,417,000	1,086,328	5,602,471	142.0	364,331	944,769	83,529	——	——
	CANADA.																				
31 Jan. '63	Buffalo and Lake Huron (½ y)	161.0	——	——	——	31	27	46	11,933,000	*	——	11,750,000	188,000	——	11,938,000	16.10	——	256,795	67,652	——	——
31 Dec. '62	Montreal and Champlain	49.0	——	——	——	16	17	214	2,462,959	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	——	242,798	117,842	——	15
30 Jun. '63	Grand Trunk	1,096	137.0	——	78.0	204	130	2,399	77,210,345	*	——	15,122,430	54,750,510	7,336,405	77,210,345	1,096	——	4,368,510	1,154,856	——	——
31 July, '63	Great Western	229.0	115.5	63.0	——	92	126	1,689	23,933,750	*	1,250,000	16,802,748	9,281,435	——	26,084,180	357.0	——	3,011,860	1,649,510	1½	——
31 Dec. '62	Northern (O. S. & H.)	95.0	1.6	——	——	17	20	337	——	——	——	——	——	——	——	95.6	——	——	——	——	——
	NEW BRUNSWICK.																				
1 Oct. '62	European & North American	108.0	0.9	12.0	——	14	18	271	4,569,418	*	——	4,658,706	——	——	4,658,706	108 0	160,421	107,640	20,003	——	——
1 July, '61	New Brunswick and Canada	60.0	——	——	——	——	——	——	1,402,748	102,388	——	1,350,000	13,100	136,000	1,709,232	60 0	——	122,555	36,670	——	——
	NOVA SCOTIA.																				
Dec. '62	Nova Scotia	61.5	30.5	——	——	20	18	160	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	158,416	139,107	87,151	——	——
	NEW GRENADA.																				
31 Dec. '62	Panama	48.7	——	——	——	11	22	120	5,000,000	*	515,558	5,000,000	5,375,000	——	10,768,728	48.7	——	1,743,294	1,018,444	12	250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	41
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	—	58½
Chicago & Alton (preferred)	2,422,598	7	3½	97
Chicago & Northwestern (pref.)	2,400,000	7	1½	91
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	1	----
" " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	—	----
Dubuque & Sioux City (preferred)	1,987,614	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & William-port (preferred)	500,000	---	—	54½
Erie (preferred)	8,535,700	7	7	113
Hannibal & St. Joseph (preferred)	5,309,528	7	—	86
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	103½
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	77
" " " (2d pref.)	3,424,167	7	—	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	145½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,235,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	112½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	98
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	76
Toledo & Wabash (preferred)	982,900	7	7	77
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,784,682	6	M. & S.	1870	114½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	108
2d Mortgage	294,750	6	———	----	104
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	38
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103
2d Mortgage	3,980,670	6	J. & J.	1882	98½
Improvement	568,500	6	M. & N.	1870	95
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	6	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	67½
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	25
West Branch & Susqu'a:					
1st Mortgage, s'k g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	105

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p. c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	43½
Delaware and Hudson	100	7,500,000	7	224
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	75
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	3½	87
" (preferred)	100	1,175,000	10	140
North Branch	100	----------	—	----
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,932,457	—	29½
" " (preferred)	50	2,722,607	—	41½
Susquehanna and Tide Water	50	2,048,260	—	24½
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	80½

Wholesale Price Current.

To the Duties as attached to the articles noted below, 50 per cent. additional must be added, to be collected for Sixty Days from and including April 30.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, $17 to $25; Railroad, $13 50; Boiler Plate, Band, Hoop and Slit, $25; Pig, $6 per ton; Polished Sheet, 2½ cents per lb.

Pig, Scotch, No. 1 (cash) per ton. 61 — @ 62 —
Pig, American, No. 1 59 — @ 60 —
Bar, Swedes, assorted sizes (in gold) — — @ — —
Bar, English, Refined 160 — @165 —
Bar, English, common 150 — @155 —
Sheet, Russia per lb. — 26 @ — 30
Sheet, English, Single, Double and Treble. — 8½@ — 10½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 1½ cents; over 7 cents and not above 11, 2½ cents per lb.

English, Cast per lb. — 24 @ — 36
English Spring — 16 @ — 19
English Blister — 20 @ — 29
American, Blister — 12 @ — 14
American, Cast, Hammered — 24 @ — 28
American, Cast, Rolled — 14 @ — 20
American Spring — 14 @ — 17
German — 14 @ — 22
Milan (in bond) — 12 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2; old Copper, 1½ cents per lb.; Manufactured, 30 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb. — @ — 55
Sheathing, &c. Old (cash) — @ — 40
Sheathing, Yellow — @ — 40
Pig, Chile — @ — 55
Bolts — @ — 55
Braziers' — @ — 55
American Ingot (cash) — 44½@ — 45½

LEAD—Duty: Pig, $1 50 per 100 lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — @ — —
Spanish — @ 13 75
German Refined — @ 13 75
English — @ 13 75
Bar per lb. — @ — 16
Pipe and Sheet — @ — 17

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val. Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca per lb. — @ — 66
Straits — 66 @ — —
English — 56 @ — 55
Plates, Charcoal I. C per box. 19 50 @ 20 00
Plates, I. C. Coke — 17 00 @ 17 50
Terne, Coke — 15 00 @ 15 50
Terne, Charcoal — 17 — @ 17 50

NAILS—Duty: Cut, 1½; Wrought 2½; Horse Shoe 4½ cents per lb.

Cut, 4d.@6d (cash) per 100 lb. 7½ — @ — —
Clinch (cash) — 8 @ 9 —
Horse Shoe, Forged (cash) per lb. — 32 @ — 38
Wrought, English (cash) — @ — —

INDIA RUBBER—Duty: 10 per cent. ad val.

Para, Fine per lb. — @ 1 05
Para, Coarse and Medium — 55 @ — 90
East India — @ — —
Carthagena, &c — 50 @ — 55
Guayaquil — 40 @ — —

PETROLEUM—Duty: Refined, 10 cents per gallon.

Crude, 40@47 gravity — 45½@ — 46
Refi'd, free, L.S. to pr. Wh. (110@120 test). — 79 @ — 80
Refi'd, in bd. L.S. to pr. Wh. (110@120 test). — 68½@ — 69
Naptha, Refined, (60@63 gravity) — 34½@ — 36

SPELTER—Duty: In Pigs, Bars and Plates, $1 25 per 100 lbs.; Sheets, 2 cents per lb.

Plates, Foreign (cash) per lb. — 14½@ — 14½

ZINC—Duty: Pig or Block, $1 25 per 100 lb.; Sheet, 2 cents per lb.

Sheet per lb. — 13½@ — 19

New York Stock Exchange.

Actual Sale Prices for the week ending June 22.

	Th 16.	F. 17.	Sat. 18.	M. 20.	Tu 21	W. 22.
American Coal Co.	----	----	----	97½	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	144	----	----	152	----	
Canton Co.	40½	40½	40	40	40	42½
Central Am. Transit	41	----	----	----	45	----
Chicago & Alton	----	----	----	----	----	90
" " pref.	95	----	----	----	----	97
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	127½	----	----	128	----	132
" " " 8 p.c.	131	----	130	----	130	131
Chic. & Northwest'n	53	52½	53	53½	54½	55½
" pref.	90½	90½	90½	90	90½	91
" " 1st M.	102½	103	103	103	----	104
" " 2d M.	----	----	----	----	----	----
" " S. F.	110	----	----	----	110	111
" " A. B.	----	----	----	----	----	----
" " I. B.	102	----	----	----	----	----
Chicago & Rock Isl.	115½	114½	113½	114½	116	117½
" " 1st M. '70.	114½	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	109	----	----
Clev. and Pittsburg	112½	112	112	112½	114½	116
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	150½	148½	147½	148½	----	147½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	78½	75	73	73	74½	74½
Del. & Hudson Canal	----	238½	243	244	----	----
Del., Lack. & West	----	----	----	240	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	112½	113½	113	113½	116	118
" pref.	112½	----	110½	110½	111	113
" 1 M. 7 p.c. '67	113	----	----	----	----	113
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	123	----	----	----	----	----
" 4 M. 7 p.c. '80	120	120	----	----	----	----
" 5 M. 7 p.c. '88	121	----	----	----	----	121
Galena and Chicago	----	----	----	----	----	----
" 1 M. 7 p.c. '63	----	----	----	----	----	----
" 2 M. 7 p.c. '75	----	----	----	----	----	----
" 1 M. Ex. '82	122	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	45
" " pref.	60	----	56	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	144	142½	142½	142½	142½	145
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	129½	128½	128½	129½	132½	135
" full stock	----	----	----	----	130	132½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	122
Marietta & Cin. 1st pref.	77	76	76½	77	76	77
" " 2d "	50	50	52	52½	53	----
Mariposa Mining Co.	53	55	55	56	55½	55
Michigan Central	149	148½	149½	150	150½	155
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	129	----
M. S. and N. I.	97½	98½	99½	100	101	101½
" " guar'd.	140½	140	----	----	142	143½
" " 1 M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	103
Mil. and P. du Chien	----	67½	----	69	70	
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	116	116	----	----	----	----
Minnesota Mining Co.	----	50	50	49	47	
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	----	65
Missouri 6s	69	69	----	----	----	----
" 1ss. to H. & St. J. R.	92	92	91	----	----	----
" " Pacific	76	76½	76½	76	----	
New York Central	131½	132½	131½	132½	133½	134½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83.	113	----	112½	112½	----	----
" " 6s, S. F. '87	110	----	----	----	----	----
N. York & Harlem	----	----	----	235	----	----
" " "pref."	112½	----	----	----	----	----
" " 1M. 7 p.c. '76	111	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	108
Ohio & Miss. cer.	55	55½	55½	56	56	56½
Pacific Mail S.S. Co.	283	280	270	265	269	----
Panama	----	----	----	----	----	----
Penn's Coal Co.	----	----	----	----	----	218
Phila. and Reading	140½	140½	138½	141½	143	145
Pitts. Ft. W. & Chicago	114½	113	112½	114½	116½	117
" " 1M.	----	----	----	119	----	121
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	73½	73½	73½	73½	74½	78
St. L., Alton & T. H.	64½	----	----	64	64½	65½
" " pref.	79	----	----	79½	80	82
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	55	----	----	----	----
Tennessee 6s, 1890	----	59	----	60	----	
Toledo & Wabash	69	----	69½	----	----	69
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	105	----	----	----
" " 2M.	----	----	86	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	52	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 22.

	Th 16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	100	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	193	195	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	112¼	111½	112½	112½	113¼	112½
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	120	----	----	----	----	120
U. S. 6s, 1868, reg.	118	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	121	----	----	----
U. S. 6s, 1 year certif.	97¼	97½	97½	97½	97	97
U. S. 6s, 5-20s, coupon	105½	106	106½	106	106	106
U. S. 6s, " reg.	----	----	105½	----	105½	----
7.30 Notes, Feb. & Aug.	108	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	107½	107
American Gold	197½	195½	195½	198½	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 21.

	W. 15	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	20½	----	----
" preferred	----	42½	42½	----	----	----
Camden & Amboy	190	----	----	190	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	104½	105	----	----
" " 6s, '83	106½	----	----	----	103½	----
" " 6s, '89	----	----	----	----	105½	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	43½	43½	----	----
Elmira & W'msport	35	----	----	----	----	----
" " pref.	54½	54½	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	75	75	----	75	75½	75
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	50	50½	50½	----	----	50
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	46	----
" " 6s	104	----	104	104½	----	----
Minehill	65	65	----	----	----	----
Morris Canal	----	----	----	87	----	----
" " pref.	140	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	33½	33½	33½	----	33½	33½
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	61½	----	61	----	61	60½
Pennsylvania R. R.	71½	71½	72	72	72	72
" 1st m.	----	----	----	----	----	118
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	----	100½	----	----
" " 5s, coupon	103½	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	103½	103½	----	----	----
" " new	106½	106½	106½	----	106½	----
Philad., Germ. & Nor.	51	----	----	----	51	----
Phila. & Reading	70½	70½	69½	69½	70½	70½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	107½	----	----	----	----	----
Philadelphia & Erie	----	----	----	----	----	33½
" " 6s	----	----	----	----	108½	----
Philad. & Sunbury, 7s	----	----	----	----	----	110
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	41½	----	41	----	----	40½
" " 6s '82	97½	----	99	98½	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	102½	----	----	103	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	21½	----	----	22½
" " 6s '78	----	66½	66½	67	68	----
" " scrip	----	----	66	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	25
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	81	81	----	----	----	81
" " bonds	----	----	----	106	----	----
Arch street, (Horse)	----	----	----	24	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	40	----	40	----	----	40
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	75	----	74	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu 21.
Baltimore City 6s, 1875	----	----	113½	----	----	114½
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	----
Balt. and Ohio	117	----	----	115½	----	117
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	115½	----	----	----
" " " '80	----	----	----	----	----	115½
" " " '85	115	----	----	----	----	113
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	110	----
" " " 90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W. 22.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	157	----	----	----
Boston and Worcest.	146x	----	----	----	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	112	----	----	----	----	----
Eastern, Mass.	----	108	----	105x	105	
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	126	----	126	----	----	----
Manchester & Lawr'ce.	121	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	89	----	88½	----	----	88½
Old Colony and Fall R.	127	----	----	----	125½x	126
Ph., Wil. & Baltimore	74½	----	74½	75	75	----
Portl'd, Saco & Ports.	112	----	----	----	----	112
Vermont & Canada	----	----	114	----	----	----
Vermont & Mass.	----	----	----	----	----	42
Western	----	----	----	----	----	x152½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	125½	----	127½	----	----	----
Metropolitan "	64½	----	----	----	----	64
Middlesex "	----	----	85	----	----	89
Central Mining Co.	----	----	----	----	----	----
Franklin "	52½	----	52	51½	----	51½
Isle Royale "	----	----	----	----	----	22½
National "	----	----	----	----	----	----
Minnesota "	----	----	56	50	----	48
Pewabic "	64½	----	64	63½	64	64½
Pittsburg "	----	----	----	----	----	----
Quincy "	95½	----	97	----	----	96
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 4th of June :

Maryland 6s	67	to	69
United States 6s, 1881	56	"	60
Do. 5s, 1874	54	"	56
Virginia State 5s	45	"	48
Do. 6 per cent.	33	"	35
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., Pennsylvania do. do.	72	"	74
Erie shares, $100 (all paid)	55	"	57
Do., 7s, preference	50	"	55
Do., 7s, 1st mort., 1867	60	"	65
Do., 7s, 2d mort., 1859	63	"	66
Do., 7s, 3d mort., 1883	50	"	55
Do., 7s, 4th mort.	50	"	55
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	60	"	65
Do. do. $100 shares, $90 paid, dis.	20	"	27
Do. do. $100 shares, all paid	63	"	65
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	63	"	65
Do. do. S. F. 1st mort., do., '82 x. c	65	"	70
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	50	"	52
Do. do. 7s, S. F., 1876	65	"	70
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	63	"	68
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	55	"	60
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	30	"	35
Philadelphia and Reading, $50 shares	28	"	32

American Railroad Journal.

Saturday, June 25, 1864.

Stock Exchange and Money Market.

Of the seventy-five million loan only forty-one millions were accepted under the call for subscriptions, although the total amount offered was about seventy millions. The fortunate parties were those who proposed to take the new stock at the rate of 4 per cent. premium, which is considerably under the market rate of the previous loan of same date and tenor. During the past week the new stock has found ready sales at 106¼. The balance will no doubt be taken while the Secretary of the Treasury is in the city where he was to arrive on Tuesday last. With regard to the foreign loan it is stated that if the amount required by the Government can be readily filled in this country, the proposition from abroad will not be entertained. Indeed if the orders continue to come from the continent as they have done the last few months, that would seem to be the natural course for foreign investers to take, and the necessity of a separate negotiation on the part of the Treasury with any Continental Bankers would not seem to exist.

From the communication made to Mr. Cisco by Mr. Chase, it will be perceived that our recent statement with regard to the funded and unfunded debt of the Nation was perfectly within the truth, and that the contraction of the Government currency was even greater by many millions than was supposed at the time. The inflation so much complained of is in fact not strictly chargeable to the Government. The Banks are really the great offenders as we have also shown by indisputable figures. As the Treasury has set the example of restriction and curtailment, we think the Banks should follow it forthwith.

We learn that the farmers and grain producers of the west have resolved not to receive for their products any longer the notes of the Banks of the Eastern and Northern States, and are determined to receive none other than legal tenders and National bank currency. This determination will remedy an evil, and we hope it will be seconded nearer home. There is no good reason why the notes of our ordinary Banking institutions which do not pay specie, do not pay their dividends in gold, and have at present none of the marks of a specie basis, should flood the country with their bills, especially when most of them are unable to redeem them even in legal tenders.

We have too much Bank paper afloat and it may be many years before it will be payable in the specie it professes to represent. It appears that the assistant Banks of this City are steadily increasing their loans although their specie is decreasing. On the 18th of June inst. their statement was as follows :

Loans $195,773,583. Specie $22,912,767. Circulation $4,959,096. Deposits $169,445,777. Showing from the statement of the previous week the following differences :

Increase in loans	$837,761
Decrease in specie	1,125,413
Decrease in circulation	81,364
Decrease in deposits	3,091,481

The great feature of the week was the gold bill and the rise in gold. The President having signed the bill it became a law, and the Boards of Brokers both in this city and Philadelphia at once struck the article from their call lists. The Gold board, as it is called, also adjourned without day, and all transactions in it must now be carried on by *bona fide* dealers at their places of business with the cash in hand. Of course this change is anything but pleasant to the speculators who operate on small or often fictitious capitals. There is no real restriction put on the sale of gold itself by the new law, which is nothing more than a riot act, to disperse an unlawful assembly. There is no interference with the laws of commerce or the rights of individuals, and yet we shall probably hear very dismal lamentations over the loss of the right to distract the public mind and abuse the public confidence. Be the feeling what it might, the price of gold went up on Tuesday to a rate anticipated by us more than a year ago, though it was considered at the time a very daring prediction. We have all along seen what combination might do, when assisted by a paper currency inflation and excessive importations. We are well satisfied that this sudden rise which has startled

the public, while it might be expected, is mainly a fictitious one. That there is a premium fairly to be asked for gold as between it and paper we do not deny. At 25 per cent there is probably difference enough, all that can be legitimately estimated as the difference; but when 100 is paid, the condition of things becomes alarming. If this price holds long, great changes will inevitably occur in the relations of debtors and creditors; importations must fall off, or prices of foreign articles rise to Richmond quotations, the debts of the Government will double with the double prices it will have to pay for everything, and the classes whose incomes and salaries are fixed, must come to great distress. Now to produce such disastrous consequences we do not hesitate to say has been the object of a class of disloyal persons among us, and the rebellion under continued blows which have beaten it into the smallest possible shape, and left it in the most battered condition, has been kept in heart and hope by the New York gold market. If public and private credit can be sunk as low and become as contemptible as that in the confederacy why then, the South will be no worse off than the North, and the chances of final success are re-opened, and become brighter in the eyes of those whose vision is now narrowed, and may forever close in night in two cities of Virginia, where the brains and the official insignia, and the last remaining power of the rebellion are concentrated. Here in New York the battle is waged in the gold market, and beyond all question, the proceeds of many a cargo of blockade run cotton, and the capital of foreign enemies have been employed during the last year to get gold to this figure and the Country into this difficulty.

There is but one legitimate way of remedying the present evil, and it is the one long foreseen by Mr. Chase, but not yet recognised by Congress nor the people. It is the immediate contraction of the local Bank currency, if not voluntarily, by force of legislation. We have shown in a recent article that the Banks are enormously inflated, in some States 242 per cent of their capitals, and that even in the commercial State of New York, five hundred millions of indebtedness mark the operations of our Bank managers, the best and most conservative. When respectable newspaper presses call on Mr. Chase to borrow money only, and to issue no more of his own currency, do they mean that the Government shall pay 6 per cent for the use of irredeemable bank paper. Is this the money which Mr. Chase is so much blamed for not using in preference to legal tenders? Is he to pile up an annual charge of forty or fifty millions of interest payable in gold for its use, when it is not so popular, so useful, so convertible or so solvent as that of the Government. If paper money is all that we can now obtain for our public and private wants let us have the best we can get, and that, of which we can at least get some portion indirectly if not directly in coin.

We are therefore inevitably led to the following conclusions which we would express in the shape of simple propositions, the better to express our opinions.

1. That the use of paper money was an inevitable consequence of the breaking out of the rebellion, if we thought the Union worth preserving, and with it our free institutions and hitherto glorious Nationality.

2. That the amount of paper money issued by the Government was never in excess of its resources, or power to redeem through the intervention temporarily of the funded debt, and the regular payment of the interest in gold, which latter no Banking institutions have ever pretended to do.

3. That five hundred millions of legal tenders, based on seventeen thousand millions of dollars of property as returned by the census of 1860, with the internal revenues and custom duties of three hundred millions per annum, are the safest and soundest paper currency that could be possibly put afloat, and are certain to be redeemed and absorbed on a specie basis.

4. That the present dangerous inflation is not chargeable on the Treasury but on the State Banks which are every where running a race of expantions, at enormous speed and the most dangerous velocities, without anything to repress or check them.

5. This appears from previous statements which we have made in the hope of procuring a remedy at the hands of Congress.

6. That nothing short of the immediate action by Congress, by heavy taxation, or absolute repression of the local bank circulation to the limits of their capital, or forcing them into liquidation whenever they refuse payment of their notes in legal tender money, will prevent a continuance of the present derangement of the currency.

7. That it was the duty of Congress to have passed a bankrupt bill, and to have included the local banks within its operations.

These are the results to which we are compelled to come after careful consideration of the subject, at the same time warning the timorous not to be thrown off their guard by the late rise in the market. We have demonstrated, we believe, that the price of gold is no indication of the real condition of a country, but only of its commercial exchanges. There never has been in the United States in the profoundest peace, more than 2½ per cent. in gold on each dollar of our property. Ninety-seven and a half per cent. have had no representative therefore in the precious metals, but we could not therefore argue that it did not exist.

If a man has a bushel of wheat in his house, but cannot produce at the same moment a dollar in gold as its representative it is no proof that the wheat does not exist, and has not its value as an article of food or exchange. Nor is it likely that this rise will produce a fatal undervaluation of the Government securities, for these have grandly withstood all the other numerous fluctuations of the times, and maintained their solvency in gold, when all other securities produce nothing but paper. On the contrary, the more likely is it to be that the profits of investment in the public securities will cause a still greater absorption of them at home and abroad.

Money is easy to borrowers, 5 per cent. being the price charged at the National banks on collaterals of National securities. The other banks get 7 per cent. where they can, though generally unable as we have before hinted, to redeem their paper even in legal tenders, and seeking to get rid of this obligation even as late as Tuesday last, by certifying checks, another device of these institutions. Railroad shares have improved, and Government stocks are firm and advancing, U. S. coupon 6's stand at 113.

The import entries of the past week amount to $3,359,509, against $1,995,292 same week last season. The export clearances of domestic produce amount to $5,231,326, against $2,426,583 same week in 1863. The export of specie is $1,887,000, against $522,000 same week last year. The customs for the week are $631,000.

The total value of foreign goods imported into the port of Boston for the week ending June 17, was $719,889, against $330,221 for the corresponding week in 1863.

The total value of foreign exports from the port of Baltimore for last week was $151,620.

The Assistant Treasurer reported on Tuesday a balance of $45,426,046.

The total National debt including requisitions, (and the legal tenders unfunded to the amount of five hundred millions,) is now $1,719,391,168 88. The interest bearing legal tenders retired amount to $38,890,700, and the plain greenbacks placed in reserve $17,258,872, making in all a contraction of $56,149,572, thus showing Mr. Chase is as good as his word.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—At. and Gt. Western (Ohio div.,) 99¾; Hannibal and St. Joseph L. G. bonds, 101; Marietta and Cincinnati 1st mort., 105; Illinois coupon bonds, 1879, 104; North Carolina 6s, 58½; Kentucky 6s, 110; Illinois War Loan, 98; Wisconsin 6s, 100; Ohio and Miss. pref. cer., 92; Sixth Avenue R. R., 121; Norwich and Worcester, 110; Mariposa 1st mort., 102; Nicaragua Transit, 9; Wyoming Valley Coal, 61; Central Coal, 72½; Consol. Coal Co. Md., 70; Bucks Co. Lead, 1⅛; Quartz Hill gold, 14; Copake Iron, 10; Saginaw Land and Mineral Co., 5; Atlantic M. S. S. Co,, 176; American Exchange Bank, 120; 4th National Bank, 98; Bank of Commerce, 114.

Philadelphia.—Allegheny Co. coupon, 5s, 82; do., scrip, 81; Pittsburg 5 per cent scrip, 77½; Westchester 8s, 90; Camden and Amboy mort. 6s, 111; Huntingdon and Broad Top, 36; 13th and 15th streets, 33; 10th and 11th streets, 51; Pennsylvania 6s, War Loan, 107½; Big Mountain Coal, 8⅛; New York and Middle Coal Fields, 19⅛; New Creek, 1⅜; Green Mountain, 5½; Bear Valley, 18¼; Fulton 8⅛; Oil Creek, 5½; Phila. and Oil Creek, 1¼; Maple shade, 10¼; Dinsmore, 4; Clinton, 1; Irwin, 4½; Olmstead, 4; Perry, 6; Mineral, 4¼; Dalzell, 5¼; McClintock, 5; Feeder Dam, 1⅛; Rock, 4½; Union petroleum, 2¼; Etna Copper, 15¼; Empire Copper, 7; Penn., 10⅛; Merrimac, 4; Broad Top Imp. Co., 8⅛; Commercial Bank, 56; Commonwealth Bank, 47; Mechanics' Bank, 28¾; Girard Bank, 47½; Manuf. and Mech. Bank, 28; Consolidation Bank, 34; Farmers and Mech. Bank, 59¼. The latest quotations are: City 6s, 103⅝@104; do., new, 106⅜@106½; State 5s, 100¼@101; do., coupon 103@103¼; do., 6s, 1879. 107@107½; Phila., Wil. and Balt., 7½@—; Reading, 71½@71⅝; do., 6s, 1870, 107@108; do., 1886, 143@144; Camden and Amboy, 189@190; Pennsylvania R. R., 71¾@72; do., 1st mort., 117@118; do., 2d mort., 114@114¼; Little Schuylkill R. R., 49⅞@50; Morris Canal, 87@87½; do., pref., 140@140½; do., bonds, 108

@109; do., 2d mort., 104@105½; Wyoming Valley Canal, 80½@81¼; do., 6s, 105@106; Susquehanna Canal, 22@22¼; do., 6s, 67½@68; Sch. Nav., 29½@30½; do., pref., 41¾@42½; do., 6s, 1882, 98@98; Union Canal pref., 4½; do., bonds, 25@25¼; Delaware Div. Canal, 43@43½; do., bonds, 104@105; Elmira and Williamsport, 35@36¾; do., pref., 54½@55; do., 7s, 1873, 112¼@113½; do., 10s, 78@78½; Beaver Meadow, 97@100; Long Island R. R., 46@49; Lehigh Coal and Navigation, 75@75½; North Pennsylvania, 33¾@33½; do., 6s, 106@106½; do., 10s, 122@124; Philadelphia and Erie, 33@34; do., 6s, 108@108¼; Minehill, 64¾@65; Catawissa, 20½@21; do., pref., 41@42⅜; Lehigh Valley, 130@135; do., bonds, 110@111; Fifth and Sixth streets, (horse,) 63½@65; do., 7s, 109; Second and Third, 74@75; do., 7s, 112; Race and Vine, 12@15½; West Philadelphia, 72@73; Spruce and Pine, 45@48; Green and Coates, 39@40; do., 7s, 110@110¼; Chestnut and Walnut, 63@66; Arch, 33½@34; Thirteenth and Fifteenth, 33@33¾; Seventeenth and Nineteenth, 16; Girard College, 30@31; Tenth and Eleventh, 51@51¼; Norristown, 60¾@61.

Boston.—Northern (Ogdensburg,) 1st mortgage, 107¾; do., 2d mort., 36; Troy and Greenbush R. R., 53¼; Vermont Central, 2d mort., 86¼; Boston and New York Air Line 6s, 69; Sandusky, Dayton and Cin. R. R. pref., 40; Old Colony and Fall River 6s, 1867, 103¾; Mad River and Lake Erie 6s, 1900, 70; Somerville, horse, 30; Cambridge, horse, R. R. 6s, 1881, 100¼; South Boston R. R., 61¾; Lexington and West Cambridge pref., 62½; Maine 6s, 1889, 102; Massachusetts 6s, 1876, 134¾; New Hampshire 6s, 1869, 100; Chicago 7s, 1880, 108½; Androscoggin Co. 6s, 1885, 95¼; Portland 6s, 1869, 102½; St. Louis 6s, 1881, 91¾; Boston Water Power Co., 44; Union Steamship Co., 168; Essex Co., 101¾; Cary Imp. 13⅜; East Boston, 13⅝; Waverly, 2½; Short Mt. Coal, 50¼; Franklin Coal, 108; Stewart Gold, 1¾; Boston Gas, 852½; Merchants Bank, 104½; Traders' Bank, 99; Hide and Leather Bank, 110; Eliot Bank, 104; Maverick Bank, 99¼; Webster Bank, 104; Freeman's Bank, 103¼; North Bank, 102; Bay State Bank, Lawrence, 76¼; Washington Bank, 106¼; Bank of Commerce, 100; Acton Mining Co., 2⅞; Albion Gold, 2¼; Albany and Boston, 20½; Aztec, 7; Bay State, 17¾; Bedford, 1¼; Boston, 5¾; Columbian, 9¾; Canada, 3; Concord, 4½; Copper Falls, 38½; Colonial Gold, 15c.; Dacotah, 5; Durham, 30c.; Essex, 16c.; Eagle River, 7½; French Creek, 1⅜; Great Western, 4¾; Grand Trunk, 85c.; Hancock, 13¾; Huron, 35¾; Humboldt, 10; Highland, 9¼; Mesnard, 10¼; North Cliff, 7⅝; Ottawa, 49c.; Pontiac, 5; Phœnix, 30; Renfrew gold, 1½; Sutton, 1⅝; St. Clair, 9; South Side, 4; Star, 8; Waterloo, 62½.

Baltimore.—Marietta and Cincinnati bonds, 105¼; Central Ohio 4th mort., 60½; City Passenger R. R., 23¾; Lake Chrome, 0.55; Atlantic Coal, 1.75; Bare Hill, 5.00; Maryland Copper, 1.25; Am. Gas Coal, 2.50; Mineral Hill, 3.10; Santa Clara, 26⅛; Balt. Chrome, 2.90; Susq. Coal and Coal Mt., 5.25; Springfield, 2.50; Farmers and Mechanics Bank, 40½; Howard Bank, 10¼; Bank of Commerce, 24⅛; Bank of Baltimore, 104; Union Bank, 71½. The latest quotations are: Balt. and Ohio, 117@118; do., 6s, 1867, 105; do., 1875, 115@115½; do., 1880, 106@111; do., 1885, 112@115; Northern Central, 61@62; do., bonds, 1885, 113@—; N. W. Va., 16@20; do., 1st mort., 110@114; do., 2d mort., 103¼; do., 3d mort., 35@41; do., guar., 105@110; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@62½; do., income 1857–'60, 40@44; Western Md. bonds, 91½@92; do., guar., 111@113; Maryland 5s, 95@100; do., 6s, coupon, 1870, 112½@114; do., Ins., 112½; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 114½@—; do., 1886, 114½; do., 1890, 113@115; do., coupon, 115@115½; do., 5s, 1858–'70, 95@100; City Passenger R. R., 23½@24; Canton Co., 39½@40½; Gardner, 75@1.00, Guilford, .28@.40; Maryland, 1.20@1.75; North State, .10@.20; Rudisell, .65@.65; Silver Hill, .20@.30; Springfield, 2.25@2.50; George's Creek, 115@116; Santa Clara, 26¼@26¾; Baltimore and Cuba Smelting and Mining, 1.80; Balt. and North Carolina, .20@.40; Balt. Chrome, 2.75@2.95; Bare Hill, 5.50@5.75; Atlantic Coal, 1.65@1.80.

THE WOOL SPRING.

We were much impressed, upon a recent visit to the Works of the Union Car Spring Manufacturing Co., at the corner of 28th street and 7th Avenue, not only with their new method of treating steel, and the completeness of their machinery; but with the new use of so ancient a substance as wool; and the wonderful addition of strength its use, (*as they use it,*) gives to a spiral spring.

We say wonderful, because one must see, as we saw, to believe that a spiral spring made of ⅜ steel which is entirely exhausted under a pressure of 1,200 lbs., requires when properly packed with wool a pressure of over 15,000 lbs. to exhaust it.

We understand that it has been examined by many of the leading railroad experts of the country, with approval, and we think it is the interest of every one connected with railroads to examine this spring.

The great elasticity of wool and the permanence with which it retains this property have been long known. The spring known as the Union is an attempt to render these qualities available as a means of deadening the shocks, and effectually securing the equal and gentle motion so desirable in railway practice.

The wool is packed very evenly and tightly in the interior of a coiled spring, as indicated in the cut which accompanies the advertisement on another page, so that when working under a car the contained fiber and the enveloping metal are compressed and expanded together. Each supports the other. The material allows a very nearly uniform action at every temperature, and its arrangement tends to induce approximate uniformity under every variety of load, with only sufficient working of the fibers to render the action a little sluggish, and avoid a repetition of the vibration.

Machinery recently invented for placing the wool in the coil, packs it with any degree of force required for various kinds of springs, and what is very important in its effect on the action under heavy loads, leaves it in a cylindrical or slightly threaded mass, not protruding radially beyond the metal, or even extending outward very far into the narrow spaces between the several coils. The coils are formed of cylindrical wire, and may be forced together so that each coil is in fair contact with the succeeding one without pinching any wool between. The process employed in packing renders the resulting spring much superior to the early specimens.

Each spring is tested under a load some four times as great as is thrown upon it in practice. All the "set" is taken out, and is fully compensated for before it leaves the manufactory. Coils in the least defective are rejected, or reworked. So much pressure is applied to the fibers of the wool in the process of packing, that before the spring is compressed to its fullest extent it carries more than ten times as much load as the coil alone would support. It is pre-eminently a wool spring, but involves a happy combination of the coiled and tempered steel therewith, so that the latter supports and guides the wool as it works under the load, moving exactly with it at every point so as to avoid wearing it.

At the time of our visit on Tuesday, coils were being prepared for the horse cars, much lighter and more softly packed than those under heavy freight cars.

☞ The following is a copy of a dispatch from the Secretary of the Treasury, dated Washington, June 20, 1864, to John J. Cisco, Assistant Treasurer, New York:

Total amount of debt, including all legal-tender notes and unpaid requisitions, $1,719,395,168 88; amount of interest-bearing legal tender notes withdrawn, $38,890,700; amount of ordinary legal-tenders notes withdrawn and placed in reserve, $17,258,872; showing reduction at present of legal-tender notes of all descriptions, of $56,149,572. This statement shows the actual present state of debt and circulation. Of course it will be necessary to replace a portion of the 5 per cent legal tenders with compound interest 6 per cents.

S. P. Chase.

☞ The track of the Central Pacific Railroad Company is now going down rapidly on the 76th mile out from Sacramento, and the company has a good supply of laborers and all the rails, ties and other materials they can use for a long time.

☞ The first cargo of railroad iron and a locomotive designed for the completion of the Pacific Railroad *eastward* from Kansas City, was shipped to that city from St. Louis on the 17th inst.

☞ In future the Continental Bank will act as the New York Transfer Agent of the Cleveland and Toledo Railroad Company's stock. The Bonds and Coupons of the Company will be paid at the Continental Bank as they mature, on presentation. The Cleveland and Toledo Railroad Income Bonds of 1854 mature July 1, 1864, and will be paid as above.

☞ The preferred stock of the Chicago and Northwestern Railway Company is entitled to preferences of 10 per cent. in the dividends which may be declared in any year, out of the net earnings of such year, in the manner following: First, to a preference of 7 per cent. on the Common Stock; then, secondly, to a further preference of 3 per cent. After a further dividend of 3 per cent on the Common stock, both classes of stock shall be entitled to equal rates per share in any further dividends.

☞ Wm. Ramsdell, of Milford, has been elected President of the Wilton Railroad Company.

Railroad Earnings--Weekly.

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of June, 1864, were $69,300 00
Corresponding week of previous year.. 50,256 00

Increase $19,044 00

The earnings of the Michigan Central Railroad for the 2d week in June, 1864, were... $61,333 95
Corresponding week of previous year.. 45,274 16

Increase $16,059 79

The earnings of the Chicago and Rock Island Railroad for the second week in June, 1864, were $54,412 00
Corresponding week of previous year.. 36,148 00

Increase $18,264 00

The earnings of the Dubuque and Sioux City Railroad for the 2 weeks ending June 14, 1864, were $18,728 81
Corresponding 2 weeks in 1863 ..... 8,890 27

Increase $9,838 54

The Detroit and Milwaukee Railroad traffic for the week ending June 9, 1864, were... $21,543 51
Corresponding week of previous year.. 17,127 24

Increase $4,416 27

The earnings of the Montreal and Champlain Railroad for the week ending June 11, 1864, were $4,946 79
Corresponding week of previous year.. 4,362 42

Increase $584 37

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending June 7th, 1864, were:

	1864.	1863.
Passengers	$2,471 94	$1,649 32
Freight	13,232 01	6,954 69
Express	104 16	75 00
Mails	296 58	296 58
Total	$16,104 69	$8,975 57
Increase		$7,129 12

Receipts from January 1st to June 7:

1864 ..... $216,281 37
1863 ..... 134,973 57

Increase $81,307 80

The earnings of the Marietta and Cincinnati Railroad for the 2d week of June, were:

	1864.	1863.
Passengers	$7,137 37	$3,963 25
Freight	9,235 87	4,126 17
Mail, express & telegraph	1,190 58	815 00
Total	$17,563 82	$8,904 42
This month to date	$32,549 85	$16,591 72

The traffic of the Great Western Railroad for the week ending June 10, 1864, was as follows:

Passengers $22,760 43
Freight and live stock 28,517 48
Mails and sundries 1,593 50

Total $52,871 41
Corresponding week of 1863 ..... 43,656 50

Increase $9,214 91

The earnings of the Grand Trunk Railway for the week ending June 11, 1864, were:

Passengers $28,467 89
Express freight, mails and sundries ... 2,500 00
Freight and live stock 65,018 58

Total $95,986 47
Corresponding week, 1863 ..... 80,262 76

Increase $15,723 71

The earnings of the Chicago and Alton Railroad Company for the week ending June 15, were:

	1864.	1863.
Passengers	$18,723 90	$14,822 04
Freight	33,685 56	23,986 23
Sundries	1,660 58	1,499 56
Total	$54,070 04	$40,307 83
Increase 1864		$13,762 21

Funded Debt of Chicago.

The City Comptroller reports the several series of indebtedness on the 1st of April, 1864, as follows:

Municipal Debt:

6 per cents	due	January,	1867	$10,000
6 "	"	July,	1873	50,000
6 "	"	"	1874	40,000
6 "	"	"	1875	100,000
6 "	"	"	1876	100,000
7 "	"	"	1866	10,000
7 "	"	January,	1874	60,000
10 "	"	"	1868	1,000
Old issues				$371,000
7 per cents	due	April,	1881	913,500
7 "	"	December	1872	37,000
7 "	"	school	fund	28,000
Total municipal				$1,349,500

Sewerage Debt:

6 per cents		$87,000
7 "	1st loan	413,000
7 "	2d loan	620,000
Total		$1,120,000
Less cancelled by sink'g fund		58,000
		1,062,000

Water Debt:

6 per cents		$1,030,000
7 "		113,000
Total		$1,143,000
Less 7 per cents cancelled		10,000
		1,133,000
Total city debt		$3,544,500

Chesapeake and Ohio Canal.

At the 36th annual meeting of the Chesapeake and Ohio Canal Company, held June 6, the following officers were chosen for the ensuing year: President, Alfred Spates, of Alleghany county. Directors, Jos. H. Bradley, District of Columbia; Lawrence Brengle, Frederick county; Chas. Abert, Montgomery county; Lawrence A. Dawson, Montgomery county; in place of H. Delinger, of Washington county; Louis Watson, of Washington county; and A. C. Greene of Alleghany county. There were received for tolls in the year 1863, $154,790 38; for water rents, $6,254,-60; rent of houses and lands, $1,991 24, which, with the other items, form an aggregate of $162,-916 76. The payments made by the company, interest included, during same period amounted to $160,184 64. The company so far this year has had prosperity, and already the revenue amounts to $75,000, being about $18,000 in advance of last year during the same period.

Boston, Hartford and Erie Railroad.

The Governor and Council have decided that this company in crossing the South Bay shall build a solid structure for the purpose, and that the character of the draws and sluice-ways shall be made satisfactory to them. They reserve the right to decide upon the compensation to be hereafter furnished by the company in reference to the proposed tidal reservoir. This subject was refered to the Governor and Council by the last Legislature. —*Boston Journal.*

Pittsburg, Ft. Wayne and Chicago Railway.

The following statement shows the financial condition of the Pittsburg, Fort Wayne and Chicago Railway Company on March 31:

		Dr.
*To cost of railway, construction and equipment		$18,684,309 86
To cost of supplies on hand for current operations	$681,181 71	
To amount due from other companies	225,879 01	
To miscellane'us assets	297,934 12	
To cash in hand	581,271 93	
		1,786,266 77
To interest on coupon bonds for 3 months		185,675 00
To transportation expenditures for 3 months, viz:		
For conducting transportation	$212,250 54	
For motive power	251,198 28	
For mainten'ce of way.	166,643 75	
For mainten'ce of cars.	78,720 82	
For general expenses .	48,803 64	
		757,117 08
To surplus of earnings over expenditures for three months		429,055 66
		$21,842,424 32

By Capital Stock, viz:		Cr.
Full shares	$6,396,800 00	
Scrip certificates	18,084 23	
		$6,414,884 23
By Funded Debt, viz:		
1st mortgage bonds	$5,250,000 00	
2d mortgage bonds	5,160,000 00	
3d mort. bonds, (int. not accrued)	2,000,000 00	
Bridge bonds of O. & P. R. R. Co	188,000 00	
Debt bonds of P., Ft. W. & C. R. R. Co	183,583 00	
		12,781,583 00
By amount due other companies	$24,434 71	
By miscel. liabilities.	134,370 01	
By am'nt due for exp. in March and prior	473,176 44	
		631,981 16
By earnings for three months, viz:		
From freights	$852,920 19	
" passengers	439,153 12	
" express matter	15,000 00	
" mails	23,475 00	
" rent of railway	21,250 00	
" rents	625 00	
" miscel. sources	6,777 20	
		1,359,200 51
By excess of joint earnings received by Cleveland and Pittsburg R.R. Company during the 3 months ending March 31, 1864, over and above their proportion thereof, per contract		12,647 18
By balance to credit of income account		642,128 24
		$21,842,424 32

* Included in the amount to cost of railway is $242,663 82 expenditures for construction and equipment of the railway for the three months.

Western Maryland Railroad.

The Westminister *Sentinel* says that the extension of this road to Hagarstown has been decided upon. J. S. Gitt Civil Engineer who some years ago made surveys from Union Bridge to Hagerstown, is there now for the purpose of making a careful examination of the various routes and will then make a location and lay the road on the best ground, let it take what route it may.

Chicago and Northwestern Railway.

OFFICE CHICAGO AND NORTHWESTERN RAILWAY COMPANY, CHICAGO, June 10, 1864.

Whereas, the Galena and Chicago Union Railroad Company and the Chicago and Northwestern Railway Company were, on the 3d of June, 1864, duly consolidated into one company, under the name, style and title of the "Chicago and Northwestern Railway Company."

And whereas the Board of Directors of said consolidated company have duly elected and appointed the following general officers, to wit:

WILLIAM B. OGDEN, President.
PERRY H. SMITH, Vice President.
GEORGE L. DUNLAP, Gen. Superintendent.
WILLIAM H. FERRY, Acting Director of the Galena Division.
GEORGE P. LEE, Treasurer.
HENRY TUCKER, Assistant Treasurer.
JAMES R. YOUNG, Secretary.
WILLIAM M. LARRABEE, Assistant Secretary.

Now, therefore, by authority and direction of the Board of Directors of said consolidated "Chicago and Northwestern Railway Company," notice is hereby given to all officers and employees of said company, and to all parties having business relations with said company, that the lines of road heretofore comprising the Galena and Chicago Union Railroad Company, and the lines of railroad operated by said company under lease or otherwise, and the lines of railroad heretofore comprising the Chicago and Northwestern Railway Company, together with all the property, assets and effects of said respective companies, having been consolidated as aforesaid into one corporation and company, under the management and control of one Board of Directors and of the officers above named; the orders and instructions of the said officers will be observed and respected accordingly. WILLIAM B. OGDEN,
President Chicago and Northwestern Railway Co.

SUPERINTENDENT'S GENERAL CIRCULAR.

Chicago, June 10th, 1864.

In pursuance to the general notice issued by the President, bearing even date herewith, I hereby assume general superintendence of the several lines now forming the *Chicago and Northwestern Railway*.

The railway will hereafter be divided into and operated as four divisions, designated as follows:

That portion between Chicago and Fulton, and Chicago and Freeport, including the *Fox River Valley and Beloit and Madison Line*, will form and be known as the *Galena* Division.

That portion between Clinton and Nevada (Io.) will form the *Iowa* Division.

That portion between Chicago and Fort Howard will form the *Wisconsin* Division.

That portion between Kenosha and Rockford will form the *Kenosha* Division.

The following officers have been appointed:

E. H. WILLIAMS to be Superintendent, and J. C. GAULT Assistant Superintendent of the *Galena* Division.

I. B. HOWE, Superintendent of the *Iowa* Division.

T. F. STRONG and A. A. HOBART, Assistant Superintendents of *Wisconsin* Division.

C. H. SPAFFORD, Superintendent of *Kenosha* Division.

CHAS. S. TAPPEN, Gen'l Freight Ag't.
EDW. P. CUTTER, Gen'l Ticket Ag't.
BENJ. F. PATRICK, Gen'l Pass. Ag't.

All rules and regulations either *special* or *general*, heretofore in effect upon the *Galena* or *Iowa* Divisions will be observed until changed or countermanded from this office.

GEO. L. DUNLAP, Gen'l Sup't.

☞ Mr. J. O. Quigley of the house of Quigley Brothers has been admitted to a membership in the New York Stock Exchange.

Dayton and Michigan Railroad.

The annual meeting of the stockholders of the Dayton and Michigan Railroad which is under lease to the Cincinnati, Hamilton and Dayton Railroad, was held recently at Dayton, when the annual reports of the officers were read and adopted. The earnings of the year ending May 31, were $768,246 20, against $663,705 55 for the year previous. The operating expenses this year were $423,746 99.

Directors.—S. S. L'Hommedieu, President, Cincinnati; R. M. Shoemaker, Vice-President, Glendale; R. M. Waite, Toledo; H. S. Conklin, Sidney; P. Smith, Dayton; D. McLaren, Cincinnati; Geo. H. Hill, Cincinnati; John Young, Cincinnati; John W. Hartwell, Cincinnati.

General Superintendent, Daniel McLaren; Secretary and Treasurer, F. H. Short; General Freight Agent, D. C. Henderson.

The report of Secretary and Treasurer shows a gross income for the year ending March 31, 1864, of	$768,246 20
Expenses amounting to	423,746 99
Leaving a balance of	$344,499 21
Out of this balance there has been paid for taxes, rents, insurance and interest on bonds	219,542 06
Leaving a net profit of	$124,957 15

These profits have been applied as follows:

For construction	$6,004 15
Amount on account of trestle work	3,598 90
New locomotive and cars	93,529 90
	$103,132 95
Leaving a balance of	$21,814 20

Railroad Bridge Across the Mississippi.

The contract for the construction of the masonry—nine piers and two abutments—for the bridge of the Minnesota Central Railroad, about two miles above St. Paul, was let on the 7th inst., to Messrs. Reynolds, Saulpaugh & Co., of this city. The bridge is to be the same style as the one at this place, with a draw. The job of Messrs. R., S. & Co., will amount to about $50,000, and is to be completed by June, 1866.

Mr. Thomas Saulpaugh will take his family with him to St. Paul, and immediately commence the work.—*Rock Island Argus.*

Franklin Branch R. R.

The business of the Franklin branch of the Atlantic and Great Western Railway is absolutely enormous. Although a year has not yet elapsed since its completion to this point, it has been forced to build additional Freight Depots, houses and platforms, so that the original space marked out for these purposes has become entirely too small. Around the depot is springing up feed and produce stores, groceries, hotels, shops—and a village generally. The track is now about completed to "the Point," preparatory to extending it to Oil City. In a few days oil shippers will be able to transfer their oil directly to the cars, a saving and a benefit to them, but a loss to the teamsters.—*Franklin Citizen.*

☞ The Pictou *Standard* says that Sandford Fleming, Esq., the Chief Railway Engineer has arrived at Pictou from Canada. Mr. Schriber, who has conducted the survey at the Truro end of the line, has also arrived, and will remain in charge of the Pictou end. Mr. Tremain, who has been in charge of the survey at Pictou, will proceed to Truro, and take charge there.

☞ The Cape Breton *News* says that engineers are now engaged in a preliminary survey of the projected Sydney and Louisburg Railway.

The Postal Order Bill.

The postal money order system just established by law, provides that no money order shall be issued for any sum less than one nor more than thirty dollars; and all persons who receive money orders are required to pay therefor the following charges or fees, viz: For an order for one dollar or for any larger sum, not exceeding ten dollars, ten cents shall be charged and exacted by the Postmaster giving such order. For an order for more than ten, and not exceeding twenty dollars, the charge shall be fifteen cents; and for every order exceeding twenty dollars, a fee of twenty cents.

Atlantic and Great Western Railway.

On the 20th inst., Mr. Kennard arrived with his palace car at Dayton on the newly laid track of the Atlantic and Great Western Railroad. The ceremony of driving in the last spike in this road was formally gone through with in presence of the prominent officers of the road and those of the Cincinnati, Hamilton and Dayton Railway. A large number of citizens witnessed the event. Among other distinguished guests were Lieut.-Gov. Sanderson and Gen. McCook. This line forms the connecting link between New York and St. Louis without break of gauge, a distance of 1,200 miles. It is rumored that on the 23d a train of cars will run without change from Jersey City to St. Louis.

Joliet and Chicago Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: James Robb, G. A. Robbins, D. Willis James, John Crerar, A. C. Badger. Joseph Price, Secretary.

☞ The Willimantic *Journal* says that "work on the Boston, Hartford and Erie Railroad has been suspended for a few days past near Willimantic, and it is believed there is some difficulty with the Air-line folks, which needs to be adjusted."

☞ The earnings of the Rochester and Genesee Valley Railroad during the past year were $69,950 18—48 per cent. of which go to this company, and 52 per cent. to the Erie Railway Company, which has a lease of the road. The receipts of the year show an increase of 24½ per cent. over those of the previous year, and 53½ per cent. over 1862.

☞ We learn from the *U. S. R. R. and Mining Register*, that negotiations have been informally concluded for merging the Beaver Meadow Railroad Company into the Lehigh Valley Railroad Company. "By this consolidation of interests, the Lehigh Valley Railroad is extended to the Penn Haven and White Haven Railroad; also to the Catawissa Railroad; also to the Lehigh and Mahanoy Railroad. Hereafter the Lehigh Valley Railroad will control 74 miles of road from Easton to the Shamokin Valley and Pottsville Railroad, besides 16 miles of road from Penn Haven to White Haven; making altogether 90 miles of road."

Cleveland and Toledo R. R.

The following gentlemen have been elected directors for the ensuing year: D. N. Barney, A. H. Barney, H. Keep, and E. T. H. Gibson, of New York, John Gardner of Norwalk, Samuel Young and T. H. Hosg, of Toledo, and James Mason and T. P. Handy of Cleveland.

Induration of Iron.

The iron work of the new bridge at Blackfriars is to be indurated by a process patented by Messrs. Morewood & Co., and is alike important from the great cost which will be incurred, and the testing of a rather abstruse chemical formula for the preservation of iron from oxidation and decay. The process is as follows: "The iron is to be thoroughly cleaned, and heated to the requisite temperature in a furnace planned by the inventors. When this temperature is attained, it is to be plunged into a bath of prussiate of potash and chloride of potassium, in a molten state, so that when the iron is withdrawn it may easily part with surplus of the aforesaid chemicals, which should run off like oil. The iron is then to be dipped into boiling water, containing a certain proportion of cyanide of potassium; from thence it is removed to a bath for a final washing, and set up on end to dry. All the processes are to be carried on under cover, and before exposure to the atmosphere the iron is to be coated with an asphaltum paint twice, at given intervals; and again it is to receive two coats after fixing. Of course, all the necessary planing, drilling, and fitting is to be done preparatory to the indurating. The time the iron is to remain in the bath will vary from one to five minutes, according to the weight of the metal to be operated upon. The elaborate character of the process to which the contractor is rigidly bound, will account for the large sum to be expended in carrying out this part of the work; £4 per ton is allowed to the contractor for the induration and painting; Messrs. Morewood will receive from the contractor 5s, per ton as their royalty, which it is estimated will be £1,000. Thus £16,000 is to be spent in this effort to prevent oxidation, no greater proof of which, in its damaging results, can be offered than the case of the cleaning of the oxide (or rust) from the Menai Bridge from which has lately been removed above 40 tons of oxide of iron."—*London Mechanics' Magazine.*

Substitute for Gutta Percha.

At a meeting of the French Academy of Sciences M. Serres gave an account of the *Valata* a shrub which abounds in Guiana, and affords a juice which he asserts is superior, for many purposes, to gutta-percha, but especially as an insulating material for enveloping telegraphic wires. The milk or juice is drinkable, and used by the natives with coffee. It coagulates quickly when exposed to the air, and almost immediately when precipitated by alcohol, which also dissolves the resin of the Valata juice. All the articles made with gutta percha can be made with the sap of the Valata, and it has no disagreeable smell. When worked up it becomes as supple as cloth, and more flexible than gutta percha. M. Serres exhibited a number of articles manufactured of Valata milk. Up to the present time it seems, from M. Serres' account, not to have become an article of commercial export.—*London Artizan, March*, 1864.

Susquehanna and Tide Water Canal.

The Board of Directors of the Susquehanna and Tide Water Canal Companies have just made their annual excursion over their line of works, and report the condition of the Canal and the business upon it, as very satisfactory. The Susquehanna and Tide Water Canal form the chief outlet to the Atlantic markets, as the shortest and best route for the trade, of 486 miles of constructed canals. These arteries penetrate with their long lines the regions richest in mineral and agricultural wealth, and the greatly enhanced values of the commodities transported over these works, together with the impossibility of supplying the steadily increasing demand for such articles as coal, iron and lumber, gives the fullest assurance that the greatest capacity in the way of transit facilities will be required to get to the seaboard an approximate supply of these necessary staples. A new importance has been given to all inland navigation, which it has not heretofore enjoyed. The Susquehanna and Tide Water Canals cost for construction about four and a half millions of dollars. They are 45 miles in length, from Havre de Grace to Columbia, and have always had the reputation of being well located, not liable to injury from freshets, and to be among the best constructed works in the country. With the completion of the work of enlargement, some time ago commenced on the Pennsylvania Canal, and also of the North and West Branch Canals to give them a capacity equal to that of the Susquehanna and Tide Water Canal, a very large augmentation of business will be realized.—*Phila. Ledger June* 17.

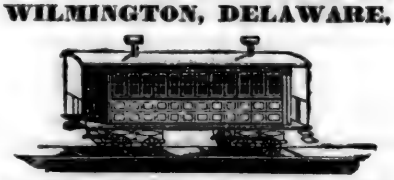
A Bridge over the Straits of Messina.

The Italian journals announces that it is contemplation to unite Sicily with Italy by a bridge, to be constructed on a new system. The chains will be made of cast steel, and strong enough to support the weight of several railway trains.

☞ The "Allegheny and Pittsburg Oil Co." is represented as one of the largest and most productive of the Oil Companies in this State. Its shares are almost entirely in the hands of a few of the heaviest capitalists in this city, Pittsburg, and Erie, and has never been on the stock market, being held in present hands for the very large per centage of profits which it already pays and promises to increase. There is no doubt vast wealth in the oil region of northern Pennsylvania and when capital is more entirely devoted to profit from the production of oil as in the case of the company here noticed, rather than profit from the formation of companies and sale of shares, we shall then begin to realize the wealth which the oil region manfestly covers.—*Phila. Ledger.*

☞ The New York Central Railroad Company are now paying off their 7 per cent. bonds of 1854 –64 through the Bank of Commerce. We learn that the entire loan was provided for by private negotiation, some months ago, at the rate of 102@ 103 for new 6 per cent. bonds.

HARLAN & HOLLINGSWORTH & CO.,
WILMINGTON, DELAWARE.



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TREASURER'S OFFICE, ALBANY, May 10th, 1864.

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NOTICE IS HEREBY GIVEN that this Company is now prepared to redeem the Bonds of the above issue, on their presentation at THE BANK OF COMMERCE IN NEW YORK, at par and accrued interest.
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MARKED with initials of Road, with chains and keys. EXTRA LOCKS AND KEYS—when ordering Locks and Keys to match others, enclose key in letter.
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Mines Located in Orange Co., on Erie Railroad.
LIVINGSTON SATTERLEE, President.
E. A. QUINTARD, Vice President.
W. A. SCOTT, Secretary.
DIRECTORS—Geo. B. Satterlee, E. A. Quintard, L. E. Rice, Julius A. Candee, L. Satterlee, E. A. Packer, Sam'l Banks.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 2, 1864.

East Indian Railway.

The railway improvements in India have been designed, and are carried on in a gigantic scale, and with the utmost energy and success. One of of the most important of the lines is that from Calcutta to Ghazzeeabad, including branches, about 1,101 miles in length. From this last named point to Delhi, a celebrated and populous city on the River Jumna, a distance of twelve miles has been in abeyance, but the Government of India has recently recommended that the junction with the Punjaub Railway should be made at Ghazzeeabad, that this company's station should be at Delhi, and the bridge over the Jumna should be a railway bridge.

The line, however, from Calcutta to Delhi is open for traffic, with the exception of the bridge over the Jumna at Allahabad, a distance of 1,020 miles, while the remaining distance was to have been finished in the month of April last.

Great credit is taken for the design and execution of this railway. There is not any work to surpass with it in England or on the continent, and it compares favorably with the Grand Trunk of Canada, and is said to excel it in construction and material. It is designed to unite with two great lines coming from the western shores of Hindostan from Bombay and the Punjaub north, and connected with the River Indus. So that there will be a linked system of railways across the great Peninsula, making a connection with the Indian Ocean and the Bay of Bengal, and of course saving several thousand miles distance for traffic of a certain description, and all passengers between the two coasts, which otherwise would, as between Bombay and Calcutta have to double Cape Comorin.

Notwithstanding the difficulties, such as climate, the habits and manners of the native population, the distance which the rails, engines and machinery generally have had to be transported, the engineers well supported by the shareholders and the Government of India, have pushed their efforts to a successful issue, and we believe as a system, the East Indian Railways are grander than any others on the globe, and will not be surpassed by any until the Union Pacific unites the Atlantic and Pacific Oceans.

The annual meeting of the company was held a few weeks since in London, and from the report we gather the following information:

On the Bengal division the number of passengers conveyed on 608¾ miles during the past half year was 1,333,444, showing an increase of 300,863 passengers as compared with the corresponding half of the preceding year on 396 miles open. The tonnage of goods and minerals for the half year ended 31st December last has been 239,834 tons against 179,377 tons in the corresponding half of 1862. The gross traffic receipts for the half year ended 31st December last have been £345,763, against £200,651 in the corresponding half of 1862. The gross recipts for the year 1863 have been £737,485 against £419,424 for the year 1862, showing an increase of $318,161. The net traffic receipts since the opening of the line have been as follows:—From 15th August, 1854, to 31st December, 1861, £687,826; for the year 1862, £199,227; and for the year 1863, £327,038; together, £1,214,091. The gross receipts on the 606½ miles opened in 1863 amount to £23 7s. per mile per week. The number of passengers conveyed on the northwest provinces division (328¾ miles) has been 260,881, showing an increase of 71,084 passengers compared with the corresponding half of 1862, when 279¾ miles were open. The gross traffic receipts for the half year ending the 31st December have been £127,939 against £83,537 for the corresponding half of 1862. The total gross receipts for the year 1863 have been £252,471, against £163,977 in 1862, showing an increase of £88,494. The net traffic receipts since the opening of the line for public traffic have been as follows:—From March 3, 1859, to December 31, 1861, £165,194; for the year 1862, to £70,179; and for the year 1863, £112,926—together, 348,299. The gross receipts for 1862 on 643 miles were £583,401, or about £17 9s. per mile per week; the net receipts being £269,406, £8 1s. 2d. per mile per week. The gross receipts in 1863 on 927¼ miles were £990,056, or about £20 10s. 8d. per mile per week; the net receipts being £439,964, or about £9 2s. 6d. per mile per week, and the receipts are still increasing. Powers will be taken in the company's bill now before Parliament to raise an additional capital of £7,000,000. The new audit department in India is working most satisfactorily, and for the first time since the opening of the line, the half year's revenue account has been finally audited, approved, and passed by the consulting engineer to the Government. The capital account in India to 31st of October, and in England to 31st December, 1863, showed an expenditure of £20,590,136, leaving a balance unexpended of £854,457.

The expenses of the traffic were large; it arose in some respects from carrying a very large amount of traffic over a single line. There was another reason, in the large amount they paid for wages to Europeans. Every engine driver must be a European. The wages they gave were £18 a month, which was double the amount paid in Europe. When they considered that less work was done for the money, the cost of sending men out to India, and other matters, the average cost of European labor in India was as five to one in England. In the revenue account of the Bengal division they would perceive that £86,000 had been expended on the locomotive department, which was 25 per cent. of the working expenses. Of that amount £38,000 was for wages of engine drivers and cleaners. The expenditures had engaged the serious consideration of the board, and they had called the attention of their officers to the subject. Again, in the revenue account of the railway in the Northwest Provinces, there was a heavy charge for fuel—£41,000, or about 33 per cent. of the total expenses. Of that sum £24,000 was the cost of coal, coke, and wood. This

included a charge for loss of weight in wood-fuel, which belonged to the previous half year.

In view of the company's future operations, and both to diminish the cost of fuel as well as increase the traffic, it is proposed to open a connection with the main line and the principal coal deposits, and this plan is expected to be carried out as soon as the Government makes its choice between the routes surveyed. We gather some other interesting information from the report in the following extract:

They had not yet disposed of their large flotilla, as it was not easy to find purchasers. If out of the £584,000 expended on those vessels and their machinery they should be able to place a comparatively small sum to the credit of capital, the rest would be amply covered by the advantage already gained of being enabled to complete the line so much sooner by the aid of the flotilla than they possibly could without it. The establishment of the audit department in India had realised all their anticipations as to the satisfactory audit of the accounts. Nothing was expended without the sanction of the Government officer, and the interests of the shareholders were protected. He believed the statement of the accounts was a fair and faithful record of what was done in India. There was also an audit committee, consisting of members of the board, to examine everything. They had a bill now before Parliament which would be submitted to the proprietors for their approval at the proper time, in compliance with the standing orders of the House of Lords. They sought power in it to alter the times for holding the annual and half yearly meetings, holding them a month or two later to give time for the preparation of the accounts. They proposed to establish a savings bank for their army of servants in India, which he had no doubt would be of great advantage to them. They also proposed to ask for powers to raise £7,000,000 of additional capital, which with the £20,000,000 already authorized, and £3,000,000 borrowing power, would make an even sum of 30,000,000. The cost of the line and works from various circumstances had been much greater than was originally anticipated. The price of materials and labor had since they commenced greatly increased in amount. Had Government permitted the terminal station at Howrah two or three years ago to be enlarged to accommodate the immense traffic in the manner proposed by the directors, a considerable saving in the cost would have been effected; and this was also the case with regard to the delay of other necessary works. The traffic on the line had reached £34 per mile per week, and the directors were now anxious to provide ample station accommodation and working stock to earn £40 per mile per week. This rendered a large portion of the proposed additional capital necessary. The effects of the great changes in the economy of India had been to enlarge its resources.

The Canadian Confederation.

The proposed confederation of the British North American Provinces contemplates giving to each Province a separate Legislature, for the management of purely local matters—a federal legislative body being created for regulating the more general business of the country, such as the tariff, the canals, the common public debt (about $75,000,000) already created, the inland post-office, the ocean mail service, and the volunteer system already established. This proposed confederation it is intended, with the assent of the communities concerned, to extend so as to include the maritime colonies of New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland, all of which have already taken an initiatory step toward creating a federative union among themselves.

☞ The resolution of the Common Council of the city of Buffalo, passed August 7, 1862, authorizing the Mayor and Comptroller to borrow $75,000, for the purpose of procuring commutation, or substitutes for drafted men, etc., has been confirmed by the legislature. All bonds issued or liabilities incurred under color of said authority, to the extent and amount, mentioned are declared legal and binding claims against the city, and may be enforced and collected in the same manner and with like effect as they might have been, had the Council had full authority in the premises to issue them at the time they were issued.

Cincinnati, Hamilton and Dayton R. R.

The income and expenses of this Company for the years ending March 31, 1863 and 1864 were as follows:

Income:	1863.	1864.
From passengers	$348,893 39	$457,162 85
" freight	446,633 08	526,758 46
" mails & express	47,167 21	56,115 94
" rent of track, etc.	25,078 57	28,923 07
" " real estate	2,208 09	3,645 52
" interest, etc	7,323 57	10,722 63
	$877,403 86	$1,083,328 47
Expenses:		
Repairs of road	$64,413 37	$71,649 50
" bridges	6,100 34	6,805 80
" build'gs, etc.	11,430 77	18,509 72
Passenger expenses	93,217 22	144,287 15
Freight "	143,278 98	199,139 14
Other trains "	3,069 08	11,429 21
Station "	12,178 52	12,620 05
Office "	13,285 84	15,506 11
Shop "	10,506 51	17,721 33
Watching bridges	4,562 45	6,100 40
Rent of D., X. & B. R. R.	10,725 00	10,725 00
Paid on account of collision, Jan. 5, 1864	.....	17,482 18
Miscellaneous	18,168 78	22,581 53
	$390,936 81	$554,507 12
Balance of earnings	$486,467 05	$528,821 35

From which deduct—		
Interest on bonds	$93,380 00	
State taxes	16,212 80	
Internal revenue tax on passengers	13,871 37	
Do., as manufacturers	615 00	
Insurance	2,480 82	
		126,509 99
Net income for the year		$402,311 36
Dividends Oct. 1863, and April, 1864, 5 per ct. each and government tax.		239,963 91
Leaving a surplus for the year of		$162,347 45
The amount credited to surplus March 31, 1863 was	$243,723 75	
Which has been reduced by charging up amount paid for endorsements, depot burned, etc	21,553 72	
		222,170 03
Making to credit of this account March 31, 1864		$384,517 48

Compared with the previous year the gross income has increased $205,924 61; with an increase in operation expenses of $163,560 31. The entire expenditure, including interest, taxes, etc., was $681,017 11, against $496,590 38 in 1862-'63; and the net income $402,311 36, against $370,813 43—an increase of $31,497 93. The gross earnings of the road per mile were $18,055 48. The number of passengers carried during the year, 527,451—an increase over the previous year of 86,201.

The gross earnings for the twelve years ending March 31, 1864, have been as follows:

1853	$321,793 18	1859	$489,437 92
1854	463,021 45	1860	561,681 52
1855	483,629 48	1861	615,071 07
1856	471,885 70	1862	646,205 57
1857	518,333 95	1863	877,403 86
1858	487,421 27	1864	1,083,328 47

The earnings of the Dayton and Michigan Railroad, now operated under lease by this company, for the 11 months ending March 31, 1864, were $709,289 18; and the expenses, including mileage of cars, $381,297 39—leaving a balance of $329,941 79. Of this sum, $141,180 96 has been applied to the payment of interest and taxes; and $172,955 23 paid for construction and new equipment—leaving an unexpended balance to credit of lessors account of $13,805 60. The earnings for the past eleven months show an increase over those of the preceding eleven months of $81,884 79. The earnings for the past four years ending March 31, 1864, compare as follows:

1861	$375,002 59	1863	$663,705 55
1862	400,168 37	1864	769,202 78

The lease of the Dayton and Michigan Railroad, it is believed, will prove of great value to our Company. The development of business on the line of the Dayton and Michigan Railroad—the large lumber, grain and other traffic of Toledo, together with that passing through Toledo from the north and northwest, to and from Cincinnati—must not only make the Dayton and Michigan Road a good investment, but add largely to the business and profit of the Cincinnati, Hamilton and Dayton Road. The original understanding with the Little Miami and Columbus and Xenia Companies was, that they were to participate in the lease; but for reasons of sufficient weight with those Companies, they have declined such participation, and agreed that this Company shall take the lease on its own account. This is satisfactory to all parties.

To provide for the rapidly increasing business at Toledo, the Dayton and Michigan Company has, during the past year, purchased 864 feet of land fronting on the Bayou. This, with that heretofore purchased, will give ample room for the business of the Road at Toledo. The Freight Depot, and docking, will have to be extended to enable the Company to do the business offering. The purchase of the ground amounts to about one hundred thousand dollars, for which Thirty Year Bonds, bearing seven per centum interest, secured by a mortgage on the land, will be issued.

The contract for a division of business and earnings, between this Company and the Little Miami and Columbus and Xenia Companies, has been in operation four years. Both parties are still satisfied with the contract, and believe it to be highly beneficial to the Stockholders of the respective Companies, and not prejudicial to the public.

The continuation of our double track, as far as Hamilton, cannot be much longer delayed. The largely increasing business, received at Hamilton from the Roads connecting with ours at that place, together with that to be done in connection with the Atlantic and Great Western Railway, and the regular growth of local traffic, demand this extension of track facilities.

Since the last Annual Meeting a contract has been made with the Atlantic and Great Western Railway Company, by which our Company agrees to provide an additional track, of the six feet gauge, to accommodate the business to be done in connection with that Road, and its connections. In the meantime, and until the necessities of business requires, the facilities of another track are furnished by laying two additional rails on our present cross ties, thus forming two separate tracks to Dayton. This improvement will involve a large outlay, amounting probably to $900,000. It is believed the additional business to be done

by our Road, in connection with the Atlantic and Great Western Railway, will make the expenditure remunerative. This contract has been made, with the concurrence of the Little Miami and Columbus and Xenia Companies, and, during the continuance of our present relations with those Companies, under the agreement of April 2, 1860, they will pay interest on two-thirds of the expenditure.

To obtain the funds necessary for this improvement, the Stockholders of this Company, at a meeting, held October 7, 1863, voted that $344,200, of additional Stock be issued at par, thereby increasing the present capital to $2,500,000. They also voted that $300,000 in Second Mortgage Bonds, those remaining in the hands of the Company, be disposed of at par. Both the Stock and Bonds were worth a premium in the market, but were disposed of exclusively to the Stockholders, at par, pro rata. The remaining sum necessary to complete the Road, it is believed, can be paid out of the assets and current earnings of the Company, without interfering with regular dividends to Stockholders.

The work of laying down the rails, substituting some fifty thousand cross ties, widening bridges, etc., for the broad gauge, will be completed in the next two months. It has been done under circumstances the most difficult—the large number of passenger and freight trains requisite for the business of the Road, have been kept at work at the same time that our track and bridges were undergoing the necessary alterations and repairs for the broad gauge cars. Credit is due to our General Superintendent for the energy, ability and untiring industry with which he has prosecuted the work, and at the same time carried forward the general business of the Road. It is expected the broad gauge will be finished to Cincinnati, and the line from our city to New York opened for business in July next.

The completion of the Atlantic and Great Western Railway will furnish us a direct all rail route to New York, such as we have not before had; and will doubtless command for us a large share of both passenger and freight traffic between the East and the West. It will also furnish us a better rail route to Pittsburg and Philadelphia, by way of Mansfield, and the Pittsburg, Fort Wayne and Chicago Railroad, over which we may expect an increase of business.

Another source of benefit to be derived from the building of the Atlantic and Great Western Railway, will be the completion of their branch from a point near Salamanca into Buffalo, thus furnishing us a desirable all rail route to a point the importance of which can scarcely be over estimated. In connection with this, is a bridge in course of construction across the Niagara River at Black Rock, near Buffalo, for the purpose of connecting the Atlantic and Great Western Branch Road with one leading to Niagara Falls, and connecting with the Canada Roads.

To meet this prospective increase of business, arising from the Dayton and Michigan and Atlantic and Great Western Railways, and their connections, it has become necessary for our Company, at Cincinnati, to provide much more extended depot facilities and side track room. With a view to this, we have purchased additional ground, and are building an additional Freight Depot, as well as a Passenger Depot, which will favorably compare with other like buildings of the country.

In the early days of the Cincinnati, Hamilton and Dayton Railroad Company, it was supposed we had provided more land in Cincinnati, than would be required for Railroad purposes, and the expectation was that we should have some to dispose of for profit. Like many other Railroad Companies, we have been mistaken in this particular, and now find that instead of selling, we must purchase more.

The business between the Ohio and Mississippi and the Atlantic and Great Western Railways, they being of uniform broad gauge, it is expected will be large. As all this must pass over our Road, we are uniting with the Ohio and Mississippi Company in providing the requisite facilities for the purpose. It is understood the passenger trains of the Ohio and Mississippi Company will be run into our Depot, and that the Ohio and Mississippi Company will provide for an extensive transfer house for freight, on their valuable ground below the city, where our tracks first unite.

BALANCE SHEET MARCH 31, 1864.

Construction		$2,648,296 38
Equipment		499,086 19
Real Estate		303,859 98
Wood and material for repairs		86,303 92
Dayton and Western R. R. bonds		26,000 00
Dayton and Michigan railroad bonds		64,000 00
" " " " stock		10,000 00
Cin., Ham. and Dayton railroad stock		12,647 26
Middletown Bridge stock		500 00
Bills receivable		112,848 33
Due from P. O. department		8,306 84
" United States		15,799 48
" State of Ohio		9,058 53
" Railroad Companies		75,531 80
" Individuals		30,608 47
Wood and materials for repairs on Dayton and Michigan Railroad		81,662 64
Cash and cash assets		253,343 33
New smithshop		16,358 02
Wood lands		17,659 32
Certificates of indebtedness		25,000 00
Construction of At. & Gt. W. R. W.		657,762 08
Passenger depot Cincinnati		38,058 14
New Freight house		3,574 80
		$4,996,265 01
Capital Stock		$2,499,500 00
1st mortgage bonds, 1867		384,000 00
2nd " " 1880		1,246,000 00
Surplus earnings		384,517 48
Interest on bonds		19,518 63
Dividend No. 18, payable April 1		128,840 20
Dividends unpaid		2,044 50
Due railroad companies		180,466 66
Due individuals		72,389 33
Pay rolls, March C., H. & D., & D. & M.		60,682 61
Stock scrip convertible into stock		500 00
Bond scrip convertible into bonds		4,000 00
Dayton and Michigan R. R. Lessors.		13,805 60
		$4,996,265 01

President.—S. S. L'HOMMEDIEU.
Vice President.—JOHN W. ELLIS.
Directors.—Geo. H. Hill, John W. Hartwell, Samuel L'Hommedieu, Wm. Becket, John Young, George T. Stedman, Joseph P. Varnum.
Secretary & Treasurer.—FREDERICK H. SHORT.
Superintendent.—DANIEL MCLAREN.

Taunton Branch R. R.

The annual meeting of this company was held in Boston on the 27th ult., Wm. A. Crocker, Esq., President in the chair. The Treasurer, Edward Pickering, Esq., presented his annual statement, which was accepted. This statement shows the following condition of the financial affairs of the corporation for the year ending May 31, 1864: Total property of the corporation, $301,440 81; total earnings, $99,712 85; total expenses, $65,246 57; net earnings, $34,466 28; dividends, $20,000; earned per share, $13 78; divided per share, $8. The equipment of the road consists of 3 locomotives, 6 passenger cars, 5 baggage cars and 74 freight cars, appraised at a total value of $54,945. A new locomotive has been contracted for at the price of $17,510, and is in process of construction. The report of the Committee on Accounts was presented and accepted.

During the last session of the Legislature an act was passed, notwithstanding the strenuous opposition of the corporation, authorizing the Dighton and Somerset Railroad Company to construct a railroad from either Braintree or Randolph, through Taunton to Somerset. It being found of no avail to oppose the passage of the act, the corporation procured the insertion of a section therein, by which they are empowered to construct a curve from their railroad to the Dighton and Somerset Railroad, and to enter upon and use that railroad, and also to increase their capital stock by the sum of $100,000. It was voted to accept the additional act. The following gentlemen were unanimously elected directors for the ensuing year: William A. Crocker, Nathaniel H. Emmons, E. Baylies, Thomas B. Wales, James M. Beebe.

Tennessee Railroad Bonds.

Statement of the amount of bonds authorized and issued by the State to aid in the construction of railroads in Tennessee:

Railroads.	Authorized.	Issued.
Memphis and Charleston	$1,100,000	$1,100,000
Mississippi and Tennessee	98,000	98,000
Mississippi Central & Ten.	618,000	574,000
Nashville and Chattanooga	1,650,000	1,650,000
East Tennessee & Georgia	1,312,000	1,312,000
East Tennessee & Virginia	1,802,000	1,802,000
Winchester and Alabama	467,000	413,000
McMinnville & Manchester	372,000	373,000
Louisville and Nashville	550,000	540,000
Tennessee and Alabama	860,000	860,000
Memphis and Ohio	1,506,000	1,427,000
Memphis, Clarkesville and Louisville	718,000	370,000
Memphis and Ohio	1,289,000	774,000
Edgefield and Kentucky	700,000	622,000
Central Southern	522,000	326,000
Nashville & Northwestern	1,875,000	350,000
Rogersville and Jefferson	240,000	123,000
Memphis and Little Rock (Ark.)	350,000	.....
Southwestern	800,000	.....
Knoxville and Charleston	850,000	.....
Knoxville and Kentucky	730,000	.....
Cin. Cumberland Gap and Charleston	1,140,000	.....
Total	$19,549,000	$12,712,000

The Tea Trade.--Increase of American Commerce.

Hankow, one of the largest and most important of the three ports on the Yang-tze Kiang, open to foreign trade by treaty, is rising into great importance as a mart for the collection and export of tea. It is distant from Shanghai by the course of the river about six hundred miles, and is situated on a delta formed at the junction of the River Han, with that before mentioned. It is a busy populous place. Since 1861 foreigners have begun to reside there to engage in commerce. Its exports of teas in 1863, (all black,) were 36,386,389 lbs. Vessels of six hundred tons sail up to Hankow and load directly for foreign ports.

In four months of that year four sailing vessels and one steamer cleared direct for London with 39,121 packages, or 3,623,873 lbs. A resident correspondent who writes to the *Boston Journal*, informs us that the establishment of a custom house, in accordance with the treaty, dates from the first of January, 1863, and from this source is obtained the following exhibit of the actual trade of Hankow during the year ended Dec. 31, 1863 The total value of merchandise imported during the year is 9,926,317 taels, equal to about $18,250,000.

The total value of merchandise exported is 12,844,070 taels equal to about $17,125,000. The otal value of goods re-exported 197,220 taels

equal to 263,000. The total amount of duties collected, 1,314,002 taels, equal to $1,750,000. Of this amount 806,807 taels equal to $1,074,240, collected on exports, imports, and tonnage dues by American vessels; 501,760 taels, equal to $668,513, do. do. British vessels; 5,435 taels, equal to $7,247, do. do. French vessels.

The clearances during the year were as follows, viz:

During the half year ending June 30, 1863.	Vessels.	Tons.	During the half year ending Dec. 31, 1863.	Vessels.	Tons.
American	178	56,287	American	231	91,345
British	134	29,811	British	74	23,882
French	45	2,289	French	9	571

Total: American vessels 404, 147,682 tons; British vessels 208, 53,693 tons; French vessels 54, 2,860 tons.

Grand total: 666 vessels, 204,185 tons.

In addition to the above, sixty rafts of timber, valued from $500 to $12,000 each were cleared,

The above figures thus show for American shipping an increase during the last half of the year 1863, of more than 80 per cent. as compared with the *aggregate* tonnage of British and French vessels; and six new steamers are now building, or are on the way out from America, which will add at least five thousand tons to American shipping during the year 1864.

We are pleased to note the fact that at least in one direction in spite of the war, American commerce is on the increase.

Railroads of the State of New York.

REPORT OF THE STATE ENGINEER.

The following is an Abstract of the Reports of the Railroad Corporations of the State of New York, for the year ending September 30, 1863:

TABLE A.—*Stock and Debts.*

Amount of capital stock per charter and acts of the Legislature	$106,503,400 00
Amount of capital stock subscribed for	89,645,234 66
Amount of capital stock paid in, per last report	85,765,091 91
Amount of capital stock now paid in	87,586,986 45
Amount of funded debt, as by last report	69,201,011 90
Amount now of funded debt	70,336,348 54
Amount of floating debt, as by last report	1,986,369 63
Amount now of floating debt	886,662 74
Total amount now of funded and floating debt	71,223,011 28

TABLE B.—*Cost of Construction and Equipment.*

For graduation and masonry	$37,474,722 93
For bridges	2,219,128 90
For superstructure, including iron	29,933,037 59
For passenger and freight stations, buildings and fixtures	5,763,330 91
For engine and car houses, machine shops, machinery and fixtures	1,930,043 32
For land, land damages and fences	9,044,970 44
For locomotives and fixtures, and snow plows	5,602,507 86
For passenger and baggage cars	2,848,879 41
For freight and other cars	4,401,080 42
For engineering and agencies	5,582,508 50
Total cost of construction and equipment	$148,040,643 75
Total cost of same, excluding city roads	136,850,299 15

TABLE C.—*Characteristics.*

Length of roads in miles	3,240.16
Length of roads laid	2,698.46
Length of roads in operation, excluding city roads	2,580.67
Length of double track, including sidings	1,193.42
Length of branches laid	506.09
Length of double track on same	24.18
Length of equivalent single track, exclusive of city roads	4,204.27
Number of engine houses and shops	196
Number of engines	799
Number of first class passenger cars	1,323
Number of first class passenger cars, excluding city roads	721
Number of second class and emigrant cars	234
Number of second class cars, excluding city roads	177
Number of baggage, mail and express cars	245
Number of freight cars	11,115

TABLE D.—*Business of the Year.*

Passenger Transportation:	
Miles run by passenger trains	21,138,173
The same, excluding city roads	6,320,163
Number of passengers, all classes, carried in cars	68,489,444
The same, excluding city roads	10,765,631
Number of miles traveled by passengers, or number of passengers carried one mile, city roads not included	442,948,605
Freight Transportation:	
Miles run by freight trains	10,291,398
Number of tons carried in freight trains	7,197,804
Total movement of freight, or number of tons carried one mile	994,039,502
Classification of Freight:	Tons.
Products of the forest	462,105
Products of animals	1,598,112
Vegetable food	1,311,515
Other agricultural products	400,785
Manufactures	921,808
Merchandise	1,153,686
Other articles	1,349,893
Total tonnage	7,197,804
Excluding City Roads:	Miles.
Average rate of speed of ordinary passenger trains, including stops	20.90
Average rate of same, when in motion	25.09
Average rate of speed of express passenger trains, including stops	26.88
Average rate of same, when in motion	30.94
Average rate of speed of freight trains, including stops	11.21
Average rate of same, when in motion	14.48
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	71.24
Average weight, in tons, of freight trains, exclusive of freight	144.70

TABLE E.—*Cost of Maintenance of Roadway.*

Allotted to Passenger Transportation:		
Repairs of road-bed and way, exclusive of iron	$1,117,610	43
Cost of iron for repairs	580,459	45
Repairs of buildings	220,133	40
Repairs of fences and gates	31,556	61
Taxes on real estate	155,526	36
	$2,105,286	25
Allotted to Freight Transportation:		
Repairs of road-bed and way, exclusive of iron	$1,823,465	42
Cost of iron for repairs	977,389	01
Repairs of buildings	387,192	55
Repairs of fences and gates	49,983	61
Taxes on real estate	260,696	79
	$3,498,727	38
Allotted to passenger transportation	$2,105,286	25
Allotted to freight transportation	3,498,727	38
Other costs not allotted	564,261	15
Total cost of maintenance of roadway	$6,168,274	78
Total cost, excluding city roads	6,066,871	18

TABLE F.—*Cost of Repairs of Machinery.*

Allotted to Passenger Transportation:		
Repairs of engines	$608,957	69
Repairs of cars	764,267	29
Repairs of tools, &c	76,482	25
Incidental expenses, oil, fuel, &c	57,323	79
	$1,507,031	02
Allotted to Freight Transportation:		
Repairs of engines	$1,099,471	40
Repairs of cars	2,106,212	39
Repairs of tools, &c	120,224	45
Incidental expenses, oil, fuel, &c	96,484	39
	$3,422,392	63
Allotted to passenger transportat'n	$1,507,031	02
Allotted to freight transportation	3,422,392	63
Other costs not allotted	89,698	36
Total cost repairs of machinery	$5,019,122	01
Total cost, excluding city roads	$4,958,318	13

TABLE G.—*Cost of Operating the Roads.*

Allotted to Passenger Transportation:		
Office expenses, stationery, &c	$66,921	45
Agents and clerks	393,585	07
Labor, loading & unloading freight	20,698	62
Attendance of porters, watchmen and switchmen	191,214	61
Wood and water station attendance	46,929	63
Conductors, baggagemen and brakemen	297,720	36
Enginemen and firemen	260,084	26
Fuel, and cost of labor in preparing for use	873,298	12
Oil and waste for engines & tenders	113,433	41
Oil and waste for cars	17,525	57
Loss & damage of goods & baggage	14,823	75
Damages for injuries to persons	21,063	96
Damages for property and for cattle killed	10,395	05
General Superintendence	75,904	98
Contingencies	394,866	10
	$2,798,464	94
Allotted to Freight Transportation:		
Office expenses, stationery, &c	$82,081	29
Agents and clerks	603,949	03
Labor, loading & unloading freight	1,076,653	59
Attendance of porters, watchmen and switchmen	311,095	24
Wood and water station attendance	74,482	62
Conductors, baggagemen and brakemen	489,084	60
Enginemen and firemen	586,207	51
Fuel, and cost of labor in preparing for use	1,842,389	42
Oil and waste for engines & tenders	217,752	73
Oil and waste for cars	48,290	05
Loss & damage of goods & baggage	70,976	51
Damages for injuries to persons	12,176	97
Damages for property and for cattle killed	16,688	99
General superintendence	116,416	13
Contingencies	398,884	19
	$5,447,078	87
Allotted to passenger transportation	$2,798,464	94
Allotted to freight transportation	5,447,078	87
Other costs not allotted	1,825,225	35
Total cost of operating roads	$10,070,769	16
Total cost, excluding city roads	$8,339,009	21

TABLE H.—*Earnings and Payments.*

Earnings:		
From passenger business	$12,617,090	92
The same, excluding city roads	9,958,718	84
From freight business, city roads excluded	22,511,698	06
From other sources	1,284,166	56
The same, excluding city roads	1,246,958	62
Total earnings	$36,412,955	54
The same, excluding city roads	$33,704,142	10

Payments other than for construction:	
For transportation expenses	$22,397,463 47
The same, excluding city roads	20,337,430 19
For interest	4,878,539 32
The same, excluding city roads	4,762,503 99
For dividends on stock	4,608,357 13
The same, excluding city roads	4,178,443 90
Amount carried to surplus fund	1,151,666 66
The same, excluding city roads	1,072,846 05
Total payments	$33,036.026 58
The same, excluding city roads	$30,351,224 18

TABLE I.—*Accidents.*

Number of passengers killed	25
Number of passengers killed, excluding city roads	14
Number of passengers injured	70
Number of passengers injured, excluding city roads	36
Number of employees killed	66
Number of employees injured	25
Number of others killed	117
Number of others injured	44
Total number killed	208
Total number injured	139
Total number killed, excluding city roads	182
Total number injured, excluding city roads	91

Deductions from the foregoing Results.

If we exclude the city roads, we have as follows;

Average cost per mile of road and equipment	$53,028 98
Average cost of road and equipment per mile of single track	32,550 31
Average number of miles traveled by each passenger	41.15
Average number of passengers in each train	70.08
Average number of miles each ton of freight was transported	138.10
Average number of tons in each freight train	96.59
Aggregate movement of passenger trains is equivalent to passing over the road	2,449 times.
Aggregate movement of freight trains is equivalent to passing over the road	3,988 times.
Average number of trains passing daily over the road, about	17½
Average cost per mile of road, for maintaining roadway	2,350 89
Average cost per mile of road, for repairs of machinery	1,921 33
Average cost per mile of road, for operating road	3,231 33
Average cost per mile of single track for maintaining roadway	1,443 03
Average cost per mile of single track for repairs of machinery	1,179 35
Average cost per mile of single track for operating road	1,983 46
Average sum received for carrying one passenger one mile	2.25 cents.
Average sum received for transporting one ton of freight one mile	2.26 cents.
Average number of miles of travel for each passenger killed	31,639,186
Average number of miles of travel for each passenger either killed or injured	8,858,972
Average number of passengers carried for each one killed	768,974
Average amount of dead weight moved for each passenger carried.	1.01 tons.
Average amount of dead weight moved for each ton of freight transported	1.50 tons.

Average expense is 60.32 per cent. of all the earnings.

COST OF TRANSPORTATION, AND EXPENSES ON GROSS EARNINGS.

Deductions from the reports of several of the principal companies, showing, 1st. Average sum received per ton per mile on freight. 2d. Average cost per ton per mile transporting freight. 3d. Per centage of transportation expenses to gross earnings.

Name of Road.	Average per ton per mile. Received for transporting. Cents.	Cost of transporting. Cents.	Per cent. of transportation expenses on gross earnings.
Buf. N. Y. and Erie	1.95	1.31	71.28
Buf. and State Line	2.78	1.40	62.43
Erie Railway	2.09	0 95	61.51
Hudson River	2.74	1.33	48.81
New York Central	2.38	1.55	62.79
N. Y. and Harlem	3.88	3.27	60.72
N. Y. and New Haven	4.31	3.07	57.88
Northern	2.29	1.28	73.17
Oswego and Syracuse	3.61	1.89	48.96
Rensselaer & Saratoga	5.25	3.52	65.00
Rome, Wat. and Og	2.92	2.14	52.37
Sara. and Whitehall	2.83	1.80	62.52
Syra. Bing. and N. Y.	1.37	0.55	42.89

Portland, Saco and Portsmouth Railroad.

The receipts and expenditures of this road for the fiscal years ending May 31, 1863 and 1864, have been as follows:

Receipts:	1863.	1864.
From passengers	$195,146 13	$240,439 82
" freight	74,582 86	95,493 91
" expresses	3,712 91	4,041 80
" mails	7,837 44	7,837 44
" sundries	1,917 45	3,039 82
	$283,196 79	$350,852 79
Expenditures, viz:		
Maintenance of way	$26,931 59	$46,233 16
Locomotive power	31,342 23	40,914 42
Train expenses	15,093 68	20,164 63
Office establishment	16,490 82	11,555 19
Station expenses	11,661 65	22,615 02
Taxes, insurance, etc	.....	9,282 40
Machine shop	1,401 01	1,966 58
Credit renewal account	10,000 00	10,000 00
	$112,920 98	$162,731 40
Net earnings	$170,265 81	$188,121 39
Dividends, six per cent. and U. S. tax.		92,783 50
Surplus earnings		$95,337 89
Surplus per last report	$71,784 88	
Deduct for over-estimate	1,243 24	
		70,541 64
Total		$165,879 53
From which deduct—		
Balance of cost Saco River bridge	$3,836 02	
Paid Boston and Maine and Eastern R. R. Co.'s	65,000 00	
Profit and loss	942 31	
		69,778 33
Surplus May 31, 1864		$96,101 20

The road and equipment has been kept in thorough repair, and has been operated without any delay, or accident to the very large number of passengers carried over the road. The number of passengers, and amount of freight transported has exceeded that of any former year. There have been laid down during the year about 130 tons of new rails, and 15,000 sleepers, with the improved fish-joint and chair. The company have now on hand about 90 tons of rails and 1,000 sleepers. At least 100 tons of iron and 7,000 sleepers will be required the coming year in addition to what is now on hand. One new passenger engine will also be required this season. A large outlay will also be necessary the present year to provide for the increased business at Portland station. The road and its bridges, as a whole, are in most excellent order, and with the exception of the Portland station and grounds, will require no extensive outlay beyond the ordinary repairs.

The equipment of the road consists of 10 locomotives; 2 passenger, 2 baggage, 51 platform, 55 box, 2 stone and 10 hand cars. Miles run by engines, 154,991. Passengers carried, 299,309.

TRIAL BALANCE, MAY 1, 1864.

Kennebec and Portland Railroad	$100,000 00
Railway	1,360,183 97
Wharf at Portland	10,930 04
Property	3,417 80
Portsmouth Bridge	32,000 00
Great Falls and Conway Railroad	2,835 86
Improvements	15,500 00
Cash	67,399 32
Suspense	3,750 00
Stock for use of road	22,994 77
Postmaster general	901 48
Freight clerk	8,880 01
United States	599 85
Income due	16,942 05
Grand Trunk Railway	843 34
Sundry accounts	2,685 45
	$1,649,413 94
Capital stock	$1,500,000 00
Eastern Railroad	44,875 26
Boston and Maine Railroad	44,875 25
Dividend June, 1864	38,660 00
Dividends unpaid	8,439 54
Renewal account	12,563 89
	$1,649,413 94

President.—ICHABOD GOODWIN.
Treasurer.—E. NOTT.
Superintendent.—J. RUSSELL, JR.

Philadelphia, Wilmington and Baltimore Railroad.

The receipts of this road for the month of May,

1864, were	$285,876 09
May, 1863	192,164 51
Increase	$93,711 58
Total for five months, 1864	$1,352,509 15
Total for five months, 1863	1,036,461 76
Total gain in 1864	$316,047 39

The laying of the double track from Philadelphia to the Susquehanna River is completed. The building of the bridge across the Susquehanna is progressing. The pier in the deepest water, forty-two feet, is finished, with three others and the abutments. There are nine piers yet to be built. The double track from the Susquehanna to Baltimore, about forty miles, is now being laid with the Redwood iron at a cost of about $8,000 per mile.

North Missouri Railroad.

The gross earnings of the road for the year ending the 29th of February, 1864, are as follows:

	1864.	1863.
Transportation of freight	$283,894 80	$233,276 85
Transportation of pass.	283,698 59	203,560 57
Transportation of mails	21,209 14	25,367 73
Total earnings	$588,802 53	$462,205 15
Operating expenses	$420,733 32	$314,949 42
Net earnings	$168,069 21	$147,255 73

☞ The sales of land by the Illinois Central Company to farmers and others on the line of the road, since the 1st of January, amount to a million and a half of dollars, and the cash collected from the previous sales to $950,000. The collections after the new harvest, now near at hand, promise to be even larger.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ....Ca.	200,000	5	....	2½
Acton Vale....Ca	50,000	5	....	2
Adventure ....L. S.	20,000	....	....	....
Albany and Boston "	20,000	....	14½	19
Algomah .... "	20,000	....	2	3½
Alliance ....Ca.	200,000	2½	....	....
Allouez ....L. S.	20,000	....	1	4
American ....Ca.	200,000	2½	....	....
Amygdaloid ....L. S.	20,000	....	....	34
Annapolis....Md.	50,000	10	....	....
Arizona....Ariz. T	10,000	100	....	....
Ascot ....Ca.	20,000	20	....	....
Astor ....L. S.	20,000	....	1	6½
Atlas .... "	20,000	....	1	7
Aztec .... "	20,000	....	1	8½
Balt. and N. C....N. C	20,000	5	....	20c
Bare Hill .... "	....	....	....	4½
Bay State....L. S.	20,000	....	3½	19
Beaver .... "	20,000	....	1	....
Bedford ....Ca.	125,000	5	....	1½
Black River .... "	200,000	2½	....	30c
Bohemian....L. S.	20,000	....	7½	10½
Bolton ....Ca.	20,000	5	....	1
Boston ....L. S.	20,000	....	5*	5½
B. and Corinth ....Vt.	20,000	10	....	....
Brooklyn....L. S.	20,000	....	2	....
Brome ....Ca.	100,000	5	....	1
Cabot ....L. S.	20,000	....	....	½
Caledonia .... "	20,000	....	....	13
Cambridge .... "	20,000	....	5	25c
Canada ....Vt.	100,000	1	....	3
Carp Lake....L. S.	20,000	....	....	4½
Cascade .... "	20,000	....	....	....
Central .... "	20,000	....	....	66
Champlain ....Ca.	200,000	1½	....	....
Chatham .... "	200,000	2	....	....
Chaudiere .... "	100,000	1	....	80c
Chester .... "	200,000	1	....	25c
Cheticamp	30,000	5	....	....
Chippewa ....L. S.	20,000	....	....	....
Cleveland ....Ca	100,000	5	....	....
Cliff....L. S	20,000	....	....	....
Clifton .... "	20,000	....	....	....
Collin .... "	20,000	....	½	....
Columbian .... "	20,000	....	4½	9½
Consolidated .... "	20,000	....	5	5c.
Copper Falls .... "	20,000	....	24½	38
Copper Harbor .... "	20,000	....	1	....
Copper Hill .... "	200,000	1	....	....
Copperas Hill .... "	50,000	10	....	....
Cornwall ....Vt.	100,000	2	....	62c
Dacotah ....L. S	20,000	....	....	5
Dana .... "	20,000	....	3½	3½
Deep River....N. C.	....	5	....	20c
Delaware ....L. S.	20,000	....	....	15
Derby .... "	20,000	....	....	1½
Devon .... "	20,000	....	1	....
Dorchester .... "	20,000	....	6	7
Douglas .... "	20,000	....	....	....
Dover ....Ca.	200,000	....	1	....
Dudley ....L. S.	20,000	....	½	5
Dunham....Ca.	200,000	2	....	30c
Durham .... "	200,000	5	....	30c
Eagle River....L. S.	20,000	....	3½	7½
El Dorado (Silver) "	20,000	....	....	....
Escot ....Ca.	25,000	20	....	4
Essex	200,000	....	....	15c
Etna ....L. S.	20,000	....	....	15½
Eureka .... "	20,000	....	....	....
Everett .... "	20,000	....	5*	4
Evergreen Bluff.. "	20,000	....	....	17
Flint Steel .... "	20,000	....	....	11
Forest City .... "	20,000	....	3	....
Forest Shepherd .. "	20,000	....	6	....
Franklin ....L. S.	20,000	....	6½	52½
French Creek....Pa.	100,000	5	....	1½
Gardner City ....L. S.	20,000	....	....	....
Gardner Hill .... "	20,000	....	5	75c
Girard .... "	20,000	....	....	6
Glade .... "	20,000	....	1	....
Glencoe ....Ca.	200,000	1	....	30c
Globe ....L. S.	20,000	....	1	....
Grand Portage .... "	20,000	....	1	....
Grand Trunk....Ca.	100,000	5	....	69c
Great Western....L. S.	20,000	....	2	5
Green Mountain....Vt.	20,000	10	....	6
Guilford ....L. S.	20,000	....	5	23c
Hamilton .... "	20,000	....	....	7
Hancock .... "	20,000	....	6½	12½
Hanover .... "	20,000	....	....	3½
Hartford .... "	20,000	25	12½	....
Hazzard .... "	20,000	....	....	....
Highland .... "	20,000	....	7	9½
Hilton .... "	20,000	....	....	½
Hope .... "	20,000	....	½	2½
Hudson .... "	20,000	....	....	....
Hulbert .... "	20,000	....	....	....
Humboldt .... "	20,000	....	2	10½
Hungarian .... "	20,000	....	1	....
Huron .... "	20,000	....	16	36
Indiana .... "	20,000	....	....	6
Inverness .... "	200,000	....	2½	....
Isle Haute	40,000	....	....	....
Isle Royale ....L. S.	20,000	5	16	20

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ....L. S.	20,000	....	....	....
Keweenaw .... "	20,000	....	....	....
Kickapoo .... "	20,000	....	1	....
King Phillip .... "	20,000	....	2	....
Knowlton .... "	20,000	....	1	9
Lafayette....Ca.	200,000	1	....	....
Lake .... "	200,000	1	....	15c
Lawrence ....L. S.	20,000	....	....	....
Lennoxville ....Ca.	100,000	5	....	1½
Logan .... "	100,000	3	....	2
Lyster .... "	200,000	2	....	....
Madison....L. S.	20,000	....	1	5½
Malden .... "	20,000	....	1	....
Mandan .... "	20,000	....	2½	4
Manhattan .... "	20,000	....	2½	9
Marquette .... "	20,000	....	....	4
Maryland ....Md.	....	5	....	1½
Mass ....L. S.	20,000	....	....	....
Massachusetts .... "	20,000	....	....	4½
Mendota .... "	20,000	....	....	4
Merrimac .... "	20,000	....	....	....
Meteor .... "	20,000	....	....	....
Mesnard .... "	20,000	....	5½	10½
Michigan .... "	20,000	....	....	....
Middlesex .... "	20,000	....	....	....
Mineral Hill	....	....	....	3
Minnesota....L. S.	20,000	....	3½	40½
Mississquoi....Ca	150,000	2	....	1½
Montezuma....N. Mex	300,000	5	....	....
Morrison....L. S.	20,000	....	....	....
Nashua .... "	20,000	....	....	....
National .... "	20,000	....	5½	31
Native .... "	20,000	....	3	2
Naumkeag .... "	20,000	....	1	2½
Nelson....Ca.	200,000	1	....	10c
Nequaket ....L. S.	20,000	....	1	....
Nevada (Silver) .. "	20,000	....	....	....
New England .... "	20,000	....	2	2½
Newton....Ca.	200,000	1	....	....
New York ....L. S.	20,000	....	....	2
N. Y. & Passaic...N. J.	100,000	5	....	....
North Cliff ....L. S.	20,000	....	4	7½
North Silver Lake "	20,000	....	....	....
North State .... "	20,000	....	....	10c
North Sutton....Ca.	100,000	5	....	1½
North Western....L. S.	20,000	....	7½	14
Norwich .... "	20,000	....	....	....
Ogima .... "	20,000	....	....	5½
Ontonagon .... "	20,000	....	....	4½
Ottawa....Ca.	200,000	1	....	80c
Pacific ....L. S.	20,000	....	....	....
Pennsylvania .... "	20,000	25	2½	10½
Petherick .... "	20,000	....	2½	12
Pewabic .... "	20,000	....	3½	67
Phila. & Boston... "	20,000	....	15	....
Phœnix .... "	20,000	....	....	23
Pittsburg & Boston "	20,000	....	5½	95
Pontiac .... "	20,000	....	3½	5
Prince of Wales ...Ca.	200,000	....	....	....
Providence....L. S.	20,000	....	....	2½
Quincy .... "	20,000	....	10	90
Reid Hill ....Ca.	200,000	1	....	....
Reliance ....L. S.	20,000	....	....	1
Richford .... "	60,000	5	....	....
Ridge ....L. S.	20,000	....	....	....
Rockland .... "	20,000	....	5	13
Roscoe ....Ca.	200,000	1	....	....
Rudisell	....	....	....	65a
St. Clair....L. S.	20,000	....	3	9
St. Flavien ....Ca.	100,000	5	....	....
St. Francis .... "	100,000	5	....	....
St. Mary's (L. & M.)L. S.	20,000	....	8½	9
Salem .... "	20,000	....	1	....
Sharon Consol .... "	20,000	....	....	....
Sheldon .... "	20,000	....	....	16
Silver Creek .... "	20,000	....	1	....
Silver Hill .... "	20,000	....	....	20c
Silver Lake .... "	20,000	....	....	....
Silver Valley .... "	20,000	....	....	30c
Southampton....Ca.	100,000	5	....	....
South Bedford .... "	200,000	2	....	....
South Side....L. S.	20,000	....	3	4
Springfield....Md.	....	5	....	2½
Stadecona ....Ca.	100,000	5	....	....
Star....L. S.	20,000	....	7½	8
Stark....Vt.	100,000	2	....	....
Strafford	30,000	10	....	3½
Superior ....L. S.	20,000	....	4	9
Sussex .... "	20,000	....	....	....
Sutton....Ca.	100,000	5	....	1½
Toltec....L. S.	20,000	....	20	3
Tremont .... "	20,000	....	5*	3½
Union (L. & M.) .. "	20,000	....	....	....
Vernon .... "	25,000	10	....	....
Victoria....L. S.	20,000	....	1½	....
Vulcan .... "	20,000	....	....	....
Washington .... "	20,000	....	....	....
Waterloo....Ca.	100,000	3	4*	62½
Waukegan....L. S.	20,000	....	....	....
West Minnesota.. "	20,000	....	5½	3
Wickham....Ca.	200,000	5	....	50c
Wickopee .... "	100,000	5	....	5½
Winthrop....L. S.	20,000	....	3½	6
Wyandotte .... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake....N. Y.	50,000	50	....	10
East River	5,000	50	....	....
George's C'k C. & I.Md.	10,000	100	....	118
Harewood	20,000	5	....	....
Kahtadin....Me.	3,000	100	....	....
Lake Superior....L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant....Pa.	10,000	50	....	....
Teal Lake....L. S.	....	....	....	6
Tyson	20,000	10	....	....
LEAD AND ZINC:				
Amenia....N. Y.	100,000	5	....	....
Bucks County....Pa.	....	....	....	½
Canada....Ca.	50,000	5	....	....
Clute	....	....	....	1½
Crystal Lake....	....	....	....	....
Erie	....	....	....	....
Gay's River....	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone....Pa.	....	....	....	3
Lancaster.... "	....	....	....	....
Macomb ....N. Y.	100,000	5	....	3½
Mineral Point....	100,000	5	....	....
Mount Hope ....N. Y.	80,000	5	2½	....
National	200,000	1	....	....
New Jersey ....N. J.	12,000	100	....	110
N. Y. & Boston...N. Y.	100,000	5	....	3
Oswegatchie ....Ca.	100,000	5	....	1½
Placentia Bay....N. F.	....	....	....	1½
Ramsay ....Ca.	20,000	25	....	....
Rossie .... "	100,000	5	....	....
Shawangunk ....N. Y.	100,000	5	....	....
Sussex ....N. J.	....	....	....	75c
Union	100,000	5	....	57c.
Wallkill ....N. Y.	....	....	....	4½
COAL & ANTHRACITE:				
American ....Pa.	37,500	25	....	100
Ashburton .... "	50,000	50	....	22
Atlantic & G. C. ...Md.	....	....	....	1½
Baltimore .... "	....	100	....	....
Bear Valley....	40,000	12½	....	18
Beaver Meadow ....Pa.	100,000	50	....	....
Belmont .... "	10,000	50	....	17
Big Mountain ....Pa.	....	....	....	8
Blackhall ....N. S.	5,000	25	....	....
Boston & Pictou.. "	100,000	5	....	....
Bridgeport ....Pa.	30,000	10	....	....
Broad Mountain .... "	50,000	10	....	....
Butler .... "	....	....	....	24½
Cape Briton....N. S.	200,000	2½	....	....
Carbondale....Pa.	....	....	....	....
Central	....	....	....	70
Clinton .... "	....	....	....	1
Coal Brook .... "	4,000	50	....	....
Continental	10,000	50	....	79½
Cumberland (pref.)Md.	50,000	100	....	70
Daniel Webster	5,000	100	....	....
East Mahanoy....Pa.	....	....	....	....
Everhart	20,000	25	....	....
Franklin ....Pa.	5,000	100	....	108
Fulton .... "	....	....	....	8
Gilbertson	5,000	100	....	100½
George's Creek....Pa.	10,000	....	....	113
Grand Tunnel	4,000	100	....	....
Green Mountain....Pa.	....	....	....	6
Hampton & Balt...Md.	....	....	....	109½
Hazleton ....Pa.	32,100	50	....	60
Henry Clay....	3,000	100	....	....
International ....N. S.	20,000	50	....	....
Lawrence ....Pa.	2,000	100	....	....
Locust Mountain .. "	....	....	....	75½
Lorberry .... "	4,000	100	....	....
Macan .... "	2,000	100	....	....
Mahanoy .... "	1,000	20	....	....
Metropolitan .... "	....	100	....	....
Middle Coal Fields.. "	....	....	....	19½
Milford	2,500	50	....	....
Mill Creek....Pa.	....	....	....	....
Mulgrave	2,000	....	....	....
Narragansett ....R. I.	8,000	10	....	....
New Creek....Pa.	....	....	....	1½
North. & Luzerne .. "	....	....	....	....
Penn .... "	100,000	50	....	213
Penn. Cannel .... "	6,000	50	....	....
Picton .... "	4,000	100	....	....
Pine Knot....Pa.	4,000	50	....	....
Port Hood	4,000	100	....	....
Potomac ....Md.	40,000	10	....	....
Powell ....Pa.	....	....	....	....
Preston .... "	....	....	....	....
Princess Alex....N. S.	5,000	100	....	....
Ridgeway....	....	....	....	....
St. Clair....Pa.	5,000	100	....	25½
Schuylkill Valley.. "	20,000	10	....	....
Shawmut	6,000	50	....	....
Short Mountain ....Pa.	16,000	50	....	50
Stafford	....	....	....	....
Suffolk	4,000	100	....	....
Sugar Loaf ....Pa.	....	....	....	....
Summit .... "	40,000	20	....	....
Susq. Coal & C. Mt. "	....	....	....	5½
Tamaqua .... "	....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley...Pa.	....	....	....	61

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ....Col.	50,000	10	....	....
Acadia (G.)....N. S.	100,000	3	....	....
Albion (G.) .... "	100,000	3	....	2½
Alpine (G.) ....Col.	150,000	10	....	....
Alps (G.) .... "	100,000	5	....	....
American .... "	200,000	2	....	....
Am. & Mex. (S.)..N. M.	....	....	....	....
Am. Pioneer....A. T.	....	....	....	....
Arizona (Silver) ..	....	....	....	....
Atlantic (G.)....N. S.	100,000	2	....	2
At. & Pac. (G. & S.)Nev.	50,000	10	....	33
Bay State (G.) ....Col.	200,000	5	....	....
Beacon (G.)....N. S.	200,000	2	....	....
Benton (G.) .... "	100,000	5	....	....
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) .... "	10,000	50	....	....
Briggs (G.) .... "	10,000	100	....	....
Bullion (G.) .... "	200,000	25	....	....
Burroughs (G.) .. "	100,000	10	....	....
Canadian (G.)....Ca.	200,000	2	....	....
Central (G.)....Col.	50,000	20	....	17½
Chaudiere (G.) ....Ca.	100,000	5	....	2½
Chebucto ....N. S.	100,000	5	....	72½c
Colonial (G.)....Ca.	100,000	2½	....	15c
Colorado (G.) ....Col.	50,000	10	....	3½
Consol. Greg'y (G.)Col.	50,000	100	....	20
Copalinshe (G.) .... "	200,000	20	....	....
Corisannie (G.) .... "	100,000	10	....	5
Corydon (G.) .... "	100,000	25	....	4½
Day & Bushnell (G.)C.	300,000	10	....	....
Denver (G.)....Ca.	50,000	20	12½	15
Dorset (G.) .... "	170,000	5	....	....
El Dorado (G.)...Nev.	100,000	5	....	....
Empire (S.) .... "	....	....	....	....
Empress (S.) .... "	....	....	....	....
Eureka (G.)....Cal.	....	....	....	....
Excelsior (G.)....Col.	30,000	10	....	14
Frankfort (G.)	100,000	2	....	....
Garrison's (G.)....Col.	100,000	5	....	....
Gilbert River (G.)...Ca.	100,000	5	....	1
Gilpin (G.) ....Col.	100,000	5	....	....
Gold .... "	100,000	5	....	4
Gold Field....	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River....	100,000	3	....	....
Gould & Curry(G.S.)N.	....	....	....	....
Gunnell (G.)....Col.	300,000	10	....	4
Halifax (G.)....N. S.	200,000	2	....	50a
Harmon (G. & S.) Nev.	....	....	....	....
Holman (G.) ....Col.	150,000	2	....	....
Hope (G.) .... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	....	2
Isabella (G.) ....Col.	....	....	....	....
Kennebec (G.)....Ca.	100,000	5	....	....
Kent (G.)....N. S.	200,000	1	....	....
Lake (G.) ....Col.	....	....	....	....
Lake Major....N. S.	12,000	50	....	....
Libertad (G. & S.)Mex.	....	....	....	....
Manhattan (G.)....Col.	100,000	10	....	....
Mariposa (G.)....Cal.	100,000	100	....	51
Massachusetts (G.)..Ca.	500,000	5	....	....
Mex. Pac. (G. & S.)Mex.	100,000	100	....	....
Montague (G.) ....N. S.	50,000	10	....	....
Montana (G.)....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	....	....
Mt. Alpine (G.) ...Col.	250,000	5	....	....
Mt. Vista (G. & S.)Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	2½
New Gregory (G.) "	50,000	10	....	....
New York (S.) .... "	100,000	10	....	....
N. Y. & N. S. (G.)N.S.	100,000	5	....	1½
Nova Scotia (S.).. "	100,000	2	....	2½
Oldham (G.) .... "	100,000	2	....	....
Otate (S.) ....Mex.	....	....	....	....
Palma (S.) .... "	....	....	....	....
Peck (G.) ....N. S.	100,000	5	....	....
Peninsular (S.)...L. Cal.	....	....	....	....
Picacho (S.) ....A. T.	50,000	50	....	....
Pontiac (G.)....Col.	50,000	20	....	....
Prince Albert (G.)..Ca.	100,000	2	....	14
Quartz Hill (G.) ...Col.	100,000	100	....	18
Quicksilver ....Cal.	40,000	25	....	76
Renfrew (G.) ....Ca.	120,000	2½	....	1½
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.)....Col.	....	....	....	11½
Sacramento (s.)...Nev.	....	....	....	....
San Antonio (S.)..A. T.	60,000	50	....	....
Santa Clara (Q.)....Cal.	....	....	....	....
Santa Rita....Ariz. T.	....	....	....	....
Scottie (S.)....Ariz. T.	....	....	....	....
SherBrooke (G.) N. S.	100,000	10	....	....
Sierra Nevada (G.)Col.	....	....	....	....
Silver Hill (S.) ...Nev.	....	....	....	....
Sonora (S.)....Ariz. T.	....	....	....	....
Southam (G.) ....N. S.	100,000	5	....	....
Stafford (G.) ....Ca.	100,000	5	....	2½
Star (G.) ....Col.	100,000	25	....	....
Stewart (G.) ....Ca.	100,000	5	4	75c
Tascher (G.) .... "	50,000	10	....	....
Victoria (G.) .... "	100,000	2	....	....
Waverly (G.) .... "	50,000	10	....	....
Windsor (G.) ....Col.	100,000	10	....	....
United States (G.). "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—				Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	----	48
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	----	61
30 Nov. '63	32.96	—				Cambridge	664,171	657,300	150,000	94	—	—	9	----	127½
30 Nov. '63	6.74	—				Cliftondale	95,500	70,000	24,500	4,863	—	—	—	----	----
30 Nov. '63	8.27	—				Dorchester	156,872	121,600	—	—	8,468	7,438	7	----	----
30 Nov. '63	1.48	—				Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	----	----
30 Nov. '63	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	----	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	35,685	0,516	—	----	110
30 Nov. '63	3.41	—				Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	----	25
30 Nov. '63	2.97	—				Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	----	----
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	----	62½
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	----	50
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	63,000	50,932	16,650	25,837	6,012	—	----	----
30 Nov. '63	5.52	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	----	----
30 Nov. '63	2.68	—				Somerville	50,000	50,000	—	—	2,500	2,500	—	----	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	----	----
30 Nov. '63	7.76	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	----	----
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,252	13,036	8	----	----
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	----	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	----	----
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	----	----
30 Nov. '63	5.00	—	—	—	—	Worcester	80,000	69,000	20,000	—	6,202	542	—	----	—
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	----	—	—	—	—	Avenue D (New York City)	—	—	—	—	—	—	—	—	—
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	85,780	15,491	6	—	—
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	60
30 Sep. '63	24.00	—	—	—	35	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	46
30 Sep. '63	56.18	1.90	—	—	140	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	—	58	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	—	55
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	58,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	444,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	500,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris'a & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	10.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.60	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	100	70
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	121
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	6,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.12	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	—	—
31 Dec. '62	3.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	—	63
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	—	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,050	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	—	29½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	—	64
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	60½
31 Oct. '63	5.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	—	30½
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	—	38½
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,991	—	—	—	—
31 Oct. '63	10.47	0.52	87	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,022	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,520	16,184	9½	—	—
31 Oct. '63	8.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,457	5,983	—	—	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	—	30
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,503	35	—	72
31 Oct. '63	5.62	—	60	—	16	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.88	—	120	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	159,312	15,500	—	75,068	18,417	17½	—	45
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	—	50½
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	38
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	801,056	189,100	100,000	4,000	161,700	44,574	11	—	72
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,649	230,059	21,058	—	—	24
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	60,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,487	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.43	—	—	—	—	People's (St. Louis)	88,875	70,000	—	—	—	—	—	—	—
30 Nov. '62	10.20	—	—	—	—	St. Louis	296,004	296,004	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1883	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Real Estate	22,900	7	----	----	----
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	186,000	7	J. & J.	1872	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1887	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	----
Citizens' (Pittsburg):					
1st Mortgage	47,800	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J	1873	----
Frankford and Southwark:					
1st Mortgage	300,000	7	J. & J.	1869	109
Germantown:					
1st Mortgage	250,000	7	J. & J.	1888	----
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	109
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	----	----	----
Metropolitan:					
1st Mortgage	56,625	6	----	----	----
Real Estate Mortgage	----	6	----	----	----
Middlesex:					
Malden & Melrose bonds	60,000	6	----	1870	----
Real Estate	6,210	--	----	----	----
Ninth Avenue:					
1st Mortgage	57,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	----
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton:					
1st Mortgage	66,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	500,00	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	112
2d Mortgage	60,800	7	J. & J.	1869	----
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	----
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	----
Real Estate bonds	60,000		----	----	----
Union:					
Real Estate Mortgage	20,00 0	6	J. & D.	1868	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	120
" " " coupon		6	" "	1867	120
Loan of Dec 31, 1848 registered	8,908,342	6	" "	1868	121
" " " coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850 coupon	2,169,000	5	" "	1866	105
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	100
" " " coupon		5	" "	1874	104
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	103
" " " coupon		5	" "	1871	109
Oregon War Debt of June, 1861 coupon	1,016,000	6	" "	1881	113
" " " " " coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	103½
" " " coupon		6	" "	1881	112
Loan of July 17, 1861 registered	71,421,700	6	" "	1881	115
" " " coupon		6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s) registered	510,756,900	6	May & Nov.	1882	106½
" " " (5-20s) coupon		6	" "	1882	104
Treasury Notes of Aug. 1861 coupon	118,577,650	7.3	Feb. & Aug.	1864	106
" " Oct. 1861 coupon		7.3	April & Oct.	1864	105½
Loan of 1864 (10-40s) coupon	70,239,250	5	Mar. & Sept	1904	----
" " " registered		5	" "	1904	----
One Year Treasury Notes (legal tender)	44,500,000	5	----------	------	----
Two Year " " " "	127,909,300	5	----------	------	----
Certificates of Indebtedness	151,993,000	6	On redemp't'n	------	93½
{N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July	1877	----
Arkansas—State bonds (R. E. B'k) coupon	899,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State) "	610,000	6		1868	----
" " " (" ") "	38,000	5		1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July	1878	152
" " " 1860 "	198,500	7	" "	1890	----
" —War bonds	610,004	7	" "	1872	----
Connecticut—War Fund bonds coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " " "		6	" "	'81-'82	105½
" " " " " "	1,000,000	6	" "	1883	----
Florida—State bonds coupon	143,000	7	----------	------	----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) "	2,073,750	6	" "	'63-'80	60
" " " (R. R.) "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock inscribed	1,970,967	6	Jan. & July.	1870	103
" " " " bonds "	1,322,085	6	" "	1877	102
" —Interest stock "	737,222	6	" "	1880	100
" —Refunded stock coupon	2,187,000	6	" "	'63-'80	100
" —War bonds "	2,000,000	6	" "	1879	103½
" —Canal bonds (sterling) "	1,778,423	6	" "	1870	102
" " (dollar) "	1 969,397	6	" "	1870	102
Indiana—State stock registered	5,325,500	5	Jan. & July.	1866	90
" —State Int. Imp bonds (not adjusted)	2,058,173	2½	" "	1866	67½
" —State War Loan bonds coupon	391,000	----	----------	d'm'd.	----
" —Canal Preferred stock "	1,371,780	6	May & Nov.	1881	98
" " special stock "	4,079,500	5	Jan. & July.	------	85½
" " Deferred stock "	1,216,737	5	" "	------	----
" " special stock "	1,243,000	5	" "	------	----
Iowa—State stocks coupon	479,545	5	" "	------	----
" " (war loan) "	200,000	7	Jan. & July	1868	----
" " bonds to School Fund "	893,000	7	" "	'81-'82	----
Kansas—State bonds (sinking fund) coupon	122,295	10	Annually.	d'm'd.	----
" " " " "	146,000	7	Jan. & July.	1876	----
" " " (domestic) "	54,000	7	May & Nov.	1879	----
Kentucky—State bonds coupon	66,000	6	July.	1883	----
" " " " "	4,800,000	6	Jan. & July.	'05-'75	----
" " " " "		5	" "	'81-'91	----
" " " " "		5	" "	'91-'96	----
" " " (bank) "	600,000	5	" "	1891	----
" " " " "	67,500	6	" "	'91-'96	105
" " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	----------	d'm'd.	60
" " " (R. R. etc.) "	3,902,000	6	----------	'67-'99	----
" " " (banks) "	5,396,533	6	----------	------	----
" " " (war loan) "	670,000	6	----------	------	----
Maine—State bonds coupon	-------	6	Mar. & Sept.	'63-'77	100
" " " (war loan) "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g) coupon	816,000	5	Chiefly quarterly.	1865	----
" " " (st'l'g conv.) "	200,276	5		1866	----
" " " (st'l'g) "	5,585,555	5		'89-'90	104½
" " " (st'l'g conv.) "	2,490,569	5		'89-'90	108
" " " (dollar) inscribed	500,000	3		1890	----
" " " (") "	100,000	4½		1888	----
" " " (") "	767,580	5		'42-'58	----
" " " (") "	399,408	5		1890	----
" " " (") "	148,711	5		'89-'90	105
" " " (") "	125,689	6		pleas.	----
" " " (") "	3,000,000	6		1870	107
" " " (") "	35,000	5		1895	----
" " " (") "	605,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	5,995,555	6	April & Oct.	'68-'71	----
" " " " (T. & G. R. R.) "	508,880	6	" "	'83-'90	----
" " " " (" " ") dollar	416,500	6	" "	'90-'91	121
" " " " (" " ") "	300,000	5	" "	1891	124
" " " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	100
" " " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" " " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" " " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	128½
" " " " (" " ") "	545,000	5	April & Oct.	'65-'74	----
" " " " (" " ") "	200,000	5	May & Nov.	'66-'72	----
" " " " (" " ") "	94,000	5	Jan. & July.	1874	----
" " " scrip	200,000	6	" "	'64-'66	----
" " " "	247,000	6	June & Dec.	'68-'72	----
" " " "	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" " —Bounty Fund Loan "	600,000	5	" "	'77-'78	115½
" " —Coast Defence Loan "	500,000	5	May & Nov.	1883	119
" " —Back Bay Loan "	1,000,000	5	" "	1883	118½
Michigan—Renewal Loan coupon	168,000	5	" "	1890	----
" —Canal Loan (sink'g f'd) "	216,000	6	Jan. & July.	1878	100
" —War Loan (" ") "	100,000	6	" "	1879	----
" —Redemption f'n (" ") "	567,000	7	" "	1886	105
Minnesota—State bonds coupon	2,000,000	6	" "	'65-'83	----
" " " (Indian war) "	250,000	8	Jan. & July.	1867	105
" " " (Railroads) "	100,000	7	" "	1871	----
Mississippi—State bonds (Banks) coupon	2,275,000	7	" "	1883	----
Missouri—Bank Stock Loan of 1857	2,000,000	6	" "	'41-'71	----
" " " " "	65,000	5½	Jan. & July.	1863	98½
" " " " "	199,000	6	" "	1863	99
" —Capitol Loan of 1857	100,000	6	April & Oct.	1868	----
" —Renewal Loan of 1853	40,000	6	Jan. & July.	1883	----
" —R. R. Loans: Pacific R. R. coupon	200,000	6	" "	1883	----
" " " S. W. Branch "	7,000,000	6	" "	'72-'88	75½
" " " H. & St. Joseph "	4,500,000	6	" "	'67-'89	----
" " " N. Missouri "	3,000,000	6	" "	'73-'87	95
" " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" " " C. & Fulton "	3,501,000	6	" "	'73-'89	----
" " " Platte Co. "	660,000	6	" "	'87-'95	----
" —Revenue bonds "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds coupon	780,000	----	----------	------	----
" " —Notes "	535,100	6	Feb. & Aug.	1876	100
New Jersey—State stock registered	200,000	6	----------	------	----
" " —State bonds (war loan) coupon	96,000	6	Jan. & July	Var.	----
" " " (" ") "	831,520	6	" "	'65-'71	----
New York—General F'd: Astor Debt	200,000	6	" "	1871	----
" " — " " Deficiency Loans	661,500	5	Jan. & July	pleas.	----
" " — " " " "	348,107	5	" "	pleas.	----
" " — " " " "	900,000	6	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1868	107
" " — " " " "	1,189,781	6	Jan. & July	pleas.	----
" " — " " " "	1,300,000	6	" "	'68-'78	115
" " — " " Comptroller's b'nds	28,595	5	----------	d'm'd	----
" " — " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " "	14,230	6	----------	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " " "	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	109½
" " — " " "	15,889,025	6	" "	'64-'76	113
North Carolina—State bonds coupon	1,200,000	7	" "	1864	----
Ohio—State bonds (foreign debt) coupon	9,129,505	6	Various.	Var.	59
" " " (" ") "	1,808,805	6	Jan. & July.	1860	110½
" " " (" ") "	1,015,000	6	" "	1865	94
" " " (" ") "	379,866	6	" "	1868	----
" " " (" ") "	2,183,532	6	" "	1870	105
" " " (" ") "	1,600,000	6	" "	1875	106½
" " " (" ") "	4,095,209	6	" "	1881	106½
" " " (" ") "	2,400,000	6	" "	1886	106
" " " (domestic debt)	275,385	6	" "	1863	108
" " " (war loan) coupon	299,704	6	" "	1866	----
" " " (" ") "	1280,969	6	" "	1868	----
" —Irredeemable debt (school funds, etc.)	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----	----------	------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" " " " "	10,780,095	5	Jan. & July.	due.	101
" " " " "	3,836,070	5	Feb. & Aug.	due.	----
" " " " "	3,690,514	5	Mar. & Sept.	due.	----
" " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds coupon	200,000	4½	Jan. & July.	1882	103½
" —State Stock Loans	1,177,890	5	" "	1864	----
" " " " "	675,029	5	Feb. & Aug.	1864	----
" " " " "	1,045,629	5	June & Dec.	1904	----
" " " " "	1,558,673	5	Jan. & July.	1865	----
" " " " "	2,277,755	5	" "	1868	----
" " " " "	1,766,214	5	" "	1870	101½
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	101½
" " " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds coupon	650,000	6	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----------	------	----
" —Relief Notes in circulation	97,380	----	----------	------	----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) coupon	434,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'65-'90	----
" " —State b'ds (railroads) coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) coupon	1,125,000	6	----------	1882	60
" " " (intern. impr.) "	2,063,606	5	----------	Var.	45
" " " (railroads) "	12,799,000	6	----------	Var.	----
" " " (capitol) "	603,000	5	----------	1890	45
" " " (Hermitage) "	48,000	6	----------	1890	55½
Texas—Had no debt in 1861	-------	----	----------	------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) coupon	58,000	6	----------	'62-'63	----
" " " (" ") "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" " " (railroad)	18,264,642	6	Jan. & July.	'51-'95	52
" —State bonds (railroad) coupon	12,634,500	6	" "	'55-'95	----
" " " (sterling) "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----------	------	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67-'68	100
" " " (war) "	200,000	6	Jan. & July.	1867	----
" " " (domestic) "	100,000	6	" "	1877	----
" " " (") "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	83,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	858,641
1861	81,631	75,621	78,361	66,258	76,250	68,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	63,591	110,985	72,196	81,994	90,625	95,606	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,860	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,595	139,049	134,600	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,821	88,410	130,642	154,084	152,537	123,319	118,753	1,261,059
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,563	138,795	135,096	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	189,142	160,306	210,729	216,030	196,435	201,124	1,959,267
1864	158,735	175,483	243,150	175,838	158,565	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,429
1860	32,192	33,406	46,346	48,919	62,292	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,085
1862	46,605	49,108	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	99,991	994,677
1863	69,891	81,160	92,483	103,460	107,866	124,283	115,861	106,491	172,072	210,476	163,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,266	76,032	66,907	55,085	50,256	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	85,302	63,137	52,289	60,285	84,640	96,525	88,401	105,263	955,989
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,607	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,306	102,130	132,130	140,013	144,800	184,289	1,574,893
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,965	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,963	372,706	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,605	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,905	965,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	964,837	914,133	1,094,508	1,079,508	1,052,293	------	------	------	------	------	------	------	------
Galena and Chicago													
1859	92,421	86,945	92,921	88,708	122,008	110,656	88,527	119,280	208,503	195,954	123,907	89,244	1,369,441
1860	60,653	62,698	80,793	93,254	115,506	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,850	101,600	103,795	165,707	162,823	145,389	150,559	200,276	221,326	172,700	122,309	1,720,398
1862	109,867	105,424	74,346	90,189	158,194	225,048	190,456	129,019	188,370	203,675	159,550	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,365	155,164	156,973	170,157	157,443	272,033	1,983,434
1860	212,714	209,422	161,047	134,606	156,281	128,990	160,880	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,345	167,660	139,751	160,806	122,653	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,380	281,508	308,963	202,346	192,442	151,427	159,769	193,442	212,118	259,911	270,083	403,571	2,922,970
1863	468,963	425,047	366,802	270,676	241,771	202,292	190,364	219,561	268,100	302,174	295,750	484,556	3,726,140
1864	501,231	472,240	356,626	278,840	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,660	153,644	144,894	149,592	139,102	181,612	246,829	245,292	250,742	192,224	2,126,088
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,263	229,334	192,054	199,488	177,829	159,280	208,983	280,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,346	269,292	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	299,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,467	414,781	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,506	35,326	40,706	58,704	52,864	77,112	83,050	76,764	65,503	710,225
1864	56,540	77,874	90,755	73,215	83,964	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	50,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	99,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,836	1,163,734
1863	67,190	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	206,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,823	143,626	145,255	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,500
1861	140,925	116,938	163,170	186,961	170,302	161,391	126,558	178,778	235,690	276,181	251,295	189,077	2,189,077
1862	163,152	153,725	157,500	193,120	200,926	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,196	375,567	332,280	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,886	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	134,940	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,428	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,556	133,620	123,377	144,982	208,546	307,333	242,059	200,134	2,124,314
1862	230,159	159,558	151,902	175,096	186,039	174,001	172,189	216,624	295,956	322,569	307,475	258,633	2,650,701
1863	242,073	245,857	226,432	208,496	236,453	206,221	215,449	215,449	308,169	375,487	359,793	306,186	3,168,084
1864	252,435	278,848	348,902	338,275	271,552	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	404,217	591,920	743,539	709,671	637,792	520,356	6,303,703
1860	387,128	402,530	561,078	586,141	551,700	496,943	544,494	692,382	868,985	811,458	730,736	523,047	7,164,622
1861	489,065	420,798	627,051	689,688	677,073	558,743	523,188	562,076	696,175	927,698	962,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,617	91,868	89,225	91,190	100,118	97,215	97,857	85,785	94,554	1,102,622
1860	97,016	90,666	88,598	90,463	89,577	93,378	100,629	104,118	106,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,066
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,706	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,337	188,609	215,475	225,464	230,377	248,862	241,695	264,622	265,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,496	339,911	368,956	321,208	249,032	3,315,501
1861	161,108	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,466	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	256,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,825	4,088,837
1863	335,686	361,834	396,771	429,929	506,517	464,509	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	130,951	152,574	192,779	182,566	188,831	165,795	154,082	203,853	245,958	236,844	231,253	191,138	2,235,854
1861	217,302	202,071	285,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	387,350	356,598	461,965	462,987	427,094	396,845	350,763	407,077	483,509	506,814	466,300	487,642	5,132,984
1864	290,676	456,211	602,603	574,680	490,547	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	125,949	118,077	130,378	153,470	144,736	143,748	162,921	1,564,915
1864	100,872	147,485	160,496	157,785	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	54,414	73,079	67,946	67,423	84,879	122,785	106,100	125,027	77,599	51,296	920,735
1861	59,639	47,043	62,561	76,274	79,278	80,074	93,464	138,722	142,587	162,858	137,086	92,574	1,172,100
1862	82,285	47,142	58,006	83,582	106,845	115,578	115,214	168,219	170,380	172,870	147,548	130,378	1,408,147
1863	86,221	91,971	108,056	132,111	134,272	152,585	105,554	116,379	120,895	161,062	104,503	111,339	1,439,798
1864	79,735	95,842	132,896	125,987	127,009	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Div.)	150,000	7			1883	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,706	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	80
2d Mortgage	993,000	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	60½
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1876	66
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'65-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1885	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1853	115
" " " 1850	700,000	6	Jan. & July.	"	1880	115½
" " " 1856	1,128,500	6	Jan. & July.	"	1875	115½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	105
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1887	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	559,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1885	102½
1st Mortgage	300,000	7	" "	New York.	1885	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1878	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1868	105
Income ⅓ in '59, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1884	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,098	2,192,925	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	111½
" " $675,000	675,000	6	"	"	1875	106½
" " $1,700,000	1,700,000	6	"	"	1883	106½
" " $2,500,000	867,000	6	"	"	1889	106½
Consolid. Mort. Loan $5,000,000			"	"		112
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'66-'70	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1876	60
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	131½
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort a.M.	1890	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	112
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	109
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	19	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1904	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	114½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	111
General 1st Mortgage	3,000,000	7	" "	" "	1885	104½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	101
2d Mortgage	2,000,000	6	" "	" "	1900	100
Appleton Extension Bonds	154,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1886	95
Flagg Trust Bonds	246,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	984,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,000	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	344,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	225,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	990,000	7			1890	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	108
4th Mort. (M. L.) or 3d Extension	1,058,028	6	" "	" "	1880	92½
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	429,000	7	Feb. & Aug.	" "	1963	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1963	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,677,000	7	Jan. & July.	" "	1885	120
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	500,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1861	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1862	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1876	116
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1862	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1873	98
3d Mortgage (convertible)	672,000	6	Feb. & Aug.	Boston.	1874	107
1st M. (State) $75,000 a y'r after '64	500,000	6	Ja. Ap. Ju. Oc.	"	'66-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	720,288					
East Tennessee and Virginia:						
State, 1st Lien	1,892,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,900					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1887	122
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110½
Elgin and State Line	180,000		Jan. & July.	" "	1870	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'78-'87	93
Land Security	3,344,600	7	April & Oct.	" "	1881	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1953	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	124
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	121
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	354,000	10	" "			120
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	105
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	98
Ind., Pittsburg and Cleveland:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "		----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	200,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,000	†	" "	" "	----	----
3d Mortgage (whole road)	1,700,000	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	120,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1888	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,509	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1893	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State (Tenn.)	572,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,975	7	Feb. & Aug.	New York.	1891	105½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.:						
State (Tenn.) Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State (Tenn.) Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,486	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1870	129
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1862	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1869	103
Detroit and Toledo	734,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	115
2d General Mortgage	2,194,500	7	" "	" "	1877	104
*Milwaukee and Beloit:						
1st Mortgage	620,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	116
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		65
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1895	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1881	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	150,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,236,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	841,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	500,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	113
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103
Funding (S. F.) Bonds	1,443,000	7	Feb. & Aug.	" "	1876	117½
Exchanged St'ks (S. F.) B'ds	653,000	6	May & Nov.	" "	1883	104½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	95,502	6	" "	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	130
Bonds of Dec. 1862, (S. F.)		6	June & Dec.	" "	1887	110
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	125
3d Mortgage	6,000,000	7	" "	" "	1883	123
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	120
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	121
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	111
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100
3d Mortgage	980,500	7	Jan. & July.	"	1897	108
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,056,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	75-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	110
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1559	108
2d Mortgage	3,077,000	7†	" "	" "	1561	53½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	106½
Chattel Mortgage	360,000	10	" "	"	1887	121
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,060,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1590	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	75½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	118½
2d Mortgage	2,461,000	6	April & Oct.	"	1875	115
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	...
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	565,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	373,000	6	----------	----------	var.	----
Special Mortgage (1865-'69)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1850	102
" 1849, "	2,050,600	6	April & Oct.	"	1870	108
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	115
" 1848, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	140
" 1856, "	1,442,000	7	" "	"	1856	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1864	141½
Improvement	96,500	6	May & Nov.	Boston.	1903	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	120½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	112
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	98
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1886	----
" "	29,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	54-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1878	----

Description,	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	85
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1909	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1900	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75
2d Mortgage	937,500	7	" "	"	1863	35
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1868	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,524	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,082	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	105
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1994	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----------	----------	------	85
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	96
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	35
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	508,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	67½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1860	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'66-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	113½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1868	£44,500	6	----------	----------	1868	----
Company's endorsed by State.	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	39 3	----	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	----	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	.....	297,626	111,232	—	----
30 Jun. '59	57.0	----	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	462.2	12.5	----	40.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,856	696,370	—	----
29 Feb. '60	88.5	28.4	----	----	23	14	283	Montgomery and West Point.	1,838,718	427,266	100,000	1,419,769	922,622	23,579	2,562,505	116.9	.....	505,134	260,259	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	853,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	----	----	----	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	----	----
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,433	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,556	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,068	801,402	126,918	—	----
31 Aug. '62	61.4	1.6	54.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	954,459	596,153	17	200
31 Dec. '62	74.0	—	8.0	—	11	17	256	Housatonic	2,439,775	*	—	2,000,000	240,000	61,672	2,625,236	124.0	.....	284,485	70,187	—	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,890	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	200,420	97,700	6	----
31 Dec. 62	52.0	—	2 6	—	6	12	22	N. Haven, N. London and Ston.	1,454,040	*	—	738,528	750,000	156.429	1,644,967	62.0	127,380	135,072	.....	—	117½
30 Nov. '63	84.8	8.8	9.3	—	3	3	—	New Haven and Northampton	2,306,204	28,748	—	1,010,000	660,000	—	2,263,942	.....	.....	.....	.....	34	----
30 Nov. '63	66.0	—	5.9	—	8	12	105	New London Northern	687,152	*	—	602,152	75,200	—	687,152	66.0	156,488	189,425	66,768	04	90
31 Mar. '62	61.3	1.0	62.8	—	28	74	407	New York and New Haven	4,643,532	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,090	12	160½
30 Nov. '63	59.4	7.0	8.3	—	16	17	365	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	60.4	307,841	437,559	180,339	54	110
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,152	870,000	271,877	1,607,684	54.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,538	744,520	—	5,024	749,544	5.0	.....	27,283	10,280	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,556	—	191,495	195,000	75,894	619,112	22.0	.....	7,857	3,553	—	----
— — '62	59.9	—	5.0	----	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	----
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	26.4	.....	.....	.....	—	----
								GEORGIA.													
30 Jun. '60	55.7	—	----	----	15	7	124	Atlanta and West Point	1,192,389	*	—	1,200,000	125,000	—	1,597,385	55.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	90.0	.....	.....	.....	—	----
31 Dec. '60	53.0	—	----	----	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	165,956	99,512	—	----
30 Apr. '60	43.5	—	23.7	----	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '60	191.0	—	----	----	53	62	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,690,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	----	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,550	4,156,000	312,500	—	8,123,343	225.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	----	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	225,341	404,618	212,676	19	72
31 July '59	80.0	—	----	----	7	2	107	Muscogee	774,244	162,534	—	559,960	249,000	—	1,026,868	80.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	----	3	4	38	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	----
31 July '60	104.1	100.6	16.2	----	18	22	201	South-Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	238.8	.....	.....	258,853	11	----
30 Sep. '59	136.0	—	----	----	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,548	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	----	52	32	846	Chicago and Alton	8,280,689	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,886	24	95
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	131½
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	52½
31 Mar. '64	181.5	—	----	----	61	59	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,880,575	228.4	1,162,850	2 143,875	1,103,414	6	113½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,461	6,028,400	3,506,000	—	10,992,115	341.7	1,484,081	2,201,481	1,279,408	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	464.8	252.6	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.8	3,010,697	4,571,028	2,118,847	6	131
— — —	148.0	—	----	----	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	200.0	18 mos.	2,202,415	704,650	—	62
								INDIANA.													
— — —	168.0	—	----	----	...	...	.....	Cincinnati and Chicago	2,050,433	*	—	1,106,679	1,006,125	—	.....	195.0	.....	.....	.....	—	----
31 Aug. '57	109.0	—	----	----	...	...	.....	Evansville and Crawfordsville	2,233,413	*	—	986,061	1,219,100	61,772	2,268,748	109.0	.....	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	----	19	17	266	Indiana Central	1,561,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,341	—	72
1 Dec. '58	89.8	20.2	----	----	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	270,854	9	100
1 Dec. '62	84.0	—	----	----	}	}	}	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,889	84.0	.....	460,079	247,238	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	----
1 Mar. '63	86.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,588,743	132.0	.....	285,974	104,951	—	100
— — '58	288.0	—	----	----	...	...	.....	Louisv., N. Albany & Chicago	5,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '63	78.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,826,955	73 0	857,302	774,618	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	80.0	.....	.....	.....	—	----
31 Dec. '59	80.0	—	----	----	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	693,000	369,044	.....	58 0	7 mo's.	85,230	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,230,485	65,951	—	2,998,253	350,000	37,020	3,529,922	100 0	134,631	276.197	155,889	—	----
1 Jun. '58	38.5	—	----	101.5	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	270,000	—	.....	38.5	11 mo's.	458,821	21,256	—	----
— — '62	135.0	95.0	----	212.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,000,000	15,000	.....	230.0	.....	.....	.....	—	65½
								KENTUCKY.													
31 Oct. '59	80.0	—	----	----	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,100	2,950,000	337,532	4,275,998	111.8	.....	426,408	227,534	—	----
30 Jun. '62	29.0	—	—	—	}	}	}	} Lexington and Frankfort	595,725	52,300	—	514,573	139,000	—	746,068	29.0	215,031	78,985	26,704	2	80
30 Jun. '62	65.1	—	----	—	13	10	230	} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,261	62,421	2	66
30 Jun. '63	185.0	53.0	18.2	—	43	27	878	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	593,258	1,777,983	1,062,166	—	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,964,420	505,250	—	3,242,318	566,000	339,297	5,856,320	80.0	180,204	481,922	221,649	—	----
31 Mar. '61	204.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	.....	1,180,717	.....	206.0	.....	1,232,634	555 454	—	----
31 Aug '60	52.7	—	----	125.2	—	—	—	*Vicksburgh, Shreveport & Texas.*	1,662,591	*	—	1,253,015	248,969	103,434	1,710,819	52.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	----	----	----	...	...	.....	Ohio, Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	----
30 Jun. '62	188.0	----	----	----	...	...	.....	*Detroit and Milwaukee*	5,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	----
31 May '63	254.8	—	28.4	—	98	85	1,560	Michigan Central	15,805,576	*	—	6,057,436	7,999,482	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	138½
31 Mar. '64	246.0	251.0	----	----	96	119	1,135	Mich. S'th'n & N'th'n Indiana	15,519,184	1,644,259	1,663,568	10,120,400	8,287,258	—	18'407,685	527.0	2,171,477	3,384,294	1,630,777	—	90½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,560,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,906,022	756,292	—	2,000,961	2,554,732	895,992	6,331,890	236.0	.....	884,342	328,092	—	----
31 Oct. '59	71.4	----	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,594	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '48	65.2	----	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	53.2	.....	260,047	121,650	—	----
								MISSOURI.													
31 Aug. '63	94.8	—	18.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	204.5	579,324	1,047,567	420,026	—	45
31 Dec. '62	268.8	—	17.7	55.0	21	26	307	*North Missouri*	6,598,779	504,982	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	----
31 Dec. '62	152 0	—	3.6	----	...	...	.....	*Platte County*	1,200,000	*	—	800,000	700,000	—	.....	52.0	.....	.....	.....	—	----
26 Feb. '63	196.0	—	14.4	87.5	34	30	420	*Pacific*	11,162,670	662,617	—	5,458,916	7,000,000	137,019	20,455,420	196.7	507,040	679,986	227,398	—	----
26 Feb. '63	77.0	—	5.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,583	—	71,513	4,500,000	—	.....	114.0	96,871	241,482	128,886	—	----
9 Sep. '62	86.5	5.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,105	—	1,971,127	3,501,000	57,361	5,906,277	90.1	232,651	283,256	65,249	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,666	205,554	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,768,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,142	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	29	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,855	188,121	6	112
31 May, 59	37.0	—	.....	—	---	---	-----	Somerset and Kennebec	783,763	*	—	169,200	656,600	-----	-----	37.0	-----	55,403	29,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	806,070	31,231,011	286.5	-----	3,922,203	2,305,788	6	117
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,282	261.0	1,012,096	2,307,448	620,581	—	59½
								MASSACHUSETTS.													
30 Nov. '62	26.7	1.8	48.6	—	22	40	616	Boston and Lowell	2,245,248	183,045	—	1,830,000	440,000	5,629	2,275,629	70.9	372,953	503,718	167,051	7	120
30 Nov. '62	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,587	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	135
30 Nov. '62	47.0	7.0	32.5	—	28	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.5	428,301	853,727	297,729	8	147
30 Nov. '62	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	457,416	100,000	4,500,000	—	—	4,500,000	85.6	573,514	1,202,654	488,357	9	146
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	150,058	69,191	6	70
30 Nov. '62	50.0	2.4	9.6	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	111
30 Nov. '62	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	284,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	106½
30 Nov. '62	50.2	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	380,149	—	3,540,000	—	—	3,874,607	93.4	389,738	732,262	328,943	6	124
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	-----	21,780	21,276	6	—
30 Nov. '62	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	96,634	—	600,000	—	—	704,338	71.0	167,154	223,794	59,077	8	126
30 Nov. '62	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	286,000	—	785,500	36.7	41,996	164,207	54,797	6	87½
30 Nov. '62	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,566	33.0	67,883	53,238	.....	—	14½
30 Nov. '62	79.5	7.3	26.5	—	25	61	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,008	411,544	6	127
30 Nov. '63	43.4	1.0	14.9	—	13	16	308	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,566	220,900	1,386	471,592	—	-----	17,620	17,262	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	110½
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	-----	—	—	—	40½
30 Nov. '63	60.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,321,695	77.3	112,504	271,815	140,136	—	43
30 Nov. '63	156.1	17.3	128.6	—	75	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	14,746,604	218.0	1,275,929	2,439,838	1,232,831	9	162½
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester and Nashua	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	142,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,586	93.5	-----	247,279	124,406	—	62½
30 Nov. '63	68.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	695,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	54.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.5	-----	470,078	125,286	7	66½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Concord and Lawrence	1,065,245	—	—	1,000,000	12,300	33,304	-----	ope	r. by C'd	—	83,524	7	121
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	-----	52.7	-----	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	-----	366,846	154,718	4	90
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	500,000	780,000	277,210	-----	24.7	-----	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	---	---	-----	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	-----	259,921	113,533	—	—
31 Dec. '62	63.9	32.3	.....	8.0	---	---	-----	Camden and Amboy	6,070,233	*	3,971,080	5,000,200	8,620,181	—	-----	124.2	-----	3,040,148	1,728,548	10	191
31 Dec. '62	60.2	—	.....	—	---	---	-----	Camden and Atlantic	1,837,386	*	—	1,000,558	1,037,376	117,095	2,155,024	60.2	-----	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,650	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	58.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,786,710	53.0	147,000	226,448	101,520	7	-----
31 Dec. '63	33.8	—	.....	—	---	---	-----	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,400	400,017	5,739,574	33.8	-----	1,756,600	694,914	10	-----
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,860	204,200	77,798	438,708	21.2	-----	90,618	29,592	—	165
31 Dec '62	-----	-----	-----	-----	---	---	-----	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	24,242	—	25
31 Dec '62	24.0	—	.....	—	---	---	-----	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	-----	279,889	154,908	6½	110
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,954	*	—	581,595	212,500	31,743	821,954	—	82,936	90,127	43,622	—	—
								NEW YORK.													
30 Sep. '62	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,057	—	-----	—	—	—	-----
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	905,996	1,587,665	—	2,587,725	48.9	-----	329,725	176,095	—	-----
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	5,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,299,938	576,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	895,428	1,601,944	635,584	10	-----
31 Dec. '63	460.0	97.0	320.0	—	243	109	8,897	Erie	39,404,648	*	266,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,657	10,469,481	3,511,414	7½	114½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	139½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	-----	100.5	242,062	360,431	52,250	6	47
30 Sep. '63	297.8	258.1	400.0	—	239	256	4,424	New York Central	27,093,991	5,646,077	791,985	24,209,000	18,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	3,994,999	7	134½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	161.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,863	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	304,000	22,667	823,480	35.1	70,885	162,757	83,069	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	128	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	-----
30 Sep. '63	189.6	48.5	18.2	—	2.	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,619,800	1,784,400	60,571	3,459,880	238.1	265,663	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,586	—	600,000	376,000	—	902,207	61.3	110,055	187,551	51,385	—	-----
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	-----
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	134,908	—	-----
30 Sep. '63	54.9	—	3.5	—	11	15	156	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	-----
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	---	---	-----	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	-----	103,965	35,372	—	-----
-- -- '58	223.0	—	.....	—	---	---	-----	North Carolina	4,235,000	*	—	4,000,000	—	—	-----	223.0	-----	—	—	—	-----
-- -- '59	97.0	—	.....	—	---	---	-----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	-----	97.0	-----	206,917	108,541	—	-----
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	297,900	1,130,470	1,045,000	51,200	2,934,509	171.9	-----	469,456	219,658	—	-----
30 Sep. '59	161.9	—	.....	—	24	52	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,218	721,055	102,391	3,114,964	171.0	323,089	477,554	235,201	8	-----
15 Mar. '60	81.0	5.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	220,212	—	70,880	294,072	—	-----	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	-----	154,600	78,927	—	-----
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	-----	541,150	234,235	—	-----
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,810,432	141.0	-----	699,716	220,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,962,156	490,086	113,147	2,500,000	1,034,000	—	4,496,266	202.0	-----	1,083,728	495,591	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,632,000	328,973	-----	131.8	804,168	190,745	19,180	—	-----
31 Dec. '62	135.4	55.8	.....	29	32	64	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	75,010	5,000,000	510,000	—	6,464,150	191.2	926,628	1,724,917	1,063,657	20	168
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,557	2,917,322	67.0	248,387	575,209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,000,000	1,268,000	—	5,108,000	96.7	562,296	2,066,623	1,208,785	23	-----
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,529	8,251,846	203.5	-----	1,436,817	552,809	—	112½
31 May '65	109.1	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,925	3,326,800	3,687,500	—	7,810,858	168.6	663,371	1,361,537	747,562	—	144
31 Dec. '58	61.4	—	.....	53.0	5	8	90	Clev., Zanesville and Cincin.	1,574,603	*	—	599,673	575,250	632,466	-----	61.5	76,120	88,128	19,763	—	-----
31 Dec. '58	72.0	—	.....	31.0	6	9	108	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	-----	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,480,300	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,583	15	-----
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	-----	142.0	-----	703,239	311,256	—	15
30 Nov. '62	83.5	—	37.6	—	25	22	437	Little Miami	2,844,158	492,979	442,283	2,981,297	1,400,000	—	4,879,506	156.0	845,882	1,632,488	669,649	15	140
30 Jun. '63	173.8	30.6	18.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	58,095	11,164,820	230.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,960	9,876,000	4,343,042	20,540,420	192.3	-----	829,932	119,022	—	1½
31 Aug. '58	113.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,738	2,400,000	466,215	-----	125.0	-----	—	—	—	-----
30 Jun. '63	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,086,908	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,325	599,850	116,290	—	-----
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	545,770	1,313,800	105,610	2,006,237	126.0	214,404	259,396	82,068	—	-----
31 Dec '63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,995,536	*	28,688	3,214,774	6,551,320	38,272	10,152,632	250.0	1,279,950	1,439,796	540,921	—	69½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '62	25.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,703,506	3,856,000	——	5,634,039	100.0	——	360,215	171,286	——	——
31 Oc.. '62	24.5	——	24.9	——	19	3	1,303	Beaver Meadow	1,064,230	400,560	——	1,983,900	1,000	——	1,984,900	24.5	247,080	583,219	342,661	22½	107
30 Sep. '62	55.0	——	6.0	——	——	11	359	Catawissa	3,634,000	*	——	3,500,000	284,000	3,968,380	3,852,380	146.0	——	328,613	308,567	31,466	20
31 Oct. '62	52.0	——	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	——	956,900	270,000	16,481	1,243,381	152.0	——	165,712	276,338	118,193	8	——
31 Oct. '62	110.7	2.8	47.2	——	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	——	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,142	9	240
31 Oct. '62	55.8	1.1	5.2	——	7	4	65	East Pennsylvania	1,161,430	104,941	——	604,190	598,400	——	1,212,590	36.9	151,820	238,243	150,162	——	——
31 Dec. '62	78.0	——	8.5	——	16	7	647	Elmira and Williamsport	2,083,607	*	——	1,000,000	1,000,000	Lens'd to	Northn Cen.	——	198,907	334,790	110,362	——	35
31 Oct. '62	18.6	——	4.6	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.6	144,871	423,358	189,266	10	——
31 Oct. '62	36.9	15.6	17.0	——	——	——	——	Harrisburg and Lancaster	1,882,560	*	——	1,182,560	700,000	——	1,882,550	55.5	oper. by	Penn.	R.R.Co	7	77½
31 Oct. '62	32.0	——	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	——	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,647	4,163	——	——
31 Oct. '62	31.3	14.5	10.5	——	14	2	100	Huntingdon and Broad Top	1,927,246	*	——	622,346	1,325,992	228,090	2,174,427	54.0	143,578	259,629	101,570	——	35
31 Dec. '62	80.0	——	17.0	——	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	——	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	248,538	——	——
31 Oct. '62	46.0	34.0	22.0	——	29	12	1,209	Lehigh Valley	3,622,008	869,222	——	2,297,250	1,465,000	58,127	3,820,377	68.0	886,844	1,320,058	774,074	10	125
31 Oct. '62	28.5	5.5	8.0	——	10	——	61	Little Schuylkill	1,371,868	*	——	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	49½
31 Oct. '62	24.6	106.0	53.3	——	51	——	51	Mine Hill and Schuylk. Haven	3,311 613	*	——	4,132,935	——	——	4 132,935	130.0	319.162	363,367	89,991	8	64
30 Nov. '62	55.6	13.2	10.5	——	17	27	613	North Pennsylvania	5,486,709	404,764	——	3,147,750	3,104,287	——	6,252,037	68.8	274 930	511,986	278,391	——	33
31 Dec. '62	309.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,048,814	3,643,484	2,883,457	13,430,250	16,969,124	——	35,245,068	356.9	5,211,202	1,891,413	5,111,415	——	74
31 Oct. '62	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	——	1,267,200	405,500	——	1,672,200	24.0	244,425	332,490	179,566	9	61
31 Oct. '62	230.0	——	21.5	58.0	3	5	530	Phila. and (Sunbury) Erie	——	——	——	5,010 944	8,528,000	80,151	13,619,096	230.0	428,750	699,500	193,486	7½	33½
30 Nov. '62	147.4	5.5	187.8	——	160	67	8,430	Philadelphia and Reading	21,974,422	3,765,774	629,348	13,211,228	10,667,328	——	26,618,828	356 0	2,721,689	6,252,902	3,706,900	7	69½
31 Oct. '62	25.2	——	1.9	——	——	——	——	Philadelphia and Trenton	6 3,882	——	——	999,200	250,000	——	1,249,200	28.2	187,074	644,050	358,648	10	168½
31 Oct. '62	25.9	——	51.4	——	56	58	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,480,000	1,017,500	——	8,477,500	200 5	647,029	2,640,248	1,602,119	10	75
31 Dec. '62	59.5	——	6.4	86.5	11	10	81	Pittsburg and Connellsville	2,084,387	124,432	——	1,767,373	1,500,000	82,530	3,565,629	72.0	209,746	215,587	105,356	9	12
31 Dec. '62	468.8	——	72.8	——	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,935,173	——	19,932,741	468.3	3,472,914	5,152,934	2,106,623	——	112½
31 Dec. '62	28.0	——	6.2	——	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lease'd to	Northn Cen	——	40,476	144,728	87,112	10	40
31 Oct. '62	22.6	——	3.1	——	5	4	196	Tioga	730,967	106,553	——	367,300	396,500	68,206	832,009	22.6	75,358	126,693	79,976	7	45
								RHODE ISLAND.													
31 Aug. '62	50.0	——	2.0	——	12	17	193	N. Y., Providence and Boston	2,158,000	*	——	1,500,000	256,800	——	——	62.0	297,700	415,309	199,158	6	120
30 Nov. '62	13.6	——	0.5	——	4	5	7	Providence, Warren & Bristol	424,943	13,299	——	437,017	8,500	——	——	13.6	23,954	26,594	6,739	——	——
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	——	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	109.6	——	——	——	15	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,263	151,536	6	——
1 Jan. '59	145.2	21.3	——	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,006	1,145,000	345,546	——	164.5	——	341,190	125,871	——	——
28 Feb. '59	102.0	——	——	——	——	——	——	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	——	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	——	——	62	59	790	South Carolina	——	——	——	——	2,643,833	——	——	——	——	1,499,636	701,943	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	——	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	——	29,987	19,187	——	——
1859	50.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,466	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	186,264	——	536,654	1,902,000	390,407	——	130.3	150,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	678,069	129,564	3,809,949	2,659,000	280,112	7,627,707	291.0	——	1,636,096	873,597	——	——
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	670,000	1,361,000	146,000	——	——	——	——	——	——	——
1859	109.0	——	30.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	708,285	554,349	319,518	——	59.4	69,870	177,256	99,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	27,769	——	47.4	54,175	83,129	44,666	——	——
1859	34.7	——	7.0	——	12	2	81	McMinnville and Manchester	863,507	50,816	——	144,894	400,000	5,000	——	34.2	30,005	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	310	Nashville and Chattanooga	3,022,382	*	——	2,055,544	1,731,000	——	——	189.0	——	734,118	237,384	6	——
1859	——	——	——	——	——	——	——	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	——
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	800,000	204,544	——	45.8	57,950	127,953	87,243	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,962	413,000	408,477	——	30.0	——	1,248	——	——	——
								TEXAS, (*all aided by State*).													
— — '58	32.0	——	——	158.0	——	——	——	Buffalo Bayou, Braz. & Col'r'do	——	——	——	——	——	——	——	32.0	——	——	——	——	——
— — '58	56.0	——	——	184.0	——	——	——	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	56.0	——	——	——	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	275 000	240,000	171,563	——	50.0	31,300	32,670	——	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	976,000	369,000	——	70.0	102,200	282,846	108,568	——	——
— — '59	25.0	——	——	110.0	——	——	——	San Antonio & Mexican Gulf.	——	——	——	——	——	——	——	25.0	——	——	——	——	——
								VERMONT.													
31 Aug. '62	116.3	——	6.6	——	8	12	196	Connect. & Passumpsic Rivers	1,783,542	195,647	——	1,230,400	800,000	——	——	90.7	99,629	208,987	——	——	68
31 Aug. '62	119.6	——	15.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	826,219	6,386,166	119.6	449,351	423,027	112,163	——	——
31 Aug. '62	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	——	——	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May, '62	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,290	941 045	202,587	——	1½
31 May, '62	47.9	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	——	1,687,500	ope	r. by Vt.	Central	——	8	114
30 Jun. '62	23.7	——	0.9	——	4	6	80	Vermont Valley	1,212,274	89,612	——	516,164	793,200	——	1,301,886	23.7	48,996	61,267	26,451	——	——
30 Jun. '62	59.0	5.5	5.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	——	——	ope	r.b.Troy	& Bost.	58,852	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.0	5.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,780	——	113.7	703,034	156,502	43,062	——	——
30 Sep. '59	79.2	——	4.5	——	5	2	75	Norfolk and Petersburg	2,006,573	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '59	103.5	——	——	——	5	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	——	——	103.5	345,427	245,004	Loss	——	18
30 Sep. '60	88.5	68.4	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,655	2,517,500	590,056	——	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	——	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,342	4,745,256	123.4	——	410,166	201,244	——	——
30 Sep. '59	59 2	21.3	——	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326,554	213,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	543,950	96,828	——	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	138	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	28,853	——	43.6	1,068,064	163,752	79,585	6	80
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	80.0	——	——	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,633,648	80.0	——	245,446	121,063	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,904,259	536,475	2,400	3,452,813	3,286,000	571,958	10,233,271	244.9	480,193	740,489	347,957	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	——	55.0	——	——	——	——	——
31 Dec. '61	190.9	——	24.9	27.8	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	——
31 Dec. '62	121.5	42.5	28.3	——	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,454,000	221,282	7,978,841	234.4	——	1,163,734	414,741	——	71
10 May, '62	104.0	——	——	——	8	11	375	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,602,471	142.0	364,231	344,769	83,329	——	——
								CANADA.													
31 Jan. '63	161.0	——	——	——	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	——	236,796	67,652	——	——
31 Dec. '62	49.0	——	——	——	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	——	242,798	117,842	——	15
30 Jun. '63	1,096	107.0	——	78.0	204	150	2,299	Grand Trunk	77,210,345	*	——	15,125,430	54,750,510	7,336,405	77,210,345	1,096	——	4,368,510	1,154,885	——	——
31 July, '59	229.0	115.5	63.0	——	92	126	1,589	Great Western	23,933,750	*	1,250,000	16,802,746	9,281,435	——	26,084,180	357.0	——	3,011,860	1,649,510	1½	——
31 Dec. '62	95.6	1.6	——	——	17	20	237	Northern (O. S. & H.)	——	——	——	——	——	——	——	95.6	——	——	——	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.5	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108 0	160,421	107,640	20,000	——	——
1 July, '63	60.0	——	——	——	——	——	——	New Brunswick and Canada	1,402,748	102,295	——	1,280,000	13,100	136,000	1,709,232	60 0	——	122,555	36,670	——	——
								NOVA SCOTIA.													
Dec. '62	61.6	35.5	——	——	20	18	180	Nova Scotia	4,273,401	*	——	4,273,261	——	——	4,273,261	92.0	158,416	122,107	57,181	——	——
								NEW GRANADA.													
31 Dec. '62	48.7	——	——	——	11	22	120	Panama	5,000,000	*	515,558	5,000,000	3,275,000	——	10,765,735	48.7	——	1,743,294	1,013,444	13	325

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	800,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	41
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	58½
Chicago & Alton (preferred)	2,422,596	7	3½	97
Chicago & Northwestern (pref.)	2,400,000	7	1¾	88
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	----
" " " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,967,614	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	—	53
Erie (preferred)	8,535,700	7	7	112½
Hannibal & St. Joseph (preferred)	5,309,528	7	—	60
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	103½
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	74
" " (2d pref.)	3,424,169	7	—	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	142½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	117
" " " (2d pref.)	1,014,000	7	7	90
Milwaukie & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	112½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	98
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	78
Toledo & Wabash (preferred)	982,900	7	7	77
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson: 1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan: *See* Camden & Amb. RR.	--	--	----	----	----
Erie and Penn.: 1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	2,786,682	6	M. & S.	1870	115½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1853	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	455,500	6	A. & O.	1876	109½
2d Mortgage	294,750	6	----	----	104
North Branch: 1st Mortgage	500,000	6	M. & N.	1876	88
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	103
2d Mortgage	3,980,670	6	J. & J.	1882	95½
Improvement	568,500	6	M. & N.	1876	95
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	963,000	6	" "	1878	68
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.) 1st Mortgage	2,500,000	6	M. & N.	1885	24½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley: 1st Mortgage	750,000	6	J. & J.	1878	106½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	42
Delaware and Hudson	100	7,500,000	7	238
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,479,950	6	80½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	3½	90
" (preferred)	100	1,175,000	10	140
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	29½
" " (preferred)	50	2,722,607	—	40½
Susquehanna and Tide Water	50	2,048,200	—	20½
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	155
Wyoming Valley	100	500,000	6	82

Wholesale Price Current.

To the Duties as attached to the articles noted below, 50 per cent. additional must be added, to be collected for Sixty Days from and including April 30.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, $17 to $25; Railroad, $13 50; Boiler Plate, Band, Hoop and Slit, $25; Pig, $6 per ton; Polished Sheet, 2½ cents per lb.

Pig, Scotch, No. 1 (cash) per ton 70 @ 72 50
Pig, American, No. 1 62 @ 63 —
Bar, Swedes, assorted sizes (in gold) — @ —
Bar, English, Refined @200 —
Bar, English, common @190 —
Sheet, Russia per lb. — @ —
Sheet, English, Single, Double and Treble — 9 @ — 11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 1¼ cents; over 7 cents and not above 11, 2½ cents per lb.

English, Cast per lb. — 26 @ — 42
English Spring — 16 @ — 20
English Blister — 25½ @ — 31
American, Blister — 14 @ — 15
American, Cast, Hammered — 25 @ — 30
American, Cast, Rolled — 15 @ — 22
American Spring — 16 @ — 19
German — 15 @ — 23
Milan (in bond) — @ —

COPPER—Duty: Pig, Bar and Ingot, 2; old Copper, 1½ cents per lb.; Manufactured, 30 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New (suits) per lb. — @ — 60
Sheathing, &c. Old (cash) — @ — 40
Sheathing, Yellow — @ — 44
Pig, Chile — @ — —
Bolts — @ — 60
Braziers' — @ — 60
American Ingot (cash) — 46½@ — 50

LEAD—Duty: Pig, $1 50 per 100 lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — @ — —
Spanish 14 50 @ 14 75
German Refined 14 50 @ 14 75
English 14 50 @ 14 75
Bar per lb. — @ — 18
Pipe and Sheet — @ — 19

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val. Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca per lb. — @ — 70
Straits — 61 @ — —
English — 60 @ — —
Plates, Charcoal I. C per box. — @ 25 —
Plates, I. C. Coke — 21 @ 23 —
Terne, Coke — @ 19 —
Terne, Charcoal — 22 @ 23 —

NAILS—Duty: Cut, 1½; Wrought 2½; Horse Shoe 4½ cents per lb.

Cut, 4d. @6d (cash) per 100 lb. 7½ @ — —
Clinch (cash) 8½ 8 @ 9 —
Horse Shoe, Forged (cash) per lb. — 35 @ — 41
Wrought, English (cash) — @ —

INDIA RUBBER—Duty: 10 per cent. ad val.

Para, Fine per lb. — 95 @ 1 00
Para, Coarse and Medium — 55 @ — 90
East India — @ —
Carthagena, &c — 50 @ — 55
Guayaquil — 40 @ —

PETROLEUM—Duty: Refined, 10 cents per gallon.

Crude, 40@47 gravity — 47 @ — 48
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 88 @ — 90
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 76½@ — 77½
Naptha, Refined, (60@63 gravity) — 36½@ — 39

SPELTER—Duty: In Pigs, Bars and Plates, $1 25 per 100 lbs.; Sheets, 2 cents per lb.

Plates, Foreign (cash) per lb. — 15½@ — 15½

ZINC—Duty: Pig or Block, $1 25 per 100 lb.; Sheet, 2 cents per lb.

Sheet per lb. — 25 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Th 23.	F 24.	Sat 25.	M 27.	Tu 28.	W 29.
American Coal Co. 100	100	----	----	----	100	----
Buffalo, N. Y. & E., 1M	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co. 40	40½	39½	41	40	39½	
Central Am. Transit 37	37	----	36	----	----	
Chicago & Alton	----	95	----	----	----	
" " pref.	----	----	----	----	----	
" " 1 M.	----	----	111	112	----	
" Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q. 129½	129	----	----	132	131½	
" " " 8 p.c.	----	----	131½	133	----	
Chic. & Northwest'n 53½	53	54	54½	52¾	52½	
" " pref. 90	89	89	90	89½	88½	
" " 1st M. 103	104	----	----	103	103½	
" " 2d M.	----	----	----	----	----	
" " S. F. 110½	----	----	----	111	----	
" " A. B.	----	----	----	----	----	
" " I. B. 102	102	101	----	----	----	
Chicago & Rock Isl. 114½	114	115½	116	114½	113½	
" " 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	----	168	168	----	----	
Clev. and Pittsburg 113	112¾	114½	114½	113⅝	112½	
" " 1 M.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M. 92	----	----	----	----	----	
Clev. and Toledo 145½	145	----	146	----	144	
" " S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref. 71½	71	72½	73½	70½	70	
Del. & Hudson Canal 245	----	240	240	----	238	
Del., Lack. & West	----	----	----	----	----	
" " 1M. 8 p.c. '71-5	----	----	----	----	----	
" " 2M. 8 p.c. '81	----	----	----	119	----	
Erie 114	114½	114⅝	117	116	114½	
" pref. 111½	112¾	111½	112½	112½	112½	
" 1 M. 7 p.c. '67	----	112	----	----	----	
" 2 M. 7 p.c. '79 125	----	----	----	----	----	
" 3 M. 7 p.c. '83	----	123	----	----	----	
" 4 M. 7 p.c. '80	----	----	----	----	----	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Galena and Chicago	----	----	----	----	----	
" 1M. 7 p.c. '63	----	----	----	----	----	
" 2M. 7 p.c. '75	----	----	----	----	----	
" 1M. Ex. '82	----	----	----	----	----	
Hann. & St. Joseph	----	----	----	----	----	
" " pref.	----	----	60	----	----	
" " bonds	----	----	----	----	----	
Hudson River 140½	141½	140½	141½	141	139½	
" scrip	----	----	----	----	----	
" 1M. 7 p.c. '69	----	----	----	----	----	
" 2M. S.F. 122½	----	----	----	124	----	
" 3M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central scrip 130	130	131½	131¼	131½	131	
" full stock	129	----	----	----	----	
" Can. bd. sc.	----	----	----	----	----	
" bonds	121	----	----	----	----	
Marietta & Cin. 1st pref. 74	76	----	----	----	74	
" " 2d "	----	----	----	----	----	
Mariposa Mining Co. 51	50½	54	54½	54	51	
Michigan Central 150	140x	140½	140½	140½	138½	
" SF. 8 p.c. '82	----	----	----	----	----	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I. 96	96	98	97½	95½	95½	
" " guar'd. 142	----	----	142	142½	----	
" " 1M. S.F.	----	----	115	----	----	
" " 2 M.	104	104	----	----	104	
Mil. and P. du Chien 67½	----	69½	69½	----	71	
" " 1st pref.	----	117	----	----	----	
" " 2d pref.	----	----	----	----	90	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L.G. bonds 64	----	65	----	----	----	
Missouri 6s 68	68½	----	----	67½	68	
" ins. to H. & St. J. R.	93	----	----	----	93	
" " Pacific	76	76	76	----	75½	
New York Central 132½	134	133½	135	134½	134½	
" " 7s, 1865	----	----	----	----	----	
" " 7s, S.F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S.F. '83	----	113	----	----	----	
" " 6s, S.F. '87	----	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" "pref."	----	----	----	----	----	
" 1M. 7 p.c. '73	----	----	----	----	----	
" 2M. 7 p.c. '64	----	----	----	----	----	
" 3M. 7 p.c. '67	----	----	----	----	----	
Ohio & Miss. cer. 54½	53	53	54	53½	52½	
Pacific Mail S.S. Co. 270	----	----	----	----	----	
Panama	----	265	----	----	----	
Penn'a Coal Co. 216	----	213	----	216	213	
Phila. and Reading 140½	140½	141	141½	141½	139½	
Pitts. Ft. W. & Chicago 114	----	----	116	114½	112½	
" " 1M.	120½	120½	----	----	----	
" " 2M.	112	----	----	----	----	
" " 3M.	----	----	----	----	----	
Quicksilver Mining Co. 74	73½	74½	75	74	76	
St. L., Alton & T. H.	62	----	----	----	----	
" " pref.	----	----	----	----	77½	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	----	----	----	----	
" Inc. b'ds	85	----	----	----	----	
Tennessee 6s, 1890 55½	----	----	----	----	----	
Toledo & Wabash 69	----	----	69½	69	----	
" " Pref.	----	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 1M. ex. 105	----	----	102	----	----	
" " 2M.	87	----	----	----	----	
" " Int. b'ds.	----	----	----	----	----	
Virginia 6s	----	----	----	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	105¾	----	----	104¾	103¾	
U. S. 6s, 1881, coup.	112¾	112	----	----	112	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " Ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	120	----	120	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	96¾	----	96¾	96⅝	95	95¾
U. S. 6s, 5-20s, coupon	105¾	105¾	104½	104	104	
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, Feb. & Aug.	106	----	----	----	----	106
" " Apl & Oct.	106¾	----	106¾	105¾	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 28.

	W. 22.	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.
Beaver Meadow	105	107	----	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	42¼	41¾	42	41¾	----	41
Camden & Amboy	190	----	----	191	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	106	----	----	----	----	106¾
" " 6s, '82	106¾	----	----	----	----	----
" " 6s, '89	106¾	106¾	----	106¾	----	----
" mort. 6s, '89	111¾	112	----	112	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	43¼	----	43¼	----	43	----
Elmira & Williamsport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	75	76	----	----	80	----
" 6s	----	----	114	114	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	116	----
Little Schuylkill R. R.	49¾	----	----	----	49¾	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	65	65	----	65	64	----
Morris Canal	----	----	90	90	----	----
" " pref.	139¼	----	----	----	----	----
" " 6s '76	----	----	109	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	100¾	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	60¾	61	60¾	----	59¾	
Pennsylvania R. R.	72	73¼	73¾	73¼	73¾	74
" 1st m.	118¼	118¾	----	----	----	----
" 2d m.	----	----	115	----	115	----
Penn. State, 5s	101	----	101	101	----	----
" " 6s, coupon	----	----	----	----	103¾	103¾
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	103¾	----	----	----	----	----
" " new.	106	106¾	106¾	106¼	106¾	106¾
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	72¾	69¾	69¾	70¾	70¾	70¾
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	34¾	----	34	33	----	33¾
" " 6s.	108¾	109¾	----	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	41¾	----	----	40¾	40¾	40¾
" " 6s '82	----	95¾	95¾	95¾	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s.	----	----	----	----	----	----
Susq. Canal	22¾	----	----	----	21	21
" " 6s '78	60	----	60	68¾	----	68
" " scrip	----	----	----	----	----	----
Union Canal, pref.	3¾	----	----	----	----	----
" " 6s '53	----	----	25¾	26	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	61	61¾	----	61¼	----	----
" " bonds	----	106	----	106	----	----
Arch street, (Horse)	----	----	22¾	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	12	12	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	45	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 28.

	W. 22.	Th. 23.	F. 24	Sat. 25.	M. 27.	Tu. 28.
Baltimore City 6s, 1875	----	----	113¾	----	116	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	116¾
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	116¼	----	115¾	----	----	----
" " " '80	115¾	----	----	115¾	----	----
" " " '85	115	----	115	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	134¼	----	----	135	----	
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	66¼	----	----	----	----	----
Connecticut River	----	----	----	111	----	----
Eastern, Mass.	105	105	105	105	105¼	105¼
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	124
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	89	----	----	----	90	----
Old Colony and Fall R.	126¼	127	----	----	----	----
Ph., Wil. & Baltimore	74⅞	75	75	75	75	----
Portl'd, Saco & Ports.	----	----	112	----	----	----
Vermont & Canada	----	----	----	----	----	114
Vermont & Mass.	----	42	----	----	43	----
Western	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	61
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	63¾	----	----	----	62¼
Middlesex "	80	80	80	----	----	80
Central Mining Co.	----	----	----	65	----	----
Franklin "	50¾	52	----	----	52¼	52¼
Isle Royale "	20	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	39	----	40	40¼
Pewabic "	64	66	65¾	65¼	66¼	67
Pittsburg "	----	----	----	----	----	----
Quincy "	----	96	93¼	----	95	----
Rockland "	----	13¼	----	----	----	13

London Stock Exchange.

The following were the closing prices for American Securities on the 15th of June:

Maryland 6s	57	to	60
United States 6s, 1881	56	"	60
Do. 5s, 1874	54	"	56
Virginia State 5s	45	"	48
Do. 6 per cent.	52	"	54
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., Pennsylvania do. do.	72	"	74
Erie shares, $100 (all paid)	52	"	54
Do., 7s, preference	50	"	55
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1859	55	"	60
Do., 7s, 3d mort., 1883	53	"	60
Do., 7s, 4th mort.	50	"	55
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	58	"	62
Do. do. $100 shares, $90 paid, dis.	35	"	38
Do. do. $100 shares, all paid.	59	"	61
Marietta and Cincinnati Railroad Bonds.	72	"	74
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do, do. do. $100 shares.			
New York Central 6s, S. F., 1883	52	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	60	"	65
Do. do. $100 shares	63	"	65
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	55	"	60
Do. 2d mort., 6s, do.	54	"	56
Do. $50 shares	30	"	35
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, July 2, 1864.

Stock Exchange and Money Market.

Our remarks on the subject of bank inflation have as we are glad to notice, attracted the attention and comment of our cotemporaries of the Press. And there is no subject just now which better deserves them, for if we ever hope to get back to a specie basis, the banks of the country must stop their excessive discounts and withdraw, or be made to withdraw their excessive circulation. Inflation is due to both these causes. It is to be remembered that there is an essential difference between the operations of the Government and those of the banks. The former issues its promises to pay for real value received, for a good consideration, the very best it is possible to offer, viz., the maintenance of the Union, the constitution, the integrity and nationality of the republic, and to destroy the rebellion, wicked and bloody which has endangered its existence. The banks on the contrary, are engaged solely in the business of making money, and if they exchange their promises to pay for the promises to pay of their customers, it is but paper for paper, and with a certain amount of risk as they often find out from experience. Their profit arises in loaning their deposits and their own notes, whenever they can do so, and in keeping them out. Expansion is their business, their advantage and success; and when by a suspension of specie payments they escape the responsibility of redemption, and the penalties of non-redemption, it is a state of things which affords them the largest profits, and an almost entire mastery over the currency, as well as all the financial operations of manufactures and commerce.

The intervention of a National currency, which in such times as these is next best to the gold and silver which have become commodities, like diamonds, as being too scarce and too much in demand to pass from hand to hand as money of circulation, has changed the position of the State banks, and imposed upon them the obligation of redeeming their issues in legal tenders, but even this redemption is scarcely attempted. The institutions most clamorous against Government inflation can neither redeem their issues in gold and silver, or legal tenders, and resort to all sorts of shifts and expedients to meet their balances, both at the clearing house and with their customers.

That these banks are not acting loyally to the country is evident. Even in this city where the elder institutions under the lead of some very honest but not all very sagacious managers have attempted to drive all money out of use but their own unredeemed if not irredeemable issues; the business of inflation goes on. The weekly averages on the 25th of June, of our associated banks show what a week's business had been. The specie in their vaults during the week had decreased $915,393. The whole amount of specie on hand was $16,270,000 less than it was on the same day a year ago, it then being $38,271,202, while the circulation was only one million less than it was then, with that large amount of specie on hand. The circulation of these city banks when they had over 38 millions of coin to meet it, was $6,004,177, and now when they have but $22,016,291 on hand, their circulation has only been reduced about $954,720! Notwithstanding, the operations for the week ending June 25th, show that though the specie had decreased nearly a million, and the deposits had decreased $10,672,782, the loans had increased by $1,808,439. We really think that the inconsistency which these bankers display, lessens the confidence we might otherwise place in their opinions. We repeat it therefore, that if we wish to repress any further inflation of paper, the banks must be taken in hand, and compelled by popular sentiment, if not by law, to keep within proper bounds.

We notice that our remarks on the condition of the banks of Pittsburg, drew forth a reply from the President of the Merchants' and Manufacturers'. This statement, while it corrected the amount of circulation as stated in many journals, showed a condition of affairs by no means brilliant; a circulation of nearly twelve hundred thousand dollars on a capital of six hundred thousand, and only about one hundred and sixty thousand dollars of specie in its vaults. Its whole

surplus, if every dollar of assets was realized, would only be about $180,000, while if the assets in Government securities which it put forth ostentatiously, were converted into gold at their present rate, the bank alluded to would be unable even to repay its capital to its stockholders by many hundred thousands of dollars. As long as no redemption either in money or legal tenders can be enforced upon the local banks, so long will they run riot with their circulation, offering it to the most daring speculators, rather than to the most conservative dealers; if not frequently operating in stocks and gold for their own account, or that of their officers; as we have known some banks in the country to do in former years of excitement and speculation.

The operations of the Treasury are understood to be of an important but conservative character. Mr. Chase is steadily pursuing his policy of contraction, though he does not seem to be followed in it by the banks. When the day comes that the popular currency of greenbacks disappears, and we are driven to the use of the fifteen hundred different kinds of local bank notes, the value of which no one but a skilful broker ever knows, we shall learn the difference to our cost and discomfort. We believe that if the local bank notes were to disappear to-day from the public eye, that the present Government issues of legal tenders could be maintained in circulation at the par of gold without much difficulty. They would then be no more than 5 per cent. of the census value of the real and personal property of the country as it was in 1860, and which has in the past four years increased over 50 per cent., strange and unexpected as the statement may appear.

Mr. Chase has concluded to offer the remainder of the new loan, about 33 millions to bidders, at 104 and upwards. There is a certain class of newspaper people who have unfortunately the control of presses, who are nothing if they are not critical: whose business is to pull down, never to build up; architects of ruin only, who travel on a path which is lighted by the torches which they seize from the conflagration of the National edifice. "The course," say these men, "the course of Mr. Chase tends to weaken confidence;" a most unfair and untrue assertion. What loss of confidence is there when he has negotiated twelve hundred millions of loans, at a time, and during a period when no European Government could possibly have raised so much money for themselves, and when our Government currency is sought for in preference to all others; when it is so scarce that the banks are unable to pay their depositors in it, and when it is almost constantly at a premium when required in large sums. It is idle to talk of a want of confidence when such facts as these are observable by the poorest vision. Nor is he to be blamed for the varieties of the securities he has offered to capitalists. No one supposed the war would have lasted as long as it has; nor would it, if it had been more ably conducted. When the Secretary of State again and again said, and no doubt believed what he said, that the contest would end in sixty days, Mr. Chase could not foresee how much money would be required for its expenditures.

If he had proposed a loan at the start of fifteen hundred millions, there would have been a general outcry from the timid and the disloyal, and it could not have been obtained, so disproportioned was the sum to the probabilities and necessities of the hour. He was forced both by circumstances and by economical foresight to adjust his loans to the demands of the day. All Governments have to do the same thing. That of Great Britain has always adopted the same course of conduct. The grumblers at Mr. Chase's variety of securities must know or at least ought to know that British securities are quite as numerous in form and tenor as ours. They consist of three per cents, three and a half per cents, four per cents, five per cents, perpetual annuities, terminable annuities Consols (or a consolidation of annuities,) Exchequer bills, and the unfunded debt, and are by no means as simple in their arrangement as our own. More than this we have never defaulted in the payment of the interest of our debt in gold at any time and the British Government has. How absurdly and how ignorantly then do these fault finders talk of our securities! Congress has just provided further means for the Treasury when the present loans are exhausted, by authorising a new one for four hundred millions two hundred of which if we understand the bill, may be 7-30's with interest in currency, not legal tenders. So also provision has been made for a further levy of soldiers, to fill up our ranks and to continue the contest till victory and and union crown our efforts. For this is the temper and this the determination of the twenty four millions of loyal people, who will not consent that three millions of infuriated confederates shall destroy their cherished institutions. This is now the final issue, and it must be met. The men who advocate a disgraceful peace are the worst enemies of the American people.

The gold market has been rampant, as will appear from our quotations. Those in want of gold are in no way hindered from buying it by the new law, but those who are gambling in it, are. It is a curious subject for reflection, what do the sellers of gold do with the greenbacks or local currency, which they have been receiving within the last few days at the rate of 240 or 50 per dollar in gold. What do they with the currency they receive on their own terms? It must be put to some use, but how it is used no one seems to know, unless it is sent to the confederates to support the rebellion, and where it is by comparison almost as good as gold. We are unable to trace the operations of the parties alluded to, for there is a want of apparent sagacity in their movements not easily explained. It seems to be thought that a foreign loan has been negotiated to some extent on favorable terms. If so we hope the proceeds will be brought to this country in the precious metals direct. Drawing bills on it in our opinion produces no moral or political effect. The Bank of England should be made to feel our strength, and through it those blockade runners who have been decrying our cause, our credit, and our character. The total exports of gold and silver, bullion and specie for the first four months of the present year from Great Britain, amounted to £5,668,217, while the total imports for the same period were only £5,553,504. Thus showing that notwithstanding that country receives all our specie, she now keeps none of it, and if brought to the same condition with ourselves, that is to say if she was drawn upon in the same manner and to the same extent that we are, she would suffer as much as we do. For she has no gold in her mountains, and no sixty or seventy millions coming forth annually from her soil as we have. The money she gets from Australia is colonial money and first belongs to the miners who dig it out, and after she gets it from them by sending them their clothes and beer, she cannot keep it but is forced to pay it out again to the semi-barbarous people of Egypt and China, and the strange people of India, the former having received already during the present year £755,761, and the latter £2,293,805.

So that if Mr. Chase would bring the proceeds of his foreign loan direct to New York, the very act would change the whole financial relations between us and Great Britain; it would upset all the financial calculations of the Bank of England, and the persistent intrigues of our foreign enemies. If fifty millions could be shipped to the United States the next two months, the whole character of these would change to our immense immediate advantage. That sum could not be withdrawn from London without making us masters of the situation.

Money is dearer than it was some weeks since, forcing securities into the market at lower than previous rates, and there is very little doing in Exchange. The Assistant Treasurer reported his balance on Tuesday at $21,681,068.

The Import Entries of the past week amount to $6,498,893, against $2,545,129 same week last season. The Export Clearances of Domestic Produce amount to $5,836,881 against $2,549,154 same week in 1863. The Export of Specie is $1,296,000, against $134,000 same week last year. The Customs for the week are $680,000.

It appears officially that the revenue from the customs will this year be $100,000,000; a complete reply to those who say Mr. Chase has no gold at his command. Our readers will find the quotations of the past week full and complete.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1879, 103½; do., 1870, 102; North Carolina 6s, 59; Michigan 7s, War Loan, 105; Joliet and Chicago R. R., 104½; New Jersey R. R., 165; Pitts., Ft. W. and Chi. scrip, 110; At. and Gt. Western (Ohio div.,) 1st mort., 99½; Marietta and Cincinnati 1st mort., 105½; Milwaukee and St. Paul 1st mort., 100; Peninsula R. R. 1st mort., 98; Mariposa 1st mort., 103; Hamp. and Balt. Coal, 109½; Central Coal, 70; Gregory Consol. Coal Co., 25; Nicaragua Transit, 8; Bucks Co. Lead, ¾; Quartz Hill gold, 13; Atlantic M. S. S. Co., 176; Copake Iron, 10; Bank of State of New York, 110; Ocean Bank, 97½; 4th National Bank, 97; American Exchange Bank, 119.

Philadelphia.—Allegheny Co. coupon, 5s, 85; do., scrip, 81; Reading mort. 6s, 1880, 115; Huntingdon and Broad Top, 35; do., pref., 43; 5th and 6th streets, R. R., 64½; Union Canal, 2¾; Fulton Coal, 8; New York and Middle Coal Fields, 19¾; Green Mountain, 6; Locust Mountain, 75; Tremont Coal, 15; Big Mountain Coal, 8; New Creek, 1⅜; Clinton, 1; Bear Valley, 18; McClintock Oil, 5; Feeder Dam, 1⅛; Oil Creek, 5¾; Maple shade, 10¾; Perry, 5¼; Irwin, 4⅛; Phila. and Oil Creek, 1⅜; Densmore, 4¼; Olmstead,

8½; Dalzell, 5⅜; Continental, 2; McElhenney, 4¾; Union, 2½; Rock Oil, 3¼; Noble and Delamater, 13¾; Howe's Eddy, 1; Penn. Copper, 10⅛; Empire, 7; Connecticut, 1¾; Mechanics' Bank, 28½; Commercial Bank, 56; Consolidation Bank, 84; Girard Bank, 46⅝; City Bank, 55; Western Bank, 80. The latest quotations are: City 6s, 103⅝@104¼; do., new, 106¼@106½; State 5s, 100½@101; do., coupon 102¾@103¼; do., 6s, 1879, 107@107½; Phila., Wil. and Balt., 73; Reading, 69⅞@70; do., 6s, 1870, 108@108¼; do., 1886, 140@140¼; Camden and Amboy, 191@192½; Pennsylvania R. R., 73@74; do., 1st mort., 119@119½; do., 2d mort., 115@115¼; Little Schuylkill R. R., 49½@50; Morris Canal, 90@90¼; do., pref., 140@141; do., bonds, 109¾@110½; do., 2d mort., 104@105; Wyoming Valley Canal, 82; do., 6s, 105½@107; Susquehanna Canal, 20½@21; do., 6s, 67½@68; Sch. Nav., 29@30; do., pref., 40@40⅜; do., 6s, 1882, 95⅛; Union Canal pref., 8½; do., bonds, 24¾@25½; Delaware Div. Canal, 43@43½; do., bonds, 104@105; Elmira and Williamsport, 35@37; do., pref., 53@55; do., 7s, 1873, 113½@114; do., 10s, 78@78½; Beaver Meadow, 95@107; Long Island R. R., 47@50; Lehigh Coal and Navigation, 80¼@81; North Pennsylvania, 33@34; do., 6s, 106½@106¾; do., 10s, 121@124; Philadelphia and Erie, 33¾@33⅞; do., 6s, 110; Minehill, 64@64½; Catawissa, 20@22; do., pref., 41@41½; Lehigh Valley, 125@135; do., bonds, 110@115; Fifth and Sixth streets, (horse,) 64@65; do., 7s, 109; Second and Third, 72@75; do., 7s, 112; Race and Vine, 10@15; West Philadelphia, 72@73; Spruce and Pine, 42@45; Green and Coates, 38½@39; do., 7s, 110@110¼; Chestnut and Walnut, 63@65; Arch, 29¾@31; Thirteenth and Fifteenth, 30@33; Seventeenth and Nineteenth, 16; Girard College, 30½@31½; Tenth and Eleventh, 50¾@51; Norristown, 61@61¾.

Boston.—Northern (Ogdensburg,) 1st mortgage, 108; do., 2d mort., 33¾; Eastern R. R. 6s, 1874, 107; Conn and Pass, River R. R. 6s 1876, 100¾; Vermont Central, 2d mort., 35; Boston and New York Air Line 6s, 68½; Cheshire R. R. 6s, 1880, 101¾; Mad River and Lake Erie 7s, 1866, 73¾; Pittsburg, Maysville and Cincinnati 1st mort., 61½; Broadway R. R., 61; Cape Cod R. R., 70; Chelsea, 48; Vermont and Canada R. R. scrip, 82¼; Maine State 6s, 100; New Hampshire 6s, 1868, 100; Massachusetts 6s, 1876, 133¼; do., 5s, 1883, 122¾; Rhode Island 6s, 1882, 100; Vermont 6s, 1876, 100; Chicago 7s, 1882, municipal, 109; Bangor 6s, 1874, 102; Hartford 6s, 1881, W. L., 109¾; Boston 5s, 1883, 124; Bath 6s, 1891, 100; Boston Water Power Co., 43¼; Union Steamship Co., 168; Essex Co., 102; Franklin Coal, 108; Short Mt. Coal, 50; Gilbertson Coal, 100⅛; Saco Water Power, 170¼; Chaudiere Gold, 2⅝; Stewart Gold, 75c.; Boston Gas, 850; Cambridge Gas, 104½; South Boston Gas, 102; Bank of Commerce, 103½; 1st National Bank, 117; 2d National Bank, 123½; 3d National Bank, 100; Massachusetts Bank, 112½; Atlantic Bank, 95; Merchants Bank, 103½; State Bank, 72; Tremont Bank, 117¾; Shawmut Bank, 102¼; Bunker Hill Bank, (Charlestown) 126½; Traders' Bank, 98; Exchange Bank, 123; Boston Bank, 73; Freeman's Bank, 103½; Acton Mining Co., 2¾; Arnold, 2; Albany and Boston, 19; Algomah, 3½; Albion Gold, 2½; Bay State, 19; Bedford, 1½; Black River, 80c.; Colorado Gold, 3¾; Concord, 4½; Chebucto Gold, 72½c.; Copper Falls, 38; Canada, 3; Essex, 19c.; Grand Trunk, 69c.; Great Western, 5; Huron, 36; Humboldt, 10¼; Hancock, 12¼; Manhattan, 9; Mesnard, 9¼; Macomb Lead, 3¾; Native, 2; Ottawa, 55c.; Phœnix, 23; Penn. 10½; St. Clair, 9; Star, 7; Winthrop, 6; Wickham, 50c.

Baltimore.—N. W. Va. 1st mort., 114; Central Ohio 4th mort., 60; City Passenger R. R., 24; George's Creek, 113; Bare Hill, 4.40; Atlantic Coal, 1.50; Mineral Hill, 3.10; Am. Gas Coal, 2.15; Santa Clara, 25¾; Balt. Chrome, 2.80; Canton 39½; Maryland Copper, 1.20; Farmers and Merchants Bank, 40¾; Citizens Bank, 11¾; Franklin Bank, 11½; Bank of Balt., 105½. The latest quotations are: Balt. and Ohio, 116@116; do., 6s, 1867, 105; do., 1875, 115@118; do., 1880, 115@——; do., 1885, 115½; Northern Central, 61@62; do., bonds, 1885, 110@112; N. W. Va., 16@20; do., 1st mort., 114; do., 2d mort., 103¼; do., 3d mort., 35@41; do., guar., 105@110; Marietta and Cincinnati 7s, 1892, 107@108½; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@63; do., income 1857-'60, 35@42; Western Md. bonds, 91¼@92; do., guar., 111@113; Maryland 5s, 95@100; do., 6s, coupon, 1870, 112½; do., Ins., 112½; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 116; do., 1886, 114½; do., 1890, 116; do., coupon, 115@115⅛; do., 5s, 1838 -'70, 93@96; City Passenger R. R., 23@24¼; Canton Co., 39½@42½; Gardner, 75@1.00, Guilford, .28@.40; Maryland, 1.00@1.20; North State, .10@.20; Rudisell, .65@2.75; Silver Hill, .20@.30; Springfield, 2.00@2.45; George's Creek, 113@116; Santa Clara, 25¼@26; Baltimore and Cuba Smelting and Mining, 175@225; Balt. and North Carolina, .20@.40; Balt. Chrome, 2.50@2.75; Bare Hill, 4.40@4.50; Atlantic Coal, 1.45@1.55.

What is Taxable Income.

A Deputy Commissioner of a revenue district in Illinois has undertaken the function of deciding what is income in a most extraordinary manner. One of the assessors in that region made the following statement:—"A person some twenty years ago, purchased a piece of land at a cost of $1000, and sold about one-fifth of it last year for $20,000." Is this profit, income? The assessor replied where real estate has risen in value since its purchase the increase must be considered income to the owner. The only question is, shall this appreciation be taxed as income each year of its accrument, or shall the Assessors wait until the property be sold and the absolute profit be realized before he considers it income? To assess the nominal appreciation of property year by year would be to assess an amount vague and uncertain, and frequently valueless to the owner. Such a course would be fruitful of bickering and dissatisfaction, to say nothing more. The Assessor was directed to assess the profits realized.

We have no doubt this decision will be overruled at once. It is a sheer piece of absurdity. The improved value of the property, if actually realized, at once became capital, existed in some other form of property, as bonds or mortgages or other real estate or securities, and became taxable to such amount. To tax it as income was to subject it to double taxation and pervert the meaning of words and the usages of business.

Albany and Susquehanna Railroad.

The Unadilla *Times* says that Mr. Marsh, one of the contractors on the Albany and Susquehanna Railroad, has been given the general charge of the whole work, as far as let, from Central Bridge to the Tunnel—and if any one of the contractors fail to fulfil their obligations he goes on with the work himself. The difficulty of obtaining laborers at any price is a serious drawback to the speedy completion of the road.

☞ Messrs. Stone, Quigley and Burton, of Philadelphia, have entered into a contract for the erection of a new military suspension bridge over the Alleghany River at Franklin, Venango County, Pa. The bridge will be 720 feet long, and 18 feet in width of roadway. The design will be made by John W. Murphy, Civil Engineer, who is the inventor, and it will be similar to the bridge over Gauley River, Western Virginia, erected by the Government in 1862.

Washington County R. R.

We understand that next week the route for the Washington County Railroad, which is to run from Knoxville or Weverton, on the Baltimore and Ohio Railroad, to Hagerstown, will be surveyed by a Surveyor appointed for the purpose, and the route located, that it may be immediately put under contract with a view to an early construction.

☞ A special meeting of the Directors of the Pittsburg, Fort Wayne and Chicago Railway Company is called for the 11th of July at Pittsburg. One of the objects of the meeting is reported to be to declare a dividend of 2½ per cent. for the quarter ending July 1.

The Madras Railway.

In another place we give an abstract of the financial condition of the Madras Railway, its various lines and connecting Branches. It appears that the South West line connecting Madras on the Coromandel coast with Beypoor in the interior a distance of 406 miles is now passed by rail and has been in use for two years, has been maintained in good order and is in regular working condition. On the southern part the defective sleepers had been renewed for near three-fourths of the distance, iron sleepers being principally if not entirely adopted.

On the Bangalore branch forming part of the South Western line the progress has not been quite as rapid as was expected from various causes of no permanent disadvantage, while the most difficult part, the ascent through the mountainous lands of Mysore has been completed and trains have passed over it. It was expected to be finished in November of the present year. Great expectations are formed of the remunerating character of this part of the line. Bangalore, the terminus, is the capital of a fertile and prosperous country, and the principal military station in that part of India.

The Salt Cotaur Branch is completed and the regular traffic has commenced.

On the North West line no extension has been made, and the distance worked this year is but 41 miles, the same as the last half year. Twenty-five miles of additional length were nearly finished and it was anticipated that the whole line to Cuddapa would be ready the present season.

The direction of the line from Cuddapa was not yet determined on, whether to Hyderabad as proposed by the Great Indian Peninsula and the Bombay Government, or as was originally proposed through Gooty and Bellary to Moodgull to meet the Bombay line. On the North West line iron sleepers were used exclusively and every day's experience proved them to be very greatly superior to wooden sleepers.

At the end of the year 1863 there were finished of the Madras railway (two lines) 450 miles and open to traffic, and in the course of the present year there would be added 200 miles more, making in all 650 miles. The Bangalore branch was to be in complete running order in the present July.

☞ *The Lake Superior News and Journal*,—says: "We learn that the Mineral Land Company has sold all their lands in Marquette County, over 30,000 acres, to the Peninsula Railroad Company, or to individuals connected with it. It is known that immense deposits of pure iron ores exist in many places upon these lands, and that more will be found in the development of the country. It also gives them timber for three or four blast furnaces, with an abundance of ore to supply them from the mines from which they will ship. This purchase places the Peninsula Road upon a basis so firm and strong, so far as business is concerned, that there is no longer any question upon that score, as it gives them the ore to furnish it a business themselves. As a whole it is a most valuable tract of land."

Pittsburg and Connellsville Railroad.

At length there is some prospect of the completion of this work to Cumberland, the point originally designed for its terminus. A circular issued by the board of directors of the company, at a meeting held on the 11th of June, authorizes the president of the company to contract for the graduations, masonry and ballast of the eighty-six sections of the road between Connellsville and this point, with parties from whom proposals have been received, "subject to the removal of any legal difficulties which exist or may occur to prevent the immediate prosecution of the work." Among the parties who have made proposals, we notice the not unfamiliar names in railroad contracting of our fellow-citizens, John Humbird and James Reynolds, Esqs. Mr. Humbird, in connection with Mr. Hitchcock, of New York, offers proposals for the 115th, 116th and 117th sections of the road, and Mr. Reynolds for sections 59, 60, 61, 62, 63 and 64.—*Cumberland (Md.) Alleganian.*

Delaware and Hudson Canal Company.

In pursuance of authority given at a meeting of the stockholders of the Delaware and Hudson Canal Company, held on the 21st of April last, there will be apportioned among such persons as shall be stockholders in the said company on the 12th day of July inst., twelve thousand five hundred shares of new stock, in the ratio of one share to every six shares of stock then held by each stockholder. Certificates of stock so apportioned will be ready for delivery to those entitled to the same on and after the 1st of August next. No scrip will be issued for fractions of a share; but the number of shares representing the aggregate of such fractions will be sold at public auction on the 26th day of July, and the net proceeds will be paid to the stockholders on and after the 1st of August, according to their respective interests. The Government tax on the above mentioned apportionment will be paid by the company.

Petroleum Railway Signals.

Mr. J. T. Hall, the gas engineer to the London and Northwestern Railway Company, has been directing his attention to the burning of mineral oils for signal purposes, and the lighting of railway stations; and, after a series of experiments, has succeeded in "constructing a signal lamp and lantern in which petroleum may be used with perfect safety, and a brilliant and uniform light be obtained. The light is not affected by gusts of wind. It is already in successful operation at several of the stations on the London and Northwestern Railway. In addition to its employment for railway signals, it may also be used for lighting coal and other mines, lighthouses, and similar places. It is said that whilst the new petroleum lamp gives a large excess of illuminating power, the actual cost, as compared with other oils, is less by upwards of 50 per cent."

Railway Bridge Across the Susquehanna.

This grand railway structure is in rapid progress. The whole length of the bridges will measure 3,100 feet, will have thirteen piers, one-half of which will rest upon pile foundations, and the other upon the solid rock, eleven spans, each 250 feet in length, and two draw spans, each 75 feet. The piers generally are 8 feet wide and 24 long on the square, whilst the two at either end of the draw are 12 feet wide and 24 long. The centre pier on which the draw turns will have a circle of 24 feet in diameter. From ordinary low water to the foot of the arches will be 13 feet, and from ordinary low water to the bottom chord, 26 feet. The height of truss will be 25 feet, and the bed of track will consist principally of the usual crossties. The piles are driven into the bed of the river by a powerful Steam Engine, the granite is obtained in huge blocks from the extensive quarries at Port Deposit, and divers in marine armor, render valuable assistance in the construction of the piers.

☞ Mr. E. F. Satterthwaite's circular of June 11 says that at the London Stock Exchange American securities are in request. "The chief feature has been the demand for United states five-twenty bonds, considerable amounts having been taken on continental account. In railroad shares operations have been on a limited scale, and we have to report a decline of $4 in Illinois and $2 in Erie. There has been more inquiry for the bonds of the Atlantic and Great Western Railway, consequent on the desire to secure the July coupons now advertised to be paid on the 1st proximo."

☞ The Legislature has legalized the action of the Supervisor, Town Clerk and Justices of the Peace of the town of Oyster Bay, Queens county, in issuing four bonds of said town, of five hundred dollars each, for the purpose of procuring substitutes for indigent men of family, drafted and accepted as soldiers from said town. The money to pay the interest upon said bonds as it accrues, and the principal at maturity to be assessed upon said town.

South Side Railroad.

By the act of the Legislature of this State passed April 20, 1864, the period allowed for the completion of the South Side Railroad of Long Island is extended for the term of two years from the passage of the act.

Hudson River Bridge.

AN ACT to amend chapter one hundred and forty-six of the laws of eighteen hundred and fifty-six, and chapter four hundred and fifty-four of the laws of eighteen hundred and fifty-seven, authorizing the construction of a bridge across the Hudson River at Albany. Passed April 20, 1864; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Hudson River Bridge Company at Albany is hereby authorized to remove the site of its bridge from the place now located for the construction thereof, to a line running across the Hudson River, under the provisions of this act, south of the north boundary line of the city of Albany, and not more than one hundred feet north of the north line of Lumber street in said city, at a proper height of not less than twenty feet above ordinary common tide water, to be ascertained and fixed by the State Engineer and Surveyor as hereinafter provided.

§ 2. It shall be the duty of the State Engineer and Surveyor, when requested so to do by the said corporation, to ascertain and fix upon the proper place for the construction of said bridge across said river, and also upon the proper height thereof so as to comply with the requirements of this act. The determination of the State Engineer and Surveyor in regard to the location and height of said bridge shall be reduced to writing and signed and acknowledged by him, and filed in the office of the Clerk of Albany County, and thereupon said corporation shall have the right to proceed in the construction of such bridge at the place so located therefor, and shall not be restrained by any court or office, by injunction or otherwise, in the work of such construction, unless such injunction shall be granted by the Supreme Court sitting in a judicial district of this State, at a general term of said court, nor unless at least eight days' previous notice of the time and place of the hearing of the application for such injunction shall have been served upon said corporation, with the papers upon which such application shall be founded, and application for such injunction may be made as aforesaid at a general term, in any judicial district in the State.

§ 3. This act shall take effect immediately.

New Blast Engine.

We have on a former occasion drawn attention to the recently-patented blast engine of Mr. H. C. Coulthard, of the Park Ironworks, Blackburn. We are now enabled to lay before our readers the results of the working of one of the engines, which has been erected by Messrs. Coulthard, at the Stanton Ironworks, near Nottingham. The engine has an air cylinder 56 inches in diameter, and a steam cylinder of 21 inches in diameter, both having a clear stroke of 3 ft., and with pressure of steam in the boilers of 40 lbs. per square inch, and with the engine making only 35 revolutions per minute, or at the rate of 200 feet per minute, a pressure of blast is uniformly maintained, at 3½ lbs. per square inch, in sufficient quantity for the furnace of 15 feet diameter at the boshes. The proper speed of the engine is about 50 revolutions per minute; it is, therefore, evident that with the increasing speed increased amount of air would be obtained. The action of the India rubber ball-valves is perfect, as they can be constantly seen at work, rising and falling with great freedom. One curious fact in connection with these ball-valves may be mentioned—that as they rise from their seats they turn partially round by the action of the air; this action gives them great durability, as the valve never beats twice consecutively in the same place.—*London Mining Magazine.*

☞ John F. Blandy, Esq., has been elected President of the Little Schuylkill Railroad Company, to supply the vacany caused by the resignation of A. Derbyshire. Mr. D. was subsequently elected a Manager to serve in place of W. C. Houston, resigned.

☞ A special meeting of the stockholders of the Philadelphia and Erie Railroad Company was held in Philadelphia on the 25th ult., at which 28,600 shares of stock were voted, all of which were for the resolution instructing the board of managers to aid in the immediate construction of a railroad from the most eligible point to the oil region.

Railroad Earnings--Weekly.

The earnings of the Chicago and Alton Railroad Company for the week ending June 23, were:

	1864.	1863.
Passengers	$19,265 03	$20,882 71
Freight	35,332 49	22,576 64
Sundries	2,758 60	1,999 56
Total	$57,356 12	$45,458 91
Increase 1864	$11,897 21	

The traffic of the Great Western Railroad for the week ending June 17, 1864, was as follows:

Passengers	$30,389 66
Freight and live stock	24,104 77
Mails and sundries	2,126 09
Total	$56,620 52
Corresponding week of 1863	43,679 12
Increase	$12,941 40

The earnings of the Grand Trunk Railway for the week ending June 18, 1864, were:

Passengers	$84,000 90
Express freight, mails and sundries	2,500 00
Freight and live stock	69,742 94
Total	$106,243 84
Corresponding week, 1863	83,751 03
Increase	$22,492 81

The earnings of the Montreal and Champlain Railroad for the week ending June 18, 1864, were | $5,617 61
Corresponding week of previous year | 4,498 79
Increase | $1,118 82

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending June 18, 1864, were:

	1864.	1863.
Passengers	$2,696 75	$2,185 69
Freight	13,790 63	7,362 40
Express	104 16	75 00
Mails	296 58	296 58
Total	$16,888 12	$9,919 67
Increase	$6,968 45	

Receipts from January 1st to June 14:

1864	$233,169 49
1863	144,893 24
Increase	$88,276 25

The earnings of the Michigan Central Railroad for the 3d week in June, 1864, were | $60,583 50
Corresponding week of previous year | 49,881 64
Increase | $10,701 86

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of June, 1864, were | $70,553 16
Corresponding week of previous year | 50,875 08
Increase | $19,678 08

The earnings of the Chicago and Rock Island Railroad for the third week in June, 1864, were | $49,484 00
Corresponding week of previous year | 43,948 00
Increase | $5,536 00

The earnings of the Chicago and Northwestern Railway for the week ending June 14, 1864, were:

Passengers	$27,220 83
Freight	94,121 49
Mail	1,884 37
Express	384 17
Total	$123,610 86
Corresponding week of previous year.	83,742 00
Increase, 47 per cent	$39,868 86

The Milwaukee and St. Paul Railway earned for the first two weeks in June | $128,741 00
Corresponding week, 1863 | 62,587 00
Increase | $66,154 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in June, 1864, were | $53,709 00
Corresponding week of previous year | 29,879 00
Increase, 73 per cent | $23,830 00
The increase since Jan. 1, 1864 | $297,052 00

The earnings of the Marietta and Cincinnati Railroad for the 3d week of June, were:

	1864.	1863.
Passengers	$6,202 39	$4,170 26
Freight	8,874 95	4,854 03
Mail, express & telegraph	1,190 58	815 00
Total	$16,267 92	$9,839 29
This month to date	$48,817 77	$26,481 01
Total since Jan. 1	$431,165 57	$278,583 54

The Detroit and Milwaukee Railroad traffic for the week ending June 23, 1864, was | $21,120 95
Corresponding week of previous year | 16,797 64
Increase | $4,328 31

Interest and Dividends.

The Terre Haute and Richmond Railroad Company have declared a dividend on the capital stock of six per cent., free of Government tax, for the six months ending May 31, payable to Eastern stockholders at the office of the Farmer's Loan and Trust Company, in New York, on and after July 5.

The Panama Railroad will pay, July 5, a quarterly dividend of 4 per cent., with 1 per cent extra from the earnings of the steamers.

The quarterly dividend of 1¾ per cent., free from Government tax, due July 4, on the Joliet and Chicago Railroad stock, will be paid on the 5th proximo, by the United States Trust Co.

The Worcester and Nashua Railroad Company has declared a semi-annual dividend of $2 50 per share, payable July 1, free of Government tax. The Providence and Worcester 4 per cent. The Hartford and New Haven, 3 per cent. The New Bedford and Taunton, 3 per cent. The Lynn and Boston, 4 per cent.

The interest on the bonds of the Mississippi and Missouri Railroad, maturing July 1, will be paid at the Corn Exchange Bank, New York.

The July coupons of the first second and third mortgage bonds of the Columbus and Indianapolis Railroad, will be paid at the St. Nicholas Bank.

The July coupons of the St. Paul and Pacific Railroad 1st mortgage bonds will be paid, free of Government tax, at the office of E. B. Litchfield & Co., No. 18 William street.

The interest due 1st July to the holders of Indiana 5 and 2½ per cent. State stocks, will be advanced as heretofore, at the banking house of Winslow, Lanier & Co., No. 52 Wall street.

The interest coupons on bonds of the Brooklyn City and Newtown Railroad Company, due on the 1st of July, will be paid at the office of the company.

Stockton (California) City coupons, due and payable in New York in July, 1864, and January, 1865, will be paid in United States gold coin, on presentation at the Metropolitan Bank, New York City, on respective date.

Coupons of Dubuque and Sioux City Railroad first mortgage bonds, and coupons of Dubuque and Southwestern Railroad, first mortgage preferred bonds due July 1, 1864, will be paid less Government tax, by M. K. Jesup & Co., 59 Exchange Place.

Coupons of Chicago and Alton Railroad first mortgage bonds, and coupons of Joliet and Chicago Railroad first mortgage 8 per cent. bonds, due July 1, 1864, will be paid, less Government tax by M. K. Jesup & Co.

The coupons of the first mortgage bonds of the Sacramento Valley Railroad Company, due July 1, 1864, will be paid in gold coin, less 3 per cent. U. S. tax, at the office of Schuchardt & Gebhard.

The holders of the Dayton and Michigan Railroad Company's mortgage bonds are notified that the interest coupons falling due on the first day of July, 1864, and signed P. Smith, Secretary, will be paid at the Bank of America, and the coupons of said bonds maturing on the first day of July, 1864, and signed J. G. Telford, President, will be paid on presentation at the office of Winslow, Lanier & Co.

The coupons due July 1, 1864, of the 1st mortgage bonds of the Allegheny Valley Railroad Company, will be paid on presentation at No. 300 Walnut street, Philadelphia.

The coupons of the bonds of the Frankford and Southwark City Passenger Railroad Company, due on the 1st of July, will be paid at the Girard Bank.

Coupons due July 1, on Chicago City Municipal Bonds, Chicago City Water Loan Bonds, Albany City Six Per Cent Bonds, will be paid by Duncan, Sherman & Co.

The coupons of the Evansville and Crawfordsville (late Evansville and Illinois) Railroad Bonds, due on the 1st of July next, will be paid at the office of the Farmers Loan and Trust Company.

The coupons on the bonds of the Housatonic Railroad Company due July 1, 1864, will be paid at the office of Messrs. Ketchum Son, & Co. No. 40 Exchange-place, New York, or at the Treasurer's Office in Bridgeport, Ct.

The July interest on Kansas State bonds for 1864 will be paid at the Metropolitan Bank, New York city.

Coupons due July 1, 1864, from bonds issued by the Galena and Chicago Union Railroad Company will be paid at the office of H. H. Boody & Co., No. 8 Wall street.

The Preston Coal Co. have declared a quarterly dividend of 2½ per cent. The Ebervale Coal Co., 6 per cent. The Lykens Valley Coal Co., 5 per cent. The Westmoreland Coal Co., 5 per cent. The Isaac's Harbor Gold Co., of N. S., 1 per cent. for the month of June. The Maple Shade Oil Co., 3 per cent for the month of June.

Interest on the Public Debt of Illinois will be paid by the State Treasurer at the Am. Exchange Bank in this city from the 5th to the 20th July. After that only at the office of the Treasurer at Springfield, Ills.

Railroads Common Carriers.—Loss of Baggage—Delivery of Check.

The case of Hickox *vs.* The Naugatuck Railroad Company, involved the consideration of a question of practical importance which occasionally arises in connection with the liability of railroad corporations as common carriers. As we have from time to time suggested in these articles, the liability of a warehouseman is far less extensive than that of a carrier. In some cases it is possible for carriers to show that at the time of the loss of baggage or freight, they were acting merely as warehousemen, and not liable for losses except such as can be shown to have occurred from their negligence. Upon these questions some nice distinctions are drawn, and it is not always easy to harmonize the decisions.

The present action, the latest that we have noticed, was brought against the defendants as common carriers, for the loss through their negligence of money and clothing contained in a trunk of the plaintiff. A jury having rendered a verdict for the plaintiff, the defendants moved for a new trial for error in the charge of the Court. The facts of the case sufficiently appear from the decision.

BUTLER, J.—This declaration is framed against the defendants for negligence in carrying and conveying the plaintiff's baggage, as incidental to his own transportation from Waterbury to Bridgeport. It contains no count, adapted to a recovery for negligence as a depositary.

On the trial the plaintiff claimed to have proof that he took his trunk to the station at Waterbury at 11 A. M., and requested that it might be checked for the next train, which started at 3 P. M., for Bridgeport; that he was informed that it was not their custom to check baggage until about fifteen minutes before the time when the train should leave, whereupon he left his trunk in care of the agent of the company in the baggage room of the station; and that at the customary time it was checked for him and put on the cars for Bridgeport, and that he went on the same train.

These facts were not denied except in a qualified manner.

The defendants denied only the receipt of the trunk for transportation before it was checked, and denied that it contained the missing articles when checked. It was rifled, after delivery to the company, but when and where did not appear.

On these facts the plaintiff claimed that the company were liable as carriers.

The defendants claimed, and asked the court to charge, that if the trunk was rifled after it was left at the station, and before it was checked, there could be no recovery in this action.

The court left it to the jury to say whether the trunk was received for transportation before it was checked, and of that no complaint is made.

But the court went further, and charged that if not received for transportation before checked, and it was rifled after delivery and before being checked, and by reason of the gross negligence of the defendants, or, in other words, if they found that the defendants held till checked as warehousemen, and incurred a liability as such, they were liable in this action. That we think was error. There is no count adapted to such a recovery.

But the error is not one which entitles the defendants to a new trial.

The facts stated in the motion and not denied, were sufficient to justify a direction by the court to the jury to render a verdict for the plaintiff. They show conclusively that the trunk was received for transportation.

The reasonable convenience of travelers requires that they have an opportunity to deliver baggage at any reasonable time before the departure of the train, and it is therefore the duty of a railroad company to keep an agent at all important stations to receive and take charge of baggage, Jordan *vs.* Fall River Railroad Company, 5 Cush., 69. For aught that appears such was the custom of the defendants and the agent who received the trunk was there for that purpose.

In respect to passengers the company are carriers merely, and the trunk an article which ordinarily accompanies the passenger. If nothing has been said therefore in respect to the purpose for which it was delivered and received by the agent of the defendants, its reception for transportation would be implied.

But the purpose and the hour were expressly indicated by the plaintiff, and it was received without objection, except that they could not then give him a check. Clearly it was received for the purpose indicated, and the time fixed when by their custom a check would be given him. The length of time which elapsed between its reception and the departure of the train could make no difference.

In the case of The Camden and Amboy Railroad Company *vs.* Belknap, 21 Wend., 354, trunks were left with the company in the afternoon of one day to go with the owner by the boat of next morning, and one of them was taken from the office of the company through the negligence of the clerk or porter, before the departure of the next boat, and it was holden that they were in the possession of the company as *carriers*, and that they were answerable as such. See also Redfield on Railways, 242–'3.

The custom of checking can have no effect upon the character of the delivery. That custom did not necessarily qualify the delivery and acceptance. The check is in the nature of a receipt, and may be given and received at any time when the convenience and custom of the company dictate. It is not the contract, but evidence of the ownership, delivery and identity of the baggage. It is the delivery and acceptance, the abandonment of all care of the baggage by the passenger, and the assumption of it by the agents of the carriers expressly or impliedly for the purpose of transportation, which fix the liability of the latter as such, and that liability begins when the baggage is delivered to the agent of the company for carriage. Redfield on railways, 246.

Inasmuch therefore as the plaintiff was entitled to a verdict upon the facts, and no injustice has been done, there can be no new trial on that ground.

But there is also error in respect to the amount of damages. The company were liable for money contained in the trunk required by the plaintiff for his personal use and traveling expenses. That is well settled and was conceded on the trial.

But their liability extended no further. The plaintiff admitted that sixty dollars of the money in the trunk was taken with him for the purchase of clothing. That money was in no just sense taken for traveling expenses or personal use. So the defendants requested the court to charge the jury, and we think they were entitled to such charge, in explicit terms, and that on that point the charge and verdict are wrong.

A new trial is therefore advised, unless the plaintiff remits the sum of sixty dollars, which he was not entitled to recover.

In this opinion the other judges concurred.

Madras Railway.

The half-yearly meeting was held on the 6th of May in the London Tavern; General Duncan Sim in the chair, when the report, of which the following is an abstract, was read:—No additional length of railway has been opened in the past half-year. There have been carried 651,072 passengers, against 559,186, and 123,526 tons of goods (exclusive of railway materials), against 71,183 tons in the corresponding six months of the preceding year. The receipts for the half-year ending 31st December amounted to 127,705*l.*, against 87,763*l.*, and the net receipts to 46,308*l.*, against 25,450*l.*, in the corresponding period of 1862. The increase in receipts of the half-year, as compared with the corresponding period, has been 45½ per cent., while the net receipts have risen 82 per cent. The shipments from this country of materials, plant, and stores during the year 1863 amounted to 62,672 tons in 85 ships. The works on the South-West line have withstood satisfactorily the heaviest monsoon that has been experienced for some years. The permanent way is generally in good order. The progress made in substituting iron sleepers has enabled the engineer to reduce considerably the number of men employed and the expense of maintenance in the first division of the line. In the second division the process of replacement is going forward. The renewals in the third division are completed, but it still requires a good deal of ballasting and attention. The wooden sleepers on the west coast are replaced as they decay by better seasoned and selected timber, and trial is being made of Boucherie's process for impregnating and preserving different kinds of country wood, of the result of which accurate records are kept. The stations are all in good order. Unforeseen delays have prevented the opening of the Bangalore branch, but the end of July is the date now named for the completion of the works. Material trains have been running over the first 40 miles of the line, and little or nothing remains to be done on the remaining part beyond completing the laying of the permanent way, which was proceeding as fast as materials could be put down, and every exertion is being made to open throughout to Bangalore as early as possible. The electric telegraph of the South-West line is in good working order, and Bangalore has been placed in communication with Madras. The gross receipts from passengers traffic amount to 44,080*l.*, against 36,758*l.* for the corresponding half-year, showing an increase of 7,272*l.*, or 19½ per cent. The goods traffic, exclusive of railway materials, weighed 107,010 tons, the receipts being 53,135*l.*, against 63,051 tons and 30,517*l.*, for the corresponding half of 1862. The total receipts for the half-year ending 31st December amounted to 121,089*l.*, the working expenses to 40,060*l.*, the maintenance of way to 37,948*l.*, leaving the net receipts 43,071*l.* The receipts per mile on the 406 miles open were 298*l.*, against 208*l.*, and per train mile 6*s.* 3½*d.*, against 4*s.* 11½*d.*, the expenses being 4*s.* 0½*d.* per train mile, against 3*s.* 6½*d.* at the corresponding period of 1862. The net receipts amount to 43,071*l.*, against 24,114*l.* for the corresponding period, showing an increase of 78½ per cent. The working expenses were 64.43 per cent., against 71.40 per cent. for the corresponding period of 1862. The result of further experience on the North-West line with the iron sleeper road is most satisfactory. It is in excellent order, and the cost of maintaining it has been under 6*l.* per mile per month for the half-year. The receipts on the 41 miles of this line open amount for the half-year to

6,616*l.*, against 3,424*l.*, for the corresponding period of 1862 on 35 miles open; the expenditure to 3,379*l.*, or 51 per cent. against 2,083*l.*, or 62 per cent. The capital account shows that 6,-929,317*l.*, had been received, and 5,009,232*l.*, expended and allocated, leaving an unallocated balance of 1,920,085*l.*, of which 1,372,649*l.*, appears to have been expended, leaving 547,436*l.*—*The London Railway Times.*

Chicago & Great Eastern Railway Company,

SEVEN PER CENT

FIRST MORTGAGE BONDS.

The subscribers now offer for sale the remainder of the issue of SEVEN PER CENT. FIRST MORTGAGE BONDS of the CHICAGO AND GREAT EASTERN RAILWAY COMPANY, appropriated to the construction of their road from Chicago to La Crosse, Indiana.

The rails have all been purchased for the completion of the entire line, much below the present market value, and are now going forward to Chicago. The work is rapidly progressing and the Company expect to open the road for traffic early the ensuring Fall, forming a new and very short trunk line from Chicago to the Eastern markets.

The interest payable during construction has been provided, and is now on deposit with the Bankers of the Company. Apply to

SCHUCHARDT & GEBHARD,
No. 21 Nassau street,

M. MORGAN'S SONS,
No. 37 William street.

New York, May 21, 1864.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the office of the Freehold and Jamesburg Ag. Railroad Co., at Jamesburg, N. J., until the 5th of July, 1864, for the Grading of the extension of the

FREEHOLD AND JAMESBURG AG. RAILROAD

from Jamesburg to near Dean's Pond, on the branch road of the Camden and Amboy Railroad, being about 6 miles.

Profiles and Specifications can be seen at the office of the resident engineer, I. S. BUCKELEW, at Jamesburg.

WM. COOK, Chief Engineer.

THE PEOPLE'S GOLD AND SILVER MINING COMPANY,

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CAPITAL, $500,000.

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WILLIAM HEFFLEY, President
SAML. NEWELL, Secretary.
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D. L. M. MOORE, Agent,
At the Office of the Company.

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PISTON PACKING,

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THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, May 16th, 1864.

Loan of $3,000,000--Due 15th June, 1864.

NOTICE IS HEREBY GIVEN that this Company is now prepared to redeem the Bonds of the above issue, on their presentation at THE BANK OF COMMERCE IN NEW YORK, at par and accrued interest.

JOHN V. L. PRUYN, Treasurer.

LEMUEL W. SERRELL,

SOLICITOR OF

AMERICAN & FOREIGN PATENTS,

NO. 121 NASSAU STREET,

NEW YORK.

OFFICE OF THE MANHATTAN CO., No. 24 Wall st.

NOTICE is hereby given that at the drawing this day had of 25 bonds of this Company for redemption out of the Sinking Fund, the following were drawn, viz.: Nos. 13, 53, 62, 83, 88, 96, 99, 120, 166, 218, 234, 429, 469, 494, 564, 637, 772, 816, 891, 1068, 1167, 1235, 1261, 1364, 1489, and that the same will be paid in Gold on the 1st day of JULY next, on presentation at the office of the Company. Bonds must be presented for payment within ten days after the 1st day of July next, under penalty of forfeiture of the right of redemption under this drawing.

JOHN WATTS, Secretary.

New York, June 6, 1864. 8t-25

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 14, 1864.

IN ACCORDANCE with a resolution of the Board of Directors of the Illinois Central Railroad Company, notice is hereby given to the holders of the canceled bonds scrip to present their certificates at the office of the Company, No. 21 Nassau-st., for conversion into the scrip stock of the company. L. A. CATLIN, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 14, 1864.

DIVIDEND NOTICE.—The Board of Directors of the Illinois Central Railroad Company have this day declared a DIVIDEND OF FOUR PER CENT. free from Government tax, on the stock and canceled bonds scrip of the company, payable on the 1st of August next, to parties whose names are registered as the holders on the books of the company at the close of business on the 15th day of July next, and that the transfer books close of that day and open on the 3d day of August

7t-25 THOMAS E. WALKER, Treasurer.

OFFICE OF THE CHICAGO AND NORTHWESTERN R. R. CO.,
No. 8 WALL STREET, NEW YORK, June 2d, 1864.

HOLDERS of the capital stock of the Galena and Chicago Union Railroad Company are hereby notified that, by the terms of consolidation of that company with the Chicago and Northwestern Railway Company, their stock is to be exchanged for stock of the Chicago and Northwestern Railway Company, as follows: One share of the Chicago and Northwestern preferred stock and one share of the Chicago and Northwestern common, with three dollars in cash, for each share of the Galena and Chicago Union.

Exchanges may be made, and the money received at once, at the offi of the Chicago and Northwestern Railway Company.

4t-24 H. H. BOODY, Agent.

THE THIRD NATIONAL BANK

OF THE

CITY OF NEW YORK.

Cash Capital, fully paid in,.....$500,000.

Is now open for business at

No. 5 NASSAU ST., NEAR WALL.

This Bank will receive subscriptions for the

TEN-FORTY LOAN,

principal and interest payable in GOLD.

The usual commission of one-eighth of one per cent. allowed to Banks, Bankers, and Brokers. Special attention given to the conversion of 7-30s into Government Six Per Cent Bonds. Bills of 4th National Banks received on deposit at par, and uncurrent money at the usual rates of discount.

C. V. CULVER, President.
J. WYMAN JONES, Vice President.
C. N. JORDAN, Cashier. 3m-24

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AND REMOVER

FOR STEAM BOILERS,

In either Salt or Fresh Water. No invention connected with Steam Power combines so many advantages as this. The economy in fuel alone, from its use, repays the cost of the preventive. Certificates from Engineers and owners of Steam Boilers, at sea and on shore, can be seen at the office of JAS. F. LEVIN,
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AND

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of all kinds.

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U. S. 10-40 BONDS.

These Bonds are issued under the Act of Congress of March 8th, 1864, which provides that all Bonds issued under this Act SHALL BE REDEEMED IN COIN, at the pleasure of the Government, at any period NOT LESS THAN TEN NOR MORE THAN FORTY YEARS from their date, and until their redemption FIVE PER CENT. INTEREST WILL BE PAID IN COIN, on Bonds of not over one hundred dollars annually and on all other Bonds semi-annually. The interest is payable on the first days of March and September in each year.

As these Bonds, by Act of Congress, are

Exempt from Municipal or State Taxation,

their value is increased from one to three per cent. per annum, according to the rate of tax levies in various parts of the country.

At the present rate of premium on gold they pay

Over Eight Per Cent. Interest

in currency, and are of equal convenience as a permanent or temporary investment.

It is believed that no securities offer so great inducements to lenders as the various descriptions of U. S. Bonds. In all other forms of indebtedness, the faith or ability of private parties or stock companies or separate communities only is pledged for payment, while for the debts of the United States the whole property of the country is holden to secure the payment of both principal and interest in coin.

These Bonds may be subscribed for in sums from $50 up to any magnitude, on the same terms, and are thus made equally available to the smallest lender and the largest capitalist. They can be converted into money at any moment, and the holder will have the benefit of the interest.

The Funded Debt of the United States on which interest is payable in gold, on the 3d day of March, 1864, was $758,985,000. The interest on this debt for the coming fiscal year will be $45,087,126, while the customs revenue in gold for the current fiscal year, ending June 30th, 1864, has been so far at the rate of over $100,000,000 per annum.

It will be seen that even the present gold revenues of the Government are largely in excess of the wants of the Treasury for the payment of gold interest, while the recent increase of the tariff will doubtless raise the annual receipts from customs on the same amount of importations, to $150,000,000 per annum.

The authorized amount of this loan is Two Hundred Million Dollars. Instructions to the National Banks acting as loan agents were not issued until March 26, but the amount of Bonds reported sold at the United States Treasury is over

$70,000,000.

Subscriptions will be received by the TREASURER OF THE UNITED STATES at Washington, and the ASSISTANT TREASURERS at New York, Boston and Philadelphia, and by the

First National Bank of New York, No. 4 Wall Street.
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Third National Bank of New York, 5 Nassau street.
Fourth National Bank of New York, Pine Street.
Fifth National Bank of New York, 238 Third Ave.
Sixth National Bank of New York, 6th Ave. & Broadway.
Ninth National Bank of New York, 362 Broadway.
Tenth National Bank of New York, 240 Broadway.
New York National Exchange Bank, 184 Greenwich St.
Central National Bank of New York, 71 Duane street.

AND BY ALL NATIONAL BANKS

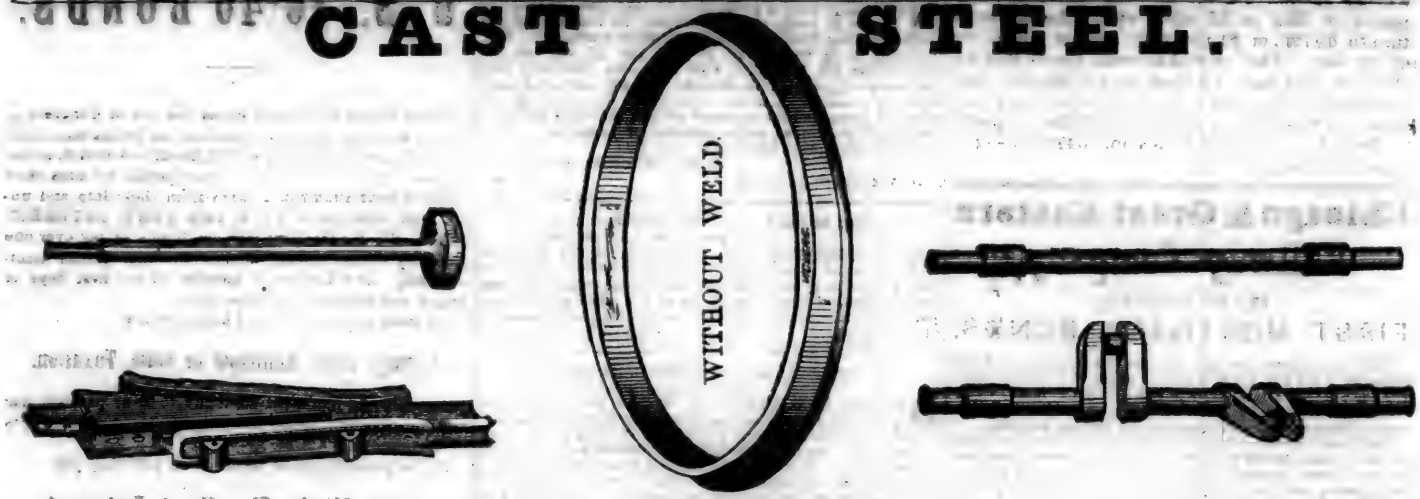
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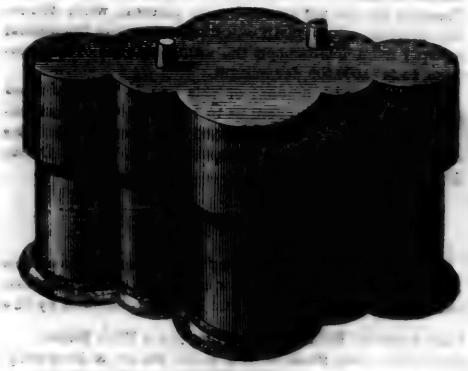
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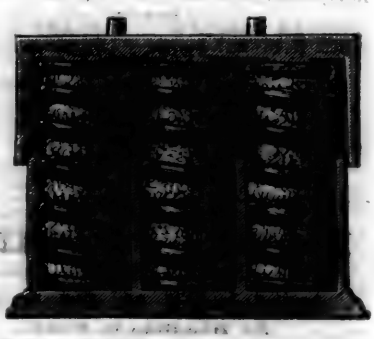


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President.

THOMAS BOND,
Treasurer.

JOHN HALDEMAN,
Superintendent.

MANUFACTURED solely by the "UNION CAR SPRING MANUFACTURING COMPANY."

This Spring is made by placing Steel Spiral Springs packed with wool in the inside only, in a casting with cylindrical apertures or cells just large enough to receive the filled spirals, with a cap or cover fitting over and outside the casting.

Size and capacity can be varied so as to give any amount of elasticity, or, any amount of carrying capacity.

These Springs have been examined by many of the leading railroad experts of the country and in every instance with unqualified approval.

Springs that were rudely made before our manufactory was in operation are running with a satisfactory success on important roads. A set of Freight Springs imperfectly made and tempered were placed by the Penn. Central under their heaviest Freight Locomotive tender on the mountain division of their road, and gave entire satisfaction. They placed another set on one of their Freight Cars, which with its load made a total weight of 32,000 pounds and still left a motion of half an inch.

Most Railroad experts agree in the opinion that they have no spring which meets their wants. One spring which has great softness, has almost as much lateral motion as vertical; is rigid in cold weather, and short lived. Another spring which has life, has so much rigidity as to wear the roadway and rolling stock as much or even more than the twisting which follows the combination of an excessive lateral and vertical motion. Springs of other combinations must be made rigid in order to preserve their component parts.

We believe we have succeeded in avoiding these objections and can offer a spring, which while it is elastic, will have great range of motion, with a direct vertical action, and durability.

Wool is one of the most indestructible of elastic substances, and has an elasticity which cannot be entirely exhausted with any weight which can be placed on a car, and yet, the back-bone of the Spring is the Steel Spirals.

The impossibility of exhausting with any usual load the column of wool in the spiral, prevents the Spirals coming home, and bringing steel against steel, which by causing crystallization, destroys the steel. The wool is packed in the coils by a powerful press, or it would be of no service.

Our springs are light in weight and easy of adaptation, as they can be placed where any other spring can be placed, and besides, they have that which is only acquired elsewhere by placing two or more springs together, viz: breadth of base.

We ask, when it is possible, an inspection of our works, as we feel convinced that an examination there will prove the superior merit of our Springs, and the perfection of our process.

We ask that you shall order one set, at least, and judge for yourself by personal test, and if you have bolsters under your tenders, make the test there, as it is the most severe.

The excellence of our Spring, its ease of adaptation, its meeting the great want expressed by railroad men that their freight cars should be carried by elastic springs both to save roadway, rolling stock, and *to carry freight in nearly as good order as it can be carried by water*, together with the *saving* in motive power by drawing a *lively* load instead of a *dead* load, will commend our Spring to your attention.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XX., No. 28.] SATURDAY, JULY 9, 1864. [WHOLE No. 1,473. VOL. XXXVII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 9, 1864.

The Great Indian Peninsula.

It is very difficult for the American reader fully to understand the abstracts of the Reports which are made by the East India Railway Company Managers to their stockholders, without reference to a map. Yet they are really of great value to Engineers in this Country, as they illustrate large conceptions, rapid execution and a happy combination of ample means expended with great scientific skill. No complete account of the East Indian railways has yet come from the American press even in the shape of a republication, though we believe there are several such in print in England.

A good general idea of them may be formed from the lecture delivered a few years since by Dr. Buist before the British Asiatic Society. India, ruled by the British Government is in the shape of a peninsula, with such physical configurations as to have occasioned a necessity for at least three different systems of railways, which are called the Deltoid, the Ghautee and the Concanny. The first traverses the Deltas of the Indus and the Ganges with grades of 4 or 5 feet per mile, for they are parts of the vallies of the Indus and the Ganges, and neither curves nor gradients have embarrassed the Engineers to any great extent. The real obstacles were the inundations, the viaducts and the river courses. For hundreds of square miles not even a useful peble could be found, and the ballasting had to be prepared of clay turned into a sort of brick. In the Ghautee, Ghat, or mountain regions, while materials of all kinds are abundant, the curves and gradients were fearful. Mountain masses 20 or 30 miles long, and 2 or 3,000 feet in height had to be passed, while the Concanny system presented wide rivers and salt marshes to be overcome, and the competition of cheap and easy navigation. Yet over all these has been gained a complete triumph.

Mr. Vignolles first brought forward the idea of the East Indian Railways in 1838 to the notice of the Directors of the East India Railway Company, and at the present time the great Trunks and the connecting lines are rapidly approaching completion, and are in fact in use for thousands of miles in all directions.

The Great Indian Peninsula stands in the front rank of these works and was commenced in 1851. 310 miles were finished in 1862 and the report at the half yearly meeting of the stockholders in London made a few weeks since informs us, that in Dec. 1868, 542 4-10 miles were completed. The original cost of construction was estimated at $45,000,000 and the report shows that the capital employed has been swelled to $53,918,450, and that a further sum of $10,000,000 and the issuing of debentures to the extent of $15,000,000 more will yet be required to finish the work. On these sums there is a guaranteed interest of 5 per cent by the Government of India, but there is no expectation that the shareholders will hereafter be obliged to resort to the guarantors. We may contemplate a similar result for our own Government after the Pacific Union is constructed. The current receipts and expenditures for the last half year ending in December 1863 we stated as follows:

The gross receipts for the half-year ending December last amounted to 207,870*l.*, against 153,283*l.* for the corresponding period of 1862, showing an increase of 54,587*l.*, or 53*l.* per mile. The gross receipts per mile averaged 383*l.*, or 7s. 0¾d. per train mile, against 330*l.* per mile in the corresponding half of 1862, and 6s. 6¾d. per train mile. The number of passengers conveyed was 1,707,210, against 1,379,081 in the corresponding half-year. The working expenses amounted to 147,560*l.*, or 70.99 per cent., including 23,734*l.*, or 11.42 per cent., for compensation; and to 95,020*l.*, or 61.99 per cent., including 2,648*l.*, or 1.72 per cent., for compensation for the corresponding half of 1862.

The full measure and development of the line will be found in its complete communication between Bombay and Calcutta, and Bombay and Madras, the former of which is expected to be made by the close of the present year. It appears from the report that connections are in progress with Jubbulpore, and from Mulkapore to Sheagaum into the Nagpore territory, and from Sholapoor to Hyderabab; further surveys having resulted in lessening the gradients and lightening the work.

The Directors are confident of great future results, having access to immense coal fields, finding the traffic on the increase, and new and favorable views taken of the improvements by the more intelligent and influential Natives. Cotton is one of the staples of transportation. At Bombay large and commodious stations for goods to be delivered in the harbor, and for passengers in the city were soon to be constructed. Bombay is on an island separated from the mainland by a narrow strait, and is 770 miles from Madras, 1,308 from Calcutta and has a population of about 220,000, of which three-fourths are Hindoos.

From these brief statements we may gather enough to encourage us in the great work we have now in hand, the Union Pacific Railroad, which under the recent and liberal legislation of Congress should now be pressed to an early conclusion. The rapid construction of the Eastern division to the 100th degree will enable the residue to be built under very favorable circumstances, far more so than any of the railways of India. And when we see a single railway like that under notice has cost, or will cost about $70,000,000 we can also see that the appropriations for the Union Pacific nearly twice the length of the former, which has but one obstruction to overcome resembling the Ghauts of India, to wit the Rocky Mountains, are likely to be amply sufficient.

Philadelphia and Reading Railroad.

The following is a comparative statement of the receipts and expenses of this road for the fiscal years ending November 30, 1862 and 1863:

	1862.	1863.
From passengers	$403,563 77	$566,520 38
" merchandise	523,416 16	673,142 61
" coal	2,879,419 55	4,897,200 04
" U. S. mail	19,618 00	21,309 34
" miscellaneous	85,712 74	94,729 65
	$3,911,830 22	$6,252,902 02
Working expenses:		
Fuel—wood	$26,258 24	$26,177 89
" coal	109,646 25	293,614 99
Oil, waste, etc.	45,631 97	83,292 72
Wages of train hands	193,356 71	236,210 67
Tolls paid city R. R.	.....	2,064 82
Hauling expenses on Broad street	.....	8,259 91
Hauling and assorting cars at Schuylkill Haven, Richmond and Port Carbon	54,159 21	76,379 48
Other running exp.	21,982 45	25,876 03
Repairs of engines	132,405 72	209,949 09
" coal cars	127,388 67	242,385 74
" mdze "	42,104 67	75,038 44
" pass. "	19,018 10	25,792 61
Work at depots, etc.	8,659 56	17,999 54
Depot expenses	63,446 32	86,236 61
Salaries, office exp., etc	133,683 71	174,555 50
Exp. lateral R. R.'s	.....	4,322 28
Repairs of road	162,966 46	230,864 46
" bridges	8,334 94	20,587 96
" buildings	11,101 89	21,597 09
" mach'ery	25,825 90	32,806 00
Richmond wharves	18,894 85	32,057 14
Watching b'dges, etc.	17,872 84	22,304 61
Sundries	11,937 74	13,994 78
Drawbacks & allowances	124,047 08	176,752 86
Rents & ground rents	107,828 35	277,206 65
State, Co., and city taxes	9,582 38	28,669 37
Int'rest, damages, etc.	16,568 22	61,874 17
Rent of cars	744 40	.....
Insurance	13,846 53	14,482 94
U. S. tax	29,289 98	24,647 44
	$1,536,583 14	$2,546,001 74
Net profit	$2,375,247 08	$3,706,900 28
Total interest on bonded debt for 1863	$653,464 00	
Interest on bonds and mortgages	33,972 00	
Renewal fund	370,157 59	
New cars and engines	729,797 98	
New machines for workshops	21,078 07	
New coal barges	77,880 00	
Real estate	238,019 29	
		2,124,368 98
Dividend fund for the year		$1,582,531 35
Disposed of as follows:		
Sinking funds	$210,830 30	
State tax on capital	43,136 90	
Dividends on pref. stock	108,626 00	
		362,593 20
Balance of dividend fund, 1863		$1,219,938 15
Add balance dividend fund, 1862		951,321 14
Total reserved fund		$2,171,259 29

The number of passengers carried in 1863 was 211,972, against 150,970 in 1862, an increase of 61,002, and the increased receipts therefrom $162,956. The number of tons of merchandize transported was 647,363, against 451,733 tons in 1862, an increase of 195,630, and the increase in receipts therefrom $149,727. The coal tonnage amounted to 3,065,261; in 1862 it was 2,310,991, an increase of 754,270 tons, with an increase in receipts of $2,017,781. The total increase in gross earnings over those of the previous year was $2,841,072, with an increase in expenses, including renewal fund, of $1,100,104—making the increase of net profit, $1,100,104. The amount to credit of reserved fund, November 30, 1862, was $990,956 21; from which is deducted for sundry drawbacks on traffic in 1862, the sum of $39,635 07—leaving the balance as above, $951,321 14. The total reserved fund now stands at $2,171,259 29.

The equipment of the road consists of 166 locomotives, of which 137 are first class, 21 second class, 5 third class and 3 fourth class; 94 passenger, 24 baggage, and 16 mail and express cars, all 8-wheel; 3 iron and 2,624 wooden 8-wheel coal cars, and 2,974 iron and 1,940 wooden 4-wheel coal cars—making a total of 7,551, equivalent to 5,094 8-wheel cars. Of the 879 cars for freight, etc., 507 are 8-wheel, and 372 4-wheel, equivalent to 698 8-wheel cars. In addition to the above there are owned and used in the management of the road, in transportation department, 35 8-wheel and 77 4-wheel freight cars; 4 small passenger cars; 23 steam engines; 10 snow ploughs; 15 carts, wagons and drays; and 80 horses and mules for hauling in Philadelphia and elsewhere. And in roadway department, 1 passenger car, 1 wreck car, 38 8-wheel and 262 4-wheel freight cars. The equivalent number of 4-wheel cars in use on the road is 12,201.

There have been added during the year, 23 locomotives; 214 4-wheel and 1,183 8-wheel coal cars, and 120 4 and 8-wheel dumping, freight and other cars—equal to 2,715 4-wheel cars. Eight locomotives and 83 freight cars have been rebuilt during the year, and their cost added to transportation expenses.

The expenses of transportation department have increased $553,362 66, compared with those of 1862. This difference is explained by the large increase in the amount of coal and general merchandize, and in the number of passengers transported in 1863; the high price paid for coal, iron, oil, and all other materials, and for wages of every description; the cost of working the Little Schuylkill Railroad from April 1, 1863, a period of eight months; and of working the East Mahanoy Railroad from June 22, 1863; and the additional cost of working the Swatara, Mt. Carbon, Mahanoy and Broad Mountain, and the Union Canal Railroads during the whole of the past year, compared with similar expenses during a portion only of 1862.

The gross tonnage of the road, 4,391,877 tons (exclusive of weight of engines and cars;) exhibits a large increase over any preceding year; and the efficiency of the locomotives transporting it has been fully maintained—the average load of coal hauled by each engine having been 514½ tons, being 57½ tons greater than in 1862, and largely in excess of any previous year.

In addition to the heavier coal tonnage, the other great staples of the road show a gratifying increase—pig metal and manufactured iron, iron ore, lumber and live stock, having been carried in larger quantities than ever before.

The Lebanon Valley Branch Railroad continues to prove a valuable feeder to the main line, having transported 282,798 passengers and 647,982 tons of freight during the past year. Of which 411,257 tons of coal and merchandize, and 45,845 passengers passed over the main line of the Reading Railroad. The revenue of the Lebanon Valley Branch road exclusively was $669,959 30; and the expenses, including total cost of working the road, $229,749 80. In addition to the above revenue, $352,003 43 was received from that portion of the same merchandize and passengers which passed over the main line of the Reading road.

The total number of miles run by engines over the main line in transportation department the past year was 1,755,699; in roadway department, 47,518; in renewal, etc., department, 29,971—total, Reading Railroad, 1,833,185; total, Lebanon Valley Railroad, 331,787; total, Chester Valley Railroad, 33,771; on lateral roads in coal region, 522,946—total, 2,721,689. Miles run in 1862, 2,088,166—increase, 633,523.

The total tonnage for the year on Main and Branch roads, including weight of passengers, in tons of 2,000 lbs., was 4,391,877. The total number of tons hauled one mile, including cars but exclusive of engine and tender, was 740,315,180. The average weight of loaded coal trains down was 903.5; empty coal trains up, 327.3; do., passenger trains, 64.

The total number of miles run by all engines owned and used by the company from May, 1838, to November 30, 1863, was 31,269,359. Total number of tons hauled one mile between same dates, 7,638,673,733. Total amount of coal transported from commencement to date of the report, was 32,759,683. The total tonnage of the road was 44,650,029.

The total number of passengers carried during the year was 576,861; number of miles traveled by same, 19,501,224—equal to 211,970 through passengers carried over the whole road. The total number of passengers carried to date of the report, including Philadelphia Branch road was, 5,435,308.

The Philadelphia Branch road, between Philadelphia and Schuylkill Viaduct is three miles long. The tonnage was 5,389; number of passengers 15,715; total receipts $3,307 55.

Since the last annual report, the Little Schuylkill and East Mahanoy Railroads have been placed in charge of the roadway department, and the accounts cover the repairs and renewal of these roads for eight months, and also eight months of the Union, and six months of the Mt. Carbon, Good Spring and Lorberry, in addition to those of 1862. An average advance of 50 per cent. in the value of labor and materials has seriously affected the cost of maintaining the road and its branches, being $117,278 in excess of last year. This is an increase of 45 per cent., while the tonnage carried 100 miles, has been enlarged from 2,443,377 to 3,404,269—an increase of 39 per cent. Per mile of track it has been $728 14 against $599 33, and per ton carried 100 miles it has been 10 99 cents, against 10.51 cents in 1862. It will thus be seen that the advantage to be derived, under ordinary circumstances, from a large tonnage decreasing the initial expenses, has this year been neutralized by the general inflation of prices. The cost of renewing rails has been 2.67 cents per ton against 2.56 cents in 1862. The extent of railway in charge of this department November 30, 1863, is as follows:

	Miles of Main track and Br'ches.	Miles of Sidings.	Total Miles.
Philadelphia and Reading	198.50	63.61	262.11
Willow street	3.50	0.54	4.04
Mt. Carbon & Pt. Carbon.	5.00	7.18	12.18
Mount Carbon	7.83	2.00	9.83
Lebanon Valley	72.98	9.29	82.27
Chester Valley	21.50	1.80	23.30
Schuylkill Valley	25.23	1.49	26.72
Mill Creek	15.03	3.11	18.14
Union	3.47	0.61	4.08
Good Spring	6.75	0.27	7.47
Lorberry	5.62	0.89	6.51
Little Schuylkill	29.56	18.83	48.39
East Mahanoy	8.04	1.07	9.11
Total	403.01	111.14	514.15

The expenses charged to renewal account during the year amount to $323,886 59, and are $116,144 in excess of last year, viz:

Road bed and tracks	$135,708 24
Sidings and switches	42,046 54
Bridges	82,808 50
Stations	83,323 31
	$323,886 59

In addition to the above, the following items of work have been executed, which are not chargeable to the renewal fund, viz:

Construction of West Reading R. R.	$22,304 91
" Port Kennedy R. R.	2,826 77
Extending Good Spring (formerly Swatara) Railroad	4,423 42
Finishing East Mahanoy Railroad	15,071 03
	$44,626 13

The three first items will be represented by capital stock in the respective companies, and the last by a cash payment.

The West Reading Railroad consists of 1½ mile of track, to and along the river front of that city, one-fourth of a mile of which only remains to be laid.

The Port Kennedy Railroad is a branch one mile in length to extensive lime-kilns, and is approaching completion.

The Good Spring Railroad extension to new coal openings in the Pine Grove region is 2½ miles in length. It is now nearly ready to receive the rail track, and when finished will add to the business of the company.

The East Mahanoy Railroad is yet in an unfinished condition.

The connection between the Lebanon Valley and East Pennsylvania Railroad at Reading has been completed at a cost of $21,222 63.

Contracts have been entered into for a connecting link between the Schuylkill Valley and Little Schuylkill Railroad near Tuscarora, and for a branch to an extensive colliery, now building near the same spot. When these works are completed they will add largely to the business of the Schuylkill Valley Railroad.

It was confidently expected that 12 miles of second track would have been added to the Lebanon Valley Railroad during the year; but owing to the difficulty of procuring iron, only two miles of second track and three and a half miles of main track have been laid. Seven and a half miles of sidings have been laid at various points to meet the pressing demands of a swelling traffic, and yet the want of more track room is seriously felt at the important stations.

The short supply of rails in times of business inflation, and the inability of manufacturers to fulfil their engagements, are at this time subjects of grave importance in railway management.

The following is an abstract from the General Account of the company, November 30, 1863:

Railroad		$14,449,398 39
Depots		477,699 22
Locomotive engines and cars		3,765,774 45
Real estate		1,493,005 90
P., R. & P. telegraph stock		20,730 00
Lebanon Valley Branch		4,598,998 57
Willow street Railroad		100,000 00
Pottsville Water Co. stock		24,304 65
Pottstown Gas Co. stock		3,000 00
Schuylkill and Susq. and Allentown Railroad Co.'s stock		531,312 83
Shamokin Valley and Pottsville railroad purchase		50,000 00
Propeller and barges		13,940 00
		$25,528,164 01
Less amount received in 1863 in settlement of contracts for account construction, etc., Lebanon Valley Branch	$50,120 00	
Propeller Phila. sold	8,500 00	
		58,620 00
		$25,469,544 01
Assets	$2,602,981 04	
Liabilities	1,458,696 70	
		1,144,284 34
		$26,613,828 35
Capital stock, common		$11,661,427 64
preferred		1,151,800 00
Loans ($10,077,300,) viz:		
5 per ct. £ bonds 1863-'67 unconv.		408,000 00
5 " £ " 1836-'80 "		182,400 00
6 " $ " 1849-'70 "		2,950,600 00
6 " $ " 1861-'71 "		110,000 00
6 " £ " 1843-'80 "		976,800 00
6 " $ " 1843-'80 ⅔ "		549,000 00
6 " $ " 1844-'80 "		810,000 00
6 " $ " 1848-'80 "		101,000 00
6 " $ " 1849-'80 "		67,000 00
6 " $ " 1857-'86 conv.		2,480,500 00
7 " $ L. V. 1856-'86 "		1,442,000 00
Bonds and mortgages on real estate		590,027 84
Reserved fund		562,013 58
Balance of dividend fund 1862		951,321 14
" " " 1863		1,219,938 15
		$26,613,828 35

The assets and liabilities of the company December 1, 1863, were as follows:

ASSETS.

Cash		$596,876 12
Bills receivable		2,994 77
Freight and toll bills receivable		308,600 72
		$908,471 61
Less due for wages, materials, drawbacks and connecting roads		334,163 56
		$574,308 05
Stocks and bonds held by the Co.		1,230,385 17
Materials on hand, and payments made on account of 1864, including bonds for the sinking funds, $274,258 74		653,796 72
Debts due to the company incurred in current business		58,100 63
Debts due to the company, partly secured by real estate		86,390 47
		$2,602,981 04

LIABILITIES.

Debts due by the company	$387,924 42
Coupons to Jan. 1, 1864, inclusive	262,318 00
Interest on real estate bonds	12,047 08
Dividend on preferred stock	54,313 00
Sinking funds	551,290 83
Cr.: Balance of renewal account	190,803 37
	$1,458,696 70

RESERVED FUND.

Sinking fund stock per last report		$549,211 71
Add bonds purchased for sinking funds and cancelled		160,000 00
		$709,211 61
Deduct 7 per cent. stock dividend, declared Jan. 7, 1863		699,798 13
		$9,413 58
Sinking fund bonds per last report	$308,500 00	
Less amount cancelled, stock created therefor, and divided Jan., 1863.	160,000 00	
	148,500 00	
Add bonds purchased in 1863, and held by the Company	404,100 00	
		552,600 00
		$562,013 58

President.—CHARLES E. SMITH.

Managers.—S. M. Felton, H. Pratt McKean, Wm. Sellers, John H. Towne, A. E. Borie, George Whitney.

Treasurer.—SAMUEL BRADFORD.

Secretary.—WM. H. WEBB.

Railroad Earnings--Monthly.

The earnings of the Michigan Central Railroad for the month of June, 1864, were ... $265,780 35
Corresponding month of previous year 206,221 37

Increase ... $59,558 98

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of June, 1864, were ... $311,717 00
Corresponding month of previous year 237,982 00

Increase ... $73,735 00

The earnings of the Chicago and Rock Island Railroad Company for the month of June, 1864, were ... $205,866 00
Corresponding month of previous year 166,606 00

Increase ... $39,260 00

Customs Revenue at New York.

The customs revenue at the Port of New York for the fiscal years ending June 30, 1863 and 1864, compare as follows:

	1862-3.	1863-4.
July	$7,211,817	$4,912,718
August	4,762,581	6,332,334
September	5,239,045	7,270,543
October	4,309,419	6,238,943
November	3,003,270	5,075,846
December	2,664,594	5,248,189
January	4,127,906	6,180,586
February	3,590,713	7,471,027
March	4,554,460	7,659,770
April	3,957,197	13,982,555
May	3,873,865	3,908,058
June	3,738,924	3,348,010
Total	$51,033,801	$77,628,529
Total at New York, as above		$77,628,529
At other ports		25,589,664
Total Customs of year		$103,218,193
Interest on present Gold-bearing Debt		50,823,672
Surplus		$52,394,521

☞ The Managers of the Susquehanna Canal Company announce the following charges for tolls for the month of July at 19 cents per 1,000 pounds; for the months of August and September 20 cents, and from the 1st of October to the end of the season 22 cents.

Foreign Dry-Goods Trade.

Imports of foreign dry-goods at the port of New York for six months from January 1:

ENTERED FOR CONSUMPTION.

	1862.	1863.	1864.
Manufactures of wool	$3,913,200	$3,051,673	$15,234,303
" cotton	3,530,184	2,863,167	4,294,404
" silk	4,102,162	4,887,776	9,031,525
" flax	2,843,940	3,837,430	4,840,662
Miscellaneous dry goods	906,065	1,372,376	2,107,345
Total	$20,295,551	$21,012,422	$35,508,239

WITHDRAWN FROM WAREHOUSE.

	1862	1863.	1864.
Manufactures of wool	$2,721,467	$2,096,135	$4,255,204
" cotton	2,127,785	768,788	1,672,778
" silk	1,755,092	1,414,422	2,192,726
" flax	1,047,850	780,640	1,912,099
Miscellaneous dry goods	385,395	243,135	374,210
Total	$8,048,189	$5,303,420	$10,407,017
Add entries for consump.	20,295,551	21,012,422	35,508,239
Total thrown on market	$28,343,740	$26,315,842	$45,915,256

ENTERED FOR WAREHOUSING.

	1862.	1863.	1864.
Manufactures of wool	$1,976,493	$3,773,278	$6,172,685
" cotton	1 175,844	1,816,257	1 371,514
" silk	638,561	1,696 293	2,848,148
" flax	396,282	1,748,426	2,004,957
Miscellaneous dry goods	75,016	362,784	454,436
Total	$4,262,199	$9,387,138	$12,851,740
Add consumption entries	20,295,551	21,012,422	35,508,239
Total entries at the port	$24,557,750	$30,399,560	$46,359,979

Imports of dry goods for the fiscal years ending June 30, 1862, 1863 and 1864:

ENTERED FOR CONSUMPTION.

	1862.	1863.	1864.
Manufactures of wool	$14,481,247	$21,005,248	$27,983,879
" cotton	4,434,562	5,961,621	6,685,010
" silk	6,075,277	10,944,736	16,355,165
" flax	3,783,191	7,705,165	8,339,549
Miscellaneous dry goods	1,374,091	2,814,713	3,879,810
Tot. entries for consump.	$30,148,668	$48,421,383	$63,245,473

WITHDRAWN FROM WAREHOUSE.

	1862.	1863.	1864.
Manufactures of wool	$5,657,751	$3,776,048	$8,080,752
" cotton	3,374,568	1,489,269	2,760,618
" silk	3,889,710	2,357,640	3,497,231
" flax	1,698,497	1,334,944	3,595,923
Miscellaneous dry goods	545,157	593,384	592,006
Tot. w'n from w'house	$14,965,683	$9,551,275	$18,527,030
Add entered for consump.	30,148,668	48,421,383	63,245,473
Total thrown on market	$45,114,351	$57,972,658	$81,772,503

ENTERED FOR WAREHOUSING.

	1862.	1863.	1864.
Manufactures of wool	$3,570,921	$5,648,002	$9,311,114
" cotton	1,599,128	2,523,387	2,216,381
" silk	2,064,555	2,467,514	4,473,808
" flax	545,590	2,307,415	3,301,273
Miscellaneous dry goods	228,858	694,736	687,917
Total warehouse entries	$8,007,052	$13,541,054	$19,989,493
Add consumption entries	30,148,668	48,421,383	63,245,473
Total entered at the port	$38,155,720	$61,963,037	$83,234,966

Buffalo and Lake Huron Railroad.

The report of the directors for the half year ending January 31, 1864, states that the traffic receipts show a larger aggregate amount than has been taken during any previous half year, amounting to £59,907, being an excess of £12,547 over the corresponding period of 1863. Of this increase, £5,306 has been derived from passenger traffic, being 40 per cent. excess over the corresponding half of last year. This is owing to the efforts made to develop the through passenger traffic by the route in connection with the Grand Trunk to Detroit, and although a slight result, it may be taken as an earnest of what may be done when the bridge across the Niagara River at Buffalo is constructed. But for the serious interruption to traffic in the last five weeks of the half year by unprecedentedly severe weather, during which the want of the bridge was severely felt, the results would have been much more satisfactory. The pecuniary loss to the company during this period by reduced traffic and by increased expenses was very considerable. The working expenses show a considerable increase as compared with the corresponding half year, owing partly to the increased mileage, but also owing to exceptional circumstances. The item of maintenance is £1,700 in excess, but this appears to be owing to an insufficient charge in the corresponding half of last year. As compared with the average of nine half years there is a slight decline. The amount paid for haulage to the New York Central, and for transportation of freight, shows an increase commensurate with the increased traffic. The whole of this item, £3,850 will be saved when the line is connected with both of the American roads at the bridge. The board being more than ever convinced of the necessity for the construction of the proposed bridge across the Niagara River, have done all in their power to promote the formation of the company required under the charters. They have now the pleasure to state that the subscription books have been closed, with application for three times the amount of stock required.

The repairs of the road have been interfered with by the non-arrival of 500 tons of rails shipped in July, as an addition to the reserve, but which arrived out only in April. On this account, and from injury done to the road by the severe weather already alluded to, several accidents have occurred, none of them, however, of a very serious nature.

There has been a gradual improvement carried out in the condition of the company's cars, and the whole stock is in good condition. The expenses per train mile 1.06 (cents) more than the corresponding period of 1860, arise from the complete overhauling of the stock. Of the twenty-seven engines, twenty-two are in first class condition, three in good working order, and two under repair.

Since the publication of the last report, the directors, acting on the resolution of May 1863, have carried out the views then expressed by constructing an additional amount of rolling stock, which has been mainly instrumental in earning the increased receipts observable in the present returns.

An agreement was signed in December last with the Grand Trunk for mutual running powers between Buffalo and Detroit; and application was made in this session of the Provincial Parliament for an act to ratify the arrangement. The result of this measure will be to give access for both companies to the railways running east and west of these points, and will thus form a continuity of connection between New York and the Western States. Subsequent negotiations have led to a preliminary agreement being signed enabling the Grand Trunk to work the road in unison with its own system, upon the principle of a division of net receipts. The details will be submitted to the meeting of proprietors on 9th June, for consideration and approval.

The committee appointed by the bondholders, acting in concert with Messrs. Bischoff, Coxe, and Bompas, have recommended to the board that a sum of £160,000 should be raised for the purpose of paying off the present floating debt of the company, increasing the rolling stock, laying down a third line of rails from Buffalo to Stratford, completing the stations at Goderich and Buffalo, and subscription towards the bridge at Buffalo, over which the company desire to have a controlling interest. The directors, however, trust that, under the arrangement with the Grand Trunk, they will be enabled to reduce materially the amount necessary to be raised for the final adjustment of their engagements.

Pending the necessary financial measures of the company, application has been made to the Legislature for an extension of time to complete the Hamilton and Port Dover, in order to obviate any difficulty that may arise from premature action in this matter.

The improved aspect of the commercial resources of the province of Canada, and the yearly development of trade and manufactures exhibits a healthy tendency, which must operate in a continued state of progress. This must ultimately promote the interests of all industrial undertakings, in which the system of railways and the growing traffic of the country will be largely benefitted.

Lehigh Valley Railroad.

The Lehigh Valley Railroad, by purchase, came into possession of the Beaver Meadow Railroad on the 1st inst. The Quakake Road was purchased by the same Company last Spring. These purchases give the Lehigh Valley Railroad Company a continuous line from Easton to the Catawissa and Williamsport railroad, and, by the construction of the Penn Haven and White Haven railroad which is now completed and running, a continuous line from the mouth to the head waters of the Lehigh river. The construction of about fifteen or twenty miles of railroad will extend the Lehigh Valley railroad into the heart of the Wyoming coal-fields. It is now, by the construction of the Lehigh and Mahanoy railroad, in connection with the Schuylkill coal-fields. Thus it will be seen that ere long the Lehigh Valley railroad will extend into each of the three great coal-fields of Pennsylvania.

Hanover Branch Railroad.

The earnings of this road during the year ending March 31, 1864, were:

From freight	$16,125 62
" passengers	19,130 64
" mail, express, etc	3,160 74
Total Hanover Branch Railroad	$38,417 00
Working Gettysburg Railroad	5,232 50
" Littlestown "	1,336 60
Total earnings	$44,986 10

The expenses were:

Transportation	$5,285 72	
Motive power and fuel	10,847 83	
Repairs of road	6,478 38	
Maintenance of cars	2,385 09	
General expenses	1,256 22	
		26,253 24
Net earnings		$18,732 86

The receipts from all sources during the year have been as follows:

Earnings, as above	$44,986 10
Balance, as per last report	1,175 15
Sale of materials, etc	3,461 99
Materials used in excess of purchase	5,498 40
	$55,121 64

The disbursements were:

Working expenses, as above	$26,253 24
Extraordinary	1,467 54
Floating debt	17,400 00
Dividends	4,021 00
Interest, taxes, etc	1,606 87
Materials	4,348 70
Balance in treasury	24 29
	$55,121 64

The earnings exceed those of the previous year $6,474 29; and the expenses, $6,997 99—making a decrease of $523 70 in net earnings.

There were carried over the road during the year, 17,554 through and 6,868 way passengers, against 13,948 through and 5,639 way passengers of the previous year. The report says:

The sale of the Littlestown Railroad under foreclosure of the Mortgage being announced, and apprehensions entertained of its purchase by parties not interested in its maintenance, but with a view to vacating it and removing the iron and superstructure. As this road in the past was regarded as a valuable tributary, and from the present activity in the iron trade and developement of extensive beds of ore in its locality, a great augmentation of the receipts of both roads from this traffic being anticipated, the Board resolved to co-operate with the bondholders interested in

its perpetuation and purchase the road. This has involved an investment of $10,000 in the First Mortgage bonds of that Company at 90 per cent. An agreement has also been made with those bondholders providing for the exchange of the heavy rails on one mile of the track of that road for a like quantity of the light rails on this road at a difference of $25 per ton.

The equipment consists of 4 locomotives, 3 passenger, and 20 freight and construction cars.

GENERAL STATEMENT.

Capital stock	$116,850 00
Mortgage bonds (Littlestown R. R.)	10,000 00
Dividend due	855 00
Bills payable	150 00
Profit and loss	586 84
Profits from earnings of road	106,723 89
	$235,165 73
Cost of road and appurtenances	$179,627 79
Real estate	4,000 00
Equipment	36,265 00
Materials on hand	5,415 00
Bills receivable for cars sold	4,620 00
Due from U. S. and State Government	4,500 00
Due from Gettysburg R. R. Co.	573 65
Rent of Junction House	140 00
Cash in Treasury	24 29
	$235,165 73

Pennsylvania Railroad.

The following is a comparative statement of the operations of this road for the years ending December 31, 1862 and 1863:

Earnings.	1862.	1863.
From passengers	$1,731,392 20	$2,275,536 78
" U. S. troops	379,393 21	514,693 18
" U. S. mails	74,773 43	75,598 20
" expresses	146,851 96	263,128 82
" freight	7,668,419 85	8,602,261 97
" miscel. source	303,460 31	160,194 00
	$10,304,290 96	$11,891,412 95
Expenses:		
Conducting transp.	$1,320,459 78	$1,702,146 73
Motive power	1,824,005 37	2,211,038 02
Maintenance of road	1,345,961 67	1,556,367 57
" cars.	867,332 13	1,193,309 93
General expenses	73,313 64	117,137 96
	$5,431,072 59	$6,780,000 21
Net earnings	$4,873,218 37	$5,111,412 74

Compared with the year 1862, the gross earnings show an increase of $1,587,121 99; with an increase in expenses of $1,348,927 62—making the increase in net earnings, $238,194 37.

The following is a comparative statement of the earnings, expenses and net earnings of the road for the years 1860, 1861, 1862 and 1863:

	Gross earnings.	Operating expenses.	Net earnings.
1860.	$5,932,741 88	$3,636,299 08	$2,296,402 40
1861.	7,300,000 95	3,653,062 76	3,646,938 19
1862.	10,304,290 96	5,431,072 59	4,873,218 37
1863.	11,891,412 95	6,780,000 21	5,111,412 74

The following will show the gross earnings, expenses, etc., of the canals owned by the company during the same time:

	Earnings.	Expenses.	Net.
1860.	$209,365 85	$154,760 63	$54,605 20
1861.	176,109 04	147,872 59	28,236 45
1862.	251,481 76	258,091 56	*6,609 80
1863.	287,156 52	362,374 32	*75,217 80

* Decrease.

The following will show the number of passengers and tons of freight carried during the years named:

	Passengers.	Freight.
1860	1,303,444	1,346,525
1861	1,059,088	1,620,586
1862	1,143,418	2,058,548
1863	1,707,886	2,265,413

The above tonnage of freight is inclusive of coal, but exclusive of fuel and other materials transported for the use of the company; the latter in 1860 amounted to 124,597 tons; in 1861, to 138,499; in 1862, to 164,503; and in 1863, to 188,913. The coal tonnage of these years was 523,233; 707,754; 835,146; and 903,199 respectively.

The following is a statement of the receipts from and expenses of such portions of the Philadelphia and Erie Railroad, as have through its lease been delivered to this company, for the year 1863:

Receipts:		
From passengers		$275,604 20
" troops		20,568 06
" freights		363,234 53
" express		11,800 53
" mails		13,324 99
" miscellaneous sources		23,137 62
		$727,669 93
Expenses:		
Conducting transp	$109,624 28	
Motive power	87,835 84	
Maintenance of road	127,379 33	
" cars	11,756 58	
Thirty per cent. due on lease to meet interest on bonds, etc	218,300 96	
		554,896 99
Net earnings		$172,772 94
Which is chargeable with the interest on the rolling stock, shop machinery, and their probable depreciation, estimated together at about 12½ p.c., say.		$127,772 92
Leaving net profits on lease		$45,000 00

The earnings of the cars of the Pennsylvania Railroad Company in use on the Erie Railroad, gives a total of $3,939 42, which added to the earnings of the Erie Railroad, gives a total of $731,609 35, and leaves, after paying the Erie Railroad Company's proportion, ($218,300 96,) and the working expenses, ($334,859 06,) the sum of $177,449 33, to meet the outlay of the Pennsylvania Railroad Company, in the equipment of the Erie Railroad, etc.

The balance sheet for the Philadelphia and Erie Railroad for 1863, is as follows, viz:

To amount of stock on hand, Jan. 1	$28,175 92
" " bills, during 1863	499,075 31
" " pay rolls during 1863	204,088 17
	$731,339 40
Amount of expenditure in the following departments, viz:	
Conducting transp	$327,925 24
Motive power	87,835 84
Maintenance of cars	11,756 58
" way	127,379 33
Road and shop stock on hand Jan. 1, 1864	80,996 29
Individuals' and company's General Manager's accounts	95,446 12
	$731,339 40

The whole receipts of the company from the operations of its works, including the Philadelphia and Erie Railroad for the year 1863, were as follows:

From the Pennsylvania Railroad	$11,891,412 95
" " Canals	287,156 52
" Phila. and Erie Railroad.	727,669 93
Total receipts	$12,906,239 40

The financial condition of the company, December 31, 1863, is shown in the annexed.

BALANCE SHEET.

Capital stock		$13,430,250 00
First Mortgage Six per cent Dollar Bonds, payable 1880		4,980,000 00
Second Mortgage Six per cent Dollar Bonds, payable 1875		2,621,000 00
Second Mortgage Six per cent Sterling Bonds, payable 1875		2,283,840 00
Bonds due the State of Pennsylvania, bearing 5 per cent interest		6,900,000 00
Mortgages and Ground Rents on Real Estate		164,284 32
Total Shareholders' Capital and Funded Debt of company		$30,379,374 32
Accounts payable, including pay rolls for December, 1863		1,102,805 05
Dividend due to stockholders unpaid		26,588 00
Contingent Fund		1,000,000 00
Balance		5,786,905 80
		$38,295,668 17
Cost of road, including engineering land damages, fencing and buildings from Harrisburg to Pittsburg, and station and warehouses on the Philadelphia division, less profits of road, after paying interest to stockholders up to Nov. 1, 1855, credited to cost of construction as required by charter		$16,788,248 46
Cost of Philadelphia and Columbia railroad	$6,500,000	
Cost of Canals and Portage railroad	1,000,000	
	$7,500,000	
Less payment made of debt to State, charged to profit and loss	600,000	
		6,900,000 00
Cost of equipment of Road		3,548,484 21
Cost of real estate of company		2,523,637 74
Cost of Telegraph line		45,264 28
Extension of Penna. R. R. to Steubenville and Pittsburg R. R.		231,168 84
Extension of Penna. R. R. to Delaware River and Gas Works, including Wharves and Grain Elevator		560,495 24
Total cost of Roads, Canals, and their appendages		$30,592,298 27
Stock of Pittsburg, Ft. Wayne and Chicago Railway Co		821,299 00
Bonds of the Philadelphia and Erie R. R. Co. purchased under the stipulations of the lease of that road		954,550 00
Bonds and Stock of the Municipal and Railroad Corporations		1,107,588 72
U. S. certificates of Indebtedness		96,000 00
Bills and Accounts receivable		1,322,886 50
Amounts due from other roads		144,071 98
Amount of sinking fund		1,451,315 12
Fuel and materials on hand		775,938 84
Balance in hands of Agents		552,141 03
Balance in hands of Treasurer December 31st, 1863		478,128 71
		$38,295,668 17

The officers and directors for 1864-'65 are as follows:

President.—J. EDGAR THOMSON.

Vice Presidents.—THOMAS A. SCOTT, HERMAN J. LOMBAERT.

Directors.—Elected by the stockholders. J. Edgar Thomson, Josiah Bacon, Edward C. Knight, John Hulme, G. D. Rosengarten, Wistar Morris, G. W. Cass, Pittsburg, W. H. Smith, Pittsburg, Samuel S. Bodine, Joseph B. Myres.

Treasurer.—THOMAS T. FIRTH.

Secretary.—EDMUND SMITH.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ---Ca.	200,000	5	----	2½
Acten Vale---Ca	50,000	5	----	2
Adventure---L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	14½	20
Algomah---"	20,000	----	2	3½
Alliance ---Ca.	200,000	2½	----	----
Allouez---L. S.	20,000	----	1	4
American ---Ca.	200,000	2½	----	----
Amygdaloid ---L. S.	20,000	----	----	34
Annapolis---Md.	50,000	10	----	----
Arizona---Ariz. T.	10,000	100	----	----
Ascot ---Ca.	20,000	20	----	----
Astor ---L. S.	20,000	----	1	6½
Atlas ---"	20,000	----	1	7
Aztec ---"	20,000	----	1	6
Balt. and N. C.---N. C.	20,000	5	----	20c
Bare Hill ---"	----	----	----	3½
Bay State---L. S.	20,000	----	3½	19½
Beaver ---"	20,000	----	1	----
Bedford ---Ca.	125,000	5	----	1½
Black River ---"	200,000	2½	----	30c
Bohemian---L. S.	20,000	----	7½	10½
Bolton ---Ca.	200,000	5	----	1
Boston ---L. S.	20,000	----	5*	5½
B. and Corinth ---Vt.	20,000	10	----	----
Brooklyn---L. S.	20,000	----	2	----
Brome ---Ca.	100,000	5	1	Mining
Cabot ---L. S.	20,000	----	----	----
Caledonia---"	20,000	----	----	13
Cambridge---"	20,000	----	5	25c
Canada ---Vt.	100,000	1	3	Mining
Carp Lake---L. S.	20,000	----	4½	31
Cascade---"	20,000	----	----	----
Central ---"	20,000	----	----	60
Champlain---Ca.	200,000	1½	----	----
Chatham ---"	200,000	2	----	----
Chaudiere ---"	100,000	1	----	50c
Chester---"	200,000	1	----	23c
Cheticamp---"	30,000	5	----	----
Chippewa ---L. S.	20,000	----	----	----
Cleveland---Ca	100,000	5	----	----
Cliff---L. S	20,000	----	----	----
Clifton---"	20,000	----	----	----
Collin---"	20,000	----	¼	----
Columbian---"	20,000	----	4½	9½
Consolidated---"	20,000	----	5	5c.
Copper Falls ---"	20,000	----	24½	34½
Copper Harbor---"	20,000	----	1	----
Copper Hill---"	200,000	1	----	----
Copperas Hill---"	50,000	10	----	----
Cornwall ---Vt.	100,000	2	----	60c
Dacotah---L. S	20,000	----	----	5
Dana ---"	20,000	----	3½	8½
Deep River---N. C.	----	5	----	20c
Delaware ---L. S.	20,000	----	----	15
Derby ---"	20,000	----	----	1½
Devon ---"	20,000	----	1	----
Dorchester ---"	20,000	----	6	7
Douglas ---"	20,000	----	----	----
Dover ---Ca.	200,000	----	1	----
Dudley ---L. S.	20,000	----	¼	5
Dunham---Ca.	200,000	2	----	30c
Durham---"	300,000	5	----	30c
Eagle River---L. S.	20,000	----	3½	7½
El Dorado (Silver) "	20,000	----	----	----
Escot ---Ca.	25,000	20	----	4
Essex ---"	200,000	----	----	19c
Etna ---L. S.	20,000	----	----	15½
Eureka---"	20,000	----	----	----
Everett ---"	20,000	----	5*	4
Evergreen Bluff---"	20,000	----	17	St.
Flint Steel---"	20,000	----	11	St.
Forest City---"	20,000	----	3	Sal
Forest Shepherd---"	20,000	----	¤	Sha
Franklin ---L. S.	20,000	----	6½	55 Sho
French Creek---Pa.	100,000	5	----	1½ Sil
Gardner City ---L. S.	20,000	----	----	Sil
Gardner Hill ---"	20,000	----	5	75c Sil
Girard ---"	20,000	----	----	6 Sil
Glade ---"	20,000	----	1	---- Sou
Glencoe ---Ca.	200,000	1	----	30c Sou
Globe ---L. S.	20,000	----	1	---- Sou
Grand Portage ---"	20,000	----	1	---- Spr
Grand Trunk---Ca.	100,000	5	----	60c Sta
Great Western---L. S.	20,000	----	2	5 Sta
Green Mountain---Vt.	20,000	10	----	---- Sta
Guilford ---L. S.	20,000	----	5	28c. Sta
Hamilton ---"	20,000	----	----	7 Sup
Hancock ---"	20,000	----	6½	13 Sus
Hanover ---"	20,000	----	3½	Sut
Hartford ---"	20,000	25	12½	---- Tol
Hazzard ---"	20,000	----	----	Tre
Highland ---"	20,000	----	7	9½ Uni
Hilton ---"	20,000	----	¼	Ver
Hope ---"	20,000	----	¼	2½ Vic
Hudson ---"	20,000	----	----	Vul
Hulbert ---"	20,000	----	----	Was
Humboldt---"	20,000	----	2	10 Wat
Hungarian ---"	20,000	----	1	---- Wau
Huron ---"	20,000	----	16	37 Wes
Indiana ---"	20,000	----	6	6 Wic
Iuverness ---"	200,000	2½	----	---- Wic
Isle Haute---"	40,000	----	----	---- Win
Isle Royale ---L. S.	20,000	5	16	25½ Wya

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ---L. S.	20,000	----	----	----
Keweenaw---"	20,000	----	----	----
Kickapoo---"	20,000	----	1	----
King Phillip ---"	20,000	----	2	----
Knowlton ---"	20,000	----	1	9
Lafayette---Ca.	200,000	1	----	----
Lake ---"	200,000	1	----	15c
Lawrence ---L. S.	20,000	----	----	----
Lennoxville ---Ca.	100,000	5	----	1½
Logan ---"	100,000	3	----	2
Lyster---"	200,000	2	----	----
Madison---L. S.	20,000	----	1	5½
Malden ---"	20,000	----	1	----
Mandan ---"	20,000	----	2½	4
Manhattan ---"	20,000	----	2½	9
Marquette ---"	20,000	----	----	4
Maryland ---Md.	----	5	----	95c
Mass ---L. S.	20,000	----	----	----
Massachusetts---"	20,000	----	----	----
Mendota ---"	20,000	----	----	4½
Merrimac ---"	20,000	----	----	4
Meteor ---"	20,000	----	----	----
Mesnard ---"	20,000	----	5½	9½
Michigan---"	20,000	----	----	----
Middlesex---"	----	----	----	----
Mineral Hill ---"	----	----	----	5
Minnesota---L. S.	20,000	----	3½	42
Mississquoi---Ca.	150,000	2	----	1½
Montezuma---N. Mex.	300,000	5	----	----
Morrison---L. S.	20,000	----	----	----
Nashua ---"	20,000	----	----	----
National ---"	20,000	----	5½	31
Native ---"	20,000	----	3	1½
Naumkeag ---"	20,000	----	1	2½
Nelson---Ca.	200,000	1	----	10c
Nequaket---L. S.	20,000	----	1	----
Nevada (Silver)---"	20,000	----	----	----
New England ---"	20,000	----	2	2½
Newton ---Ca.	200,000	1	----	----
New York ---L. S.	20,000	----	----	2
N. Y. & Passaic---N. J.	100,000	5	----	----
North Cliff ---L. S.	20,000	----	4	7½
North Silver Lake "	20,000	----	----	----
North State ---"	20,000	----	3	10c
North Sutton---Ca.	100,000	5	----	1½
North Western---L. S.	20,000	----	7½	11
Norwich ---"	20,000	----	----	----
Ogima ---"	20,000	----	----	5½
Ontonagon ---"	20,000	----	----	44
Ottawa---Ca.	200,000	1	----	55c
Pacific---L. S.	20,000	----	----	----
Pennsylvania ---"	20,000	25	2½	10½
Petherick ---"	20,000	----	2½	12
Powabic ---"	20,000	----	3½	67
Phila. & Boston---"	20,000	----	15	----
Phœnix ---"	20,000	----	----	28
Pittsburg & Boston "	20,000	----	5½	97
Pontiac ---"	20,000	----	3½	5
Prince of Wales---Ca.	200,000	----	----	----
Providence---L. S.	20,000	----	----	2½
Quincy ---"	20,000	----	10	99½
Reid Hill ---Ca.	200,000	1	----	----
Reliance---L. S.	20,000	----	----	1
Richford ---"	60,000	5	----	----
Ridge ---L. S.	20,000	----	----	----
Rockland ---"	20,000	----	5	12½
Roscoe---Ca	200,000	1	----	----
Rudisell ---"	----	----	----	----
St. Clair---L. S.	20,000	----	3	9
St. Flavien---Ca.	100,000	5	----	----
St. Francis ---"	100,000	5	----	----
St. Mary's (L. & M.)L. S.	20,000	----	8½	9
Salem---"	20,000	----	1	----
Sharon Consol ---"	20,000	----	----	----
Sheldon ---"	20,000	----	----	16
Silver Creek ---"	20,000	----	1	----
Silver Hill ---"	20,000	----	----	20c
Silver Lake ---"	20,000	----	----	----
Silver Valley---"	20,000	----	----	30c.
Southampton---Ca.	100,000	5	----	----
South Bedford ---"	200,000	2	----	----
South Side---L. S.	20,000	----	3	4
Springfield ---Md.	----	5	----	2½
Stadecona ---Ca.	100,000	5	----	----
Star ---L. S.	20,000	----	7½	7
Stark---Vt.	100,000	2	----	----
Strafford ---"	30,000	10	----	2½
Superior ---L. S.	20,000	----	4	9
Sussex ---"	20,000	----	----	----
Sutton---Ca.	100,000	5	----	1½
Toltec---L. S.	20,000	----	20	2½
Tremont ---"	20,000	----	5*	8½
Union (L. & M.)--"	20,000	----	----	----
Vernon ---"	25,000	10	----	----
Victoria---L. S.	20,000	----	1½	----
Vulcan ---"	20,000	----	----	----
Washington---"	20,000	----	----	----
Waterloo---Ca.	100,000	3	4*	62½
Waukegan---L. S.	20,000	----	----	----
West Minnesota---"	20,000	----	5½	3
Wickham ---Ca.	200,000	5	----	50c
Wickopee---"	100,000	5	----	5½
Winthrop---L. S.	20,000	----	3½	6½
Wyandotte---"	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake---N. Y.	50,000	50	----	10
East River---"	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood ---"	20,000	5	----	----
Kahtadin---Me.	3,000	100	----	----
Lake Superior---L. S.	20,000	25	----	----
Massachusetts---"	25,000	1	----	----
Mount Pleasant---Pa.	10,000	50	----	----
Teal Lake---L. S.	----	----	----	6
Tyson ---"	20,000	10	----	----
LEAD AND ZINC:				
Amenia---N. Y.	100,000	5	----	----
Bucks County---Pa.	----	----	----	¼
Canada ---Ca.	50,000	5	----	----
Clute ---"	----	----	----	1½
Crystal Lake---"	----	----	----	----
Erie ---"	----	----	----	----
Gay's River---"	100,000	2	----	----
Hampton ---"	100,000	5	----	----
Keystone---Pa.	----	----	----	5
Lancaster---"	----	----	----	----
Macomb ---N. Y.	100,000	5	----	4½
Mineral Point---"	100,000	5	----	----
Mount Hope---N. Y.	80,000	5	2½	----
National---"	200,000	1	----	----
New Jersey---N. J.	12,000	100	----	110
N. Y. & Boston---N. Y.	100,000	5	----	¾
Oswegatchie ---Ca.	100,000	5	----	1½
Placentia Bay---N. F.	----	----	----	1½
Ramsay ---Ca.	20,000	25	----	----
Rossie ---"	100,000	5	----	----
Shawangunk ---N. Y.	100,000	5	----	----
Sussex ---N. J.	----	----	----	75c
Union ---"	100,000	5	----	57c.
Wallkill ---N. Y.	----	----	----	4½
COAL & ANTHRACITE:				
American ---Pa.	37,500	25	----	98
Ashburton ---"	50,000	50	----	22
Atlantic & G. C. ---Md.	----	----	----	1½
Baltimore ---"	----	100	----	----
Bear Valley---"	40,000	12½	----	18
Beaver Meadow ---Pa.	100,000	50	----	----
Belmont ---"	10,000	50	----	17
Big Mountain---Pa.	----	----	----	8
Blackhall ---N. S.	8,000	25	----	----
Boston & Pictou---"	100,000	5	----	----
Bridgeport ---Pa.	30,000	10	----	----
Broad Mountain ---"	30,000	10	----	----
Butler ---"	----	----	----	15
Cape Briton---N. S.	200,000	2½	----	----
Carbondale---Pa.	----	----	----	----
Central---"	----	----	----	10
Clinton---"	----	----	----	1
Coal Brook ---"	4,000	50	----	----
Continental---"	10,000	50	----	73½
Cumberland (pref.)Md.	50,000	100	----	66½
Daniel Webster ---"	5,000	100	----	----
East Mahanoy---Pa.	----	----	----	----
Everhart ---"	20,000	25	----	----
Franklin ---"	5,000	100	----	100
Fulton---"	----	----	----	8
Gilbertson---"	5,000	100	----	100½
George's Creek---Pa.	10,000	----	----	113
Grand Tunnel ---"	4,000	100	----	----
Green Mountain---Pa.	----	----	----	5½
Hampton & Balt.---Md.	----	----	----	109½
Hazleton---Pa.	32,300	50	----	80
Henry Clay---"	3,000	100	----	----
International ---N. S.	20,000	50	----	----
Lawrence ---Pa.	2,000	100	----	----
Locust Mountain ---"	----	----	----	75½
Lorberry ---"	4,000	100	----	----
Macan ---"	2,000	100	----	----
Mahanoy ---"	1,000	20	----	----
Metropolitan ---"	----	100	----	19½
Middle Coal Fields---"	----	----	----	----
Milford ---"	2,500	50	----	----
Mill Creek---Pa.	----	----	----	----
Mulgrave---"	2,000	----	----	----
Narragansett ---R. I.	8,000	10	----	----
New Creek---Pa.	----	----	----	1
North. & Luzerne---"	----	----	----	----
Penn---"	100,000	50	----	215
Penn. Camel ---"	6,000	50	----	----
Picton ---"	4,000	100	----	----
Pine Knot---Pa.	4,000	50	----	----
Port Hood---"	4,000	100	----	----
Potomac---Md.	40,000	10	----	----
Powell ---Pa.	----	----	----	----
Preston---"	----	----	----	----
Princess Alex.---N. S.	5,000	100	----	----
Ridgeway---"	----	----	----	----
St. Clair ---Pa.	5,000	100	----	22
Schuylkill Valley---"	20,000	10	----	----
Shawmut ---"	6,000	50	----	----
Short Mountain ---Pa.	16,000	50	----	47½
Stafford---"	----	----	----	----
Suffolk ---"	4,000	100	----	----
Sugar Loaf---Pa.	----	----	----	----
Summit ---"	40,000	20	----	----
Susq. Coal & C. Mt. ---"	----	----	----	5½
Tamaqua ---"	----	----	----	----
Vandermark ---"	20,000	10	----	----
Wyoming Valley---Pa.	----	----	----	61

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Etna (G.) ---Col.	50,000	10	----	----
Acadia (G.)---N. S.	100,000	3	----	----
Albion (G.)---"	100,000	3	----	3
Alpine (G.) ---Col.	150,000	10	----	----
Alps (G.) ---"	100,000	5	----	----
American ---"	200,000	2	----	----
Am. & Mex. (S.)---N. M.	----	----	----	----
Am. Pioneer---A. T.	----	----	----	----
Arizona (Silver)---"	----	----	----	----
Atlantic (G.)---N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	50,000	10	----	33
Bay State (G.) ---Col.	200,000	5	----	----
Beacon (G.) ---N. S.	200,000	2	----	----
Benton (G.)---"	100,000	5	----	----
Black Hawk (G.) ---"	50,000	100	----	----
Boston (G.) ---"	10,000	50	----	----
Briggs (G.)---"	10,000	100	----	----
Bullion (G.)---"	200,000	25	----	----
Burroughs (G.) ---"	100,000	10	----	----
Canadian (G.)---Ca.	200,000	2	----	----
Central (G.)---Col.	50,000	20	----	17½
Chaudiere (G.) ---Ca.	100,000	5	----	2½
Chebucto ---N. S.	100,000	5	----	72½c
Colonial (G.)---Ca.	50,000	2½	----	15c
Colorado (G.) ---Col.	50,000	10	----	3½
Consol. Greg'y (G.)Col.	50,000	100	----	20
Copalinshe (G.)---"	200,000	20	----	----
Corisannie (G.)---"	100,000	10	----	5
Corydon (G.) ---"	100,000	25	----	4½
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)---Ca.	50,000	20	12½	15
Dorset (G.) ---"	170,000	5	----	----
El Dorado (G.)---Nev.	100,000	5	----	----
Empire (S.)---"	----	----	----	----
Empress (S.)---"	----	----	----	----
Eureka (G.)---Cal.	----	----	----	----
Excelsior (G.)---Col.	30,000	10	----	14
Frankfort (G.) ---"	100,000	2	----	----
Garrison's (G.)---Col.	100,000	5	----	----
Gilbert River (G.)---Ca.	100,000	5	----	1
Gilpin (G.) ---Col.	100,000	5	----	----
Gold ---"	100,000	5	----	4
Gold Field---"	50,000	10	----	----
Gold Hill ---"	50,000	10	----	----
Gold River---"	100,000	3	----	----
Gould & Curry (G. & S.)N.	----	----	----	----
Gunnell (G.) ---Col.	300,000	10	----	4
Halifax (G.)---N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ---Col.	150,000	2	----	----
Hope (G.)---"	80,000	25	10	10
Isaac's Harbor (G.)N. S.	100,000	5	----	2
Isabella (G.) ---Col.	----	----	----	----
Kennebec (G.)---Ca.	100,000	5	----	----
Kent (G.)---N. S.	200,000	1	----	----
Lake (G.) ---Col.	----	----	----	----
Lake Major---N. S.	12,000	50	----	----
Libertad (G. & S.)Mex.	----	----	----	----
Manhattan (G.)---Col.	100,000	10	----	----
Mariposa (G.) ---Cal.	100,000	100	----	51
Massachusetts (G.)---Ca.	500,000	5	----	----
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ---N. S.	50,000	10	----	----
Montana (G.)---Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) ---Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.)---"	100,000	10	----	----
N. Y. & N. S. (G.)N. S.	100,000	5	----	1½
Nova Scotia (S.)---"	100,000	2	----	2½
Oldham (G.) ---"	100,000	2	----	----
Otate (S.) ---Mex.	----	----	----	----
Palma (S.)---"	----	----	----	----
Peck (G.) ---N. S.	100,000	5	----	----
Peninsular (S.)---L. Cal.	----	----	----	----
Picacho (S.) ---A. T.	50,000	50	----	----
Pontiac (G.)---Col.	50,000	20	----	----
Prince Albert (G.)---Ca.	100,000	2	----	14
Quartz Hill (G.) ---Col	100,000	100	----	13
Quicksilver ---Cal.	40,000	25	----	77½
Renfrew (G.) ---Ca.	120,000	2½	----	1½
Riviere du Loup (G.)"	20,000	10	----	----
Rocky Mt. (G.)---Col.	----	----	----	11½
Sacramento (S.)---Nev.	----	----	----	----
San Antonio (S.)---A. T.	60,000	50	----	----
Santa Clara (Q.)---Cal.	----	----	----	----
Santa Rita---Ariz. T.	----	----	----	----
Scottie (S.)---Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.) ---Nev.	----	----	----	----
Sonora (S.)---Ariz. T.	----	----	----	----
Southam (G.)---N. S.	100,000	5	----	----
Stafford (G.)---Ca.	100,000	5	----	2½
Star (G.)---Col.	100,000	25	----	----
Stewart (G.)---Ca.	100,000	5	4	75c
Tascher (G.)---"	50,000	10	----	----
Victoria (G.)---"	100,000	2	----	----
Waverly (G.)---"	50,000	10	----	----
Windsor (G.)---Col.	100,000	10	----	----
United States (G.)---"	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l't in single t'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No.	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—				Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	47
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	61
30 Nov. '63	32.96	—				Cambridge	664,171	657,300	150,000	94	—	—	9	....	127½
30 Nov. '63	6.74	—				Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	—
30 Nov. '63	8.27	—				Dorchester	156,672	121,600	—	—	8,468	7,428	7	....	—
30 Nov. '63	1.48	—				Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	—
30 Nov. '63	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	110
30 Nov. '63	3.41	—				Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—				Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	—
30 Nov. '63	26.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	61½
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	50
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,887	6,012	—	....	—
30 Nov. '63	5.32	—				Salem & South Dalvers	57,100	73,300	—	1,800	9,789	1,273	—	....	—
30 Nov. '63	2.68	—				Somerville	50,000	50,000	—	—	2,500	2,500	—	....	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	—
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	—
30 Nov. '63	1.69	—				West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—				West Roxbury	40,558	40,400	—	—	—	—	—	....	—
30 Nov. '63	2.25	—				Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	....	—
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	36	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	58	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	—
30 Sep. '63	16.00	14.00	—	22	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	446,073	550,000	—	19,794	7,008	—	....	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	50,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,300	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	....	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	....	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	121
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,603	310	—	....	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	8	....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	—
31 Dec. '62	4 20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	....	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	....	62
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,960	89,867	30,168	20	....	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	—
31 Oct. '63	4.36	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	31
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	....	64
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	5	....	64½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	30
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	20
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,491	—	—	....	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	—
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	40,438	7,036	—	....	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	....	—
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	15
31 Oct. '63	4.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	20
31 Oct. '63	16.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	....	74
31 Oct. '63	5.62	—	60	....	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	169,312	15,500	—	75,086	18,417	17½	....	45
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	....	14
31 Oct. '63	6.25	—	123	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	33
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	71
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,540	239,050	21,058	—	....	22½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.03	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	8.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.29	—	—	—	—	St. Louis	298,004	298,004	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorche-ter:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	109
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	109
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1905	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1898	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Re cester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	112
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	120
" " " .....coupon		6	" "	1867	120
Loan of Dec. 31, 1848 .....registered	8,908,342	6	" "	1868	128
" " " .....coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850....coupon	2,189,000	5	" "	1865	195
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	100
" " " .....coupon		5	" "	1874	104
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	103
" " " .....coupon		5	" "	1871	109
Oregon War Debt of June, 1861.....coupon	1,016,000	6	" "	1881	113
" " " " " .....coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	103½
" " " .....coupon		6	" "	1881	105½
Loan of July 17, 1861 .....registered	71,421,700	6	" "	1881	103½
" " " .....coupon		6	" "	1881	105½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	104½
" " " (5-20s).....coupon		6	" "	1882	105
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb. & Aug.	1864	107
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	106
Loan of 1864 (10-40s) .....coupon	70,239,250	5	Mar. & Sept	1904	----
" " " .....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	44,500,000	5	----------	------	----
Two Year " " "	127,909,300	5	" "	------	----
Certificates of Indebtedness.....	151,993,000	6	On redemp't'n	------	99½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" ")- "	38,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	152
" " " 1860..... "	198,500	7	" "	1890	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " "		6	" "	'81-'82	105½
" — " " "	1,000,000	6	" "	1887	----
Florida—State bonds.....coupon	143,000	7	----------	------	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ... "	2,073,750	6	" "	'64-'80	60
" — " " (R. R.)..... "	625,000	7	" "	'62-'72	----
Illinois—New Ist. Impr. stock.....inscribed	1,970,987	6	Jan. & July.	1870	103
" — " " bonds ..... "	1,822,086	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'85-'89	105
" —War bonds..... "	2,000,000	6	" "	1879	103½
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	102
" — " " (dollar) ..... "	1 969,397	6	" "	1870	102
Indiana—State stock .....registered	5,825,500	5	Jan. & July.	1886	90
" — " " ..... "	2,058,178	2½	" "	1886	67½
" —State Int. Imp bonds (not adjusted)	891,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	85½
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock..... "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1865	----
" — " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,296	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'95-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	105
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	----------	d'm'd.	60
" — " (R. R. etc.)... "	3,902,000	6	----------	'67-'89	----
" — " " (banks)..... "	5,708,553	6	----------	------	----
" — " " (war loan)... "	670,000	6	----------	------	----
Maine—State bonds .....coupon	-------	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5		1865	----
" — " (st'k'g conv.)... "	200,376	5		1865	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	100,000	4½		1888	----
" — " " (")..... "	767,560	5	Chiefly quarterly.	'42-'58	----
" — " " (")..... "	399,408	6		1880	----
" — " " (")..... "	148,711	5		'89-'90	103
" — " " (")..... "	133,680	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ")- "	300,000	5	" "	1893	123½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat es.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	845,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'66-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
— "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120½
" — " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan .....(" ") "	567,000	7	" "	1886	105
" —Redemption Pn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1893	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	85½
" — " " " "	199,000	6	" "	1863	69
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	74½
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	92
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'78-'89	----
" — " " C. & Fulton ... "	350,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	750,000	----	----------	------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1870	100
" " —Notes	200,000	6	----------	------	----
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)..coupon	531,820	6	" "	'65-'71	----
" " " " (" ")- "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans...	348,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1887	107
" " — " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " "	1,900,000	6	" "	'68-'72	115
" " — " " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,598	5	----------	d'm'd	----
" " — " " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " " "	14,230	6	----------	d'm'd.	----
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	75,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	109½
" " — " " " " "	15,889,025	6	" "	64-'76	115
" " — " " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,139,505	6	Various.	Var.	59
Ohio—State bonds (foreign debt) .....coupon	1,808,903	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	6	" "	1865	94
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	106
" — " " (" ") ..... "	1,600,000	6	" "	1875	106½
" — " " (" ") ..... "	4,095,300	6	" "	1881	106½
" — " " (domestic debt).....	275,385	6	" "	1886	106
" — " " (war loan).....coupon	299,704	6	" "	1863	108
" — " " (" ")..... "	1230,969	6	" "	1868	----
" —Irreducib'e debt (school funds, etc.)...	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----	----------	due.	----
Pennsylvania—State Stock Loans.....	181,200	4½	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July.	due.	101
" — " " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1892	103½
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,568,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1565	----
" — " " "	1,766,214	5	" "	1870	101½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	101½
" — " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	------	----
" —Relief Notes in circulation...	97,350	----	----------	------	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg)....coupon	434,444	5	----------	1908	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	60
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	60
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	45
" — " " (railroads) ... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	508,000	5	----------	1900	45
" — " " (Hermitage) . "	48,000	6	----------	1890	57
Texas—Had no debt in 1861	-------	----	----------	------	----
Vermont—Inscribed certificates	175,000	6	----------	'67-'84	----
" —State bonds (war loan) ....coupon	58,000	6	----------	'62-'69	----
" " " " (" ") .... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'81-'93	52
" —State bonds (railroad) .....coupon	12,614,600	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	6	" "	1892	----
West Virginia—No information	-------	----	----------	------	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ..... "	100,000	6	" "	1877	----
" — " (") ..... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,754	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,225,001
1863	109,860	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,889	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,020	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188,565	205,876	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,931	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,564	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,004	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	164,389	1,574,893
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	450,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,891	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	------	------	------	------	------	------	------	------
Galena and Chicago													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,655	62,698	80,793	93,254	115,505	93,449	80,705	156,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,523	145,389	150,359	200,276	221,326	172,700	122,309	1,720,896
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,592	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,948	143,517	163,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,308	155,164	156,973	170,157	157,443	232,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,922
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	161,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	161,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	165,926	209,591	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,868
1861	321,844	279,288	229,334	192,054	199,488	177,829	189,280	268,983	289,662	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,386	372,595	359,663	3,445,927
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,578	496,433	427,679	424,551	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	61,506	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,950	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	105,417	205,054	138,342	90,000	1,224,343
1864	102,743	115,135	88,222	140,417	186,747	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,255	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,254	279,589	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,000	304,445	333,068	327,206	264,818	311,717	265,780	------	------	------	------	------	------
Michigan Central:													
1859	101,886	102,959	151,864	143,143	127,143	119,770	103,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,389	307,475	258,633	2,650,701
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	215,449	308,159	375,487	339,793	306,186	3,168,064
1864	252,435	278,848	348,902	338,275	271,552	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	599,698	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,955	7,906,763
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,014,376	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,090	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	96,556	88,598	90,461	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,176,706
1861	103,496	88,201	88,790	94,450	83,856	97,337	92,802	91,958	99,356	97,858	91,111	90,671	1,110,066
1862	100,604	96,650	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,063	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	185,609	215,475	225,464	230,377	248,862	241,695	264,622	283,648	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,496	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	295,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,210	217,161	244,423	258,674	281,906	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	749,955	526,009	6,324,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290,676	456,211	602,603	574,690	499,547	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,897	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	150,378	158,470	144,736	143,748	162,921	1,584,913
1864	100,872	147,485	160,496	157,786	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	826,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,066	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	132,806	123,987	127,009	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	80
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	100
2d Mortgage		7	Jan. & July	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1885	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1886	112
" " " 1850	700,000	6	Jan. & July.	"	1880	113
" " " 1855	1,128,500	6	Jan. & July.	"	1875	112
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1886	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1895	102½
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	112
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	105
Income ⅓ in '99, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	600,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (s. F.) £455,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	111½
" " $675,000	675,000	6	"	"	1875	106½
" " $1,700,000	1,700,000	6	"	"	1883	107
" " $2,500,000	867,000	6	"	"	1889	106½
Consolid. Mort. Loan $5,000,000			"	"		114
Camden and Atlantic:						
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	103
2d Mortgage	600,000	7	May & Nov.	" "	1876	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	300,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1876	60
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	131
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	115
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	109
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	114½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1886	111
General 1st Mortgage	3,600,000	7	" "	" "	1885	103
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	100
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	500,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1900	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	168,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	108
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	82
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	115
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,606,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	116
2d Mortgage	2,516,500		March & Sept.	" "	1881	119
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	50
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	122
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110½
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	94
Land Security	3,344,600	7	April & Oct.	" "	1881	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central :						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	124
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	11,432,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	124½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			120
Income	20,500					
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1865	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	600,000	7	Jan. & July.	New York.	1870	
2d Mortgage	314,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	113
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	901,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	
Little Miami :						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1880	101
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort :						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	228,000		" "	" "	'81-'78	
Louisville and Nashville :						
State [Tenn.], 1st Lien	500,000	6	Jan. & July.	New York.	'85-'92	
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	105
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central :						
1st Mortgage Sterling	467,439	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y.& Boston	1869	129
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	103
Detroit and Toledo	734,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	120
2d General Mortgage	2,194,500	7	" "	" "	1877	104
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	116
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1892	
1st Mortgage	350,000	7	" "		1883	
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		64
2d Land Grant	700,000			" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1886	
Mississippi State Loan	202,798	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey :						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5			'65 '66	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous, and Gt. West.						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	114½
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	118½
Exchanged St'ks (S. F.) B'ds	603,000	6	May & Nov.	" "	1883	104½
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	
" " " "	25,502	6	" "	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	130
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	110
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	114½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	125
3d Mortgage	6,000,000	7	" "	" "	1883	125
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	120
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	121
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	111
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.	"	1867	108
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,068,000	6	April & Oct.	"	1878	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1885	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	105½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	108
2d Mortgage	3,077,000	7†	" "	" "	1861	34
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103
Chattel Mortgage	360,000	10	" "	"	1887	120
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	74½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	119
2d Mortgage	2,461,000	6	April & Oct.	"	1875	117
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1883	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	108
" 1861, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	115
" 1845, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	139
" 1856, "	1,442,000	7	" "	"	1896	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1883	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	120½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	115
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	95
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	900,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75½
2d Mortgage	937,500	7	" "	"	1863	35
3d Mortgage	440,000	7	" "	"	1903	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1868	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1873	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	167,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1885	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	112
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	104½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----------	----------	------	85
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	93
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	35
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	"	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'69-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	113½
Wilmington and Manchester:						
1st Mortgage	506,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	£144,500	6	----------	----------	1869	----
Company's endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance, incl. all other assets and liabilities. Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,256	1,515,704	54.0	....	101,102	37,866	—	....
28 Feb '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,6[illegible]	518,965	30.3	....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	....	....	....	....	57.0	236,791	76,773	21,006	—	....
1 May, '61	409.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	....	....	....	....	....	....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,505	116.9	....	505,156	[illegible]	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	23.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	....	230,251	104,694	....	....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,960	100,000	—	422,290	23.8	46,935	[illegible]	[illegible]	5	....
31 Jan. '64	122.4	—	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,376	4,204,566	122.4	281,451	402,810	154,337	—	....
31 Aug. '63	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,094,414	369,283	141,706	2,350,000	927,000	—	4,181,255	72.8	404,297	958,459	461,403	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,776	*	—	2,000,000	191,000	64,859	2,439,776	124.0	183,357	329,539	92,439	—	....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,403,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	285,387	135,[illegible]	8	....
29 Feb. '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	758,533	750,000	150 429	1,644,967	62.0	172,124	212,558	....	—	117½
30 Nov. '63	—	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78 631	3½	....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66 0	155,916	195 015	61 236	7	90
30 Sep. '63	—	1.0	63.8	—	27	106	369	New York and New Haven	4,714,698	737,243	—	3,000,000	2,000,000	—	5,451,441	117.4	534 477	1,2[illegible]8,589	556,948	12	160½
30 Nov. '63	—	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	5½	110
								DELAWARE.													
31 Oct. '60	84.5	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	....	*Florida*	....	....	....	....	....	....	....	....	....	....	....	....	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,596	—	191,485	195,000	75,894	619,112	32.0	....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	....	....	....	*Fla., Atlantic and Gulf Centrl*	....	....	....	....	....	....	....	....	....	....	....	....	....
— — '62	100.0	3.9	10.0	153.5	....	....	....	*Pensacola and Georgia*	....	....	....	....	....	....	....	29.4	....	....	....	....	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	....	418,036	[illegible]	8	[illegible]
— — '62	92.6	—	8.7	70.0	....	....	....	Atlantic and Gulf—M. Trunk	....	....	....	....	....	....	....	30.0	....	....	....	....	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	....	53.0	....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	....	—	....	91.0	....	....	....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	....	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.9	....	1,159,188	528,043	5	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	....	12,295	1,668,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,868	50.0	....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	....	....	....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	596,500	19,913	3,822,913	228.8	....	....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	....	852,343	454,541	—	....
								ILLINOIS.													
31 Dec. '63	220.0	—	—	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,065,000	—	9,392,415	281.0	1,002.440	1,673,706	701,866	2½	90
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	131
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,385,000	225,641	13,147,138	242.0	....	1 083.054	448,503	—	52½
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,600,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	113
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,024,400	3,506,000	—	10,952,115	341.7	1,484,068	2,201,441	1,279,40[illegible]	6	....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	....	742,997	377,476	—	55½
31 Dec. '63	454.8	252.6	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	5,010,697	4,571,028	2,118,847	6	132
— —	148.0	—	—	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	....	148.0	....	....	....	—	—
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,416	704,650	—	50
								INDIANA.													
— — —	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	....	108.0	....	....	....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	....	340,867	110,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	286	Indiana Central	1,667,039	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0	....	442,895	158,541	—	72
1 Dec. '58	89.5	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	....	448,858	[illegible]	9	100
1 Dec. '62	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	836,971	991,400	11,086	2,192,329	84.0	....	450,079	247,338	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,228	108.0	312,859	527,863	208,156	—	....
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,748	132.0	....	285,974	104,951	—	100
— — '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	....	646,827	371,40	—	36½
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	255,679	1,517,450	94,000	—	2,326,955	73 0	257,302	774,61[illegible]	307,527	13	126
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,766	55.0	....	....	....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '63	100.0	—	....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	65,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276.197	155,889	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,149	570,000	—	....	38.5	11 mo's.	458,821	21,256	—	....
— — '62	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	....	230.0	....	....	....	—	40
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	....	426,408	227,524	—	....
30 Jun. '62	29.0	—	....	—	13	10	250	} Lexington and Frankfort	596,728	52,300	—	514,573	120,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	....	—				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179.251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268 0	595.258	1,777,983	1,062,165	—	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505.295	—	3,242,318	566,000	339,297	5,855,320	60.0	180,304	481,922	222,849	—	....
31 Mar. '61	206.0	—	....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	....	2,665,000	1,150,717	....	206.0	....	1,232,624	555 454	—	....
31 Aug '60	58.7	—	....	135.8	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,018	248,962	103,434	1,710,819	63.7	....	....	....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	....	....	....	....	....	—	....
30 Jun. '62	188.0	—	....	—	....	....	....	*Detroit and Milwaukee*	8,270,622	647,596	—	2,950,000	4,250,000	—	9,008,389	188.0	....	340,896	....	—	....
31 May '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,929,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	18	137½
31 Mar. '64	246.0	281.0	....	—	96	110	1,136	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	94½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	....	1,550,000	....	....	....	....	....	....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	....	—	—	....	575,000	....	....	....	....	....	....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	....	—	—	....	600,000	....	....	....	....	....	....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	....	—	—	....	300,000	....	....	....	....	....	....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	35	22	556	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	230.0	....	584,342	325,022	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	....	....	....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	....	83.2	....	250,047	121,659	—	....
								MISSOURI.													
31 Aug '63	96.5	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,000	—	....	268.8	570,334	1,047,567	420,026	—	85
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,898,779	504,953	—	2,459,207	4,350,000	—	....	168.8	....	444,460	182,895	—	....
31 Dec. '62	162.0	—	3.6	—	....	....	....	*Platte County*	$1,200,000	*	—	500,000	700,000	—	....	52.0	....	....	....	—	....
28 Feb. '63	196.0	—	14.4	87.3	34	36	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,456,430	196.7	507,040	679,966	227,396	—	....
28 Feb. '63	77.0	—	5.9	206.0	—	—	—	*South Western Branch*	4,775,786	116,583	—	71,513	4,500,000	—	....	114.0	98,571	241,452	128,880	—	....
0 Sep. '62	66.6	3.0	3.2	—	16	15	210	*St. Louis and Iron Mountain*	6,231,496	344,105	—	1,071,127	3,901,000	61,961	4,906,277	90.3	222,631	299,234	66,289	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,584	757,381	38.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,950,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	132
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,000	—	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	268.8	.....	3,922,203	3,306,788	6	115
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,660,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	69
								MASSACHUSETTS.													
30 Nov. '62	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	133,345	—	1,330,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	115
30 Nov. '62	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	493,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	157
30 Nov. '62	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	187
30 Nov. '62	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	10	148
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,766	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '62	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	112
30 Nov. '62	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	316,166	264,102	3,000,000	1,837,600	56,600	4,894,100	89.0	477,753	812,566	390,594	6	107
30 Nov. '62	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	6	126
30 Nov. '62	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	222,886	30,275	—	200,000	75,000	3,961	307,496	—	.....	21,780	21,276	6	.....
30 Nov. '62	14.5	—	17.2	—	10	17	304	Nashua and Lowell	568,919	96,684	—	600,000	—	—	704,384	71.0	107,154	223,794	89,077	8	128
30 Nov. '62	20.1	1.5	1.2	—	5	10	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	87½
30 Nov. '62	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	367,155	662,900	206,502	1,245,565	33.0	67,883	53,233	.....	—	14½
30 Nov. '62	79.5	7.8	26.5	—	25	64	506	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	127½
30 Nov. '62	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,660,000	26,000	—	1,676,000	44.4	226,461	384,612	169,145	8	137½
30 Nov. '62	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,286	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '62	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	83,698	8	110½
30 Nov. '62	6.1	.....	.....	36.5	...	...	.....	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	.....	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,816	140,136	—	42½
30 Nov. '62	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	14,746,504	218.0	1,275,929	2,439,838	1,232,531	10	163
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	538,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	66⅔
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	121
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	90½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,562	2,089,500	173,082	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,049,148	1,728,548	10	191
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	444,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,686	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,029,292	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '63	33.8	—	.....	—	...	...	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec 62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	24,242	—	25
31 Dec '62	24.0	—	.....	—	...	...	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	226,880	164 908	6½	110
31 Dec. '62	38 5	—	.....	42	...	...	.....	West Jersey	821,984	*	—	581,405	212,500	31,743	821,984	—	82,936	90,127	43,628	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	.....	.....	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,772	176,096	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,068	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	576,576	149,000	2,051,750	1,149,000	—	3,600,000	86.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,901,000	—	42,841,569	807.0	5,858 687	10.469.481	3,511,414	7½	115½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	136
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,528,474	100.5	242,002	360,431	52,250	6	49½
30 Sep. '63	297.5	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897.631	3,994,999	7	135
30 Sep. '63	130.7	2.1	31 1	—	32	90	481	New York and Harlem	9,389.919	811,987	922,663	5,722.850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,863	738,706	—	3,077,000	1,494,900	—	4,588,609	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	55.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,855	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938 884	58.2	161,198	335,625	117,450	7½	.....
30 Sep. '63	139.6	48.5	18.2	—	2s	27	348	Rome, Watert'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	234.1	365,668	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,065	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,300	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,908,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,961	362,794	164,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,555	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,719	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	224.0	—	.....	—	...	...	.....	North Carolina	4,236,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,200	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,240,213	791,085	102,891	3,114,964	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	...	...	.....	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	.....	.....	—	.....
								OHIO.													
31 Dec. '63	99.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,000	78,927	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	284,320	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,468	6,810,432	141.0	.....	699,716	230,561	—	14
31 Mar. '64	80.5	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,999,265	202.0	.....	1,083,328	495,691	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,978	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	75,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,637	20	169
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,661	—	45
31 Oct. '63	95.5	1.2	31 5	—	31	37	801	Clev., Painesville & Ashtabula	3,666,896	788,202	500,000	3,600,000	1,503,000	—	5,108,000	90.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836.094	*	—	3,832,712	4,324,605	94,529	8,251,646	203.5	.....	1,436,317	552,800	—	112½
31 May '63	109.2	70.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,528,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	—	141
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	675,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	242,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '64	142.0	—	7.9	—	10	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,168	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '62	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,723,322	*	—	10,279,554	373,487	53,095	11,104,820	226.6	445,157	629,025	209,850	—	.....
30 Apr. '62	192.8	—	.....	—	48	34	628	Ohio and Mississippi	16,868,614	745,475	*	5,346,950	9,870,000	4,343,042	20,549,420	192.8	.....	929,932	119,082	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,981	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '62	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,966,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	206.9	418,328	689,850	115,290	—	.....
31 Dec. '62	114.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,209,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	259,295	82 955	—	.....
31 Dec 63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,995,926	*	28,000	3,514,775	6,651,830	38,372	10,182,632	250.0	1,279,950	1,459,798	540,921	—	69½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$		$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '62	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	6 634 039	*		1,763,506	3,856,000		5,654,039	100.0		360,215	171,286	—	----
31 Oc.. '62	24 5	—	24.9	—	19	3	1,333	Beaver Meadow	1,064,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	584,219	342,661	22½	100
30 Sep. '62	65.0	—	6.0	—	—	11	359	Catawissa	3,034,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	—	20
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	----
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583		5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	240
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941		604,190	598,400	—	1,212,590	36.9	151,820	238,243	150,163	—	----
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,907	*		1,000,000	1,000,000	Lease'd to	Northu	Cen.	196,907	334,790	110,368	—	36
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	----
31 Oct. '63	36 9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77½
31 Oct. '63	32.0	—	1.3	44.3	8	3	10	Hempfield	1,016,560	41,340		1,309,565	500,000	109,000	2,409,565	32.3	27,000	37,047	4,168	—	35
31 Oct. '63	31.3	14.5	10.5	—	11	2	100	Huntingdon and Broad Top	1,927,246	*		622,245	1,325,992	223,000	2,174,427	54.0	143,578	299,629	101,570	—	85
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,892,846	*		710,000	1,929,065	68,832	2,707,898	80.0	335,709	478,113	248,838	—	----
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,200	Lehigh Valley	3,622,008	869,222		2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	130
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,646,100	960,000	62,227	3,668,327	(Phi	la. & Re	ading	R. R.)	7	46
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	65
20 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764		3,147,750	3,104,287	—	6,252,037	68.8	274 990	511,396	273,391	—	32½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048.814	3,543,484	2,883,457	13,490,250	16,969.124	—	35, 245,668	350.9	5,211,202	1,391,413	5,111,41:	—	73½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,.00	—	1,672,200	24.0	244,425	83,449	179,965	9	63
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5.010 944	8,528,009	80,151	13,619,095	230.0	428,759	699,306	193,428	¾	33½
30 Nov. '63	147.4	5.5	187.8	—	166	67	8,430	Philadelphia and Reading	21,074.422	3,765,774	629,348	13,211,228	10,667,328	—	26,618,828	356 6	2,721,689	3,252,902	1,705,90 0	7	69½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 38,822	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	80	93	828	Phila., Wilmington and Balt.	8. 74,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200 5	647,029	2,340 248	1,092,119	10	75
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,004,387	124,432	—	1,767,373	1,500,000	62,539	3,665,629	72.0	209,746	215,587	105,856	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191.294	*	—	6,164,532	12,935,173	—	19,983,741	468.3	3,472,914	5,132,984	2,106,0 3	—	113
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178.773	112,824	—	600,000	791,597	Lease'd to	Northu	Cen	40,476	114.7.8	81,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,390	396,500	65,206	832,009	29.6	75,358	126,695	79,97:	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----------	62.0	297,700	421,757	199,155	8½	120
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,217	8,500	—	----------	13.6	24,91[6]	31,702	9,718	—	----
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,556	51.9	----------	----------	----------	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	----------	109.6	----------	253,382	151,536	6	—
1 Jan. '59	143.2	21.3	----	—	—	—	----	Greenville and Columbia	2,439,769	324,161	—	1,429,006	1,145,000	345,546	----------	164.5	----------	341,190	125,871	----	—
28 Feb. '59	102.0	—	----	—	—	—	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	750	South Carolina	----------	----------	----------	----------	2,643,833	----------	----------	----------	----------	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	—	—	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	—
1859	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,678	2,020,000	200,000	----------	140.0	----------	318,716	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	180,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,650,000	260,112	7,627,797	291.0	----------	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----------	----------	----------	----------	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	----------	----------	----------	----------	----------	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	312,518	----------	59.4	89,870	177,250	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	----------	47.4	54,176	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	8,632,882	*	—	2,056,544	1,731,000	—	----------	159.0	----------	754,115	327,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	360,000	204,544	----------	45.8	57,960	127,955	67,243	—	—
1859	50.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	50.0	----------	1,248	----------	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	—	—	----	Buffalo Bayou, Braz.& Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	—
— — '58	56 0	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275.000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	976,000	369,000	----------	70.0	102,200	282,846	196,569	—	—
— — '59	25.0	—	----	110.0	—	—	----	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	—
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----------	----------	90.7	92,639	208,867	----------	—	68
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	249	Rutland and Washington	950,000	256,683	—	1,097,000	----------	----------	1,206,883	62.5	136,761	185,474	67,765	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,280	941,045	362,857	—	1[1]
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	----------	----------	1,687,500	----------	----------	1,687,500	ope	r. by Vt.	Central	----------	8	114
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793.200	----------	1,301,886	23.7	48,996	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	55,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	5	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,202	43,067	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,616	155,161	9 months	79.2	47,702	54,121	15,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,822,150	*	—	468,605	5,719,229	----------	----------	103.5	845,427	248,004	loss	—	18
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	580,056	----------	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,351,500	292,842	4,745,256	133.4	----------	410,166	201,544	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	509,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	14	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	98,828	----------	78.6	159,981	279,945	145,885	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835.750	244,.00	26,853	----------	43.5	1,058,054	163,753	79,558	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	667,812	85,000	----------	----------	28.7	12,542	----------	----------	—	—
31 Jan. '60	50.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,068	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,692	52,929	4,632,929	195.0	280 968	634,081	359.13[6]	5	99½
30 Jun. '60	304.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,233,271	214.9	490,193	740,489	347,967	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,586	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,784	414,74[1]	—	67½
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,092,471	142.0	364,331	344,769	83,83[6]	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938.000	*	—	11,750,000	188,000	----------	11,938.000	16.10	----------	236,798	67,852	—	----
31 Dec. '52	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,563,576	49.0	----------	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,309	Grand Trunk	77,210.345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,885	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,746	9,281,436	----------	28,084,180	357.0	----------	3,011,860	1,649,510	1½	----
31 Dec. '62	96.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	8.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	----------	----------	4,658,706	108 0	169,421	107,840	20,00[6]	—	----
1 July, '61	60.0	—	----	—	—	—	----	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,779,232	60 0	----------	152,566	50,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,272,491	*	—	4,272,281	----------	----------	4,272,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	----	—	11	22	120	Panama	5,000,000	*	615,658	5,000,000	3,876,700	----------	10,768,758	48.7	----------	1,743,294	1,018,444	15	90

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	41
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarant.)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	58½
Chicago & Alton (preferred)	2,422,698	7	3½	93
Chicago & Northwestern (pref.)	2,400,000	7	1¾	89
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	----
" " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,987,614	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	52
Erie (preferred)	8,535,700	7	7	112½
Hannibal & St. Joseph (preferred)	5,309,928	7	—	60
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	73
" " (2d pref.)	3,424,169	7	—	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	141
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	117
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	112½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	—	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	93½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	75½
Toledo & Wabash (preferred)	982,900	7	7	77
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,667,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Bonds guar. by Virginia	200,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	115½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	109
2d Mortgage	294,750	6			104
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	38
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103
2d Mortgage	3,960,670	6	J. & J.	1882	96
Improvement	568,500	6	M. & N.	1876	95
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	68
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	24½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	700,000	6	J. & J.	1878	107½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,695	—	----
Delaware Division	100	1,633,350	—	42½
Delaware and Hudson	100	7,500,000	7	241
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				----
Lehigh Navigation	50	2,479,950	6	83
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	3½	90
" (preferred)	100	1,175,000	10	159
North Branch	100			----
Sault Ste Marie	100			----
Schuylkill Navigation (consolid.)	50	1,932,457	—	29
" " (preferred)	50	2,722,607	—	39½
Susquehanna and Tide Water	50	2,048,260	—	20½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	85

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—			
Pig, Scotch, No. 1 (cash)	per ton	— —	@ 80 —
Pig, American, No. 1		61 —	@ 65 —
Bar, Swedes, assorted sizes (in gold)		— —	@ — —
Bar, English, Refined		— —	@200 —
Bar, English, common		— —	@190 —
Sheet, Russia	per lb.	33 @	— 35
Sheet, English, Single, Double and Treble		11 @	— 13
STEEL—			
English, Cast (1st & 2d qlty.)	per lb	28 @	— 42
English Spring (1st & 2d qlty.)		19 @	— 23
English Blister (1st & 2d qlty.)		21 @	— 31
English Machinery		28 @	— —
American, Blister		— @	— —
American, Cast, Hammered		28 @	— 32
American, Cast, Rolled		20 @	— 24
American Spring		20 @	— 24
German		24 @	— 30
Milan (in bond)		— @	— —
HARDWARE—(Wholesale Store Prices.)			
Cut Nails	7 cents Net.		
Cut Tacks	List 65 per cent disc.		
Cut Brads	" 55@60 "		
Iron Shovels and Spades—No. 2		27 — @	11 —
Cast Steel, Polished—No. 2		12 — @	16 —
" Ames, scarce—No. 2		17 — @	18 —
Iron Wire—Bright & Ann'd (0 to 18)	List 20 per ct. adv.		
Horse & Mule Shoes—Burden's Pat., per lb.		11½@	— 13½
COPPER—			
Sheathing, New (suits)	per lb.	— @	— 60
Sheathing, &c. Old (cash)		— @	— 40
Sheathing, Yellow		— @	— 44
Pig, Chile		— @	— —
Bolts		— @	— 60
Braziers'		— @	— 60
American Ingot (cash)		— 50 @	— 54
LEAD—			
Galena	per 100 lb.	— — @	— —
Spanish		— @	15 50
German Refined		— @	15 50
English		— @	15 50
Bar	per lb.	— @	— 20
Pipe and Sheet		— @	— 21
TIN—			
Banca	per lb.	— @	— 72
Straits		62 @	— 63
English		60 @	— 62
Plates, Charcoal I. C	per box	— @	25 —
Plates, I. C. Coke		21 @	22 —
Terne, Coke		— @	20 —
Terne, Charcoal		22 @	23 50
NAILS—			
Cut, 4d. @ 6d (cash)	per 100 lb.	7 — @	— —
Clinch (cash)		8½ — @	9 —
Horse Shoe, Forged (cash)	per lb.	38 @	— 41
Wrought, English (cash)		— — @	— —
Ausable Horse, Norway Iron, Forged		38 @	— 41
Zinc Nails (6 mos.)		— @	— 22
INDIA RUBBER—			
Para, Fine	per lb.	— 95 @	1 00
Para, Coarse and Medium		— 55 @	— 90
East India		— @	— —
Carthagena, &c		— 50 @	— 55
Guayaquil		— 40 @	— —
PETROLEUM—			
Crude, 40@47 gravity		— @	— 50
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 98 @	1 00
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 90 @	— —
Naptha, Refined, (60@63 gravity)		— 40 @	— 45
COAL—			
Nova Scotia		10 — @	11 —
Anthracite (yard)	per ton of 2000 lbs.	11 — @	11 50
SPELTER—			
Plates, Foreign (cash)	per lb.	— 17 @	— 17½
ZINC—			
Sheet	per lb.	— 20 @	— —

New York Stock Exchange.

Actual Sale Prices for the week ending July 6.

	Th 30.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6.
American Coal Co.	98	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	112	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	38½	38	----	----	39½	39½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	90	----
" " pref.	97	63	----	----	----	----
" " 1 M.	115	----	----	----	----	115x
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	132	132	----	----	----	131
" " 8 p.c.	129½	----	----	----	----	131
Ohio. & Northwest'n.	52½	52	----	----	52½	52½
" " pref.	88½	88	----	----	89	89
" " 1st M.	103	103	----	----	103	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	101	----	----	----	----	100
Chicago & Rock Isl.	112½	113	----	----	113½	113
" '1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	169	----
Clev. and Pittsburg	112½	112½	----	----	112½	112½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	88	----
Clev. and Toledo	139	135	----	----	140½	141
" " S. F. 7 p.c	116	----	----	----	----	115
Cumberland Coal, pref.	66½	66½	----	----	66	66½
Del. & Hudson Canal	239	239	----	----	----	241
Dal., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	114½	115½	----	----	116	115½
" pref.	113	----	----	----	113½	114
" 1 M. 7 p.c. '67	----	----	----	----	----	114½
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	125	125
" 4 M. 7 p.c. '80	120	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonus	----	----	----	----	----	----
Hudson River	139	137½	----	----	136	136
" scrip	----	----	----	----	----	98
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	131½	132	----	----	131½	132
" full stock	----	----	----	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	124½	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	73
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	50	48	----	----	50½	51
Michigan Central	139	137½	----	----	138½	137½
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	96	94	----	----	94½	94½
" " guar'd.	141	----	----	----	----	----
" " 1M. S. F.	117	----	----	----	----	120
" " 2 M.	----	----	----	----	104	----
Mil. and P. du Chien	----	68	----	----	68½	67½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	92	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	40	----	----	----	42½	42
Miss. & Mo.	43	40	----	----	----	----
" L. G. bonds.	64	64	----	----	----	----
Missouri 6s	----	68½	----	----	69	69
" iss. to H. & St. J. R.	----	----	----	----	----	84
" " Pacific	----	----	----	----	----	74½
New York Central	134½	135	----	----	134½	135
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83. 114	----	----	----	----	114½	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	52½	50½	----	----	52½	52
Pacific Mail S.S. Co.	269	----	----	----	----	----
Panama	255	----	----	----	----	----
Penn'a Coal Co.	214	215	----	----	----	----
Phila. and Reading	140	139½	----	----	140	139½
Pitts. Ft. W. & Chicago	113	113	----	----	----	113
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	116
" " 3M. 98	----	----	----	----	98½	----
Quicksilver Mining Co.	76½	76½	----	----	76½	77½
St. L., Alton & T. H.	112	60	----	----	----	----
" " pref.	77	76½	----	----	75½	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	93	93
" " Inc. b'ds.	85	----	----	----	----	----
Tennessee 6s, 1890	----	58½	----	----	----	57
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	104½
" " 1M. ex.	----	----	----	----	103	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	68	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	103½	----	----	----	----	----
U. S. 6s, 1881, cou.	111½	----	----	----	----	x103½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	94	94½	----	----	96	96½
U. S. 6s, 5-20s, coupon	101½	103½	----	----	105⅝	105
U. S. 6s, " reg.	102	----	----	----	104½	----
7.30 Notes, Feb. & Aug.	----	----	----	----	104½	107
" " Ap'l & Oct.	103½	103	----	----	104	106

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 5.

	W. 29	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	----	----	----	----	----	41
Camden & Amboy	195	----	----	----	----	----
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	107	----	----	----	----	----
" " 6s, '89.	107½	----	----	----	----	106½
" mort. 6s, '89.	114	114	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	43	42½	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	81	----	----	----	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	49½	49½	49½	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	65	64½	----	----	----	64½
Morris Canal	90	----	----	----	----	----
" " pref.	----	----	----	----	----	139
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	33	----	----	----	----	32½
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	60	----	60	----	----	----
Pennsylvania R. R.	73½	73	73	----	----	73⅝
" 1st m.	120	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 6s	100⅛	103½	----	----	----	----
" " 5s, coupon	103½	----	103½	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	----	----	----	----	104
" " new	106½	106½	106⅝	----	----	106⅝
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	69½	69½	69½	----	----	69⅝
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	108	----	----	----	----	----
Philadelphia & Erie	33	----	----	----	----	35
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	29	----	40	----	----	----
" " pref.	40½	----	40	----	----	----
" " 6s '82	96½	96	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	20½
" " 6s '78	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	105	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	43	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 5.

	W.29.	Th 30.	F.1.	Sat.2.	M.4.	Tu.5.
Baltimore City 6s, 1875	118	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890.	117	118	----	----	----	118
Balt. and Ohio	----	----	----	----	----	115
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	60½	----	----	----	----
" " b'ds, '75	112	----	----	----	----	105½
" " " 85	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6.
Boston and Lowell	----	----	----	----	115	----
Boston and Maine	----	----	----	----	137	137
Boston and Providence	152	----	----	----	----	----
Boston and Worcest.	148	148	----	----	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	112	----	----	----	----	----
Eastern, Mass.	105⅝	106	----	----	106½	107
Eastern, N. H.	----	----	----	----	106	----
Fitchburg	123½	124½	----	----	125	126
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	90½	----
Old Co'ony and Fall R.	127½	----	----	----	----	----
Ph., Wil. & Baltimore	75	75	----	----	75½	75
Portl'd, Saco & Ports.	113	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	42½	42	----	----	42½	----
Western	154	----	----	----	----	153
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	61½	----	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	60
Franklin "	53⅞	52	----	----	----	55
Isle Royale "	----	----	----	----	22½	22½
National "	----	----	----	----	----	----
Minnesota "	41	----	----	----	42	----
Pewabic "	67	66½	----	----	67	----
Pittsburg "	----	----	----	----	97	97
Quincy "	95	99	----	----	99½	90½
Rockland "	----	12½	----	----	12½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 22d of June:

Maryland 5s	67	to	70
United States 6s, 1881	54	"	57
Do. 5s, 1874	52	"	54
Virginia State 5s	45	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	75	"	77
Do., Pennsylvania do. do.	73	"	75
Erie shares, $100 (all paid)	51	"	53
Do., 7s, preference	50	"	55
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1859	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	54	"	56
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	58	"	62
Do. do. $100 shares, $90 paid, dis.	36	"	35
Do. do. $100 shares, all paid	59	"	60
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	60	"	65
Do. do. $100 shares	60	"	65
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	53	"	59
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	30	"	35
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, July 9, 1864.

Stock Exchange and Money Market.

Since the preparation of our article of the last week, the important information was communicated to the public that Mr. Chase had resigned his place at the head of the Treasury department. Though this event had been contemplated for some time both by his friends and opponents, still the precise moment was uncertain, and there was a shock when the news came. We are enabled to say from the best authority that the causes which led to the result had nothing whatever to do with his financial policy, so that those who believe his system will be much changed under the management of Mr. Fessenden may find themselves mistaken. There is but one policy left while this war lasts, and that is to borrow as much money as may be required and on as good terms as possible, after employing all the other means at the disposal of the Government. And the financier who has now gone into retirement has been more successful in raising money than any one who comes after him will be, if the rebellion is allowed to drag its slow length along for another three years. That Mr. Chase has made several mistakes in the details of his arrangements there is no doubt whatever. The issue of the legal tender 5's bearing interest, instead of taking currency out of circulation, added to it, and the proposition for the 75 million loan was ill timed, for it discredited the 10-40s which were doing well, and would have done better if they had not been interfered with. So too the raising of the rate of interest on deposits in the Treasury from 5 to 6 per cent. was a mistake, for the effect of it was to cause all the previous depositors to withdraw their deposits at 5 and renew them at 6, and the aggregate amount after all, was increased but a few hundred thousand dollars. It is easy to show that by this operation the Government was paying 11 per cent for some of its deposits. The great merit of Mr. Chase was in his large and comprehensive views as to the resources of the nation and the spirit of the people, in a perfect knowledge of the business of his office, which he personally understood and carefully looked after in all its branches, in the great economy he practised in its management, and his thorough correctness in the account keeping department, and his familiarity with his entries and his balances. Indeed his foresight and his accuracy in his estimates were really wonderful, and entirely without precedence in the career of financial ministers. With Mr. Chase we knew where we were, and at what rate we were going. Whether his successors will be as sagacious, or be able to inspire similar confidence in the public mind remains to be seen.

We quote from a cotemporary of Philadelphia the following interesting commentary, as evidence of the late Secretary's ability, though it comes from a source not very friendly to him or the Government.

"As an evidence of the accuracy of the estimate made by Secretary Chase, we find that in his annual report of December 4, 1862 eighteen months ago, he said, "On the supposition that the war may be continued with undiminished disbursements until the 1st of July, 1864, the debt likely to have been then incurred must be estimated at $1,744,685,586 80." On the 28th of June, 1864, two days before the expiration of the period of fulfillment, an official statement of the public debt on that day shows it to be $1,740,036,689 53. If we add four millions for the expenditure or increase of debt of those two days, we have a most wonderful exactitude of calculation and prediction—one, considering the amount involved and the length of time covered in the estimate, that was never before equalled."

Indeed the circumstance is one without a parallel in history, and the statesman who was so far seeing, so accurate, so prophetical, was certainly worth retaining in the Cabinet. We have no wish in these commercial reviews to engage in political speculations, and therefore must pass over the history of the causes which led to Mr. Chase's resignation. We have them from the best authority, and we could set right in their opinions on the subject, many of our cotemporaries if we chose to do so.

The chapter yet to be written on this subject will be a curious one. We may say very briefly however, that the resignation of Mr. Cisco was the match which fired the train, and led to the

change in the Treasury department. His place was long sought for. The possession of the Assistant Treasurership in New York, by persons known to be jobbers and traders in politics, offices, contracts and shoddy is equivalent to the certain gain of a large fortune, not by the official patronage, but in the knowledge of the financial policy of the Government. We have it direct from Mr. Cisco himself that if he had availed himself of his knowledge of the Treasury movements, by corresponding operations in the street, he could have realized ten millions of dollars!

Mr. Chase understood this perfectly, and therefore declined to select from the names proposed. He preferred to be represented by an agent whom he could control and rely upon, even if the position was above his real merit or claims, and this proposition being refused, there was nothing left but resignation, which was now quickly accepted. We may, however, congratulate the Country that in the succession to this department of the Treasury, we shall be sure of integrity, all possible economy, and in the administration of its affairs total exemption from political or official corruption. Of Mr. Chase's personal feelings on the subject we can say with truth, that he is relieved by his change of position.

The first acts of Mr. Fessenden have been popular. He has declined following up the loan for the balance of the 75 millions. This will give new life to the 10-40's and cause their absorption more rapidly. Beyond all question he will close with the foreign loan if it is practicable to adjust the details, and thus introduce a large metallic resource to those he is likely to receive from the customs and California, but we proffer the advice that the proceeds be brought in specie to this Country.

The future policy of the Secretary will be continued in the line adopted by his predecessor, absorption of the excessive currency of which upwards of fifty millions have been recently retired. And here it is proper to remark, that however large the issues were, there was no alternative except that of inflating with local Bank paper if the Government issues had been stopped. Mr. Chase has with the utmost reluctance resorted to the latter expedient. He was compelled to do so because of the enormous, nay lavish expenditures of the war. We are permitted to make the following extract from a letter written by Mr. Chase to a personal friend in this city under date of July 2d. "Congress by authorising and the President by sanctioning immense expenditure, had forced me against my will and all my convictions of true policy to issue legal tenders and offer bonds in excess, and yet would not put the burden of the reduction upon the State Banks where it properly belonged, nor yet give me the means I needed to make the negotiation of loans at home or abroad certain upon reasonable rates. The tax bill and the tariff bills together, were likely to fall short by near a hundred millions of the sum I believed necessary for the credit to secure the required loans." If Mr. Fessenden is to borrow, and no doubt he will have to do so very largely, it is a grave question what he is to borrow and pay interest for. Is it local Bank paper? Are we to pay 6 per cent. for the privilege of using wild cat money, or other money not any better, and which our soldiers, seamen and contractors will probably refuse to receive?

Is the Treasury to come with cap in hand to Bank Directors hereafter to get money on their own terms to carry on the war? We certainly do not like this view of the subject, and yet this is what a large party of financial operators desire to see done.

The gold bill has been repealed. It had but a short trial. While it was in operation there was a sharp decline of about 40 per cent. Since it has been repealed, the decline has been recovered, and an advance has taken place. Strange to say when the news of the sinking of the Alabama arrived, the combination put up the rates full 15 per cent. We would respectfully inquire of the champions of free trade and commercial liberty whether this rise can be attributed to the natural operation of commercial laws; whether there was any possible connection of a legitimate character, between the destruction of a piratical enemy, and a *bona fide* demand in our market for gold. Does it not rather show that the combination, against law, necessity and all patriotic considerations are determined to injure the country all they can, and to show their power, even in the face of the defeat of the rebel cause, to injure and impair the National credit? If Petersburg is taken perhaps gold will be quoted at 15 per cent. more, and if Richmond, fifty per cent. more. If this is commercial and purely commercial, we do not understand the meaning of words, nor comprehend the laws of trade.

The Money Market is rather stringent, 7 per cent. being the rule with lenders generally. Governments have advanced and are in request. The operations of the banks continue to be expansive. They cannot resist the opportunities offered them of making money. On the 2d of July their deposits had decreased from $158,772,982, of the previous week to $154,989,844, but their loans had increased to $198,089,016, from $197,077,002 of the week previous, and their specie the meanwhile decreasing in the same period from $22,000,898, to $21,206,685.

It appears officially from the returns of the fiscal year ending in June, that the total amount of specie received during the year at the New York Custom House was $77,628,529, against $51,033,801 the preceding year. If we add to this sum the receipts at other ports on the Atlantic and the Pacific, viz., $25,589,664, we have the total amount of specie revenue as $103,218,193. If we deduct from this the interest on the gold bearing debt which is $50,823,672, we have a balance or surplus of gold to the amount of $52,394,521. And yet there are people, or rather operators in Wall street, who positively declare there is not a dollar of gold at the command of the Treasury.

The National Banks now organized amount to 674, with an aggregate capital of $63,215,000 on which their circulation is limited by law. It is plainly to be seen that this National system is sure to prevail over all others, and the sooner the local banks come under it the better for them and the country. Their hostility is plainly to be traced to the fact, that if they do so, their circulation will be reduced to limits which they are in no way inclined to adopt, no matter how much they clamor against Government inflation.

The import entries of the past week at the port of New York, amount to $4,811,092, against $3,911,899 same week last season. The export clearances of domestic produce amount to $4,179,995, against $4,211,468 same week in 1863. The export of specie is $561,000, against $398,000 same week last year. The customs for the week are $1,002,000.

The total value of foreign goods imported into the port of Boston for the week ending July 1, was $892,227, against $728,153 for the corresponding week in 1863. The exports were $227,335 against $175,554 for the corresponding week in 1863.

The total value of foreign exports from the port of Baltimore for last week was $148,576.

Railway shares are active in moderation. Large orders came out for Government securities by the last steamers. The almost certainty of a general war in Europe, and the immense power and resources of the North being now more than ever demonstrated, it is natural that the Continental bankers should endeavor to place some of their wealth in a country which grows in spite of all difficulties, and has a colossal strength of purpose which no foreign enmity can shake, and stores of wealth that no expenditure can destroy.

As one of the features of last week's Money Market we may record the fact that several large houses which had been speculating in provisions in the expectation of a further rise in gold, were utterly broken down by the fall which we have already alluded to.

Our latest accounts from abroad advise us of increasing alarm in British monied circles, and the rapid disappearance of silver from circulation in France; to so great an extent as to put the Government to the probable expedient of using zinc as a substitute for small coins.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana War Loan, 99; North Carolina 6s, 59½; Connecticut 6s, 106, Illinois coupon bonds, 1876, 103; At. and Gt. Western (Ohio div.,) 1st mort., 100; Marietta and Cincinnati 1st mort., 105; Gregory Consol. Coal Co., 25; Central Coal, 70; New Jersey R. R., 170; Nicaragua Transit, 7¾; Bucks Co. Lead, ¾; Bank of America, 138; Park Bank, 136; Bank of North America, 108; Mechanics Bank, 110; Metropolitan Bank, 115; Manhatten Bank, 124; Ocean Bank, 97; American Exchange Bank, 119.

Philadelphia.—North Penna. R. R. scrip, 94; Allegheny Valley 7s, 105½; do., 6s, 95; Huntingdon and Broad Top, 35; do., 2d mort., 100; Allegheny Co. coupon, 5s, 84; Irwin Oil, 4; Union, 2¼; Dalzell, 5½; Oil Creek, 5⅞; Feeder Dam, 1; Olmstead, 3; Densmore, 4½; Bruner, 1½; Maple shade, 10¼; Excelsior 1¼; McClintock Oil, 5; McElhenney, 4¾; Perry, 5⅛; New Creek Coal, 1; Green Mountain, 5¾; New York and Middle Coal Fields, 19½; Fulton, 8; Farmers and Mechanics' Bank, 58½; Commonwealth Bank, 47; 3d National Bank, 105. The latest quotations are: City 6s, 103½@104; do., new, 103¾@103⅞; State 5s, 98@99; do., coupon 103@103¼; do., 6s, 1879. 107@107½; Phila., Wil. and Balt., 73; Reading, 69¼@69½; do., 6s, 1870, 108@110; do., 1886, 139@140; Camden and Amboy, 194@195; Pennsylvania R. R., 73½@74¼; do., 1st mort., 119½@120¼; do., 2d mort., 117@117¼; Little Schuylkill R. R., 46½

@46½; Morris Canal, 90@90¼; do., pref., 139@139¼; do., bonds, 109@110; do., 2d mort., 104¼@105½; Wyoming Valley Canal, 80@85; do., 6s, 107@107½; Susquehanna Canal, 20½@21½; do., 6s, 67@68; Sch. Nav., 29@30; do., pref., 40@40¼; do., 6s, 1882, 95@96; Union Canal pref., 3½; do., bonds, 24¼@25¼; Delaware Div. Canal, 427/8@44; do., bonds, 101@105; Elmira and Williamsport. 35@36; do., pref., 52@54; do., 7s, 1873, 111½@111¾; do., 10s, 78@78¼; Beaver Meadow, 82½@100; Long Island R. R., 47@49½; Lehigh Coal and Navigation. 82¼@85; North Pennsylvania, 32¼@32½; do., 6s, 103½@104; do., 10s, 120@124; Philadelphia and Erie, 34@35; do., 6s, 112; Minehill, 64½@64¾; Catawissa, 20@22; do., pref., 41¼@41½; Lehigh Valley. 130@135; do., bonds, 113@116; Fifth and Sixth streets, (horse,) 64@64½; do., 7s, 109; Second and Third, 73¾@74½; do., 7s, 110; Race and Vine, 10@15; West Philadelphia, 71@73; Spruce and Pine, 42@44; Green and Coates, 39@39½; do., 7s, 110@110¼; Chestnut and Walnut, 63@65; Arch, 28@31; Thirteenth and Fifteenth, 28@33; Seventeenth and Nineteenth, 16; Girard College, 30@32½; Tenth and Eleventh, 50½@51¼; Norristown, 61@61½.

Boston.—Northern (Ogdensburg;) 1st mortgage, 108; do., 2d mort., 34; Boston and New York Air Line 6s, 67; Eastern R. R. 6s, 1874, 102¾; Rutland and Burlington R. R. 7s, 1st mort., 75¼; Conn. and Pass. River R. R. 6s, 1876, 100¾; Cape Cod R. R., 69; Boston, Hartford and Erie R. R., 35¾; Chelsea, horse, 47; Maine 6s, 100; New Hampshire 6s, 1868, 100; Massachusetts 5s, 1898, 116; Rhode Island 6s, 1882, 100; Vermont 6s, 1876, 100¼; Chicago 7s, 1881, Municipal, 109; Dorchester 5½s, 1874, 100; Brooklyn 7s, 1865, 100¼; Boston 5s, 125; Brooklyn 6s, 1886, Water Loan, 107½; Bangor 6s, 1874, 100; Augusta 6s, 1870, 102; Hartford 6s, 1881, W. L., 109¾; Essex Co., 101½; Boston Water Power Co., 45; East Boston Co., 13; Union Steamship Co., 157; Cary Imp., 13, Boston Gas, 852½; Chelsea Gas, 99; Franklin Coal, 100; Short Mt. Coal, 47½; Fanuel Hall Bank, 125; Atlantic Bank, 69½; State Bank, 99; National Bank, 102; Bank of Commerce, 98; Granite Bank, 122½; Traders' Bank, 98; Atlas Bank, 106; Market Bank, 73; Mechanics' Bank, (South Boston,) 109¾; Bay State Bank, (Lawrence,) 77; 3d National Bank, 98¾; North Bank, 102¼; Exchange Bank, 122¼; Peoples' Bank, (Roxbury, 52¼; Acton Mining Co., 2⅛; Albany and Boston, 20; Arnold, 2; Aztec, 6; Albion Gold, 3; Bay State, 19¼; Bedford, 1½; Black River, 80c.; Copper Falls, 84¼; Concord, 4¼; Colorado Gold, 8¾; Chaudiere Gold, 2⅝; Hancock, 13; Hanover, 3⅞; Huron, 37; Humboldt, 10; Macomb Lead, 4¼; Manhattan, 9; Mesnard, 9⅛; Northwestern, 11; Native, 1¾; Ottawa, 55c.; Phœnix, 28; Star, 7; Stewart Gold, 75c.; Toltec, 2½; Winthrop, 6½; Wickham, 50c.

Baltimore.—Central Ohio 4th mort., 60; N. W. Va. 1st mort., 115; Central Ohio Incomes, 40; Western Maryland bonds, 92; Catonsville R. R., 18; Santa Clara, 22; Am. Gas Coal, 2.05; Maryland Copper, 0.95; Bare Hill, 3.80; Atlantic Coal, 1.40; Mineral Hill, 3.00; Howard Bank, 10¼. The latest quotations are: Balt. and Ohio, 115@116½; do., 6s, 1867, 105; do., 1875, 112@117; do., 1880, 118@117; do., 1885, 112@117; Northern Central, 60@60½; do., bonds, 1885, 105½; N. W. Va., 16@20; do., 1st mort., 111@114; do., 2d mort., 103¼; do., 3d mort., 35@41; do., guar., 105@110; Marietta and Cincinnati 7s, 1892, 106@108½; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@62; do., income 1857–'60, 40@45; Western Md. bonds, 87@92; do., guar., 111@113; Maryland 5s, 95@100; do., 6s, coupon, 1870, 114; do., Ins., 112½; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 117@118; do., 1886, 114½; do., 1890, 118@120; do., coupon, 115@115½; do., 5s, 1838–'70, 93@96; City Passenger R. R., 22½@24; Canton Co., 37½@40; Gardner, 75@1.00, Guilford, .28@.40; Maryland, .90@1.20; North State, .10@.20; Rudisell, .65@.75; Silver Hill, .20@.30; Springfield, 2.00@2.30; George's Creek, 110@110; Santa Clara, 22@24¾; Baltimore and Cuba Smelting and Mining, 175@225; Balt. and North Carolina, .20@.40; Balt. Chrome, 2.55@2.75; Bare Hill, 3.90@4.10; Atlantic Coal, 1.40@1.50.

Atlantic and Great Western R. R.

On the 11th of September, 1860, this road was opened from Salamanca to Jamestown, New York, a distance of 23 miles; May 26, 1861, to Corry, 27 miles; November 10, 1862, to Meadville, 41 miles; January 1, 1863, to Warren, Ohio, 60 miles; June 1, to Akron, Ohio, 59 miles; and same date to Franklin, Pennsylvania, from Meadville, 26 miles; November 10, to Cleveland, 50 miles; December 31st, 1863, to Galion, 81 miles; June 21, 1864, to Dayton, 94 miles; whole length from Salamanca to Dayton, 378 miles. Third rail from Dayton to Cincinnati, 60 miles.

In 1863, this road carried 533,487 barrels of Petroleum, of which 385,220 were shipped from Corry, and 115,032 barrels from Franklin.

Railroad from Oswego to Rochester.

This enterprise seems to grow in dimensions as it is considered. The proceedings of a meeting held in Oswego on the 28th ult., is published at length in the *Palladium* of that city. "It is now proposed to build the road to the Niagara River, at Lewiston, and also to build a line between Rome and Troy—thus making an independent line from Lewiston to Troy. The road between Rome and Oswego (by way of the Rome, Watertown, and Ogdensburg to Richland, and thence by a new line to Oswego), is expected to be finished this Fall. An interview with the managers of the Great Western Railroad (C. W.) was reported, and resolutions of the Board of Trade of Troy were read. The meeting adjourned to a future day, leaving the subject in the hands of a committee."

Berks and Chester R. R.

The Berks and Chester Railroad, to run from Birdsboro' to Downington, is already commenced. The line is now being run by a corps of Engineers, and as soon as they are through, the work will be placed under contract. The road will connect with the Reading road by a bridge over the Schuylkill some fifty yards or so above the present bridge. The line will pass up Hay-Creek Valley, and connect at Downington with a road leading to New Castle, on the Delaware. As the river at that point is never frozen over in the severest season, a large amount of coal will no doubt find its way to market over this new road, especially during the Winter months. The Stockholders are called to meet at Birdsboro' on the 6th of July, to organize the Company by the election of a President and eight Directors to serve until others are chosen. From the character of the men who have this enterprise in hand, we have no doubt that the road will be built at an early day.—*Pottsville Miners Journal.*

The Special Income Tax.

The following is an exact copy of the joint resolution assessing a special tax on incomes:

Resolved, That in addition to an income duty already imposed by law, there shall be levied, assessed and collected on the first day of October, 1864, a special income duty on the gains, profits or incomes, for the year ending the 31st of December next preceding the time herein named for levying, assessing and collecting said duty of all persons residing within the United States, or of citizens of the United States residing abroad, at the rate of five per centum, on all sums exceeding $600, and the same shall be allowed, assessed, estimated and collected, except as to the rate according to the provisions of the existing laws, for the collection of income duty annually where not inapplicable hereto; and the Secretary of the Treasury is hereby authorized to make such rules and regulations as to the time or mode or other matters, to enforce the collection of the special income duty—provided, that in estimating the annual gains, profits or income as aforesaid for the foregoing special duty, no deduction shall be made for dividends or interest received from any avocation, corporation or company, nor shall any deduction be made for any salaries or pay received.

Philadelphia and Erie Railroad.

We are informed that at last this great public highway, which connects the Delaware river at Philadelphia with Lake Erie, is completed. On the second instant, Mr. E. F. Gay, the Vice-President, and Mr. Robert Faries, the Chief Engineer of the road, telegraphed to Mr. Morehead as follows: "Track just closed two miles West of Johnsonsburg. Philadelphia and Erie at last united with iron bands."

The new line will be opened for through travel to Philadelphia and Erie in about two weeks, that length of time being still necessary for the more perfect adjustment of the rails.

☞ The New Haven, New London and Stonington Company have expended their entire earnings during the year in outlays, making their road more valuable and safe. The road needs an increase of its motive power, the absence of which deranges its trains, and the Commissioners have recommended the addition of a new engine, and an additional amount of new iron to its track. This road is still operated by trustees for the bondholders.

☞ The interest of railroad companies' bonds are subject to a tax of 5 per cent., instead of 3 per cent., on and after July 1, 1864. The following letter from the Acting Commissioner of Internal Revenue has been received at the office of one of the railroad companies in this city:

TREASURY DEPARTMENT, Office Internal Revenue }
WASHINGTON, July 1, 1864. }

SIR: In reply to your letter of the 27th ultimo, I have to state that the interest of railroad bonds, due on or after this day, is subject to an internal revenue tax of five per centum.

Very respectfully,
E. A. ROLLINS, Acting Commissioner.

South Branch Railroad.

This road is about 15 miles in length. It branches from the Central railroad of New Jersey at Somerville, and extends to Flemington, the county town of Hunterdon County. It passes through several villages and a highly agricultural district, and opens a speedy and convenient route for passengers and freight from Hunterdon County to New York.

Santiago and Valparaiso Railway.

The paper read at the Institution of Civil Engineers, London, on 19th April, was entitled a "Description of the Santiago and Valparaiso, Chile, South America; with remarks upon resistances from curves on railways, and upon coal-burning locomotives," by Mr. W. Lloyd, M. Inst. C. E.:

The original proposition for uniting the capital of the republic of Chile with its chief port was made by Mr. Wheelwright, an American citizen, in the year 1850. Detailed surveys and plans, prepared by Mr. A. Campbell, an American engineer, were submitted to the Government in the following year, for the construction of a line, the estimated cost of which was stated at about seven millions of dollars. In July, 1852, an act of Congress was obtained by a company of Chilian capitalists; and in the month of October of the same year the works were commenced. Differences, however, arose which led to the services of a staff of engineers being secured from England, under the direction of Mr. C. Maugham; but owing to his decease, in May, 1854, the author arrived in Chile, and took over charge as chief engineer. He then found that although a large sum had been expended, but little real progress had been made. On his recommendation a portion of the original works were abandoned, and an entirely new route adapted. He also endeavored to place the workmen upon a more independent footing, provided proper tools and implements, with the requisite instruction in their use, and established, as soon as possible, the contract system. In this way the works were advanced with considerable rapidity; so that in September, 1855, a length of 8 miles was opened; by December, 1856, a further distance of 20 miles; and in May, 1857, the passenger traffic was opened to Quillota, a total distance of 34 miles from Valparaiso, but on a part of the last section the works were of a provisional character pending the completion of a tunnel through the San Pedro hill. Thus far the line was carried out by Chilian capitalists, assisted by the Government. But its extension to Santiago, a further distance of 80 miles, was entirely executed on account of the State, who purchased the private stock at par. The first sod of the extension was turned in September, 1859, a length of 7 miles was opened in February, 1861, an additional 16 miles in September, 1862, and the whole of the line was completed in September, 1863, by the author as engineer-in-chief to the Government of Chile. The work had thus occupied nearly eleven years; it was believed, however, that it might readily have been accomplished in one-half the time, but for the delays and impediments arising out of the control of the authorities.

Respecting the physical features of the republic, it was remarked that the extreme width of the country seldom in any part exceeded 100 miles; yet in this distance there was a difference of level equal to about 20,000 feet. In fact the country resembled a vast mountain slope—its foot bathed by the Pacific Ocean, and its perpetual snow-covered summit lost in the clouds. The country was also volcanic, and subject to rain-storms of unusual violence. Being thus constantly liable to terrestrial disturbances, and not overburdened with pecuniary resources, the mode of carrying out such enterprises, with security and economy was a deeply interesting study. Evidently the first cost of construction was more important than the future cost of working, as an unusually high rate of fares would still be an enormous economy to the public, and high velocities were not demanded.

The distance in a direct line from Valparaiso (pop. 70,000) to Santiago (pop. 200,000) did not exceed 70 miles. The coach road between the two places pursued a tolerably direct course; but the physical obstacles upon this route rendered it indispensable to seek for some less obstructed means of access to the central valley of Chile. The road crossed three principal ranges of mountains, 1,800 feet, 1,950 feet, and 2,595 feet respectively above the sea level; while the two intermediate planes had an elevation of 830 feet and 1,000 feet above the same level, and the great central plain, in which Santiago was situated, was 1,800 feet above the sea. Merchandise was conveyed in large two-wheeled carts, drawn by eight bullocks, and capable of holding 2 tons, and the time occupied in the transit varied from six days to forty-four days, and the cost from 1*l.* 13*s.* per ton in summer to 3*l.* 17*s.* per ton in winter, the average being about 2*s.* 6*d.* per 100lb. The opening of the line would reduce the cost of conveyance of goods to one-third, and the time to five or six hours; while passengers, instead of paying 2*l.* each by coach, would make the journey in one-half the time at an expense of 10*s.*

The line, as executed, left Valparaiso at its northeast extremity, followed the coast for a distance of 3 miles, crossing its various indentations, or cutting through the projections of syenitic rock. This portion was level throughout, being about 12 feet above high-water mark, and in many places was defended by sea walls of massive granite blocks; but it consisted of a series of curves of small radius. Thence it diverged to the east, and passed up the valley of La Vina del Mar for 5 miles, with gradients never exceeding 1 in 100, and after crossing the ravine of Paso Hondo, it reached the course of the Quilpue River, along which it ran for 10 miles, the works comprising deep cuttings in rocks, heavy embankments, and considerable wrought-iron viaducts, the gradients in many places being as steep as 1 in 50, so that at the eighteenth mile the summit of Lebu, which was 510 feet above the Pacific Ocean was attained. The line then descended for 2½ miles at the rate of 1 in 65, and for 1½ mile at 1 in 90, reaching the Limache River, which was spanned by three bridges, at the twenty-fourth mile. For the next three miles the line ascended again at the rate of 1 in 90, to surmount the second summit of San Pedro, the level of which was 384 feet above the sea. At this point the line passed through a spur of the Andes, by a tunnel 1,600 feet in length, two-thirds of which was through granite and trap rock, containing much water, and the remainder consisted of decomposed rock and clay, so that it was considered necessary to arch the tunnel throughout. The completion of the tunnel having been delayed from a variety of causes, it was deemed advisable to form over the crest of the hill a provisional line, by which the traffic to Quillota was carried for four years, without the slightest accident. This line was worked by one of the ordinary passenger locomotives employed as stationary engine, and by its means 250 passengers and 100 tons of goods were daily conveyed up inclines of 1 in 13 and 1 in 15 on either side, surmounting a height of 150 feet from the starting-point. During the suspension of the tunnel works, the timbering under the wet decomposed rock became decayed; and when attempts were subsequently made to excavate the material, it flowed into the tunnel as fast as it could be removed, until the surface of the ground, 120 feet above, began to sink. The area of this settlement was observed to be much larger than the orifice below. When the ground had sunk 10 feet, a large lattice timber framework was prepared to occupy this area, and upon this brushwood was spread. The excavation below was then proceeded with, the frame rapidly disappeared, and the sides of the cavity fell in as the frame descended. A second frame, similarly covered, was then inserted, after which the miners found they were gaining upon the slip, and eventually succeeded in getting the timbers properly erected. It was then discovered that the first frame had descended to the tunnel, and had perfectly plugged up the aperture.

Beyond the San Pedro tunnel the line descended to the river of the same name, and again ascended to Quillota (pop. 10,000.) This town was 34 miles from Valparaiso, and was situated on the Aconcagua River, one of the principal in Chile, but not navigable in any part, up the valley of which the line was carried for 20 miles. It then diverged to the valley of Tabon, crossed the Vichichulen River, and at the fifty-seventh mile reached the station of Llaillay, where the Tabon incline commenced. The characteristics of this incline, contrasted with other similar works, might be gathered from the following table:—

Name of incline.	Length of incline.	Total rise.	Sharpest curve Av'r'ge Rise.	Radius.	Summit over sea.
Mountains.	Miles.	Feet.	Rise.	Feet.	Feet.
Alleghany	15	1,690	1 in 47	600	2,626
Semmering	13¼	1,325	1 in 47	625	2,887
Bhore Ghaut.	15¾	1,831	1 in 48	990	2,027
Tabon	12	1,360	1 in 46½	604	2,640

There was a maximum gradient of 1 in 44½ for a distance of 3½ miles, and upon it occurred sixteen curves of 604 feet, one of 633 feet, and one of 702 feet radius, for an aggregate length of 1¼ mile. The railway had been carried along the abrupt and rugged sides of the mountains, at an elevation of 300 feet above the valley, the rocks towering above to an altitude of nearly 1,000 feet. The works comprised two tunnels through porphyry, several heavy retaining walls, a number of high embankments, and a succession of deep rock excavations. At one point the line for one-half its width was in cutting 70 feet deep, while the remaining half was formed of embankment, the slope of which extended down the hill-side to about 250 feet below the rails. In the execution of this part of the line about 3,000 men were employed for two years, the greater part being miners, and a large quantity of gunpowder was used. The Maquis viaduct, the principal work of the kind upon the line, occurred on this incline, where the gradient was 1 in 46, and upon a curve of 604 feet radius. Its greatest height was 126 feet, and length 600 feet. The piers consisted of cast-iron columns, braced with wrought-iron, resting upon masonry. The superstructure comprised four plate-iron girders, each spanning openings of 100 feet, and one tubular girder having a span of 148 feet. The total weight of iron was about 750 tons, and the cost of the viaduct erected had amounted to about 40,000*l.*, or 66*l.* per lineal foot. The iron work was all obtained from England; Messrs. Kennard supplying the piers, and the Canada Works the tube and girders. Out of the total length of 12 miles of the Tabon incline, 6 1-10th miles were curved; and upon all the curves of less than 1,000 feet radius, it had been deemed prudent to lay down a guard rail on the inner side. The permanent was formed of fish jointed T rails, 84lb. to the yard, fastened to sleepers of two kinds of native timber.

The descent towards Santiago was effected, for the first 3½ miles, with an inclination of 1 in 80, to which succeeded a gradient of 1 in 183, as far as the deep and tortuous ravine called San Ramon, along which the line was carried for 4 miles, with gradients of 1 in 55, 1 in 60, 1 in 71, 1 in 75, and 1 in 100. At the eighty-second mile the country became more open. The line then passed Tiltil, Poolpaico, Lampa, and crossed the Batuco Lake at the ninety-sixth mile by means of an embankment, the slopes being protected by loose stones. Thence to Santiago, 114 miles distant from Valparaiso, the only works of importance were a cutting in basaltic rock at Renca, and a bridge over the Mapocho River at the entrance to the capital.

American engineers appeared to underrate the effect which curvature produced in retarding the passage of trains; while English authorities differed materially in their views upon the subject. As the author believed practical data were wanting, he had appended to the paper a list containing the lengths of every curve and straight line upon the Tabon incline, specifying the gradient in each case. Further, he had made a few imperfect experiments, to ascertain the resistances due to sharp curves to combination with steep gradients, the results of which might be taken at all events as approximations to the truth. They were tried with a dynamometer, similar to a spring balance in its form and arrangement, but of only sufficient power to allow of one loaded wagon, of a gross weight of 10 tons, being employed. According to these experiments, the particulars of which were given in detail, upon a straight line with a

gradient of 1 in 50 the resistances were 55lb. per ton of train, corresponding with those deduced by the ordinary mode of calculation; while upon the same gradient combined with curves of 600 feet radius, the resistances were augmented to 70lb. per ton of train. By the formula of Latrobe. the resistance due to this curvature was only 5.09lb. per ton of train. Professor Rankine's gave 12.8lb. per ton of load. These experiments appeared to show that, upon a curve of 1,000 feet radius, the resistance was double that upon a straight line; and upon a curve of 600 feet radius, it was equal to the gravity on an inclined plane of 1 in 150. Approximately, the resistance due to the curvature might be found, either by dividing the number of lbs. in a ton by 0.244 of the radius of the curve, or by multiplying the deflection angle of the curve by 1.75, to give the resistance in lbs. per ton of train. It should be stated that the gauge of the line was 5 feet 6 inches, and that the proper super-elevation had been given to the outer rail on curves.

The plan employed upon the line was upon the European system, the engines and most of the rolling stock having been obtained from England. The engines at present in use, the dimensions of which were given, were of two classes, ordinary six-wheeled passenger and goods engines, four wheels being coupled; but special engines had been ordered for the Tabon incline.

Mr. Matner, the locomotive superintendent, had adapted the engines, at a trifling expense, to burn exclusively native coal, by which an economy in the cost and consumption of fuel of about 30 per cent. had been effected. Observations as to the duty of the engines, on curves of 600 feet radii, showed that at a velocity of 10 miles an hour, upon inclines of 1 in 44, ordinary passenger engines could convey a gross weight of train equal to double their own weight; upon inclines of 1 in 55, similar engines would take up rather more than two and a half times their own weight; and upon a gradient of 1 in 50, a goods engine had drawn up four times its own weight. The application of a jet of hot water upon the flanges of the leading wheels of the engines had so facilitated their passage round sharp curves that bogie trucks were unnecessary, provided sufficient play was allowed to the trailing wheels; while the resistance was diminished and the tyres were not so rapidly destroyed. Similarly, the application of moisture to the rails from the tender in passing round abrupt curves upon steep gradients, the rails for the engine remaining dry, sensibly reduced the resistance due to curvature; and by the same means the break blocks in descending inclines could be prevented from igniting.

The communication was accompanied by a series of photographic views, showing some of the more important works, and by complete plans and sections of the entire line, the cost of which had amounted to about 20,000*l.* per mile, inclusive of rolling stock.

Destruction of Property by Fire from Locomotive.

The case of Hooksett against the Concord Railroad, was an action upon the statute, to recover damages for the burning of a highway bridge over the Merrimac river, in said town of Hooksett.

For the purpose of settling the questions of law, it was agreed that on or about the 1st of October, 1857, an engine of the defendant corporation, attached to the regular freight train, passing over the road of the corporation, and through their bridge over said river, in Hooksett, about midnight, fire from the engine communicated with the railroad bridge, and set the same on fire, and it was consumed; and in burning, the fire therefrom communicated with the highway bridge of the plaintiffs, which was three and a half rods distant from the railroad bridge, and set the same on fire, and it was thereby consumed.

EASTMAN, J.—This action is founded upon section 8, chapter 142, of the revised statutes of New Hampshire, which is as follows: "Every railroad corporation shall be liable for all damages which shall accrue to any person or property within this State by fire or steam from any locomotive or other engine on such road."

The next section of the same chapter provides that "Every such corporation shall have an insurable interest in all property situated on the line of such road, and exposed to damage as aforesaid, and may effect insurance thereon for the benefit of such corporation."

These provisions relieve the court from any consideration of the question of negligence by the defendants, so that we are only called upon to give a construction to the statute as applicable to the facts stated.

The extraordinary use of the element of fire, by which the property of individuals situated along the lines of railroads becomes endangered beyond the usual and ordinary hazard to which it is exposed, no doubt caused the legislature to interfere, and impose the liability which is fixed by the statute.

By this exposure an increased risk of loss of property is caused. This risk must be borne by some one; and if the property is insured a large premium must be paid. Upon whom shall this risk fall and this burden rest? Upon the owners of the property, or upon the corporations who make this extraordinary use of the fire? Such was probably the question before the legislature; and we think it was their intention to place the responsibility and burden upon the corporations. We think also that it was their intention to give the owners a complete indemnity for the loss of all property that might reasonably be said to be exposed to the danger.

If, as contended by the defendants, the liability attaches only when the property is destroyed by fire directly communicated from the locomotive, and that it is only for the loss of such property as shall be thus consumed, that the corporation are liable, then all buildings, however near to those to which the fire is communicated from the locomotive, unless they are attached to and made a part of them, would not come within the operation of the statute.

That there are many buildings thus situated along the lines of the various railways in this State is probably the case, and the legislature could hardly have intended to exclude such property from protection. If such had been their intention, it would seem singular that they should not use language more exact and appropriate to express it. In drafting such an act the question would very naturally suggest itself. To what extent do we intend this liability to go? Is it to be general, or confined to such property only as shall be destroyed by the proximate, direct and immediate communication of the fire from the engine? If they had intended the latter, we think they would have so expressed it; and instead of saying, as the act now does, "by fire from the engine," they would have said by fire *directly* from the engine.

Such has been the decision of the Supreme Court of Massachusetts upon a similar statute, in the case of Hart *vs.* the Western Railroad, 13 Met., 99; and in Maine the same doctrine has been acquiesced in by the case of Chapman *vs.* Atlantic and St. Lawrence Railway, 37 Maine, 92.

We are aware that this view of the question presents some serious difficulties, and cases might be supposed where the principle, if carried out to its fullest extent, would operate with great hardship upon the corporations.

This consideration did not escape the notice of the learned chief justice, in the case cited from Metcalf, but he seemed to think that the power given to the corporation to effect insurance on the property was indicative of the intention of the legislature to make the liability general.

That case did not call for a judicial determination of the extent to which the corporations shall be liable under the statute, neither does this. There a shop adjoining a railroad track, was destroyed by fire communicated by a locomotive, and while the shop was burning the wind blew sparks from it across a street, sixty feet, upon a house, and set it on fire; and the court held that the fire was communicated to the house by the locomotive, within the intention and meaning of the act, and that the corporation was liable for the damage.

In this case the plaintiffs bridge was about fifty-eight feet from that of the defendants. The fire that consumed the latter came from the defendants' engine, and in its progress reached the plaintiffs' bridge, and destroyed that; and we think that, within the intent and meaning of the statute, the loss was occasioned by fire from the defendants' locomotive, and that they are consequently liable for the damages.

Should a case arise under this statute requiring the Court to define the extent to which this liability shall go, perhaps it will be found to extend to such property only as can be said to be reasonably exposed to the danger; that the act must have a reasonable construction, and that consequently where buildings are situated at such a distance from the track as not to be exposed except in some violent gale of wind or other extraordinary circumstances, the loss might be held not to be within the spirit or intent of the act.

But we leave that question to be decided when it shall arise.

The present is not such a case. Our opinion is that upon the facts stated, the action can be sustained.

Cotton Growing in Asia Minor.

A Smyrna paper states that a cotton crop of 150,000 bales of 432 pounds each will be secured in Antolia this year, while the crop of last year was only 50,000 bales. The cost of raising this cotton is only £10 per bale, and it sells readily at £30 per bale, thus leaving a large profit. The same paper says the interior is becoming rich by this culture, and "we have no hesitation in saying that in a few years the staple of Turkey cotton will equal the American."

☞ An election of a President and twelve Directors for the Cross-cut Railroad Company has been ordered to be held at Corry on the 6th of July inst. This road is to be an extension of the Oil Creek Railroad, from Corry to near Westfield, on the Buffalo and Erie road. The stock has recently all been taken, and matters are in a fair way for its speedy construction. Of course, the object of the road is a more direct communication with the East, by the New York Central, from the oil regions.—*Jamestown Journal, July* 1.

Pittsburg Ft. Wayne & Chicago Railway.

The following shows the financial condition of the Pittsburg, Fort Wayne and Chicago Railway Company, April 30:

DEBTOR.

*Cost of Railway construction and equipment		$18,792,677 59
Cost of supplies on hand for current operat'ns	$926,028 92	
Amount due from other companies	207,906 09	
Miscellaneous assets	299,305 55	
Cash in hand	606,476 54	
		2,039,717 10
Interest on coupon bonds for four months		357,789 59
Transportation expenditures for 4 months, viz:		
For conducting trans.	$301,020 83	
For motive power	339,204 01	
For maintenance of way	247,210 34	
For maintenance of cars	103,361 66	
For general expenses	68,668 22	
		1,059,465 06
Surplus of earnings over expenditures for four months		542,659 04
Total		$22,792,308 38

* Included in the amount to cost of railway is $343,424 70 expenditures for construction and equipment of the railway for the four months.

CREDITOR.

By capital stock, viz;		
Full shares	$6,408,600 00	
Scrip certificates	13,891 08	
		6,422,491 09
By funded debt, viz:		
1st mortgage bonds	$5,250,000 00	
2d mortgage bonds	5,160,000 00	
3d mortgage bonds (interest not accumulative)	2,000,000 00	
Bridge bonds of O. & P. R. R. Co.	188,000 00	
Depot bonds of P., F. W. & C. R. R. Co.	59,500 00	
		12,657,500 00
Amount due other Co.	$33,944 76	
Miscellan's liabilities.	158,948 90	
Amount due J. F. D. Lanier, trustee	133,807 45	
Amount due for expenditures in April and prior	669,970 88	
		996,671 89
Earnings for four months, viz:		
From freights	$1,229,443 59	
" passengers	627,551 44	
" express matter	20,200 00	
" mails	31,300 00	
" rent of railway.	28,333 33	
" rents	1,175 00	
" miscel. sources	9,263 15	
		1,947,266 51
Excess of joint earnings received by Cleveland and Pittsburg Railroad Co. during the three months ending March 31, 1864, over and above their proportion thereof, per contract		12,647 18
Balance to credit of income account		755,781 62
Total		$22,792,308 38

Coal Oil in Colorado.

Specimens of petroleum have been obtained from coal oil wells at Canon City, Colorado Territory, which are said to be nearly as white as the oil taken from the Pennsylvania wells. The productiveness of the works is not precisely stated, but it is believed that enough oil will be got from the vicinity of Canon City to supply the demand of the entire territory.

Railroad Earnings--Weekly.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending June 21, 1864, were:

	1864.	1863.
Passengers	$2,807 08	$2,146 12
Freight	11,816 07	6,715 04
Express	104 16	75 00
Mails	296 58	296 58
Total	$15,023 84	$9,232 74
Increase		$5,791 10

Receipts from January 1st to June 21:

1864	$248,193 33
1863	154,125 98
Increase	$94,067 35

The traffic of the Great Western Railroad for the week ending June 24, 1864, was as follows:

Passengers	$23,002 61
Freight and live stock	21,247 27
Mails and sundries	1,238 27
Total	$45,488 15
Corresponding week of 1863	44,393 92
Increase	$1,094 23

The earnings of the Chicago and Alton Railroad Company for the week ending June 30, were:

	1864.	1863.
Passengers	$15,005 34	$12,387 47
Freight	30,586 04	21,513 81
Sundries	1,486 20	1,549 06
Total	$47,027 58	$35,450 34
Increase 1864		$11,577 24

The earnings of the Chicago and Northwestern Railway for the 3d week in June, 1864, were:

Passengers	$26,950 68
Freight	83,114 17
Mail	1,884 37
Express	384 17
Total	$112,333 39
Corresponding week of previous year	75,937 35
Increase, 48 per cent	$36,396 04
First three weeks in June, 1864	$352,576 30
First three weeks in June, 1863	230,893 41
Increase, 52 per cent	$121,682 89

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in June, 1864, were

	$43,865 00
Corresponding week of previous year	20,844 00
Increase, 73 per cent	$23,021 00
The increase since Jan. 1, 1864	$320,074 00

The earnings of the Grand Trunk Railway for the week ending June 25, 1864, were:

Passengers	$31,362 94
Express freight, mails and sundries	2,500 00
Freight and live stock	63,724 81
Total	$97,587 75
Corresponding week, 1863	80,587 08
Increase	$17,000 67

The earnings of the Montreal and Champlain Railroad for the week ending June 25, 1864, were

	$5,261 23
Corresponding week of previous year	4,907 42
Increase	$353 81

☞ The Lake Superior and Mississippi Railroad Company have effected a contract for the grading and bridging of 30 miles of their road, or from St. Paul to Wyoming, in Chicago County, by the 1st of January next.

General Railroad Law of New York.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

Passed May 5, 1864; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Subdivision five of section twenty-eight of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended by adding thereto the following: "Nor to authorize any such railroad company to construct its road upon and along any highway, without the order of the supreme court of the judicial district in which said highway is situated, made at a special term of said court, after at least ten days' notice in writing of the intention to make application for said order shall have been given to the commissioners of highways of the town in which said highway is situated."

§ 2. And when the railroad of any railroad corporation, shall be leased to any other railroad company, or to any person or persons, such lessees shall maintain fences on the sides of the roads so leased, of the height and strength of a division fence as required by law, with openings, or gates, or bars therein, at the farm crossings of such railroad, for the use of the proprietors of the lands adjoining such railroads, and shall also construct, where the same has not already been done, and hereafter maintain cattle guards at all road crossings suitable and sufficient to prevent horses, cattle, sheep and hogs from getting on to such railroad. And so long as such fences and cattle guards shall not be made, and when not in good repair, such lessees and their agents shall be liable for damages which shall be done by the agents or engineers of any such corporation to any cattle, horses, sheep or hogs thereon; and when such fences and guards shall have been duly made, and shall be kept in good repair, such lessee shall not be liable for any such damages, unless negligently or willfully done. A sufficient post and wire fence of requisite height, shall be deemed a lawful fence, within the provisions of this section; but no lessees of a railroad corporation shall be required to fence the sides of said roads, except when such fence is necessary to prevent horses, cattle, sheep, and hogs from getting on to the track of the railroad, from the lands adjoining the same.

§ 3. Every railroad company whose line of road shall exceed forty continuous miles in length, shall, for the better comfort of passengers, provide in each passenger car a suitable receptacle for water, with a cup or drinking utensil placed upon or near such receptacle, and shall keep the said receptacle while said car is in use, constantly supplied with cool water; and any company failing to obey the provisions of this section, shall for each offense of omission as aforesaid, forfeit as a penalty the sum of twenty-five dollars, one-half of said penalty to be paid to the informer, and the remaining one-half to the overseer of the poor of the county in which judgment shall have been recovered. (And any railroad company whose main route of road does not exceed fifteen miles, may elect seven of its stockholders as a board of directors to manage its affairs, at any annual election after the passage of this act.)

§ 4. Section sixteen of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 16. The commissioners shall take and subscribe the oath prescribed by the twelfth article of the constitution. Any of them may issue subpœnas and administer oaths to witnesses; a majority of them may adjourn the proceedings before them from time to time, in their discretion. Whenever they meet, except by the appointment of the court or pursuant to adjournment, they shall cause reasonable notice of such meetings to be given to the parties interested, or their agent or attorney. They shall view the premises described in the petitio'u

and hear the proofs and allegations of the parties, and reduce the testimony taken by them, if any, to writing, and after the testimony in each case is closed, they, or a majority of them, all being present, shall, without any unnecessary delay, and before proceeding to the examination of any other claim, ascertain and determine the compensation which ought justly to be made by the company to the owners or persons interested in the real estate appraised by them; and in fixing the amount of such compensation, said commissioners shall not make any allowance or deduction on account of any real or supposed benefits which the parties interested may derive, from the construction of the proposed improvement connected with such road, for which such real estate may be taken. They, or a majority of them, shall also determine what sum ought to be paid to the general or special guardian or committee of an infant, idiot, or person of unsound mind, or to an attorney appointed by the court to attend to the interests of any unknown owner or party in interest, not personally served with notice of the proceedings, and who has not appeared, for costs, expenses and counsel fees. The said commissioners shall make a report of their proceedings to the supreme court, with the minutes of the testimony taken by them, if any; and they shall each be entitled to five dollars for services and expenses for every day they are actually engaged in the performance of their duties, to be paid by the company, except where the owners or persons interested in the real estate fail to have awarded them more than the amount of compensation offered them by the company before the appointment of commissioners, then to be paid by the said owners or persons interested, or if not paid by them, to be paid by the company and deducted from the amount awarded.

§ 5. Section forty-seven of chapter one hundred and forty of the laws of eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 47. If any corporation formed under this act, shall not, within five years after its articles of association are filed and recorded in the office of the secretary of state, begin the construction of its road, and expend thereon ten per cent on the amount of its capital, or shall not finish its road and put it in operation in seven years from the time of filing its articles of association, as aforesaid, its corporate existence and powers shall cease. The extention of time shall apply to all corporations whose articles of association have been filed within five years before the passage of this act.

§ 6. This act shall take effect immediately.

☞ We understand that important changes are to be made in the management of the Hudson River and Harlem Railroads. The two corporations have become so closely allied by recent changes in the Directorship that trains over the Harlem are to start from the Hudson River depot at East Albany, instead of at the Boston depot as heretofore. Changes of tracks are being made to effect this object, and the plan is to be perfected in a few days. It is also understood that the trains now run over the Hudson River road are to be divided with the Harlem, and tickets over both routes sold at the same office. Through trains will also be run over the Harlem to Troy.

☞ Ground was broken on the Lake Superior and St. Paul Railroad on the 24th ult. The grading of the Central Railroad from Faribault to Owattanna has been put under contract.

☞ The Auditor of the New York Canal Department is now paying the canal awards of 1862, with interest up to the 10th of May last.

☞ A large Union Depot is to be erected at Corry, by the three railroads at that point: the Atlantic & Great Western, Philadelphia & Erie and Oil Creek Roads.

The National Finances.

The communication of the Ex-Secretary of the Treasury, Hon. S. P. Chase, which he sent to the Committee on Ways and Means, on the 29th of June, says:

The aggregate revenue from all sources, for the year closing with the 30th ult., reached $242,000,000.

The expenses, including two months' pay of the army, due July 1, were $880,000,000.

The amount in excess of the revenue is therefore $640,000,000.

Taking the highest amount estimated, and assuming that the miscellaneous receipts will reach $35,000,000, the whole amount of revenue for the next year cannot be set down at more than $318,000,000.

The expenditures are likely to reach eight hundred and fifty millions, and four hundred and fifty millions is to be raised by loans.

The loan bill provides for only four hundred millions, and that is the largest sum which, in the judgment of Mr. Chase, can be reasonably attempted.

There remains then eighty-two millions to be provided for, and all considerations of public interest seemed to him to require imperatively that they be raised by an increase of revenue.

He therefore proposed to raise the deficiency, believing that the changes proposed by him would produce in the difference between the rate on incomes by the old and new bill, added to the tax of the current year, $1,500,000; tax on leaf tobacco, $1,000,000; increase of tax on smoking and chewing tobacco, $6,000,000; increase of tax on malt liquors, $4,000,000; tax on dealers' sales, $5,000,000; tax on spirits on hand, $5,000,000; add the amount not increased, but brought from the next with the current year, $2,000,000; making an aggregate of an actual virtual increase of $85,000,000.

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AMADOR COUNTY CALIFORNIA.

CAPITAL, $500,000.

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PISTON PACKING,

SAVES 5 TO 20 PER CENT. OF FUEL.

Applied to NEW and OLD Engines,

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ENGINEER,

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THE NEW YORK CENTRAL RAILROAD CO., TREASURER'S OFFICE, ALBANY, May 16th, 1864.

Loan of $3,000,000--Due 15th June, 1864.

NOTICE IS HEREBY GIVEN that this Company is now prepared to redeem the Bonds of the above issue, on their presentation at THE BANK OF COMMERCE IN NEW YORK, at par and accrued interest.

JOHN V. L. PRUYN, Treasurer.

LEMUEL W. SERRELL,

SOLICITOR OF

AMERICAN & FOREIGN PATENTS,

NO. 121 NASSAU STREET,

NEW YORK.

Chicago & Great Eastern Railway Company,

SEVEN PER CENT

FIRST MORTGAGE BONDS.

The subscribers now offer for sale the remainder of the issue of SEVEN PER CENT. FIRST MORTGAGE BONDS of the CHICAGO AND GREAT EASTERN RAILWAY COMPANY, appropriated to the construction of their road from Chicago to La Crosse, Indiana.

The rails have all been purchased for the completion of the entire line, much below the present market value, and are now going forward to Chicago. The work is rapidly progressing and the Company expect to open the road for traffic early the ensuring Fall, forming a new and very short trunk line from Chicago to the Eastern markets.

The interest payable during construction has been provided, and is now on deposit with the Bankers of the Company. Apply to

SCHUCHARDT & GEBHARD,
No. 21 Nassau street,

M. MORGAN'S SONS,
No. 37 William street.

New York, May 21, 1864.

OFFICE OF THE MARIPOSA CO., No. 24 Wall-st.

NOTICE is hereby given that at the drawing this day had of 25 bonds of this Company for redemption out of the Sinking Fund, the following were drawn, viz.: Nos. 13, 52, 63, 83, 88, 95, 99, 122, 168, 216, 234, 429, 460, 494, 594, 637, 772, 816, 891, 1008, 1167, 1335, 1367, 1364, 1480, and that the same will be paid in Gold on the 1st day of JULY next, on presentation at the office of the Company. Bonds must be presented for payment within ten days after the 1st day of July next, under penalty of forfeiture of the right of redemption under this drawing.

JOHN WATTS, Secretary.

New York, June 6, 1864. 8t-25

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, June 14, 1864.

IN ACCORDANCE with a resolution of the Board of Directors of the Illinois Central Railroad Company, notice is hereby given to the holders of the canceled bonds scrip to present their certificates at the office of the Company, No. 21 Nassau-st., for conversion into the scrip stock of the company. L. A. CATLIN, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, June 14, 1864.

DIVIDEND NOTICE.—The Board of Directors of the Illinois Central Railroad Company have this day declared a DIVIDEND OF FOUR PER CENT. free from Government tax, on the stock and canceled bonds scrip of the company, payable on the 1st of August next, to parties whose names are registered as the holders on the books of the company at the close of business on the 15th day of July next, and that the transfer books close of that day and open on the 3d day of August

7t-25 THOMAS E. WALKER, Treasurer.

OFFICE OF THE CHICAGO AND NORTHWESTERN R. R. CO., No. 8 WALL STREET, NEW YORK, June 3d, 1864.

HOLDERS of the capital stock of the Galena and Chicago Union Railroad Company are hereby notified that, by the terms of consolidation of that company with the Chicago and Northwestern Railway Company, their stock is to be exchanged for stock of the Chicago and Northwestern Railway Company, as follows: One share of the Chicago and Northwestern preferred stock and one share of the Chicago and Northwestern common, with three dollars in cash, for each share of the Galena and Chicago Union.

Exchanges may be made, and the money received at once, at the offi of the Chicago and Northwestern Railway Company.

4t-24 H. H. BOODY, Agent.

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Incrustation Preventer,

AND REMOVER

FOR STEAM BOILERS.

In either Salt or Fresh Water. No invention connected with Steam Power combines so many advantages as this. The economy in fuel alone, from its use, repays the cost of the preventive. Certificates from Engineers and owners of Steam Boilers, at sea and on shore, can be seen at the office of

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AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

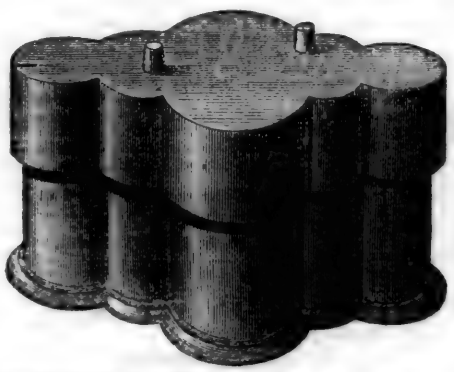
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MANUFACTURING COMPANY.

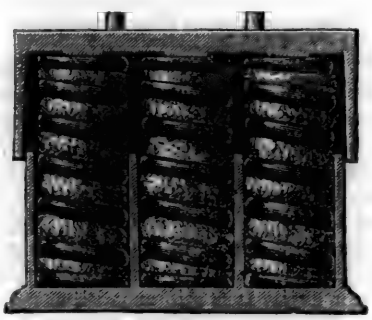


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NEW YORK.



CHARLES BUTLER,
President.

THOMAS BOND,
Treasurer.

JOHN HALDEMAN,
Superintendent.

MANUFACTURED solely by the "UNION CAR SPRING MANUFACTURING COMPANY."

This Spring is made by placing Steel Spiral Springs packed with wool in the inside only, in a casting with cylindrical apertures or cells just large enough to receive the filled spirals, with a cap or cover fitting over and outside the casting.

Size and capacity can be varied so as to give any amount of elasticity, or, any amount of carrying capacity.

These Springs have been examined by many of the leading railroad experts of the country and in every instance with unqualified approval.

Springs that were rudely made before our manufactory was in operation are running with a satisfactory success on important roads. A set of Freight Springs imperfectly made and tempered were placed by the Penn. Central under their heaviest Freight Locomotive tender on the mountain division of their road, and gave entire satisfaction. They placed another set on one of their Freight Cars, which with its load made a total weight of 32,000 pounds and still left a motion of half an inch.

Most Railroad experts agree in the opinion that they have no spring which meets their wants. One spring which has great softness, has almost as much lateral motion as vertical; is rigid in cold weather, and short lived. Another spring which has life, has so much rigidity as to wear the roadway and rolling stock as much or even more than the twisting which follows the combination of an excessive lateral and vertical motion. Springs of other combinations must be made rigid in order to preserve their component parts.

We believe we have succeeded in avoiding these objections and can offer a spring, which while it is elastic, will have great range of motion, with a direct vertical action, and durability.

Wool is one of the most indestructible of elastic substances, and has an elasticity which cannot be entirely exhausted with any weight which can be placed on a car, and yet, the back-bone of the Spring is the Steel Spirals.

The impossibility of exhausting with any usual load the column of wool in the spiral, prevents the Spirals coming home, and bringing steel against steel, which by causing crystallization, destroys the steel. The wool is packed in the coils by a powerful press, or it would be of no service.

Our springs are light in weight and easy of adaptation, as they can be placed where any other spring can be placed, and besides, they have that which is only acquired elsewhere by placing two or more springs together, viz: breadth of base.

We ask, when it is possible, an inspection of our works, as we feel convinced that an examination there will prove the superior merit of our Springs, and the perfection of our process.

We ask that you shall order one set, at least, and judge for yourself by personal test, and if you have bolsters under your tenders, make the test there, as it is the most severe.

The excellence of our Spring, its ease of adaptation, its meeting the great want expressed by railroad men that their freight cars should be carried by elastic springs both to save roadway, rolling stock, and *to carry freight in nearly as good order as it can be carried by water*, together with the *saving* in motive power by drawing a *lively* load instead of a *dead* load, will commend our Spring to your attention.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XX., No. 29.] SATURDAY, JULY 16, 1864. [WHOLE No. 1,474, VOL. XXXVII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 16, 1864.

The Grand Trunk of Canada, and Buffalo and Lake Huron Railways.

Two important meetings were held in London, England, on the 9th of June last, one a special meeting of the shareholders of the Grand Trunk Railway of Canada, and the other of the Buffalo and Lake Huron Railway Company, to consider the proposed arrangement of working these two companies together so far as to divide the expense of management, and the profits of the business. The history of the Grand Trunk has been recently very fully given in a work called "Eighty Years Progress," by Thomas C. Keefer, Civil Engineer, which is written in a very depreciating tone, and treats this work as an entire failure, as being badly conceived, expensively constructed, and almost fraudulently sustained by a system of borrowing under very false pretences. It is not our business or wish to enter into discussions which properly belong to another country, and in no way our own system of railway construction. But we can certainly recognize the grandeur of the design, the magnitude of the line itself, its interesting connections, its utility to the Canadas as a whole, if not so remunerating as was hoped by the stockholders. It is charged by Mr. Keefer "that the system under which the road was constructed was a vicious and illegitimate one, the order of things being reversed from that in well regulated corporate proceedings. In the case of the Grand Trunk the contractors assumed the risk of floating off the shares and bonds on their own terms, with a Board of Directors and an Engineer and Solicitor of their own selection, (deriving their fees and salary through them,) to carry them through those all-important preliminary stages when the future shareholders are irrevocably bound, and in too many instances have their interests sacrificed to those of the contractor. And there was the additional evil of a political element. The contractors wielded a gigantic scheme which traversed almost every county in the province, virtually controlled the Government and the Legislature while the expenditure continued." As regards the construction, he also asserts that while "it was the interest of the company, that in a level country the road should be raised so high over the vallies and so deep in the hills as was prudent in order to diminish the gradients and therefore the cost of working, and that the stations should be as near the centre business of the towns as possible, particularly in places on or near competing navigation; it was on the other hand the interest of the contractors to keep the road as near the surface everywhere as the contract permitted, no matter how much it might be smothered in winter and flooded in spring, how undulating it was, or how frequent and severe the gradients became; and to place the stations where land was cheapest, or so as to purchase political support thereby, or obtain a speculation in building lots. It is in vain that magnificent tubular bridges and way stations of stone are pointed to as evidences of superiority when the very backbone of the railway, the track on which its receipts are to be earned is defective in location and construction."

Of the Buffalo and Lake Huron, the same writer in the same work speaks more favorably. This was originally a work to connect Buffalo and Brantford, which had been passed by and "left out in the cold" by the Great Western, and was intended to secure for Buffalo the traffic of the beautiful and fertile peninsula of which Brantford may be considered the chief and the most prosperous town. Its track is pronounced admirable, and its equipment in stations and rolling stock "splendid," and Mr. Keefer asserts that it "deserves a better traffic."

Yet difficulties have constantly attended both these companies, and though their traffic has regularly increased from year to year, yet they have as regularly required assistance from home. The great want of the Buffalo and Lake Huron has been understood to be a terminus on Lake Ontario like that it has on Lake Huron. This has been attempted to be made in several forms, the last of which is a railway from Erie to Niagara on the Canadian side. But finally it is about to assume more of the character of a trunk line by the arrangement to which those remarks have been intended to be introductory. The practical amalgamation of it and the Grand Trunk, at least so far as management and income can be united, is at length to take place, and the circumstances and views under which the unison is to be effected are made known by the reports of the two meetings now before us. Mr. Watkin, the chairman of the meeting of the proprietors of the Grand Trunk stated that "the arrangement they had come to with the Buffalo and Lake Huron was similar to that which they had made with the Montreal and Champlain, to work the two lines for the benefit of each and of both together. This agreement was working satisfactorily. The Buffalo and Lake Huron extended from Fort Erie, opposite the city of Buffalo, to Paris, 83 miles; from the latter place to Stratford, 38 miles; and from Stratford to Goderich harbor, 45 miles; making together 161 miles. The length of the Grand Trunk was 1,090 miles, making together 1,251 miles. The capitals and liabilities of the two companies were to be kept perfectly distinct from each other. It was the traffic and working of the two lines that was the subject of agreement. The Buffalo were to receive 13 per cent. of the net receipts of the whole for the first year, and that percentage was to be increased gradually to 16½ per cent. in the sixth year, and to continue at that rate in subsequent years. In 1863 the net produce of the Grand Trunk amounted to £289,901, and that of the Buffalo and Lake Huron to £30,612. But in the case of the Buffalo there were a number of deductions from the net profit of the last half year from loss on working of steam, compensation

to the general manager, whose engagement had been terminated, loss in the permanent way contract and on the store of fuel, amounting in the whole to nearly £5,000, which would bring the net profit up to £35,612. Adding the net profits together, and giving the Buffalo 13 per cent. of the whole, would involve a charge of £41,316, so that at the first blush there would appear to be a loss to this company of £5,704. But in making the arrangement they must consider the economy of a single management. In addition to this the New York Central was ready to work with them in the most friendly way and to make arrangements with them which would effect a further saving. But in a matter of this kind they must look beyond the present bearing of the arrangement to its effect upon the permanence, soundness, and influence of the undertaking. The Buffalo was too small to develop its resources, and there was an amount of money absolutely lost which could be picked up for the benefit of both companies if they worked the line jointly. The president of the New York and Erie had agreed that his company and the New York Central should issue tickets, or book through to all parts of the company's line in the direction of Detroit. The present charges for haulage between Fort Erie and the American lines in Buffalo would be reduced, and this reduction would go in addition to the £6,000 he had mentioned. They had made those arrangements, not so much for present advantage as for the future. Part of the Buffalo would be made suitable for carrying a through traffic, which it could not get as an independent company. The steamboat service to Sarnia and other ports of the Grand Trunk would be made available for the Buffalo line without additional expense, and the increased traffic would compensate the steamers. The Buffalo would get 110 miles of haulage instead of 45 miles, at present sending the traffic on to Montreal by water. The Grand Trunk in respect of this traffic would have it pass over 420 miles instead of over 212 miles as at present. They would see what an amount of traffic could be picked up by the two companies working together, instead of being lost as at present. The Buffalo stock of engines was larger than was required for their traffic, and therefore part of it would be made available for the Grand Trunk, and thus save the expenditure of so much capital. In the past year they had paid the Buffalo £1,000 for mileage of cars, which would be saved under the proposed system of fusion. There was always in these Canadian lines the light and inefficiently constructed permanent way of the country, but the part of the Buffalo between Goderich and Stratford was, perhaps, a piece of the best constructed line in Canada. One great inducement in entering into this arrangement had been the almost certainty that, instead of the traffic having to be taken across the Niagara river from Erie to Detroit, Canadian and American capital would be immediately applied to the construction of a bridge connecting the whole of the north and east. Under these circumstances a meeting was held at Buffalo, and the stock for the bridge was subscribed and divided amongst the interests concerned, one-third to the New York and Erie, one-third to the New York Central, and one-third to the Buffalo. The estimated cost was £100,000, towards which the New York and Erie would subscribe one-third, the New York Central one-third, and the Buffalo and other parties one-third, making up the full subscription. Under the agreement the Buffalo would have to raise £75,000 capital to subscribe towards the bridge at Buffalo, and to lay down a third rail on their line to suit the American gauge for the through traffic between one part of the United States and the other. He could not say what traffic they would have from that source, but it would tend greatly to strengthen their position. This would have a bearing on the Reciprocity Treaty between the United States and Canada, and from opinions expressed by public men, both in Canada and the States, it was evident that it would be for the advantage of all concerned to renew it. The agreement also provided for the optional purchase by this company of the Buffalo and Lake Huron stock at an agreed price, and the arrangement was to be for 21 years, but an application would be made to the Parliament to make it permanent. With the concurrence of the municipality of Montreal, a bill had been introduced for enabling the municipality to raise £10,000 they were to contribute to the extension of this railway to the left of the St. Lawrence, and docks and quays at Montreal, and that bill had passed through many of its stages in the Canadian Parliament, and would, it was hoped, receive assent if the Parliament lasted the usual time. With regard to the Intercolonial, a deputation waited upon the Colonial Minister on the subject, who told them that he considered the British Government would be bound, as soon as the colonial Government acted in the matter, to introduce a measure for an imperial guarantee into the British Houses of Parliament. He congratulated the meeting on the steady and continual increase of the traffic. From 1st of January to the date of the last return the increase had been £44,815, or 13 per cent. over the corresponding period of last year. The traffic for five of the latter weeks amounted to £100,000, against £79,625 in the corresponding period of 1863, showing an increase of 26 per cent. The working expenses had been made up to the 16th of April last, and the net receipts up to that date showed an increase of £20,000 over those of the same period of last year. He thought the shareholders would agree with him that the management of their affairs had been successful. He concluded by moving a formal resolution approving the agreement between the two companies, and authorizing the directors to affix the seal of the company thereto, subject to any alterations that might be agreed upon."

Mr. Thomas Short the chairman of the meeting of the shareholders of the Buffalo and Lake Huron, also advocated the plan of the Union. From his very extended remarks we have only space for the following summary. The traffic for the last half year exhibits a satisfactory increase of £12,547, the greater portion of which has been derived from the through passenger traffic and through traffic of goods, obtained as we imagine principally from the lines of propellers which connect Goderich with the American towns on Lake Michigan. The working expenses during the same period were considerably increased, owing in part to the severity of the weather, the outlay for repairs and the charges for haulage by the New York Central.

The whole of this last item will be saved by the construction of the bridge over the Niagara River at Buffalo. It is said that the Canadians have a controlling majority in the Direction of the bridge company. The interests of the Grand Trunk and the Buffalo and Lake Huron are now to be united, and a large development of their value is anticipated. The division of profits is to be 16⅔ per cent. to the Grand Trunk, and 13 to the Buffalo and Lake Huron in the manner already stated. The other arrangements between the companies are as follows: The last named company is to furnish £75,000 to the cost of the bridge, and the construction of a third line of rails, and besides this there is to be raised about £36,000 interest for the last 18 months due and unpaid to the bondholders. The Grand Trunk has also the option of purchasing the Buffalo and Lake Huron within six years, assuming all its debts and liabilities, paying the bondholders and preferred shareholders in full, and taking the ordinary shares of the company at £11 for 20 paid in.

The method of raising the amounts more immediately required were discussed at some length. A proprietor inquired as to this part of the subject as follows: "How it was proposed to meet the current interest on the bonds as well as the arrears? Had the board any plan of capitalizing them or otherwise? Looking to the terms of the agreement with the Grand Trunk, taking out the figures with reference to this company, he found that the interest upon the debentures and the 7 per cent. preference stock required a sum of £66,700 per annum, the half of which would be £33,350. Taking the earnings of the Grand Trunk from the last accounts, he found them to be £477,839, and their expenses to £312,110, leaving a balance of £165,729. Looking at the accounts of this company, he found the takings to amount to £59,904, of which £44,600 was absorbed by renewals and expenditure, leaving a balance of only £15,223. Putting these two sums together, they had a total of £180,952, 13 per cent. on which would amount to £23,528. That would never meet the half year's interest, which amounted to £33,350, but was some £10,000 short of the required sum for that purpose."

To this the Chairman replied, that a comprehensive scheme of finance remained to be adjusted, and that the present agreement must be primarily sanctioned by the Canadian Parliament, admitting, however, that at present as to the proposition to raise £160,000, "they had no means of raising it, as they considered the shareholders were literally pumped dry."

Various interesting remarks were made as to the amounts probably to be received under the arrangement, but as they were purely speculative they are not of enough practical importance at this time to be given at length. The 13 per cent. would the last year have produced £47,000, of which £37,500 would have fully satisfied the bondholders. The weekly earnings of the two companies were estimated for the future at £23,000 until the bridge was constructed, and after that £25,000, and after deducting 60 per cent. for working expenses it was calculated that the Buffalo and Lake Huron would receive £69,000 as its annual proportion.

The report was unanimously adopted, and the agreement with the Grand Trunk accepted, the

financial scheme left for future consideration, and he meeting adjourned.

We have no doubt that the union of the two companies with the construction of the international bridge, is a sound proceedure. If our friends in England would but understand themselves and us, they could see that the commercial ties between the United States and Canada are every day being strengthened, and that the success of the loyal States is the commercial success of Canada, and so blended are our mutual interests, that the ruin of the North would be the ruin of Canada. Of this we have not the least doubt, and any one who has the Canadian Railway lines in his eye will see at a glance, that without a flourishing North and West, the traffic through Canada by railway and the lakes would speedily vanish.

Canada is loaded with debt, its increase though comparatively large, is not enough to free it from its financial difficulties for years to come, while on the American side we see cities like Chicago and Milwaukee, good customers for the Canadians, gaining a population in 20 years, and owning ships and steamers, which all the other cities together in the Canadas have not acquired up to this time since the days of Cartier and Champlain.

Lehigh Coal and Navigation Company.

The shipments of coal by canal for the years ending December 31, 1862 and 1863, were as follows:

	1862.	1863.
At Mauch Chunk	219,792	458,939
At East Mauch Chunk and Penn Haven	129,414	240,618
At Rockport	20,298	.....
At White Haven	26,725	.....
Total tons	396,227	699,557

No shipments were made in 1863 from the upper ports, the navigation having been suspended on account of the damages by freshets in the preceding June. To obviate such drawbacks in the future the company are constructing a railroad between Penn Haven, White Haven and Mauch Chunk, over which the coal will be shipped to the latter place.

The product of the company's mines for the two years was as follows:

Mined on company's account—	1862.	1863.
From Panther Creek and Summit Mines	189,458	380,302
Mined under leases from Co.—		
From East Lehigh Mine	13,861	30,387
From Room Run Mines	29,002	80,166
From Tamaqua Mine	9,394	25,816
From old heaps	.....	588
Total tons	241,715	517,259

The distribution of the coal carried on the canal was follows:

	1862.	1863.
Consumed on the line of the canal	72,594	114,164
Passed into the Morris Canal at Easton	106,431	208,396
Passed into the Del. Div. Canal.	217,201	876,996

The coal that passed into the Delaware Division Canal divided itself thus:

Consumed along the line	13,400	24,419
Entered the Del. & Rar. Canal.	97,410	196,559
Reached tide water at Bristol	106,392	156,017

The total amount of freights of all kinds carried on the canal is shown in the following table:

	Ascending.	Descending.	Total.
1862	108,586	443,232	551,818
1863	122,521	739,162	861,683
Incr. 1863	13,935	295,930	309,865

The gross earnings of the two years were derived from the following sources:

	1862.	1863.
Rents and sales of real estate	$26,159 12	$25,880 48
Coal sold, including mine rents	89,111 62	759,679 61
Tolls on canal	165,457 19	346,728 89
Tolls and transportation on railroad	.....	20,405 17
Profit on State loans, etc.	26,619 51	.....
Total earnings	$307,347 45	$1,152,694 15

The expenses for the same years are thus described:

State tax on capital	$7,439 85	$7,439 85
Balance of int. acc't	116,047 27	121,670 09
Total expenses	$123,487 12	$129,109 94
Net earnings	$183,860 33	$1,023,584 21
Bal. from former years	3,724,838 14	3,176,109 69
	$3,908,698 47	$4,199,693 90
Which is charged with repairs, etc., rendered necessary by the great freshet of '62.	$583,791 78	$229,056 72
And dividends on st'k	148,797 00	148,797 00
	$732,588 78	$377,853 72
Balance to profit and loss carried to next year	$3,176,109 69	$3,821,840 18

The following exhibits the financial condition of the company at the end of the two past years:

	1862.	1863.
Capital stock	$2,479,950 00	$2,479,950 00
Funded debt	2,788,181 92	2,786,681 92
Floating debt	725,180 81	453,293 02
Unpaid dividends	8,631 20	8,621 98
Arrears of interest	55,696 35	53,123 34
	$6,057,640 28	$5,781,670 26
Profit and loss	3,176,109 69	3,821,840 18
Total liabilities	$9,233,749 97	$9,603,510 44
Canal and river improvements	$4,455,000 00	$4,455,000 00
Lehigh & Susq. R. R.	1,380,000 00	1,389,988 37
Real estate, mine railroads, improvem'ts, wharves, etc	1,619,365 68	1,729,851 91
Movable effects, d'bts due, bills, bonds, etc	900,841 19	1,235,526 28
Contingent fund: cost of investments	795,647 37	680,372 02
Cash on hand	82,895 73	112,771 86
Total assets	$9,233,749 97	$9,603,510 44

Chargeable against the balance standing to the credit of profit and loss, there have been issued certificates of 36,060 "scrip shares," which when converted will add to the capital stock account $1,803,000—which under a resolution of the board dated 27th April, 1864, is to be exchanged immediately for full stock.

The "contingent fund" up to the 30th April, 1864, had been reduced to $236,890, part of the securities belonging to it having been taken out and placed in the hands of trustees to constitute a fund specially pledged for the redemption at maturity of the outstanding loan, payable in 1870.

Chicago and Northwestern Railway.

We announced some days since that the Chicago and Northwestern, and the Galena and Chicago Union Railways had consolidated and therefore the two had become one company, retaining the name of the Northwestern road. A rumor had been current for some time previous to the annual meeting that such an arrangement would be then perfected; but the thing was so unusual, and the interests to be adjusted so large and varied, that our railway and business public gave it scarcely any credence. The annual meeting of the Galena Company, however, revealed the fact that a large majority of its stock was in the hands of Hon. William B. Ogden, the President of the Northwestern, and his friends, a new set of officers were appointed; in a few days the consolidation was effected and the name of the Galena and Chicago Union Railroad will hereafter be known only in the records of the past. A large majority of the stockholders of both the old companies were in favor of the project—indeed we believe it was, in fact, unanimous, as nobody objected, and more than three-fourths of the stock of the old companies have already been exchanged for the consolidated stock of the new company.

The advantages which it is claimed, and we believe generally conceded, will result from this latest development of the consummate skill and far-reaching business sagacity of our fellow-citizen, Hon. Wm. B. Ogden, are many, only a few of which we need stop here to notice. In the first place both roads can be operated with much greater economy, as but one set of officers will need to be employed, thereby reducing largely the expenses of management. If a pressure of business occurs on one line, extra trains can readily be transferred from one to the other, and the rolling stock of the company can therefore be made more effective, and to earn a much larger percentage upon its cost. If, for instance, the crops are very heavy on the Dixon Air Line and light above Janesville, or *vice versa*, the interests of both the road and the public will be promoted by transferring an extra number of freight trains to the place where their services are needed.

A matter of more importance to the stockholders is the fact that ruinous competition will be entirely avoided. Such was their location and mutual relations to each other, that competition was constantly reducing the price of passage and freight below the actual cost at which the roads could do the business. It may be said that the public will lose what the roads will gain by an increase of prices at competing points; but unless the new company adopt extortionate rates, the charge is a fallacy, for however it may affect individuals if economically managed, it is the real interest of the public that all great thoroughfares like railways should pay a fair dividend upon their cost. Each of the old companies will also be prevented from building competing lines and extensions, and the whole energies of their consolidated strength can be directed to reaching those points which form the natural northern and western termini of the road.

Three great points, as will be noticed by reference to the map, remain to be reached—Marquette, and perhaps also some place in the copper districts of Lake Superior; St. Paul, Minnesota; and Omaha, on the Missouri. With the prospective early commencement of the great Central Pacific Railway, Omaha is at present the more important of the three, and besides there is now less road to build to give the company the control of the large trade of the Platte Valley. During the present year the line is to be finished to Boonesboro, on the Des Moines, leaving, if we mistake not, considerably less than one hundred and fifty miles of road to build to reach Omaha. The best interests of the company, of the city, and in fact of the country, require that this most important line should be completed before the close of the year eighteen hundred and sixty-five.

With so wealthy and so powerful a company, the time of its reaching St. Paul and Lake Superior need not be delayed many years. Eighteen

hundred and seventy ought to see them fully completed. Thirty miles of the Pacific Railway northwest of St. Paul are completed and in operation, and as much more will be added during the present season. The sooner the Northwestern makes a connection with this road the better. The line from Little Bay du Noquet north, to connect at the iron mines with the road south from Marquette will be finished by the first of September, leaving only the link on the west side of Green Bay to complete the connection with Lake Superior.

The company now has 609 miles of completed road, and the leased roads add 220 miles more, making in all 829 miles virtually belonging to the company. The rapid development of the country through which the different lines of this road run will very soon make it, if in fact it is not already, one of the richest and most powerful companies in the nation. Under the able and efficient management of its present officers, Omaha, St. Paul and Marquette, will soon be reached, and the Northwestern Railway will realize for its owners and for our city, results far beyond what its most sanguine friends have ever anticipated.—*Chicago Tribune.*

Cleveland and Toledo Railroad.

The earnings and expenses of this road for the fiscal years ending April 30, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From passengers....	$564,536 82	$784,059 41
" freight, mail, &c.	797,000 44	907,206 42
	$1,361,537 26	$1,691,265 83
Expenses, viz:		
Repairs of road.....	$128,044 60	$193,946 49
" bridges...	2,159 32	5,459 94
" buildings.	12,574 81	31,215 17
" engines ..	44,197 85	62,008 17
" cars..	59,644 52	66,638 46
" machin'ry	2,865 66	6,509 49
Fuel.....	43,456 16	69,613 54
Oil and waste.....	9,269 78	13,386 71
Train hands.....	56,579 24	75,384 79
Watchmen.....	7,199 97	8,042 33
Agents, clerks, and station expenses...	76,228 57	104,522 01
State taxes.....	16,367 04	23,227 78
Government taxes...	16,643 33	28,781 79
Gen. superintendence	16,787 69	22,850 45
Treasurers office expenses, salaries etc.	19,611 04	16,588 26
Loss and damage....	7,624 82	35,798 52
U. S. mail.....	671 00	736 00
Contingencies.....	24,557 09	33,160 92
	$544,482 49	$797,870 37
Earnings less exp....	$817,054 77	$893,395 46
Rents, interest on b'd debt, etc.....	372,203 11	208,350 04
Net income.....	$444,851 66	$585,045 42
Dividend Oct. 26, 1863, 4 per cent. on $3,722,800 stock.	$148,912 00	
Dividend April 23, 1864, 4 per ct. on $4,573,800 stock.....	188,610 30	337,522 30
Balance.....		$247,523 12

—Which balance is equal to a a dividend of 5.3 per cent on the present capital of the Company, and has been appropriated as follows:

Redemption of bonded debt.....	$99,605 00
157 freight cars built by the Co...	85,418 12
5 New locomotives bought and constructed.....	62,500 00
	$247,523 12

The earnings for the year ending April 30, 1864, show an increase over those of 1862-3 of $329,728 57; with an increase in expenses, including interest, taxes, rents, etc., of $189,534 81; making the increase in net income, $140,193 76.

The capital stock of the company has been increased during the year $1,128,000 by the conversion of the outstanding convertible bonds into stock, and the bonds have been cancelled, making the present amount of capital stock $4,654,800.

The bonded debt has been reduced during the year: by conversion, $1,128,000; by payments from earnings, $99,605—total amount retired and cancelled, $1,227,605.

The following is a comparative statement of the bonded indebtedness of the company as given in their reports for the last and preceding years:

	1863.	1864.
T., N. & C. 1st mort. bonds.....due Aug. 1, 1863....	$439,000	$9,000
" " 2d " " .....due Aug. 1, 1863....	176,500	.....
C. T. Income bonds of 1853.....due Sept. 1, 1863....	66,150	250
" " 1854.....due July 1, 1864....	288,000	280,000
" Dividend bonds.....due Ap'l 1, 1865....	126,410	123,560
" Certificates.....due Ap'l 1, 1865....	2,805	2,180
Junction 1st m. 1st dividend b'ds..due Ap'l 1, 1867....	284,000	244,000
C. & T. Income bonds of 1857....due Sept. 1, 1870....	25,000	6,000
Junction 1st m. 2d div. bonds.....due Dec. 1, 1872....	164,000	161,000
C. & T. sinking fund bonds.....due July 1, 1885....	2,677,000	1,802,000
Less redemption funds.....	$4,248,865 581,270	$2,638,990 194,000
Total bonded debt.....	$3,667,595	$2,439,990
Capital stock.....	3,526,800	4,654,800
Total Stock and bonded debt.....	$7,194,395	$7,094,790
In hands of Sinking Fund Commissioners.....		276,575
Outstanding stock and bonds.....		$6,818,215

Of the foregoing amounts there is due on the first day of July, 1864, the sum of $286,000, of which sum $194,000 is provided for, and the balance can be paid from the present Earnings on hand, or by a further sale of Sinking Fund Bonds, $439,000 of which remain in the hands of the Treasurer unissued, applicable to the payment of maturing Bonds.

The Construction Account of the Company was closed on the 30th day of April, 1861, and was then $6,697,178 48, and has remained at that sum without any material addition for subsequent improvements, and the *Income* Account of the Company was closed and balanced on the 30th day of April, 1860, and has since accumulated during four years, after paying all expenses, contingencies, interest and dividends, to the sum of $786,639 48; which sum is represented by an increase of the property of the company, by assets in the hands of the Sinking Fund Commissioners, payment of liabilities and cash on hand as follows, partially estimated, viz:

Floating Debt which existed in 1861, paid in full.....	$286,081 62
Cash advanced to Sinking Fund Commissioners.....	112,083 50
280 Freight and Platform Cars added to the equipment.....	147,597 53
5 new Locomotives, bought and constructed.....	62,500 00
Paid on the Bonded Debt.....	97,442 50
Cash and Accounts.....	80,934 33
	$786,639 48

This amount of earnings has accumulated during the last four years, and would have been applicable to Dividends to Stockholders had it not been necessary to appropriate it to the foregoing purposes, but is so much additional value to the company's property.

At the last annual meeting of the Stockholders of this Company, a resolution was adopted approving an agreement of May 8, 1863, consolidating the Earnings of this Company with the Cleveland, Columbus and Cincinnati, the Cleveland and Erie and the Buffalo and Erie Railroad Companies, which agreement was duly executed by the two former companies, including this, and forwarded to the Buffalo and Erie Company for their execution and interchange; but for reasons alledged by that company, that two sections were added to the contract, in which they had not concurred, they did not ratify and return the agreement for exchange with this and the other companies. On the 39th day of September last, the Directors of this company adopted the following resolution, viz: "That unless the agreement as executed by this Company shall be ratified by each of the other Companies by the 15th day of October next, this Board will consider the proposed consolidation as abandoned, and will not, therefore, regard the same." A copy of which resolution was sent to the Buffalo and Erie Railroad Company, under the certificate of the Secretary of this Company, without eliciting any reply, and consequently this Company is exonerated from said agreement of consolidation, unless the Stockholders at this meeting should take further action in the premises.

The contract with the Atlantic and Great Western Railroad, approved at the last annual meeting of the Stockholders of this Company, for a mutual and reciprocal interchange of business at Cleveland, went into effect on the opening of that Company's Road to Cleveland, and has proved a mutual advantage to the two Companies, and particular this during the Winter months, in affording an additional outlet for the traffic of this Company from Cleveland Eastward, when the other Roads East of Cleveland, and at Dunkirk and Buffalo, were blocked up with the Eastward bound freights. As this connection was not made till about September last, the full benefit of this additional outlet is not apparent in the past year's traffic of this Company.

The Sandusky, Mansfield and Newark Railroad Company having changed the gauge of its Road from 5 feet 4 inches to 4 feet 9½ inches during the month of March last, being now the same gauge of the road of this company, with a view of connecting its business at Monroeville with the Road of this Company, for the purpose of opening a route from Chicago and Toledo, in the West, and Baltimore and Washington in the East, for through traffic, by running cars without change of freight from Chicago to Bellair on the Ohio River, thus passing over 53 miles of this Company's Road and affording an outlet to this Company for traffic seeking those points. The route has not been open a sufficient length of time to be fully developed, still a considerable additional business not heretofore tributary to this Company passes over this line. The Directors of this Company in July last passed a resolution offering reciprocal business relations to this line for Baltimore and Washington traffic, both ways, in case the Sandusky, Mansfield and Newark Company would change the gauge of its Road and adapt its cars so as to run over the Road of this Company, and this having now been done, I would recommend that a fair and equitable agreement be entered into with that Company on the basis of the resolution then adopted.

The equipment of the road consists of 87 locomotives; 30 passenger, 8 emigrant, 12 baggage, 4 mail, 419 box and stock, 87 rack, 130 platform, and 8 boarding cars.

The number of miles run have been as follows:

	1862-'3.	1863-'4.
Locomotives.....	668,371	786,262
Passenger cars.....	1,139,259	1,591,208
Freight cars.....	6,145,262	6,170,944

The number of passengers carried Eastward was 224,672, of which 82,062 were through and 142,609, way; do., carried Westward, 239,676, of

which 93,180 were through and 146,546 way—total passengers carried 464,848, of which 175,193 were through and 289,155 way; eqivalent number of passengers carried one mile, 28,498,362, equal to 254,450 through; number of passengers carried in 1862-'63, 323,859, increase 140,489; increase in mileage of passengers, 7,848,084.

Tons of freight transported Eastward, 284,791, of which 187,019 were through and 97,772 way; Westward, 147,626, of which 92,725 were through and 44,901 way—total tons transported 432,417, of which 279,744 were through, and 152,673 way. Equivalent number of tons carried one mile, 37,-644,347, equal to 336,110 through. Tons carried in 1862-'3, 383,803, increase 48,614, Increase of mileage of freight, 2,133,876.

Of the amount expended for road repairs, $56,-916 65 were for the line between Cleveland and Grafton on the C., C. & C. R. R., leaving $137,-029 84 as properly chargeable to this road. There have been placed in the track during the year 820 tons of new iron, 37,000 new cross-ties and 14,500 new chairs, with a sufficient quantity of new spike; also 1,700 tons of rails were taken up and repaired.

GENERAL BALANCE SHEET.

Construction—cost of road to date	$6,699,373 33
Union passenger depot at Cleveland	18,572 95
Equipment	693,257 50
Materials on hand	226,120 47
Real Estate	41,564 86
Stocks and bonds of other Co's	55,025 00
Bills receivable	36,891 04
Cash and cash items	136,462 81
Due company on military and other accounts	22,598 06
Sundry book accounts not available	4,350 70
Sinking fund	172,790 89
	$8,107,007 61
Capital stock	$4,654,800 00
Bonded debt	2,439,990 00
Construction fund, balance	1,928 60
Iron taken from Northern division, and charged roadmaster's dep't	115,600 00
Bills payable	4,989 20
Unpaid approved bills	8,884 82
" pay rolls	1,608 21
Dividends not called for	9,383 00
Coupons not presented	9,118 95
Sundry unsettled accounts	10,141 72
Due other companies	7,602 96
Portion of May earnings used	73,019 66
Income account, balance June 1, '64	769,940 49
	$8,107,007 61

President.—JOHN GARDINER.

Directors.—John Gardiner, Henry Keep, D. N. Barney, A. H. Barney, E. T. H. Gibson, James Mason, T. P. Handy, T. H. Hoag, S. M. Young.

Superintendent.—L. D. RUCKER.

Treasurer.—H. C. LUCE.

Oil Creek Railroad.

An important railroad meeting was recently held at Erie City. Thos. A. Scott of the Pennsylvania, Dean Richmond of the New York Central, and Dr. Streater of the Oil Creek Road, were present. It was decided to sell the latter to the two former companies. This will change the Oil Creek to the narrow gauge, and connect the oil region directly with Philadelphia and New York; the connection with the former being via the Philadelphia and Erie, and the latter via the Lake Shore and New York Central. This prevents the building of the contemplated road from Irvine to Titusville and Oil City, as was proposed by the Philadelphia and Erie, and will give to Philadelphia and Pennsylvania a more controlling interest in the oil trade than they have before enjoyed.

Interest and Dividends.

The Erie Railway Company has declared a semi-annual dividend of 3½ per cent on the Preferred and 4 per cent upon the common stock.

The Marietta and Cincinnati railroad company have declared a cash dividend of 3 per cent on the first preference shares, and a stock dividend of 3 per cent on the second preference shares, in shares of the same class—both payable August 10th, to holders on 1st July, at the office of the Farmers Loan and Trust Co.

The Delaware and Hudson Canal Co. have declared a dividend of ten per cent, free of Government tax, payable on and after Monday, August 1st, at the office of the Company, No. 29 William st., corner of Exchange Place.

The Minehill and Schuylkill Haven Railroad Company have declared a semi-annual dividend of $1 85 per share, clear of State and United States tax, payable on the 21st inst.

The Cleveland, Columbus and Cincinnati railroad company have declared a Cash Dividend of five per cent, and an extra cash dividend of three per cent, both payable at the usual place on and after August 1st, free of Government tax.

The Little Schuylkill Railroad and Coal Company a semi-annual dividend of three per cent, payable on the 18th inst., free of tax.

The Beaver Meadow Railroad Company a dividend of seven and a half per cent, payable July 11.

The Williamsport and Elmira Railroad Company a semi-annual dividend of three and a half per cent.

The Lehigh Valley Railroad a cash dividend of two and one half per cent, and a stock dividend of forty-one per cent, which also participates in the cash dividend.

The Central Railroad, of New Jersey, will pay, 15th inst., a quarterly dividend of two and a half per cent.

The Norwich and Worcester railroad company have declared a dividend of four per cent payable July 21st. The New York, Providence and Boston 3 per cent. New Bedford and Taunton 3 per cent. Connecticut River, 3 per cent; Cape Cod, $2 net; Berkshire, 1¾ per cent; Pittsfield and North Adams, 3 per cent.

The Franklin Coal Co. have declared a quarterly dividend of 6 per cent. The Honeybrook Coal Co., a bi-monthly dividend of 3 per cent. The Henry Clay Coal Co., $5 per share. The Central Petroleum Co., 1 per cent. for June. The Allegheny & Pittsburgh Oil Co., 2 per cent. for June. The Union Petroleum Co., 2 per cent. for June. The Consolidated Petroleum Co., 1¼ per cent. for June. The Petroleum Oil Co., 1¼ per cent. for June. The McElheney Oil Co., 2 per cent. for June. The Noble & Delamater Petroleum Co., 10 per cent., for June. The Sussex Oil Co., 2 per cent. for June. The Briggs Gold Co., 1 per cent. for June. The New Jersey Zinc Co., a semi-annual dividend of 4 per cent. on common and preferred stock, payable August 1st.

☞ The New York and Harlem Railroad Company's second mortgage bonds ($1,000,00), due August 1, 1864, will be paid at the office of the Company on the date of maturity, and the interest will cease on that day.

Railroad Earnings—Monthly.

The earnings of the Erie Railway for the month of June, 1864, were $1,021,975 61
Corresponding month of previous year 770,147 99

Increase $251,827 62
January to July 1864 ..... $6,147,255 00
" " 1863 ..... 5,209,073 00

Increase $938,182 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of June, 1864, were $212,226 00
Corresponding month of previous year 111,260 00

Increase (over 90 per cent) $100,966 00

The increase since Jan. 1, 1864, is $250,905—over 70 per cent.

The traffic of the Cincinnati and Chicago Air-Line Railroad for the month of June was:

	1864.	1863.
Freight	$24,256 02	$17,621 91
Passengers	27,681 38	17,140 56
Mail, express & sundries	5,052 00	3,294 96
	$56,989 40	$38,057 43
Increase		$18,931 97

The traffic receipts of the European and North American Railroad for June, 1863 and 1864, were:

	1864.	1863.
Passengers	$6,300 41	$5,206 59
Freight	5,998 93	4,607 36
Mails and Sundries	1,170 70	1,098 67
Total	$13,470 04	$10,912 62
Increase		$2,557 42

☞ The survey of the Douglas Valley route for the Western Railway Extension is being prosecuted vigorously by the party under Mr. G. Burpee, the indefatigable engineer. Already they have completed a thorough survey a distance of about twenty-five miles. A location has been secured which will give easy grades, reduce the cost of construction materially, and overcome obstacles hitherto deemed seriously disadvantageous. So far the advocates of the Douglas Valley have in the survey everything to encourage them. The survey of this, the most difficult section of the route, proves conclusively the practicability of the proposed undertaking, and shows that its cost will be such as to warrant capitalists in taking part in the movement.—*St. John News.*

☞ A despatch from St. Paul of the 18th ult., states that a large quanity of iron has arrived for the Minnesota Central Railroad. The bridges across the Mississippi for this road are progressing well—one at St. Paul and one at Fort Snelling leading to Minneapolis.

Albany and Susquehanna Railroad.

The statement put forth by the *Schoharie Republican*, in regard to changes made in the officers of this road, are, in every instance, with the exception of one, untrue. The President, E. P. Prentice, did resign, but his resignation, as Director, was not accepted, but laid upon the table. Mr. Wentz, Chief Engineer, has not been removed; nor is it in contemplation to remove J. M. Foster, the Station Agent at Schoharie. Daniel Drew has not been elected a Director, and, in fact, no changes have been made in any important office, either on the road or in the direction or management of it.—*Albany Journal.*

The Pacific Railroad.

The indefatigable Perham succeeded in getting through Congress his bill for a Northern Pacific railroad, and it has been signed by the President. The company will be organized in Boston, and the first meeting will be held about the 1st of September.—*Boston Journal.*

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	1½
Acton Vale ..... Ca	50,000	5	----	2
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	14½	21
Algomah ..... "	20,000	----	2	3½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	4½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	5½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	½
Balt. and N. C. ..... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	4
Bay State ..... L. S.	20,000	----	3½	19
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	1
Black River ..... "	200,000	2½	----	50c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	5½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	4
Carp Lake ..... L. S.	20,000	----	----	4½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	60
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	23c
Cheticamp	50,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9½
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	35
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	5½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	----
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	½	5
Dunham ..... Ca.	200,000	2	----	50c
Durham ..... "	200,000	5	----	50c
Eagle River ..... L. S.	20,000	----	3½	7½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	15c
Etna ..... L. S.	20,000	----	----	15½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	4
Evergreen Bluff ..... "	20,000	----	----	18
Flint Steel ..... "	20,000	----	----	11
Forest City ..... "	20,000	----	½	----
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	57
French Creek ..... Pa.	100,000	5	----	1½
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	15c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	30c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	----
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	5
Green Mountain ..... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	25c
Hamilton ..... "	20,000	----	----	7
Hancock ..... "	20,000	----	6½	15
Hanover ..... "	20,000	----	4½	----
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	9½
Hilton ..... "	20,000	----	----	4
Hope ..... "	20,000	----	½	2½
Hudson ..... "	20,000	----	----	----
Hulbert ..... "	20,000	----	----	----
Humboldt ..... "	20,000	----	2	10½
Hungarian ..... "	20,000	----	1	----
Huron ..... "	20,000	----	16	37
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	22

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	----
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	9
Lafayette ..... Ca.	200,000	1	----	2½
Lake ..... "	200,000	1	----	15c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	5½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	6 7½
Marquette ..... "	20,000	----	----	4
Maryland ..... Md.	----	5	----	90c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4 4½
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	9½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	3
Minnesota ..... L. S.	20,000	----	3½	40
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	32
Native ..... "	20,000	----	1	1½
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) ..... "	20,000	----	----	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	----
New York ..... L. S.	20,000	----	----	1½
N. Y. & Passaic ..... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	7
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1½
North Western ..... L. S.	20,000	----	7½	11
Norwich ..... "	20,000	----	----	----
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	4½
Ottawa ..... Ca.	200,000	1	----	50c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10½
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	70
Phila. & Boston ..... "	20,000	----	15	----
Phœnix ..... "	20,000	----	----	27
Pittsburg & Boston "	20,000	----	5½	97½
Pontiac ..... "	20,000	----	3½	5
Prince of Wales ..... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	2½
Quincy ..... "	20,000	----	10	103
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	15½
Roscoe ..... Ca.	200,000	1	----	55c
Rudisell	----	----	----	----
St. Clair ..... L. S.	20,000	----	3	----
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	9	9½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	----
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	4
Springfield ..... Md.	----	5	----	2
Stadeconna ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	6½
Stark ..... Vt.	100,000	2	----	----
Strafford ..... "	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	9½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	22
Tremont ..... "	20,000	----	5*	8½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	62½
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	3
Wickham ..... Ca.	200,000	5	----	50c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	5
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	9½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	7
Tyson	20,000	10	----	----
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	----
Clute	----	----	----	1½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	4½
Mineral Point	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1½
Placentia Bay ..... N. F.	----	----	----	2
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	1½
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	1½
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	92
Ashburton ..... "	50,000	50	----	22
Atlantic & G. C. ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	----
Bear Valley ..... "	40,000	12½	----	18
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	7½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	15
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	----
Central ..... "	----	----	----	80
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	66
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	100
Fulton ..... "	----	----	----	7½
Gilbertson	5,000	100	----	100½
George's Creek ... Pa.	10,000	----	----	60
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	5½
Hampton & Balt. ... Md.	----	----	----	109½
Hazleton ..... Pa.	32,300	50	----	50
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain ... "	----	----	----	74
Lorberry ..... "	4,000	100	----	----
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	19½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	216
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	----
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	21
Schuylkill Valley .. "	20,000	10	----	----
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	47½
Stafford	----	----	----	----
Suffolk	4,000	100	----	----
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	5½
Tamaqua ..... "	----	----	----	----
Vandermark ..... "	20,000	50	----	----
Wyoming Valley .. Pa.	----	----	----	61

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	3
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.)-N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) .... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	2½
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	2½
Chebucto ..... N. S.	100,000	5	----	72½c
Colonial (G.) ..... Ca.	100,000	2½	----	15c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	20
Copalinahe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	5
Corydon (G.) ..... "	100,000	25	----	1½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	----
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	80,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	4
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	1
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	37
Massachusetts (G.) .. Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) .... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	1½
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col	100,000	100	----	12½
Quicksilver ..... Cal.	40,000	25	----	73
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length: equivalent in single track. Completed.	Length: equivalent in single track. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.56	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	46½
30 Nov. '63	4.18	—	161	20	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	61
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	0	....	127½
30 Nov. '63	4.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	99½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	56.88	—	762	125	--	Metropolitan (Boston)	621,502	639,300	—	297,509	388,616	65,539	10	....	61
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	80
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	63,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.52	—	—	—	—	Salem & South Danvers	57,100	78,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	50
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,486	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	.....	.....	.....	.....	.....	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	...	...	--	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	--
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	
31 Dec. '62	9.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	...	--	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	....	....
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	...	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	....	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	....	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	14.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	445,073	550,000	.....	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	...	...	--	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	60
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	...	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	....	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	.....	....	....
30 Sep. '63	....	....	....	....	--	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Mor's'a & Ford'm	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	—	....	....	....	--	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	—	....	....	....	--	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	796,380	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	....	....	....	--	N. Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	....	18	--	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	....	....	--	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	118
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	16.50	—	....	117	3	Third Avenue (N. Y.)	1,519,308	1,170,000	400,000	—	682,131	283,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,665	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	.....	....	....
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	....	....	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	....	....
31 Dec. '62	4.20	—	....	....	--	Orange and Newark	.....	.....	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.80	—	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	.....	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.59	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	....	61
31 Oct. '63	8.15	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,900	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,050	6,500	2,850	5,648	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	28
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,280	200,000	—	202,367	58,757	7	....	64
30 Nov. '63	24.25	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	61
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	31
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	89
31 Oct. '63	11.00	—	....	....	--	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	.....	.....	.....	....	....
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	.....	....	16
31 Oct. '63	11.17	—	....	....	--	North Philadelphia	300,000	200,000	100,000	—	.....	.....	.....	....	....
31 Oct. '63	12.00	—	98	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,901	—	—	....	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	40,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,500	5,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	--	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	11
31 Oct. '63	5.20	—	....	....	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	.....	....	5
31 Oct. '63	7.75	—	54	10	--	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	20
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	98,903	36	....	73
31 Oct. '63	5.62	—	60	...	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	5.38	—	120	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	159,312	15,500	—	75,046	18,417	17½	....	40
31 Oct. '63	7.65	1.51	176	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	....	10
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	35
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	71
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	21½
						OHIO.									
31 Dec. '62	5.00	—	....	....	--	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	....	....	--	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.81	—	....	....	--	Passenger (Cinc.)	69,887	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	8.63	—	....	....	--	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	5.29	—	....	....	--	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	8.33	—	....	....	--	Missouri (St. Louis)	70,874	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.48	—	....	....	--	People's (St. Louis)	83,575	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	10.20	—	....	....	--	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description,	Amount outstanding.	Interest, Rate.	Interest, Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	109
Germantown:					
1st Mortgage	250,000	7	J. & J.	1900	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	107
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1 Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	115
" " " .....coupon		6	" "	1867	115
Loan of Dec. 31, 1848 .....registered	8,008,342	6	" "	1868	128
" " " .....coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850.....coupon	2,150,000	5	" "	1865	215
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	100
" " " .....coupon		5	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	100
" " " .....coupon		5	" "	1871	105
Oregon War Debt of June, 1861.... coupon	1,016,000	6	" "	1881	111
" " " " " ... coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	104
" " " .....coupon		6	" "	1881	105
Loan of July 17, 1861 .....registered	71,421,700	6	" "	1881	103
" " " .....coupon		6	" "	1881	103
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	102
" " " (5-20s)..... coupon		6	" "	1882	103
Treasury Notes of Aug. 1861.....coupon	115,577,650	7.3	Feb. & Aug.	1864	104
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	104
Loan of 1864 (10-40s) .....coupon	70,239,250	5	Mar. & Sept.	1904	----
" " " .....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	44,500,000	5	----------	----------	----
Two Year " " "	127,909,300	6	----------	----------	----
Certificates of Indebtedness.....	151,993,000	6	On redemp'n	-------	93
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)....coupon	999,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	510,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July	1878	105
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,000	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105
" — " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds.....coupon	143,000	7	----------	----------	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. B'k) ... "	2,073,750	6	" "	'63-'80	90
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock .....coupon	2,187,000	6	" "	'65-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	103
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	102
" — " " (dollar) ..... "	1 969,397	6	" "	1870	103
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1885	90
" — " " ..... "	2,058,173	2½	" "	1856	68
" —State Int. Imp. bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	-------	85
" — " " special stock "	1,216,737	5	" "	-------	----
" — " Deferred stock..... "	1,243,000	5	" "	-------	----
" — " " special stock "	479,545	5	" "	-------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1865	----
" — " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " (domestic)..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1885	----
Kentucky—State bonds .....coupon	4,900,000	5	Jan. & July.	'66-'76	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'90	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'90	105
" — " " (war loan) ... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	----------	d'm'd.	69
" — " (R. R. etc.)... "	3,902,000	6	----------	'67-'99	----
" — " " (banks)..... "	3,108,833	6	----------	----------	----
" — " " (war loan)..... "	670,000	6	----------	----------	----
Maine—State bonds .....coupon	-------	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101
Maryland—State bonds (st'l'g).....coupon	816,000	5		1865	----
" — " " (st'l'g conv.).. "	200,476	5		1865	----
" — " " (st'l'g)..... "	5,585,555	5		'89-'90	101
" — " " (st'l'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	5		1890	----
" — " " (") ..... "	100,000	4½		1885	----
" — " " (") ..... "	767,560	5	Chiefly quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	108
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'66-'71	----
" — " " (T. & G.R.R.)... "	503,380	5	" "	'88-'90	----
" — " " (" ").dollar	415,500	6	" "	'90-'91	121
" — " " (" "). "	500,000	5	" "	1893	123
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat se.) "	150,000	6	" "	1870	----
" — " " (Buildings se.) "	200,000	6	June & Dec.	'68-'77	128
" — " " (" ") "	545,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	65,000	5	" "	'66-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130
" — " " " ..... "	600,000	5	" "	'77-'78	115
" —Bounty Fund Loan.... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan... "	1,000,000	5	" "	1883	118
" —Back Bay Loan ..... "	168,000	5	" "	1860	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	102
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	587,000	7	" "	1886	105
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	----------	'41-'71
Missouri—Bank Stock Loan of 1857.....	83,000	5½	Jan. & July.	1862	60
" — " " " "	199,000	6	" "	1863	67
" — " " " "	100,000	6	April & Oct.	1865	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1903	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	72
" — " " S.W. Branch.. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	91
" — " " N. Missouri ... "	4,250,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'80	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	----------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	500,000	6	----------	----------	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " ...	900,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1868	107
" " — " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ...	1,300,000	6	" "	'65-'76	115
" " — " " " " ...	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	25,698	5	----------	d'm'd	----
" " — " " " " ...	11,050	5½	----------	d'm'd.	----
" " — " " " " ...	14,230	6	----------	d'm'd.	----
" " — " " " " ...	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4	J., A., J., & O.	1884	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	25,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'65-'74	109
" " — " " "	15,889,025	6	" "	64-'76	115
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) ....coupon	1,508,905	6	Jan. & July.	1860	110
" — " " (" ") ..... "	1,015,000	6	" "	1865	94
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	105
" — " " (" ") ..... "	1,600,000	6	" "	1875	106
" — " " (" ") ..... "	4,005,909	6	" "	1881	106
" — " " (" ") ..... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	275,385	6	" "	1863	108
" — " " (war loan).....coupon	299,704	6	" "	1866	----
" — " " (" ")..... "	280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans.....	131,200	4	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	100
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107
" —State bonds.....coupon	200,000	4	Jan. & July.	1882	103
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1866	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	101
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	101
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
" —State bonds.....coupon	650,000	6	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	----------	----
" —Relief Notes in circulation....	97,380	----	----------	----------	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	107
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1892	100
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	5	----------	'58-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1852	60
" — " " (intern. impr.) "	2,003,806	5	----------	Var.	45
" — " " (railroads).... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	608,000	5	----------	1890	45
" — " " (Hermitage)... "	48,000	6	----------	1890	50
Texas—Had no debt in 1861	-------	----	----------	----------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'92	52
" —State bonds (railroad) .....coupon	12,6 4,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----------	----------	----
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1887	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") ... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,353	75,280	63,761	73,474	136,897	141,174	122,457	104,264	50,236	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	93,996	128,191	132,899	116,499	135,201	111,995	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,913	170,044	170,419	156,869	153,294	1,673,706
1864	100,991	154,413	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,805	139,049	134,500	145,439	92,573	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	119,753	1,261,960
1862	120,776	90,607	75,676	76,459	102,253	138,374	119,947	117,086	146,258	161,603	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,930	198,425	201,134	1,959,157
1864	168,725	175,482	243,150	175,833	188 565	236,865	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24 326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,231	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,058
1862	46,605	49,103	59,249	54,725	84,706	104,515	95,340	71,306	104,094	124,787	108,906	90,941	994,677
1863	69,691	81,160	92,483	103,450	107,863	124,283	115,861	106,491	172,072	210,476	153,259	159,922	1,468,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,073	76,504	82,220	779,336
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,786	66,573	84,403	84,406	82,467	82,490	859,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	83,640	98,529	88,401	105,253	955,069
1862	106,283	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	111,507	117,284	104,576	1,167,544
1863	145,916	146,839	165,780	121,278	103,467	90,569	90,882	95,134	130,551	160,797	147,836	185,920	1,719,509
1864	154,058	176,105	203,329	158,077	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	475,225	465,959	526,606	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	597,242	561,448	412,723	5,795,424
1861	404,507	391,932	458,560	547,174	506,610	430,068	372,705	419 010	515,943	719,954	734,196	774,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,406	962,259	8,400,224
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,221	10,469,381
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	------	------	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,198	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,526	172,700	122,509	1,722,896
1862	109,867	105,424	74,246	90,180	158,194	225,048	190,456	129,019	188,370	203,775	159,530	143,552	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,617	163,245	201,494	287,122	228,497	204,716	2,182,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,090	193,951	169,549	220,370	2,076,522
1861	223,157	205,343	167,560	139,751	159 809	122,653	114,804	13 .299	146,424	176,261	197,762	240,283	2,025,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	463,571	2,922,970
1863	468,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,160	302,174	290,750	484,850	3,720,440
1864	501,231	472,240	356,626	278,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,090	153,644	144,894	149,592	139,102	181,612	246,529	245,502	250,742	192,222	2,126,666
1860	185,257	185,926	209,994	183,758	219,890	188,060	198,831	248,971	299,643	321,059	243,163	226,196	2,684,848
1861	321,844	279,268	229,384	192,054	190,488	177,829	189,280	268,2 3	2 7,562	281,029	240,240	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,262	261,079	352,786	414,543	416,556	372,193	359,483	3,445,927
1863	299,944	271,085	275,643	289,224	324,657	407,992	343,929	411,305	478,976	496,483	437,679	424,531	4,671,023
1864	318,200	406,695	445,320	421,457	414,751	497,223	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	23,904	26,252	25,891	38,579	32,668	29,384	37,271	56.637	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	78,764	68,838	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,056	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,906	44,835	799,841
1861	54,240	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,950	1,153,407
1862	85,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,961	154,369	122,272	64,585	1,16 .704
1863	67,180	76,132	44,925	88,177	106.957	111,260	71,587	69,852	1 5,417	2 .054	138,342	80,000	1,224,943
1864	102,748	116,136	88,222	140,417	166,747	212,226	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,823	143,626	145,256	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,823	166,454	170,842	175,451	134,688	127,273	196,821	2 3,861	2 7,792	205,192	134,972	2,068 96
1861	140,925	116,931	153,170	186,951	170,362	161,391	126,558	178,773	235,690	258,154	231,295	1 7,077	2,468,077
1862	163,152	153,723	157,500	193,120	200,826	181,983	190,915	2 3,819	270,169	3 5,878	30 ,284	2 0,589	2,647,858
1863	248,784	230,508	257,227	268,613	264.935	241,238	189,145	2 8,012	308,106	375,567	33 ,280	346,048	3,302,941
1864	256,500	304,445	333,058	327,206	264,818	311,717	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	139,040	1,772,415
1860	110,712	107,749	160,311	165,741	158,510	123,085	1 3,283	1 8,240	2 1,123	2 3,474	1 0,182	1 ,192	1,[illegible]
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,677	14 ,992	2 0,843	2 2,089	2 0,154	2,424,814	
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	2 0,221	2 5,060	2 2,475	1 0,686	2,450,791	
1863	242,073	245,857	256,432	238,495	236,453	206,221	215,449	2 5,440	3 8,109	3 7,487	3 9,92	3,165,934	
1864	252,435	278,848	318,802	338,275	271,552	265,780	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,623	447,813	504,217	591,020	743,529	709,671	637,792	520,396	6,303,708
1860	387,128	402,580	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	780 26	623,047	7,[illegible]
1861	489,065	420,793	627,061	689,688	677,073	558,743	523,138	562,076	696,175	927,606	25 ,960	872,985	7,996,782
1862	749,168	631,956	710,814	770,223	736,114	610,417	749,571	7 2,541	892,744	1,01 ,7	5 8 28	1,092,788	9,633,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,459	1,079,951	1,0 ,96	1,0 5,15	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	$7,857	85,785	94,554	1,102,523
1860	97,016	95,666	88,598	90,463	89,577	93,378	100 6 9	101,118	1 6,478	1 1,122	9 ,41	100,141	1,17 ,108
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	9 ,256	9 ,858	91,111	9 ,071	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	4 ,228	9 ,035	10 ,865	9 ,35	126,715	1,220,010
1863	129,776	128,766	125,445	118,075	108,605	116,898	114,099	125,817	1 4,615	129,121	119,894	131,304	1,472,015
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,662	241,695	264,622	282,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	311,806	307,4 5	3 8,3 1	3 1,0 5	2 0,0 2	2,315,0 1	
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	2 7,988	2 4,436	2 9,209	2 1,763	2 8,219	2,[illegible]
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	4 8,094	4 ,823	4 ,557	4 4,826	4,[illegible]
1863	336,684	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,702	8 2,892	7 6,955	6 9,069	6,[illegible]
1864	436,741	532,786	617,021	669,383	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,821	165,795	154,032	203,853	245,938	286,944	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,631	270,086	3 ,971	3 2,780	3 1,968	3,[illegible]
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	3 7,625	4 1,289	3 4,281	3 0,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,977	4 3,909	5 5,514	4 6,300	4 7,042	4,132,984
1864	290,676	455,211	602,803	574,690	499,547	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	63,748	71,854	112,384	93,766	67,721	85,369	9 ,969	118,687	129,165	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	116,077	130,578	1 4,470	144,783	1 5,718	1 2,921	1,564,9 3
1864	100,872	147,485	160,496	157,785	149,855	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,423	84,879	122,785	106,100	125,027	77,589	51,206	926,795
1861	59,639	47,043	62,551	76,274	79,273	80,074	93,464	128,722	142,537	162,986	137,086	9 ,514	1,172,160
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,260	172,870	147,548	139,[illegible]8	1,[illegible]
1863	86,321	91,971	103,056	132,111	134,272	162,585	105,554	110,379	120,595	151,052	134,563	111,339	1,456,793
1864	79,735	95,842	132,896	123,987	127,000	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	80
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	100
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	56
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	116½
" " " 1850	700,000	6	Jan. & July.	"	1880	114½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	112
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1886	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	200,000	6	" "	Boston.	1880	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	115
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $300,000	790,600	6	"	"	1870	111½
" " $575,000	675,000	6	"	"	1875	106½
" " $1,700,000	1,700,000	6	"	"	1883	107
" " $2,500,000	867,000	6	"	"	1889	107½
Consolid. Mort. Loan $5,000,000			"	"		114
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	118
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	55
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	131
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1865	
" " " Plain	25,000	8	March & Sept.	" "	1870	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	116
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	99
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (O. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & O.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	115
General 1st Mortgage	3,600,000	7	" "	" "	1885	104½
Bonds issued for coupons of do.	750,000	7	May & Nov.	" "	1883	102
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1860	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	110
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	110
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1866	90
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	169,000	7	" "		1864	
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1866	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	113½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	280,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	116
2d Mortgage	2,616,500		March & Sept.	" "	1881	120
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	106½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1892	120
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	112
Elgin and State Line	159,000		Jan. & July.	" "	1879	----
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	91
Land Security	3,344,600	7	April & Oct.	" "	1881	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1366	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	132
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	104
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	132
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	124½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1366	----
2d Mortgage	364,000	10	" "	----------	------	120
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
eokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Musca. :						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt. :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	118
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	" "	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	130,000	6	----------	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1853	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1900	101
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	106
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	130
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	137
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1855	109
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	102
Detroit and Toledo	731,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	120
2d General Mortgage	2,194,500	7	" "	" "	1877	107
*Milwaukee and Beloit :						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	115
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central :						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	500,000	7	----------	" "	------	----
1st Land Grant	2,000,000	7	----------	" "	------	61½
2d Land Grant	700,000	---	----------	" "	------	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----------	----------	1883	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point :						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee :						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----------	----------	'61 '4'8	----
1st Mortgage Coupon	2,685,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1850	----
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	117
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	129
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " "	25,502	6	" "	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	134
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	110
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	130
3d Mortgage	6,000,000	7	" "	" "	1883	127
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	123
5th Mortgage	1,739,500	7	June & Dec	" "	1888	120
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	118
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	102
3d Mortgage	980,500	7	Jan. & July.	"	1867	105
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	107½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	108
2d Mortgage	3,077,000	7†	" "	" "	1861	34
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	104
Chattel Mortgage	360,000	10	" "	"	1857	124½
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.)						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-87	73
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	122½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	117
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	...
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Peterab'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	6	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1895	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	105½
" 1861, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	115
" 1848, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	128½
" 1856, "	1,442,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	130
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	118½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	99
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1878	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1880	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	74
2d Mortgage	937,500	7	" "	"	1865	55
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	76,000	7	----------	----------	1870	----
Dividend Bonds	122,083	7	----------	----------	1878	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	115
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	84
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1900	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	90
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----------	----------	------	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	77½
2d Mortgage Coupon	1,125,000	7	Jan. & July.	"	1867	35
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	61
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	303,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	563,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'55-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1876	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	110
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1900	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State	150,000	6	----------	----------	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road Leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,936	*	—	877,953	503,500	105,255	1,515,701	54.0	.....	101,102	37,896	—	.....
28 Feb '59	50.5	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,637	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,778	21,006	—	.....
1 May, '61	469.5	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,856	695,270	—	.....
29 Feb. '60	88.5	23.4	.....	—	23	14	283	Montgomery and West Point	1,836,718	427,265	100,000	1,419,769	922,622	23,579	2,582,606	116.9	.....	505,166	260,269	6	.....
								ARKANSAS.													
2 Nov. '58	35.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	.....
								CONNECTICUT.													
31 July '63	21.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,220	23.8	46,638	65,999	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,556	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	402,810	151,237	—	.....
31 Aug. '63	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,024,444	369,283	141,706	2,350,000	927,000	—	4,181,255	72.8	404,297	958,458	434 40	17	100
31 Dec. '66	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	324,533	92,439	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,600	305,050	28,034	1,460,193	62.0	129,574	26,387	13,968	8	.....
29 Feb. '64	64.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	750,000	156 429	1,844,967	62.0	172,124	214,570	.....	—	117½
30 Nov. '63	8.48	8.8	9 3	—	3	5	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	158,663	78,637	8½	.....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	697,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195 055	61,236	7	90
30 Sep. '63	61.3	1.0	63.8	—	27	106	369	New York and New Haven	4,714,668	737,243	—	3,000,000	2,000,000	—	5,451,441	117.4	531 477	1 2 8,559	556,945	12	156
30 Nov. '63	59.4	7.0	8.8	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,838	6½	114
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	84.8	136,631	138,970	41 466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,282	10,290	9	.....
								FLORIDA.													
— —	'62 154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	5	*Florida and Alabama*	632,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,533	—	.....
— —	'62 59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— —	'62 100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	80.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,365	86.7	.....	418,036	265,527	8	125
— —	'62 92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	93,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,920,178	229.0	879 46	1,715,020	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,185	528,045	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,634	—	669,950	249,000	—	1,026 [illegible]	50.0	.....	202,714	110,616	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,836,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.0	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	895,500	19,913	3,822,913	228.8	.....	.....	388,858	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and own'd by State.				138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,418	281.0	1,002,440	1,673,706	701,566	2½	89
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	364.0	1,309,146	2,412,821	1,206,039	8	129
1 Apr. '63	242.0	—	29.0	36	23	705	Chicago and Northwestern	12,325,869	610,983	—	3,731,316	8,335,000	223,641	13,147,138	242.0	.....	.....	1,083,054	448,503	—	49½
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,533	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,8-0	2,143,875	1,103,414	6	108
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,025,400	2,505,000	—	10,952,115	341.7	1,484,93	2,291,481	1,279,40	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,618,561	2,350,000	—	4,214,34[illegible]	150.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.8	3,910,69[illegible]	4,571,028	2,118,547	6	128
— —	—	148.0	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	309.0	15 mos.	2,202,415	704,650	—	89
								INDIANA.													
— —	— 108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	966,031	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,061	25,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,580	158,541	—	72
1 Dec. '58	88.5	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,042	25,689	1,689,900	1,362,284	140,639	3,458,108	110.0	.....	448,358	220,854	9	100
1 Dec. '62	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,879,830	*	10,000	835,971	991,400	11,936	2,193,839	84.0	.....	450,079	247,338	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	276,534	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	265,156	—	.....
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	861,812	—	1,538,742	132.0	.....	285,974	104,951	—	100
— —	'58 238.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	233.0	.....	645,827	371,40	—	36½
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	357,502	774,61[illegible]	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	84.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	369,084	.....	86 0	7 mo's	55,238	44,777	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	3,260,455	63,951	—	2,998,253	300,000	87,023	3,929,922	109 0	134,531	276,197	155,889	—	.....
1 Jun. '58	85.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	98.5	11 mo's.	468,821	21,556	—	.....
— —	'62 135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	40
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,592,169	2,930,000	337,582	4,375,993	111.8	.....	423,408	227,534	—	.....
30 Jun. '62	29.0	—	.....	—	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	.....	—				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	83.0	13.2	—	43	27	376	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	263 0	895 258	1,777,983	1,062,165	—	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O, Opelousas and Gr. West'n*	3,954,420	505.280	—	3,242,318	566,000	339,297	5,855,32[illegible]	80	180,204	421,922	223,649	—	.....
31 Mar. '61	200.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	556 434	—	.....
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,238,01[illegible]	243,969	103,434	1,710,81[illegible]	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and equipped by G r. Tr'k R.				R. Co. of	Canada						—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250.000	—	9,008,366	188.0	.....	340,69[illegible]	.....	—	.....
31 May '63	284.8	—	23.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,956	329.3	1,448,558	2,946,560	1,474,200	18	132
31 Mar. '64	346.0	281.0	.....	—	96	110	1,125	Mich. S'th'n & N'th'n Indiana	18,619,184	1,644,259	1,063,568	10,120,400	8,287,255	—	18,407,656	527.0	2,171,477	3,384,294	1,630,777	—	83
								MINNESOTA.													
31 Dec. '62	14.5	—	—	603.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	300,000	—	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	226.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	684,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.7	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,359	—	.....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	429,026	—	40
31 Dec. '62	265.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,963	—	2,459,207	4,350.000	—	.....	168.5	.....	444,460	162,895	—	.....
31 Dec. '62	152.0	—	11.6	—	...	...	.....	*Platte County*	51,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	84	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,466,429	196.7	507,040	679,956	227,398	—	.....
'28 Feb. '63	77.0	—	11.9	205.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,886	—	.....
8 Sep. '62	85.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	283,235	65,269	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Siding.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,554	757,381	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	65.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,118	91,467	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,580	3,068,431	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	.....	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	164,091	350,853	188,121	6	133
31 May, '59	37.0	.....	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	29,404	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,283	2,205,788	6	103
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,506	39.0	167,427	462,880	290,840	9	127
31 Dec. '60	138.0	4.0	10.4	—	53	29	1,818	Northern Central	7,916,244	774,569	501,395	2,250,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	58
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,243	183,345	—	1,880,000	440,000	5,629	2,275,629	70.9	372,083	503,718	167,051	6	118
30 Nov. '63	74.3	8.8	51.1	—	26	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	140
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	154
30 Nov. '63	44.6	24.0	60.1	—	20	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	10	148
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,766	123,855	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	99
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	280,000	—	1,943,286	52.4	169,351	344,194	168,008	6	113
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	80.0	477,763	812,556	390,594	8	107
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,874,507	98.4	389,738	732,262	328,043	8	123½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	8	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	126
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	490,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	87½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	682,900	206,502	1,245,565	33.0	67,883	53,238	.....	—	14
30 Nov. '63	79.5	7.8	28.5	—	25	94	505	Old Colony and Fall River	3,179,861	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	127½
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,612	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	245,305	226,800	1,286	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	2	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	115
30 Nov. '63	6.1	.....	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.2	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,815	140,136	—	42
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	14,746,504	218.0	1,275,929	2,439,838	1,232,831	10	162
30 Nov. '63	46.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,158	6	96
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.0	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	635,400	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	54.5	.....	.....	—	21	22	491	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	70
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	130
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	295,558	568,000	.....	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	163,718	4	92
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	.....
								NEW JERSEY.													
31 Dec. '62	84.7	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	178,982	3,261,344	76.0	.....	259,921	118,533	—	.....
31 Dec. '62	83.9	32.3	.....	3.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,723,548	10	195
31 Dec. '62	80.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	80.2	.....	144,386	66,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,829,204	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642 590	400,017	5,739,574	33.8	.....	1,286,000	694,914	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. 62	.....	.....	.....	—	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,207,750	600,000	—	1,907,750	24.0	.....	229,889	134 608	6½	110
31 Dec. '62	38.5	—	—	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	32,936	90,122	43,623	—	.....
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	3	36	Albany & Susquehanna	1,192,179	61,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	905,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	5,309,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,124,256	317,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	5,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	112½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,923	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	125½
30 Sep. '63	54.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	47
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,985	24,209,000	13,779,648	284,411	42,859,880	554.9	5,692,223	10,897,631	3,994 999	7	134½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '63	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,863	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	32	126	Rensselaer and Saratoga	770,847	168,000	—	610,000	229,750	—	988 884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	75	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	308,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	105
30 Sep. '63	40.9	0.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,285	200,000	66,900	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	194,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,800	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,056	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	8	414	Atlantic and Great Western	2,042,067	*	—	977,933	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	.....
31 Aug. '61	137.0	—	.....	—	41	30	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,310,432	141.0	.....	699,716	230,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,082,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	136.4	55.6	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	75,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,687	20	169
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,095	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,551	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	2,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	22	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,838,094	*	—	3,832,712	4,324,686	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	107½
31 May '63	109.:	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,837	747,562	—	130½
31 Dec. '58	51.4	—	.....	53.0	5	5	99	Clev., Zanesville and Cincin.	1,574,693	*	—	859,673	575,250	632,486	.....	51.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,655,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	18	11	218	Columbus and Xenia	1,412,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,583	15	.....
31 Mar. '64	142.0	—	7.9	—	16	8	378	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,230	311,256	—	15
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,168	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,020	—	.....
30 Apr. '63	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	5,245,950	9,870,000	4,543,042	20,549,420	192.3	.....	829,952	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	218	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	62.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,886,868	595,400	232,179	2,667,000	2,488,825	7,800	5,401,088	205.9	418,328	500,850	116,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	230,395	87 933	—	.....
31 Dec. '63	242.4	—	.....	—	47	15	923	Toledo & Wabash	9,995,836	*	29,000	3,214,174	6,661,330	35,272	10,182,082	250.0	1,279,960	1,439,798	546,921	—	99½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '62	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000	——	5,634,039	100.0	——	360,215	171,286	——	——
31 Dec. '63	24.5	——	24.9	——	19	3	1,303	Beaver Meadow	1,064,230	400,560	——	1,983,900	1,000	——	1,984,900	24.5	247,080	583,219	342,661	22½	90
30 Sep. '63	85.0	——	6.0	——	——	11	359	Catawissa	3,634,000	*	——	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	——	17
31 Oct. '63	52.0	——	4.5	4.0	12	8	66	Cumberland Valley	1,181,037	*	——	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	——
31 Oct. '63	110.7	2.8	47.2	——	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	——	5,696,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,148	9	240
31 Oct. '63	35.8	1.1	5.2	——	7	4	65	East Pennsylvania	1,161,430	104,941	——	604,190	598,400	——	1,212,590	36.9	151,820	238,243	150,163	——	——
31 Dec. '63	78.0	——	8.5	——	16	7	647	Elmira and Williamsport	2,083,607	*	——	1,000,000	1,000,000	Lease'd to Northn Cen.		196,907	334,790	110,362	——	——	36
31 Oct. '63	18.6	——	4.6	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.6	144,871	423,358	160,268	15	——
31 Oct. '63	90.9	18.6	17.0	——	——	——	——	Harrisburg and Lancaster	1,882,560	*	——	1,182,550	700,000	——	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	77½
31 Oct. '63	32.0	——	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	——	1,809,565	500,000	109,000	2,409,566	32.5	27,000	37,047	4,163	——	——
31 Oct. '63	31.3	14.5	10.5	——	14	2	100	Huntingdon and Broad Top	1,927,246	*	——	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,628	101,570	——	35
31 Dec. '63	80.0	——	17.0	——	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	——	710,000	1,929,065	68,823	2,707,898	80.0	335,700	478,113	243,858	——	——
31 Oct. '63	46.0	34.0	32.0	——	29	12	1,202	Lehigh Valley	3,622,008	869,222	——	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	125
31 Oct. '63	28.3	5.5	8.0	——	10	——	61	Little Schuylkill	1,371,868	*	——	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	46½
31 Oct. '63	24.5	104.0	63.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,311 613	*	——	4,132,935	——	——	4,132,935	130.0	319,162	363,367	89,991	8	64½
30 Nov. '63	55.6	13.2	10.5	——	17	27	613	North Pennsylvania	5,485,709	404,764	——	3,147,750	3,104,287	——	6,252,037	68.8	274 990	511,996	273,391	——	31½
31 Dec. '63	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,048.814	3,543,484	2,883,457	13,450,250	16,949,124	——	38,345,668	354.9	5,311,202	1,891,413	5,111,412	——	71
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norristn	1,131,070	235,439	——	1,267.200	405,500	——	1,672,200	24.0	244,425	332,489	179,565	9	85½
31 Oct. '63	230.0	——	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	——	——	——	5,010 944	8,628,000	80,151	13,619,095	230.0	428,758	699,300	193,486	5½	34½
30 Nov. '63	147.4	51.1	211.3	——	160	67	8,450	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,325	——	28,613,525	403 0	2,721,689	6,252,902	3,706,900	7	64
31 Oct. '63	28.2	——	1.9	——	——	——	——	Philadelphia and Trenton	693,882	——	——	999,200	250,000	——	1,249,200	28.2	137.074	644.050	383,648	10	188½
31 Oct. '63	95.0	——	51.4	——	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	——	8,477,500	200 5	647,020	2,640 248	1,602,119	10	72
31 Dec. '63	59.5	——	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,287	124,432	——	1,767,373	1,500,000	82,530	3,565,659	72.0	209,746	215,587	105,856	9	12
31 Dec. '63	468.3	——	72.8	——	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,935,173	——	19,932,741	468.3	3,472,914	5,132,934	2,166,623	——	110
31 Dec. '63	28.0	——	6.2	——	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	——	600,000	791,597	Lease'd to Northn Cen		40,476	144.728	87,112	10	40
31 Oct. '63	29.0	——	3.1	——	5	4	196	Tioga	730,967	100,553	——	367,300	396,500	65,206	832,009	29.6	75,358	128,093	59,976	7	42
								RHODE ISLAND.													
31 Aug. '63	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,800	——	——	62.0	297,700	421,757	199,158	8½	120
30 Nov. '63	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	424,943	13,229	——	437,917	8,500	——	——	13.6	24,91	31,702	9,718	——	——
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	——	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	109.6	——	——	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,283	151,588	6	——
1 Jan. '59	143.2	21.3	——	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	——	164.5	——	341,190	125,871	——	——
28 Feb. '59	102.0	——	——	——	——	——	——	North-Eastern	2,011,652	*	——	986,743	960,410	108,172	2,057,325	102.0	——	220,014	96,145	——	——
31 Dec. '60	130.0	106.0	——	——	62	59	790	South Carolina	——	——	——	——	2,043,833	——	——	——	——	1,499,636	701,943	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	——	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	506,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	——
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,466	——	——
1859	140.0	——	5.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	586,654	1,902,000	390,407	——	130.3	150,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	——	1,636,096	873,597	——	——
1859	271.6	16.0	20.0	5.0	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	——
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksev. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859	80.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	312,518	——	59.4	69,870	177,256	60,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	52,008	——	317,447	632,500	22,369	——	47.4	54,175	83,129	44,666	——	——
1859	54.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	——	34.2	30,065	53,805	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	819	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	——	——	159.0	——	734,116	337,384	6	——
1859	——	——	——	——	——	——	——	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	——
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	——	45.8	57,950	127,963	67,243	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,962	413,000	408,477	——	30.0	——	1,248	——	——	——
								TEXAS, (*all aided by State*).													
— — '58	32.0	——	——	158.0	——	——	——	Buffalo Bayou, Braz.& Col'rdo	——	——	——	——	——	——	——	32.0	——	——	——	——	——
— — '58	56.0	——	——	184.0	——	——	——	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	56.0	——	——	——	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	275 000	240,000	171,560	——	50.0	31,200	32,670	——	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	976,000	369,000	——	70.0	102,200	282,846	196,568	——	——
— — '59	25.6	——	——	110.0	——	——	——	San Antonio & Mexican Gulf	——	——	——	——	——	——	——	25.0	——	——	——	——	——
								VERMONT.													
31 Aug. '63	110.3	——	5.0	——	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	——	1,280,400	800,000	——	——	90.7	99,639	208,867	——	——	68
31 Aug. '63	119.6	——	14.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	——	——	1,206,683	62.5	136,761	185,474	67,788	——	——
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 046	262,587	——	17
31 May, '63	47.0	5.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	——	1,687,500	ope	r. by Vt.	Central	——	8	114
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	——	1,301,586	23.7	48,995	64,267	26,451	——	——
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	——	——	ope	r.b.Troy	& Bost.	50,552	——	——
								VIRGINIA.													
1 Aug. '59	41.8	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	86,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.0	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,780	——	113.7	703,034	136,902	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '59	103.5	——	——	——	8	——	——	Northwestern Virginia	5,322,160	*	——	468,605	5,719,229	——	——	103.5	345,427	248,004	loss	——	16
30 Sep. '60	88.3	88.4	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,655	2,517,500	590,056	——	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	125.3	10.1	——	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,800	1,851,500	292,842	4,745,256	133.4	——	410,166	201,344	——	——
30 Sep. '59	59 2	21.3	——	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	325,554	213,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 906	6,753,655	143.2	224,014	560,904	252,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,900	96,828	——	78.6	159,981	279,945	145,280	7	77
30 Sep. '59	22.2	2.5	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	——	43.5	1,058,064	163,753	78,585	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	667,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	80.0	——	——	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	——	240,446	121,053	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 068	634,681	259,126	5	89½
30 Jun. '60	204.7	0.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	— 2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	——	55.0	——	——	——	——	——
31 Dec. '61	199.9	——	24.9	27.8	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	——
31 Dec. '62	191.9	42.5	28.3	——	39	32	677	*Milw'kee and Prairie du Chien*	6,950,000	*	——	4,826,800	2,454,000	221,282	7,978,841	234.4	——	1,163,734	414,741	——	65
10 May, '62	104.6	——	——	——	8	11	375	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,892,471	142.0	364,231	344,769	85,826	——	——
								CANADA.													
31 Jan. '63	161.0	——	——	——	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	——	256,798	67,632	——	——
31 Dec. '62	49.5	——	——	——	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	——	242,798	117,542	——	15
30 Jun. '63	1,096	137.0	——	73.0	204	130	2,399	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	——	4,368,510	1,154,855	——	——
31 July, '63	229.0	115.5	63.0	——	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	——	26,084,180	367.0	——	3,011,860	1,649,510	14	——
31 Dec. '62	95.0	1.6	——	——	17	20	337	Northern (O. S. & H.)	——	——	——	——	——	——	——	96.6	——	——	——	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	6.2	12.0	——	14	18	271	European & North American	4,569,415	*	——	4,658,706	——	——	4,658,706	108.0	160,421	107,840	20,005	——	——
1 July, '61	60.0	——	——	——	——	——	——	New Brunswick and Canada	1,402,748	102,588	——	1,380,000	13,100	126,000	1,709,232	60 0	——	132,558	36,670	——	——
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	——	——	20	18	160	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	158,418	139,107	37,181	——	——
								NEW GRANADA.													
31 Dec. '62	48.7	——	——	——	11	23	120	Panama	8,000,000	*	615,658	5,000,000	3,276,000	——	10,768,728	48.7	——	1,742,264	1,015,444	12	185

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	
Berkshire (guaranteed)	600,000	7	7	
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7	—	
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	38½
Chemung (guaranteed)	350,000	—	—	
Cayuga & Susquehanna (guarant.)	343,500	—	—	
Cheshire (preferred)	2,017,925	7	—	57
Chicago & Alton (preferred)	2,422,596	7	3	94
Chicago & Northwestern (pref.)	2,400,000	7	1½	87
Cochecho (preferred)	177,750	8	—	
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	
" " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	
" " (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000	—	—	
Dubuque & Sioux City (preferred)	1,997,614	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	
Elmira & Williamsport (pr. ferred)	500,000	—	—	60
Erie (preferred)	8,585,700	7	7	113½
Hannibal & St. Joseph (preferred)	5,309,528	7	—	60
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Housatonic (preferred)	1,180,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	
Kennebec & Portland (preferred)	247,000	6	—	
" " (new pref.)	125,000	6	—	
Lackawanna & Bloomsburg (pref.)	500,000	7	—	
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	76
" " (2d pref.)	3,424,169	7	—	65
Michigan S. & N. Indiana (guar.)	2,500,000	10	10	120
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	117
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	—	4	
New York & Harlem (preferred)	1,760,000	8	—	112½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	
Paterson & Hudson (guaranteed)	630,000	—	8	
Paterson & Rama o (guaranteed)	248,000	—	6½	
Peoria & Bureau Valley (guar.)	1,200,000	—	6	
Philadelphia & Reading (prof.)	1,551,800	7	7	
Philadelphia & Trenton (guar.)	1,000,000	—	10	
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	92
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	382,700	8	—	
" " (preferred)	608,176	6	—	
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	982,900	7	7	77
Troy & Greenbush (guarantied)	274,400	6	6	
Vermont & Canada, (guarantied)	1,600,000	8	8	
Warren (guarantied)	1,307,750	7	7	
White Mountains (guarantied)	200,000	5	5	
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1856	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	
" " sterling	4,375,000	5	"	1890	
Preferred bonds	1,700,000	6		18..	
Bonds guar. by Virginia	200,000	6		18..	
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104½
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	300,000	6	M. & S.	1870	
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	
Interest Certificates	161,990	6	" "	1868	
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	116½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	
2d Mortgage	57,000	6	" "	1865	
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	117½
2d Mortgage	294,750	6			105
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	88
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103
2d Mortgage	3,980,670	6	J. & J.	1882	92
Improvement	508,500	5	M & N.	1876	85
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	
Md stg. loan converted	299,676	5	" "	1865	
Mortgage bonds	993,000	6	" "	1878	63½
Preferred Interest b'ds.	227,500	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	108

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,595	—	
Delaware Division	100	1,633,350	—	42
Delaware and Hudson	100	7,500,000	7	241
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	58,000	—	
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	82
" " (scrip)	50	1,803,000	6	
Monongahela Navigation	50	726,800	8	
Morris, (consolidated)	100	1,025,000	3½	90½
" (preferred)	100	1,175,000	10	139½
North Branch	100		—	
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,982,457	—	25
" " (preferred)	50	2,722,807	—	36
Susquehanna and Tide Water	50	2,048,200	—	17
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	97

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	35 — @ —	—
Pig, American, No. 1		— — @ 75	—
Bar, Swedes, assorted sizes (in gold)		— — @ 92	50
Bar, English, Refined		220 — @235	—
Bar, English, common		205 — @220	—
Hoop, English, Common		260 — @330	—
Sheet, Russia	per lb.	— 35 @ —	40
Sheet, English, Single, Double and Treble		— 11 @ —	13

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	—30 @ —	45
English Spring (1st & 2d qlty.)		— 20 @ —	27
English Blister (1st & 2d qlty.)		— 23 @ —	32
English Machinery		— — @ —	31
American, Blister		— 20 @ —	25
American, Cast, Hammered		— 30 @ —	—
American, Cast, Rolled		— 20 @ —	24
American Spring		— 20 @ —	24
German		— 24 @ —	26
Milan (in bond)		— — @ —	—

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— — @ —	60
Sheathing, &c. Old (cash)		— 40 @ —	42
Sheathing, Yellow		— — @ —	44
Pig, Chile		— — @ —	—
Bolts		— — @ —	60
Braziers'		— — @ —	60
American Ingot (cash)		— 51 @ —	55

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ —	—
Spanish		—16 50 @ 16	75
German Refined		—16 50 @ 16	75
English		—16 50 @ 16	75
Bar	per lb.	— — @ —	23
Pipe and Sheet		— — @ —	25

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	75 — @ —	—
Straits		— 62 @ —	63½
English		— 63½ @ —	64
Plates, Charcoal I. C	per box	— — @ 30	—
Plates, I. C. Coke		—24 — @ 25	—
Terne, Coke		—23 — @ 23	50
Terne, Charcoal		—27 — @ 28	—

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash)	per 100 lb.	8 50 @ —	—
Clinch (cash)		9 50 @ 10	—
Horse Shoe, Forged (cash)	per lb.	— 40 @ —	48
Wrought English (cash)		— — @ —	—
Ausable Horse, Norway Iron, Forged		— 40 @ —	43
Zinc Nails (6 mos)		— — @ —	25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	— 95 @ 1	—
Para, Coarse and Medium		— 55 @ —	90
Carthagena, &c		— 50 @ —	55
Guayaquil		— 40 @ —	—

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— — @ —	50
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 95 @ —	98
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 91 @ —	92
Naptha, Refined, (60@63 gravity)		— 42½ @ —	45

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign (cash)	per lb.	— — @ —	13

New York Stock Exchange.

Actual Sale Prices for the week ending July 18.

	Th 7.	Fri	Sat 9.	M 11	Tu. 12	W. 13.
American Coal Co.	95	94	92	....	....	....
Buffalo, N. Y. & E., 1M.	....	....	....	115	....	....
California 7s	....	....	....	....	....	165
Canton Co.	39	37½	37	35	35½	....
Central Am. Transit	....	....	....	....	....	89
Chicago & Alton	....	....	....	....	....	94
" " pref.	....	....	....	....	....	....
" " 1 M.	....	116x	116	116	116	....
" " Inc. b'ds	....	95	....	....	....	....
Chicago, Burl. & Q.	131½	130½	....	130½	126	126
" " " 8 p.c.	....	....	....	....	132	....
Chic. & Northwest'n	51½	51½	51½	50½	50	49½
" " pref.	88½	87½	87½	86½	86	87
" " 1st M.	104½	104½	104½	104½	104½	104½
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	112½	112	113½	110½	108½	108
" " 1st M. '70.	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	111	110½	111½	110	107	107½
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	136½	134½	137	138	134½	130½
" " S. F. 7 p.c.	....	113½	....	....	....	....
Cumberland Coal, pref.	66	65	66½	64	61	56
Del. & Hudson Canal	243	247	....	246	....	....
Del., Lack. & West.	....	....	....	....	....	....
" " 1M. 8p.c. '71-6	....	....	112	....	....	....
" " 2M. 8p.c. '81	....	....	....	....	....	....
Erie	114½	114	114½	113½	113½	112½
" pref.	113½	114	115½	115½	114½	113½
" 1 M. 7 p.c. '67	....	....	....	116½	....	....
" 2 M. 7 p.c. '79	127	....	....	130	130	....
" 3 M. 7 p.c. '83	126	127	....	127	....	....
" 4 M. 7 p.c. '80	....	123	....	....	....	....
" 5 M. 7 p.c. '83	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7 p.c. '63	....	....	....	....	....	....
" 2M. 7 p.c. '75	....	....	....	....	....	....
" 1M. Ex. '82	....	....	....	....	....	....
Hann. & St. Joseph	40	....	....	....	....	....
" " pref.	....	....	55	60	....	....
" " bonds	....	....	....	....	....	....
Hudson River	131½	130	129	125	123½	123½
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69	....	....	....	....	....	....
" 2M. S. F.	....	....	....	....	....	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central scrip	130½	130½	131	129½	127½	123
" full stock	....	....	....	....	....	....
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Marietta & Cin 1st pref.	74	72	....	70½	....	....
" " 2d "	....	....	50	....	....	....
Mariposa Mining Co.	48½	46½	48½	47	41	37
Michigan Central	137	134½	135	134	134	133
" S F. 8p.c. '82	140	....	....	....	....	137
" conv. 8p.c. '69	....	....	....	....	....	130
M. S. and N. I.	93	93½	92	83½	83	83
" " guar'd.	140	138	....	....	....	....
" " 1M. S. F.	121	....	....	....	....	120
" " 2 M.	104	105	105	....	....	....
Mil. and P. du Chien	66	66	....	....	63½	65
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	94	....	....	92	....	....
" " 1st M.	116	....	115	....	....	....
Minnesota Mining Co.	43	40	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L. G. bonds	....	....	....	61½	....	....
Missouri 6s	70	....	....	69	68	67
" " 1st. to H. & St. J. R.	93	....	....	91	....	....
" " Pacific	74	73	....	....	....	....
New York Central	134½	134½	135½	135½	134½	134½
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S. F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S. F. '83	....	117	....	....	....	....
" " 6s, S. F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 1M. 7 p.c. '78	....	....	....	....	....	....
" " 2M. 7 p.c. '64	....	....	....	....	....	....
" " 3M. 7 p.c. '67	105	....	....	....	....	....
Ohio & Miss. cer.	51½	50½	51½	50½	49	49½
Pacific Mail S.S. Co.	....	....	....	....	274½	276
Panama	....	....	....	....	....	....
Penn'a Coal Co.	216	....	....	216	216	....
Phila. and Reading	138½	137½	137	134	129	128½
Pitts. Ft. W. & Chicago	113	112½	113	111½	110	110
" " 1M.	127	....	130	130	....	....
" " 2M.	118	118	118	118½	....	....
" " 3M.	98½	....	100	99½	99	....
Quicksilver Mining Co.	76	74	74½	73½	73	72
St. L., Alton & T. H.	....	55	....	55	....	....
" " pref.	....	....	....	....	....	....
" " 1M.	116x	....	....	....	....	....
" " 2M. pref.	....	....	....	93	93	....
" " Inc. b'ds	....	....	....	84	....	....
Tennessee 6s, 1890	....	56	....	57	60	59
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	....	105	105½
" " 2M.	87	....	....	....	....	....
" " Int. b'ds	....	....	....	....	....	....
Virginia 6s	....	....	....	....	52	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 18.

	Th.7.	F.8	Sat.9.	M.11.	Tu.12.	W.13.
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 6s, 1874, coup.	....	....	....	100	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg. ... 105¼	....	....	....	....	104	....
U. S. 6s, 1881, cou. 104¼	104¼	104	104	103¾	103¾	....
U. S. 6s, '81, O.W.Ly.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.. 98	....	94¼	93¾	93¾	93	....
U. S. 6s, 5-20s, coupon 104¼	104	104	104¼	104¼	103¾	....
U. S. 6s, " reg.	....	104	103¾	104	102¾	....
7.30 Notes, Feb. & Aug.	....	....	104¼	....	104	....
" " Ap'l & Oct. 105¼	105	....	....	103¾	104	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 12.

	W. 6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Beaver Meadow	....	....	....	....	....	....
Cattawissa	....	....	....	....	....	....
" preferred ... 41¼	40¾	40	40	....	38½	
Camden & Amboy 195	....	195	....	....	....	....
" " 6s, '67.	....	....	....	....	....	....
" " 6s, '70.	....	....	....	....	....	....
" " 6s, '75.	....	....	....	....	....	....
" " 6s, '83.	....	....	....	....	....	....
" " 6s, '89.	....	....	107¼	....	....	....
" mort. 6s, '89.	114	114	114	114	114	
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'mport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s.	110	....	110	110	....	
" " 10s.	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	....	....	85	....	....	....
" 6s	115	....	....	115½	....	
Lehigh Valley R. R.	....	....	....	....	....	....
" " scrip.	....	....	....	....	....	....
" " 6s.	....	....	115	....	120	
Little Schuylkill R. R.. 46¼	....	46¼	....	....	....	
" " 7s.	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s.	....	....	....	....	....	....
Minehill 65	....	64¾	65	64¾	....	
Morris Canal 90¼	90¾	91	91¼	91¼		
" " pref. 139	....	140	....	....	....	
" " 6s '76	....	....	....	113	117¼	
North Pennsylvania 82¼	82	....	81½	....		
" " 6s. 103¾	....	....	104	....		
" " 10s.	....	....	....	....	....	
Northern Central 59½	58	55	....	....	....	
Pennsylvania R. R. 73¾	73½	72¼	72	72	71	
" 1st m.	....	....	....	122½	....	
" 2d m.	....	....	....	....	....	
Penn. State, 5s	....	....	100x	103	....	
" " 6s, coupon.	....	....	....	103¼	103	
" " 6s, "	....	....	....	....	....	
Philadelphia City, 6s ..103¾	....	106¾	....	....	104	
" new..106¾	....	106¾	106¾	106¾	106¾	
Philad., Germ. & Nor.	....	63	....	63½	....	
Phila. & Reading 69¼	69	68¾	69	67	65	
" " 6s, '86.	....	....	....	....	....	....
" " 6s, '70.	....	....	....	....	....	108½
Philadelphia & Erie 35	....	34¼	34	34¼	....	
" " 6s. 112	....	....	....	....	....	112
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	29	29	....	....	....
" " pref.	....	39½	39	39¼	....	
" " 6s '82	....	....	95	....	94	....
" " 6s '76	....	....	83	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal 20¾	20	19½	....	....	....	
" " 6s '78	....	....	....	....	....	....
" " scrip	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	24	....	....
West Br. Canal 6s '75	....	....	....	....	....	....
Wyoming Valley Canal. 85	....	....	....	87	....	
" " bonds.	108	....	....	....	....	
Arch street, (Horse)	....	....	....	....	....	
Chestnut & Wal. "	....	....	....	....	....	
Green & Coates, " 39	....	....	....	....	....	
Race and Vine, "	....	....	....	....	....	
2d and 3d streets, " 73½	75	....	....	....	....	
Spruce & Pine, "	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.
Baltimore City 6s, 1875	....	118½	....	....	....	....
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	....	118½	119	....	....	....
Balt. and Ohio	....	....	....	....	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85. 117	116	....	....	....	....	
Northern Central	....	89	....	....	....	....
" " b'ds, '85	106½	107¼	....	....	....	....
" " " 90	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Boston and Lowell.....117	117	....	....	118	....	
Boston and Maine	137	....	135	140	....	
Boston and Providence 152	153½	....	154	....	....	
Boston and Worcest	....	....	....	....	....	
Cheshire, pref.	....	....	....	57¼	57	
Concord	....	....	....	....	70	
Connecticut River 113	....	....	....	....	....	
Eastern, Mass. 108	109	....	113	113	....	
Eastern, N. H.	109	....	....	....	....	
Fitchburg	128	129	129	128¾	....	
Manchester & Lawr'ce.....	130	130	....	....	....	
Michigan Central	....	....	....	....	....	
Northern. N. H. 91	....	92	92	92	92	
Old Colony and Fall R.	....	....	....	....	....	
Ph., Wil. & Baltimore . 74¼	75	75	....	72¼	72	
Portl'd, Saco & Ports.	....	....	....	....	113	
Vermont & Canada	115	....	....	....	114	
Vermont & Mass. 42	....	43	43	42	....	
Western 154	158	....	160	161	....	
Broadway (Horse)	....	....	....	....	....	
Cambridge "	....	....	....	....	....	
Metropolitan "	....	....	....	61¾	61	
Middlesex "	....	....	....	....	....	
Central Mining Co.	....	....	....	....	....	
Franklin "	56	57¼	58¾	53¼	57	
Isle Royale "	....	....	22	....	....	
National "	....	82	....	....	....	
Minnesota "	42	42	43	....	40	
Pewabic " .. 68	70	71½	72	71½	70	
Pittsburg "	....	100	....	97½	....	
Quincy " .. 99½	100½	105	108	103¼	....	
Rockland "	15½	....	....	....	....	

London Stock Exchange.

The following were the closing prices for American Securities on the 1st of July :

Maryland 6s	66	to	70
United States 6s, 1881	59	"	60
Do. 6s, 1874	52	"	54
Virginia State 5s	45	"	48
Do. 6 per cent.	31	"	33
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	76
Do., Pennsylvania do. do.	73	"	75
Erie shares, $100 (all paid)	49	"	51
Do., 7s, preference	50	"	55
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	54	"	56
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	39	"	37
Do. do. $100 shares, all paid	57	"	59
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	65	"	68
Do. do. S. F. 1st mort., do, '52. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.		"	
New York Central 6s, S. F., 1883	63	"	55
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	60	"	65
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1885	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	50	"	55
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	30	"	35
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, July 16, 1864.

Stock Exchange and Money Market.

That condition or form of things which we have usually called the Money Market of New York, is at present so changed in all respects, that a regular report of it is impossible. It is a history of its spasms, rather than of its operations, for the usual laws of commerce are now daily violated almost with impunity, and in a great many instances with success, at least of a temporary character. And like a great ship in a storm with sails all loose and flying, rigging torn and tangled, the crew running about in confusion, the anchor dragged, the colors at the mainmost torn, and the signal of distress set dismally in the shrouds, the great commercial emporium is now herself buffeting the seas of a financial storm such as this country never before witnessed. The freight of treasure, and the bills of credit, and the valuable merchandize which she carries, are tossed about like corks with the violence of the motion, and no one can tell what part of it will come safely into the hands of the owners, if it escapes the engulfing waves.

There can scarcely be called a Money Market therefore at this moment. If money is paper the market is well supplied; if it is gold, there is a great scarcity. For some purposes, such as the paying of debts, or the purchase of certain kinds of property, as lands, farms, houses which may be bought all over the country at nearly the same prices with legal tender, as they could have been bought for before the war, this legal tender is just as good as gold, and is a favorite currency with the people everywhere, even with those who assail its issue : but when we come to the necessaries of life, when we want tea, coffee, sugar, foreign goods, and when we buy our meats and vegetables, we find that paper does not buy one-half, or even one-quarter as much as it did before. To add to the confusion and uncertainty, it has become apparent that more paper is yet to be issued before this war can be closed, and no one can tell to what extent. No one can tell whether the struggle is to be a long one, or which party is to experience first the exhaustion which a long and bloody contest produces. In this view we are leaving out all patriotic considerations, stifling all the emotions which rise in the breast of every loyal citizen, at the bare idea that the contest can be possibly ended in any other than one way, and regarding the whole subject from a financial point of view, the inexorable necessity which overrides the grandest sentiments, the fairest hopes, the noblest policy of nations as well as of men.

And we are precisely at the point of our financial troubles, that no one can tell whether we are to emerge with renewed strength and courage, or to sink beneath the waves of insolvency. One of the worst features of the hour is the division on fundamental principles at the North. The North is no longer a unit, but a large and active party here, is as much engaged in destroying the Union, (and for what real reason it is beyond our power to understand,) as the men in arms against it at the South. This circumstance not only makes the military blows of the North less severe, but underlies the Money Market and Stock Exchange, and gives it its worst features. To make a correct report of it at this juncture, therefore, is simply impossible. The capture of Washington on the one side, or the capture of Richmond on the other, would change its whole character and totally derange the present quotations.

Gold has played its usual grotesque part during the past week. The repeal of the gold bill worked exactly contrary to the prediction. A rise followed and continues. As compared with paper, is has changed its value 20, 30, 40 per cent. almost in a day, and if it is the standard of values, it has been a very elastic one. If on the other hand it is non-elastic and inflexible, then there has been a singular rise in the value of paper on several occasions recently, and we see no reason why with returning coolness, it may not reach near its former comparative value. There is a remarkable fact about the gold market at this moment. Foreign exchange if paid for in gold is actually below par. The rates on Tuesday for coin were as low as 107¼, which is below the real par of exchange. So that but for other causes which we have not

time to enlarge upon, the singular spectacle would be presented of specie coming back to this country instead of going from it. The truth is that the elements of our strength if properly handled by high political and administrative ability, would be great enough at any one moment of war and confusion to overcome all our difficulties. The wealth and resources and industry of this country are more than doubling every ten years, and they are easily got at, and the people themselves are liberal and disposed to give up freely where they have confidence in their rulers, and believe in their integrity and truth. *But not [without*; and this is our danger at the North at this very moment. The administration has not the confidence of even its own party, and this will more and more develop itself from day to day.

The arrival of Mr. Fessenden in this city has been the signal for new anxieties and speculations of all kinds. He has held several interviews with the representatives of the banks, who are understood to be exactly ten gentlemen, one from each of the following banks of the city, National, Metropolitan, Mechanics, Merchants, American Exchange, America, Shoe and Leather, New York and the Republic. These ten gentlemen come forward therefore to take charge as far as they can of the financial interests of the nation, to discuss its future policy, and advise with the new Secretary. They have one very certain advantage on their side. They have the money to lend, and money is power. To what extent beyond the strength of their position is the value of their opinions is not so clear. The whole thing in our judgment lies in a nutshell. The local banks of the country want the Government currency to be withdrawn and their own substituted. They will loan their own bills, checks and certificates to any extent to the Government for bonds at six per cent., and on these bonds issue more bills, and lend more money, just as long as the arrangement can be carried out, taking care, however, not to give any premium for said stocks, but to get them as much under par as possible. The banks will run the machine of Government, and help Mr. Fessenden to any amount if he will use their irredeemable money, and submit to be shaved on it when he pays it out at points remote from those of the issue. If Mr. Fessenden will pay out the irredeemable bank issues of the North, which are neither paid in coin or legal tender issues, and may never be paid, the banks will trade their issues dollar for dollar with six per cent. interest added for the Government securities dollar for dollar or less.

The Shoe and Leather for example, or any other, will generously put its bills on a par with the bonds of the United States of America, guaranteed by the whole wealth and resources of 23 millions of people, including all those of these very liberal banks. And for so doing will only charge 6 per cent. for the use of the said irredeemable bills, which far out of the States where they are issued, will not if the war lasts much longer, probably pass at all. This is the whole question to-day, as between the Treasury and the banks. Whether legal tenders shall give place to local bank paper? Whether the people are willing to pay 6 per cent. for the use of bank paper not redeemable at present in any shape whatever, and whether they are willing to pay this high price for a substituted, private and local credit instead of using their own?

We know we are touching a very ticklish point, but there is nothing like looking our dangers bravely in the face. This gold question, and this currency question, and this legal tender question, are dealt with too much after the manner of the old school men, who theorise and dogmatise as if the world stood still from generation to generation. On the contrary it moves.

The following letter from Alex. B. Johnson, Esq., of Utica, whose writings, great wealth, long and successful business career, have made him an authority in finance and political economy, takes a bold and original view of these subjects. It was addressed to a gentleman in Washington in high position, just before the close of the Session, and not in time to have any effect on Congress. It will be pronounced heterodox by our New York bankers, heretical and profane; but there are about it marks of profound truth and wisdom. We assure our readers it will be found most startling to those who have only skimmed the subject of taxation, gold, and currency. It goes to the bottom of the most important questions of the day.

UTICA, July 2, 1864.

Dear Sir: The newspapers say that additional taxes are desired by some persons who possess influence in such a matter. I have written, and reflected more, and longer, on financial questions than any other man known to me; and as I hold for permanent investment about $90,000 of United States securities, I possess some interest in the objects for which taxation is usually urged. When the Government's income is sufficient to pay all ordinary expenses and the interest on the public debt, any further taxation will only embarrass the productive industry of the country, add to the already great difficulty of subsistence by individuals, and diminish the motive for investment in Government securities, by taxing the income derived therefrom. If existing taxes are anything like in amount what is alleged, they are already greatly and perniciously in excess of the proper objects therefor, as above explained. To conduct wars by the creation of a National Debt, is one of the great improvements of modern times, while to return, even in part, to the old system of conducting wars by taxation, is analogous to abandoning steam, and returning to spinning-wheels and hand weaving. Nothing, also, is more fallacious than to suppose taxation can diminish the price of gold any more than it can diminish the price of butter; both must depend for price on the demand and the supply, for gold is no longer money but merchandise, and with its rise and fall paper money has nothing to do; and our sensitiveness on that subject is an error of the understanding. Exports and Imports alone are affected in price by the price in gold, and they would be still more enhanced in price if we had no gold to export. The high price of imports is consequent to an insufficiency of the means of payment therefor, and that insufficiency causes the high price of all exportable articles—gold with the rest; and not more with gold than with any other exportable article. I should have added that the premium paid for gold is only an exponent of the loss on all other exportable articles—for gold would not be exported at its present price if any other article could be exported more profitably. Could we prohibit the exportation of gold, all other exportable articles would rise in price, instead of becoming lower, unless we could at the same time prohibit all imports; and even that would produce another principle which would inflate prices by means of a scarcity. In our sensativeness about the price of gold, we forget that it is no longer money; and that our proper course is to leave gold, like any other article of merchandise, to the laws of commerce (which are beyond the power of legislation), and to limit legislation to what is within our power. In this connection, the financial policy of Government is *very simple*. Abandoning all interest-bearing legal tenders (which are worse than a gratuitous waste of the money paid for interest), issue only the original greenbacks (legal tenders without interest), and issue them to any extent made requisite by the wants of the Government; and at the same time permit the holders of them to fund them, as they shall desire, in a 6 per cent. interest-bearing stock—the interest payable half yearly in coin, and the principal redeemable in coin also, at the pleasure of the Government, after a given time—say three years, more or less, as shall be deemed best. I suggested such a stock to Mr. Secretary Chase in the early part of last month, and he seemed to think favorably of it; but he wrote me that my letter arrived after he had arranged to advertise for the $75,000,000 of the 6 per cent. loan of 1881. I proposed a loan redeemable after three years as less likely to disturb existing investments in the bonds of '81 and the 5.20s. The 10-40 5 per cent. bonds I never approved, deeming the interest an undue advantage taken of the existing plethora of money. Should the Government withdraw all its legal tenders, the whole result would be a substitution therefore of irredeemable bank notes and bank deposits—a worse species of money for a better; or if the measure should diminish the volume of money, the only effect thereof would be to make the procurement of Government loans more difficult and more expensive.

Respectfully yours,

(Signed) A. B. JOHNSON.

The practical effect of this policy would be that the Government would issue legal tenders to meet its wants, without borrowing or taxing more than the exigency required, and absorb them in an open loan at 6 per cent., interest and principal payable in gold, which would be equivalent actually to a redemption of the legal tenders in gold. This currency and no other, these National securities and no other kind, it is believed on Mr. Johnson's plan would be adequate to every emergency of the country, and fully preserve its credit to the end. It is another remarkable circumstance that legal tender money is scarce; that the Banks can not redeem their paper in it when called upon for redemption; that it is being hoarded; and that it is often selling at a premium in various parts of the country, as well as in New York. Why such a currency should be cried down and destroyed, passes our understanding.

Another remarkable circumstance in the money market just now is its stringency. Money of any kind is dear, and those who are carrying produce, or provisions, or petroleum, or anything else of a speculative character, never saw a tighter time for money than now. Most of these large operators are likely to fail not only for want of further

aid to carry out their gigantic schemes, but from having over done the market by their own cupidity. Railway shares and bonds have maintained themselves wonderfully amidst all this turmoil and confusion. Cash sales pressed on the street have produced a decline to some extent, as will be perceived from our quotations, but nothing whatever compared with the great article of articles; the grand master of values and properties; the divine product worshipped by bankers and bullionists, which, as compared with flour, or land, or labor, or even exchauge, tumbles up and down 20 or 30 per cent. in a day.

Railway property we hold now to be the very best kind of property which men can hold. It has real intrinsic value irrespective of all opinions; it is money in transit daily and hourly from the pockets of the people into the pockets of the companies. The Government securities stand uncommonly well. The registered bonds of 1867 quote as high as 115, and those of 1881 at 104¼, which is better than could be expected amid all this derangement in the market, and this invasion by the enemy up to the gates of the Capitol.

The balance in the Sub-Treasury on Tuesday was $23,169,188.

The exports for the week were large, being of the value of $4,394,000. It is supposed they will continue to increase, as large amounts of foreign goods, for which we have been exporting specie, will have to be re-shipped to cover cost.

The value of foreign goods imported into the port of Boston for the week ending July 8th, was $335,533, against $413,024 for the corresponding week in 1863. The exports for the week were $374,749 85, against $301,954 66 for the corresponding week in 1863.

While we are lamenting over the large balance of trade piling up against us, the merchants of England are very happy because they have the same thing to encounter. During the year 1863, the total amount of exports from the United Kingdom was £195,974,773; while the total of imports for the same year was £248,980,942. In other words, the balance of trade against the United Kingdom in 1863 was £63,006,168, or about $315,030,845! And not a word of complaint, not a cry of alarm, not a look of despondency. On the contrary, England is declared to be unusually prosperous. Is the balance of trade one thing in England, and another thing in the United States?

The war in Europe has recommenced. What part England is to take will depend on the struggle now going on between the Whigs and Tories for the ascendancy in the Government. The truth is, the wise men of England are opposed to war. They have had enough of it. They have had enough of taxation and war abuses.

On the other hand, the men who are out of office are ready to have war or anything else, if they can only sieze the reins of power and enjoy the sweets of office

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1865, 95; Indiana 2½ per cents, 68; North Carolina 6s, 60; Michigan 6s, 1878, 102; American Gold, 269; Sixth Avenue R. R., 118; N. Y. and New Haven, 151@156; Norwich and Worcester, 114; Atlantic and Great Western, 1st mort., (Ohio div.) 100; McGregor Western 1st mort., 85⅛; Marietta and Cincinnati 1st mort., 106; Milwaukee and St. Paul 1st mort., 100; Peninsula 1st mort., 98; Central Coal, 60; Nicaragua Transit, 7; Mariposa 1st mort., 93; Bucks Co. Lead, ⅞; Copake Iron, 6¼; Quartz Hill Gold, 12¾; Bank of State of New York, 110; Bank of America, 132; Metropolitan Bank, 114; Union Bank, 115; Bank of Commerce, 106; Am. Ex. Bank, 118.

Philadelphia.—Allegheny Co. 5s, 81; Pittsburg 5s, 79; Elmira Chattle 5s, 78; Maple Shade Oil, 11; McClintock Oil, 4½; Dalzell Oil, 5¾; McIlheny Oil, 4¾; Densmore Oil, 4¾; Mineral Oil, 1¾; Phila. and Oil Creek, 1⅛; Oil Creek, 5⅞; Feeder Dam, 1; Keystone Zinc, 2; Clinton Coal, ⅞; Fulton Coal, 8; Locust Mountain, 74; New Creek, 1; Hazleton Coal, 80; N. Y. and Middle Coal Fields, 19⅜; Big Mountain, 7¾; Penn. Copper, 10¼; Empire, 6¾; Excelsior, 1⅛; Alsace, 1; Manuf. and Mech. Bank, 28; Bank of North America, 155; Miners' Bank, Pottsville, 44; Consolidation Bank, 34; Southwark Bank, 101; Bank of Kentucky, 108. The latest quotations are: City 6s, 103¼@104; do., new, 106@106⅜; State 5s, 99½@100¼; do., coupon, 102¾@103; do., 6s, W. L., 107@107½; Phila., Wil. and Balt. 73; Reading, 64½@64¾; do., 6s, 1870, 107¼@108; do., 1886, 128½@129; Camden and Amboy, 191@193; Pennsylvania R. R., 71½@72; do., 1st mort., 122½@123; do., 2d mort., 117@117¼; Little Schuylkill R. R., 44@46; Morris Canal, 91¼@91½; do., pref., 139½@141; do., bonds, 116¾@120; do., 2d mort., 104¼@105; Wyoming Valley Canal, 85@87; do., 6s, 108@110; Susquehanna Canal, 17@19; do., 6s, 63¾@65; Sch. Nav., 25@27½; do., pref., 36@36½; do., 6s, 1882, 92@93½; Union Canal pref., 3½; do., bonds, 18@24; Delaware Div. Canal, 42@43½; do., bonds, 101@104; Elmira and Williamsport, 35@37; do., pref., 50@54; do., 7s, 1873, 110@110½; do., 10s, 76½@77; Beaver Meadow, 90@100; Long Island R. R., 47@48½; Lehigh Coal and Navigation, 83@88; North Pennsylvania, 31@32; do., 6s, 104@104⅛; do., 10s, 124½@125½; Philadelphia and Erie, 32½@33; do., 6s, 112; Minehill, 64½@65; Catawissa, 17@19; do., pref., 37½@38; Lehigh Valley, 125@135; do., bonds, 118@120; Fifth and Sixth streets, (horse,) 61@64; do., 7s, 107; Second and Third, 73@75; do., 7s, 110; Race and Vine, 11@15; West Philadelphia, 72@72½; Spruce and Pine, 40@45; Green and Coates, 38@39; do., 7s, 110@110¼; Chestnut and Walnut, 61; Arch, 28@33; Thirteenth and Fifteenth, 35; Seventeenth and Nineteenth, 16; Girard College, 31@34½; Tenth and Eleventh, 50½@51¼; Norristown, 63@65.

Boston.—Northern (Ogdensburg,) 2d mort., 34; Rutland and Burlington 1st mort., 74; Vermont Central, 1¾; do., 1st mort., 77½; Boston and New York Air Line 6s, 70; Eastern R. R. 6s, 1874, 108¼; Boston, Concord and Montreal 7s, 1865, 100½; Lynn and Boston, horse, 99¾; Chelsea, horse, 46¼; Taunton Branch, 115; Conn. and Pass. River R. R. pref., 60¼; Maine 6s, 1889, 100⅛; Rhode Island 6s, 1882, 100¼; Massachusetts 5s, 1894, 115@115½; Vermont 6s, 1874, 100⅝; New Hampshire 6s, 1870, 100¼; Augusta 6s 1870, 102½; Bangor 6s, 1876, 103½; Chicago 6s, 1875, 101; do., Municipal Loan, 1881, 109; Portland 6s, 1871, 102; Boston 5s, 1874–'86, 124⅞@125; Essex Co., 101¼; Boston Water Power Co., 42; Union Steamship Co., 155¾; Boston and Roxbury Mill, 58; East Boston Gas, 27¼; Cambridge Gas, 103; Jamaica Plain Gas, 89¾; Short Mt. Coal, 47½@49; Franklin Coal, 99⅞; Atlas Bank, 105; Bank of Commerce, 102¾; Pawners Bank, 92½; Blue Hill Bank, (Milton,) 99½; Mt. Vernon Bank, 100; Boylston Bank, 115, Eliot Bank, 104; Merchants' Bank, 105; Atlantic Bank, 100; City Bank, 105; Revere Bank, 110; Hide and Leather Bank, 110; Rockland Bank, Roxbury, 110; Warren Bank, South Danvers, 97¼; Bunker Hill Bank, Charlestown, 126¼; Continental Bank, 100½; Boston Bank, 72; Exchange Bank, 121¼; Peoples' Bank, (Roxbury, 51; Acton Mining Co., 1¾; Albany and Boston, 21; Allouez, 4½; Arnold, 2¼; Bay State, 19; Black River, 30c.; Boston, 5½; Bedford, 1; Copper Falls, 35; Concord, 4⅜; Canada, 4; Huron, 37; Hancock, 13; Humboldt, 10¼; Hanover, 4¼; Manhattan, 7½; Mesnard, 9¼; Mandan, 50c.; Macomb Lead, 4¼; Native, 1⅞; North Cliff, 7; Northwestern, 11; Ottawa, 50c.; Pontiac, 5; Phœnix, 27; Star, 6½; St. Clair, 8; Superior, 9¾; Toltec, 2; Winthrop, 6.

Baltimore.—N. W. Va. 1st mort., 113; Santa Clara, 22; Bare Hill, 4.00; Canton Co., 35; Md. Copper, 0.90; Atlantic Coal, 1.45; Am. Gas Coal, 2.05; Lake Chrome; 0.65. The latest quotations are: Balt. and Ohio, 108@115; do., 6s, 1867, 105; do., 1875, 112@115; do., 1880, 114½@115¼; do., 1885, 116½@117; Northern Central, 57@60; do., bonds, 1885, 107@108; N. W. Va., 16@19; do., 1st mort., 113½@114; do., 2d mort., 103¼; do., 3d mort., 35@40; do., guar., 105@115; Marietta and Cincinnati 7s, 1892, 106@108½; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 55@60½; do., income 1857–'60, 40@44; Western Md. bonds, 81@90; do., guar., 111@113; Maryland 5s, 95@100; do., 6s, coupon, 1870, 113; do., Ins., 112@113; do., 1890, 110; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 118¼@118¾; do., 1886, 118@119; do., 1890, 119@120; do., coupon, 118; do., 5s, 1838–'70, 93@96; City Passenger R. R., 21½@24; Canton Co., 34@35; Gardner, 75@1.00, Guilford, .28@.40; Maryland, .85@.90; North State, .10@.20; Rudisell, .65@.70; Silver Hill, .20@.30; Springfield, 2.00@2.50; George's Creek, 90@105; Santa Clara, 21@23; Baltimore and Cuba Smelting and Mining, 220@225; Balt. and North Carolina, .20@.40; Balt. Chrome, 1.50@2.75; Bare Hill, 3.90@4.10; Atlantic Coal, 1.25@1.50.

Montreal.—Champlain and St. Lawrence R. W., 15@17; do., preferential, 99@100; do., 6 per cents, 82½@85; Government 5 per cents, sterling, 92@93; do., currency, 92@93; do., 6 per cents, 1872, currency, 101@102; Montreal City bonds, 6 per cents, 96¼@96¾; do., Water Works, 6 per cents sterling, 96¼@96¾; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 90@91; Toronto 6s, 1872, 90@92; County debentures, 80@90; Montreal Consols, $3@6; Huron Copper Bay, 70@75; Montreal Telegraph Co., 132@134; City Gas Co., 125@126; City Passenger Railway, 130@132½.

☞ A railroad is contemplated from Ellenville, on the line of the Delaware and Hudson Canal, to the Erie Railway. *The North Pennsylvanian* learns that over one hundred thousand has been subscribed to the proposed stock, and there is much prospect of its being built.

The Tax Bill.

THE NEW RATES OF TAXATION—THE BILL AS FINALLY PASSED BY CONGRESS.

The following is a summary of the provisions of the amended tax bill, as agreed upon by the Congressional Committee of Conference and passed by the Senate and House:

TABLE I.

Auction sales—in gross amount—¼ of 1 per cent.
Bankers—using capital not exceeding $50,000, for each license—$100.
Bankers—when using capital exceeding $50,000, for each additional $1,000 in excess of $50,000—$2.
Barytes—sulphate of, per 100 pounds—12 cents.
Beer—lager beer, ale, porter and similar fermented liquors, per barrel, if not more than 31 gallons, $1.
Benzine—refined, produced by the distillation of coal, asphaltum, shale, peat, petroleum or rock oil, per gallon, 20 cents.
Benzole—refined, produced by the distillation of coal, asphaltum, peat, shale, petroleum or rock oil, per gallon, 20 cents.
Bicarbonate of sodas, per pound, 5 mills.
Bill heads and printed cards, 5 per cent.
Boots and shoes—5 per cent.
Brass—3 per cent.
Brass, rolled—3 per cent.
Bricks—3 per cent.
Candles—5 per cent.
Candy—sugar valued at not exceeding 20 cents per pound, 2 cents.
Candy—exceeding 20 and not exceeding 40 cents per pound, 4 cents.
Candy—exceeding 40 cents per pound, or sold otherwise than by the pound, 10 per cent.
Caps—5 per cent.
Cassia—ground, and all imitations, per pound, 1 cent.
Cement—Roman or water, 3 per cent.
Chemical productions—all uncompounded not otherwise provided for, 5 per cent.
Chocolate—prepared, per pound, 1½ cents.
Cigarettes made of tobacco, enclosed in a paper wrapper valued at not over $7 per hundred packages, each containing not more than twenty-five cigarettes, $1 per hundred packages.
Cigarettes made wholly of tobacco, and also on cigars known as cheroots, or short sixes, valued in each case at not over $6 per thousand, $3 per thousand.
Cigars, valued at over $6, and not over $15 per thousand, $8 per thousand.
Cigars, valued at over $15 and not over $30 per thousand, $15 per thousand.
Cigars, valued at over $30 per thousand and not over $45, $25 per thousand.
Cigars at $45 dollars per thousand, $40 per thousand, and the valuation of cigars herein mentioned shall in all cases be the value of the cigars exclusive of the tax.
Clocks and timepieces, and clock movements—when sold without being cased, 5 per cent.
Cloths—and all textile and knitted and felted fabrics of cotton, wool or other material, before the same has been dyed, printed, or bleached, and all cloth painted, enamelled, shirred, tarred, varnished, or oiled, 5 per cent.
Clothing made to order—in excess over $600, three per cent.
Clothing—ready made, 5 per cent.
Cloves—ground and all imitations, per pound, 1 cent.
Clove Stems—ground and all imitations, per pound, 1 cent.
Coal—mineral, except pea coal and dust coal, per ton, 3 cents.
Coal Tar—produced in the manufacture of illuminating gas, and the products of the redistillation of the coal tar thus produced, exempt.
Cocoa—prepared, per pound, 1½ cents.
Coffee—ground, and all ground substances for coffee, or preparations of which coffee forms a part, per pound, 1 cent.
Coffee—unground substitutes for, per pound, 1 ct.
Confectionery—sugar, valued at not exceeding twenty cents per pound, per pound, 2 cents.
Confectionery, exceeding 20 cents, and not exceeding 40 cents, 4 cents.
Confectionery, exceeding 40 cents per pound, or sold otherwise than by the pound, 10 per cent.
Copper, ingots, pigs or bars, 3 per cent.
Copper, rolled, 3 per cent.
Cotton, upon which no duty has been levied, collected or paid, which is not exempted by law, per pound, 2 cents.
Diamonds, (see precious stones,) 5 per cent.
Drawing Tiles, 3 per cent.
Emeralds, (see precious stones,) 5 per cent.
Engravers, productions of, 5 per cent.
Essential oils of all descriptions, 5 per cent.
Fish and shell-fish in cans, kegs or air-tight packages, 5 per cent.
Fruits, preserved, 5 per cent.
Furniture and other articles made of wood, sold in rough or unfinished state, 5 per cent.
Furs of all descriptions, when made up or manufactured, 5 per cent.
Gas, illuminating, made of coal, wholly or in part, or of any other material, when the product shall not be above 500,000 cubic feet per month per 1,000 cubic feet, 20 cents.
Gas, illuminating, when the product shall be above 500,000 and not above 5,000,000 cubic feet per month per 1,000 cubic feet, 25 cents.
Gas, illuminating, when the product shall be above 5,000,000 cubic feet per month, per 1,000 cubic feet, 30 cents.
Gold leaf, per pack, containing not more than 20 books, of 25 leaves each, 18 cents.
Gold, produced from quartz mines, from beds of rivers, from the earth, or in any other manner, 3 per cent.
Ginger, ground, and all imitations, per lb., 1 cent.
Glue and gelatine of all descriptions, in the solid state, per lb., 1 cent.
Glue and cement, made wholly or in part of glue, to be sold in a liquid state, per gallon, 40 cents.
Grave stones, 5 per cent.
Gunpowder, and all explosive substances made for mining, blasting, artillery or sporting purposes, when valued above 20 cents per lb., and not exceeding 30 cents per lb., 1½ cents.
Gunpowder, and all explosive substances made for mining, blasting, artillery or sporting purposes, when valued at above 30 cents per lb., 8 cents.
Hats and bonnets, 5 per cent.
Hulls, as launched, of ships, barks, brigs, schooners, sloops, sailboats, steamboats, canal boats, and all other vessels and water craft, not including engines or rigging, hereafter built, made or constructed, 2½ per cent.
Hollowware, per ton, $3.
Iron, pig, per ton, $1.
Iron blooms, slabs or loops, whether made in forges or bloomeries, per ton, $1 50.
Iron, railroad, per ton, $3.
Iron, railroad, rerolled, per ton, $1 50.
Iron all advanced beyond blooms, slabs or loops, and not advanced beyond bars or rods, and band hoops or sheet iron not thinner than No. 18, wire gauge, per ton, $3.
Iron plate, not less than one-eighth of an inch thick, per ton, $3.
Iron band, hoop and sheet thinner than No. 18, wire gauge, per ton, $3 50.
Iron plate, less than one-eighth of an inch in thickness, per ton, $3 50.
Iron nails, cut and wrought, spikes and horseshoe nails when wrought by hand, per ton, $3 50.
Iron castings used for bridges or other permanent structures, per ton, $2.
Iron castings exceeding ten pounds in weight for each casting, not otherwise provided for, per ton, $3.
Iron rivets, exceeding one-quarter inch in diameter, per ton. $4.
Iron nuts, less than two ounces each in weight, per ton, $4.
Iron bolts, not less than four ounces in weight, per ton, $4.
Jewelry, (see precious stones,) 5 per cent.
Lead, white, per 100 pounds, 35 cents.
Lead pipes, 3 per cent.
Lead sheet, 3 per cent.
Lead, ingots, pigs or bars, 3 per cent.
Leather, patent, enameled and japanned leather and skins of every description, 5 per cent.
Leather, oil dressed, and deer skins dressed or smoked, 5 per cent.
Leather of all descriptions, tanned or partially tanned in the rough, 5 per cent.
Leather curried or finished, 5 per cent.
Lithographers, productions of, 5 per cent.
Manufacturers of cotton, wool, silk, worsted, flax, hemp, jute, india-rubber, gutta-percha, wood, willow, glass, pottery-ware, leather, paper, iron, steel, lead, copper, zinc, brass, gold, silver, horn, ivory, bone, bristle, wholly or in part, or of any other material not otherwise provided for, 5 per cent.
Manufactures increased in value by being polished, painted, varnished, &c., &c., on the increased value, 5 per cent.
Marble, gravestones and other monumental stones, whether with or without inscription, 5 per cent.
Masts, spars, ship or vessel blocks, 2 per cent.
Meats, preserved, 5 per cent.
Melado, 5 per cent.
Mineral coals, except pea coal and dust coal, per ton, 5 cents.
Mineral water, from springs, etc., each bottle containing not more than a quart, 1 cent.
Mineral water, containing more than one quart, 1 cent.
Mineral water, artificial, 10 per cent.
Mustard, ground, and all imitations, per pound, 1 cent.
Molasses, produced directly from sugar-cane juice, 5 per cent.
Molasses, syrup of, produced directly from sugar-cane juice, 5 per cent.
Molasses, concentrated, produced directly from sugar-cane juice, 5 per cent.
Naptha, refined, produced by the distillation of coal, asphaltum, shale, peat, petroleum or rock oils, &c., per gallon, 20 cents.
Oil, illuminating, produced by the distillation of coal, asphaltum, shale, peat, petroleum or rock oils, and all other bituminous substances used for a like purpose, per gallon, 20 cents.
Oil, lard, per gallon, 5 cents.
Oil, mustard seed, per gallon, 5 cents.
Oil, all animal and vegetable, not exempted or otherwise provided for, per gallon, 5 cents.
Oxide of zinc, per one hundred pounds, 35 cents.
Paints as below, 5 per cent.
Painter's colors, dry or ground, in oil or in paste, or with water, not otherwise provided for, 5 per cent.
Parasols, 5 per cent.
Paper of all descriptions, including pasteboard, binder's board and tarred paper for roofing and and other purposes, 3 per cent.
Pepper, ground, and all imitations, per pound, 1 cent.
Pickles, 5 per cent.
Pins, solid head or other, 5 per cent.
Precious stones, 5 per cent.
Precious stones, on which duties have been paid, when set or reset, pay tax only on value of setting.
Pimento, ground, and all imitations, per lb., 1 ct.
Preserved fruits, 5 per cent.
Printed books, magazines, pamphlets, reviews and all other similar printed publications, except newspapers, 5 per cent.
Printers' colors, dry or ground, in oil or in paste, or with water not otherwise provided for, 5 per cent.
Printed billheads, cards and circulars, 5 per cent.
Quicksilver, produced in any manner, 3 per cent.
Repairs of engines, cars, carriages or other articles, when such repairs increase the value of the article repaired, 10 per cent. or over, on such increased value, 3 per cent.
Saleratus, per pound, 5 mills.
Sail tents, shades, awnings and bags made of cotton, flax or hemp, 5 per cent.

Salt, per 100 pounds, 6 cents.
Screws, commonly called wood screws, 5 per cent.
Shot, 3 per cent.
Silver, produced from quartz mines, from beds of rivers, from the earth, or in any other manner, 3 per cent.
Slate, when dressed, hewn or finished, 3 per cent.
Soap, fancy, scented, cream, transparent, and all descriptions of toilet and shaving soap, per pound, 5 cents.
Soap, soft, 5 per cent.
Soap, castile, value not above 5 cents per pound, 2 mills.
Soap, castile, value above 5 cents, 1 cent.
Soap, palm oil, same as Castile.
Soap, erasive, same as Castile.
Soap, all other decriptions, white or colored except soft soap and soap otherwise provided for, valued not above 5 cents per pound, per pound, 2 mills.
Soap, all other descriptions, valued above 5 cents per pound, 1 cent.
Soda water, &c., 10 per cent.
Spars and ships or vessels' blocks, 2 per cent.
Spelter, 3 per cent.
Spirits, distilled and sold, or removed for consumption or sale, if first proof, from July 1, 1864, per gallon, $1 50; from February 1, 1865, $2 per gallon.
Spirits, distilled and sold, or removed for consumption or sale, on and after July 1, 1864, to January 1, 1865, per gallon, $1.
Spirits distilled and sold, or removed for consumption or sale, on and after January 1, 1865, per gallon, $1 25.
Starch made of potatoes, per pound, 2 mills.
Starch made of corn or wheat, per pound, 3 mills.
Starch made of rice or any other materials per pound, 1 cent.
Steam engines, including locomotives and marine engines, 3 per cent.
Steel, in ingots, bars, sheet or wire, not less than quarter of an inch thick, valued at 7 cents per pound or less, per ton, $5.
Steel, in ingots, bars, sheets or wire, not less than quarter of an inch thick, valued above 7 cents per pound, and not above 11 cents per pound, per ton, $10.
Steel in ingots, bars, sheet or wire, not less than quarter of an inch thick, valued at above 11 cents per pound, per ton, $12 50.
Stone, freestone, sandstone, marble and building stone of any other description, when dressed, hewn or finished, 3 per cent.
Stereotypers, all productions of, 5 per cent.
Stover, per ton, $3.
Skins, goat, kid, sheep, horse, hog or dog, tanned or dressed, in the rough, 5 per cent.
Skins, goat, kid, sheep, horse, hog or dog, curried or finished, 5 per cent.
Skins, when previously assessed in the rough, and upon which duties have been actually paid, shall be assessed on the increased value only when curried or finished.
Sugar, brown or muscovado, not above No. 15 Dutch standard in color, produced directly from the sugar-cane, and not from sorghum or imphee, other than those produced by the refiner, per pound, 1 cent.
Sugar, brown or muscovado, clarified or refined above No. 15 Dutch standard in color, produced directly from the sugar-cane, and not from sorghum or imphee, per pound, 2 cents.
Sugar, refiners on gross amount of sales of, including all the products of their manufactories or refineries, 1½ per cent.
Sugar candy, valued at not above 20 cents per pound, 2 cents.
Sugar candy, exceeding 20 and not exceeding 40 cents per pound, 4 cents.
Sugar candy, exceeding 40 cents per pound, or sold otherwise than by the pound, 10 per cent.
Sulphate of barytes, per 100 pounds, 12 cents.
Tobacco, cavendish, plug, twist and all other kinds of manufactured tobacco not herein provided for, from which the stem has been taken out in whole or in part, or which is sweetened, 35 cents per pound.
Tobacco, smoking tobacco manufactured with all the stem in, the leaf not having been butted or stripped from the stem, and on refuse tobacco, known as fine-cut shorts, 25 cents per pound.
Tobacco, smoking tobacco, not mixed and without stems, 15 cents per pound.
Tobacco, fine-cut chewing, whether manufactured or loose, or in bulk, 35 cents per pound.
Tobacco snuff and snuff flour, manufactured of tobacco ground damp, or dry, pickled, scented, or otherwise, per pound, 35 cents.
Tobacco, fine cut, manufactured, to be sold or delivered loose, in bulk, or in packages, papers, wrappers, or boxes, per pound, 35 cents.
Turpentine, spirits of, per gallon, 20 cents.
Umbrellas, 5 per cent.
Varnish or Japan, made wholly or in part of gum copal, or other gums or substances, 5 per cent.
Vegetables preserved, 5 per cent.
White lead, per 100 pounds, 35 cents.
Wine made of grapes, per gallon, 5 cents.
Wines, all other, and liquors known as wine, or produced by being rectified and mixed with other spirits, or into which any matter whatever may be infused, to be sold as wine, not otherwise provided for, per gallon, 25 cents.
Yellow sheathing metal, in rods or sheets, 3 per cent.
Zinc, oxide of, per 100 pounds, 35 cents.

TABLE II.—*License Taxes.*

Apothecaries—$10.
Architects and Civil Engineers—$10.
Auctioneers—$20.
Bankers—using capital not exceeding $500,000, $100.
Bankers—exceeding $50,000, for every additional $1,000 in excess of $50,000, $2.
Brewers—$50.
Bowling alleys—for each alley, $5.
Billiard rooms—for each table, $5.
Brokers—employing capital not exceeding $50,000, $50.
Brokers, Pawn—using capital not exceeding $50,000, $50.
Brokers, Pawn—exceeding $50,000, for each additional $1,000, $2.
Brokers, Land Warrant—$25.
Brokers, Cattle—10.
Brokers, Produce—$10.
Brokers, Custom House—$10.
Builders and Contractors—$25.
Butchers—$10.
Circuses—$50.
Coal Oil Distillers—$50.
Confectioners—$10.
Conveyances—$10.
Claim Agents—$10.
Distillers—$50.
Distillers of apples and peaches, distilling less than 150 bbls. per year, $12 50.
Eating Houses—$10.
General Business—for which no other licence is required, $10.
Gift Enterprises, Proprietors of, $50.
Gas Fitters, $10.
Horse Dealers, $10.
Hotels, inns and taverns, when the rent shall be $200 or less, $10.
Hotels, inns and taverns, when the rent shall exceed $200, for any additional $100 or fractional part in excess of $200, $5.
Intelligence Office Keepers, $10.
Insurance Agents, $10.
Insurance Agents, Foreign, $50.
Jugglers, $20.
Lawyers $10.
Livery Stable Keepers, $10.
Lottery Ticket Dealers, $100.
Manufacturers, $10.
Miners, $10.
Patent Right dealers, $10.
Peddlers with more than two horses, $20.
Peddlers with two horses, $15.
Peddlers with one horse, $10.
Peddlers travelinn on foot, $5.
Photographers, $10.
Plumbers, $10.
Physicians, Surgeons and Dentists, $10.
Real Estate Agents, $10.
Rectifiers, for each 500 barrels, $25.
Retail Dealers, $10.
Retail Dealers in liquors, $20.
Stallions and Jacks, $10.
Tallow Chandlers and Soapmakers, $10.
Theatres, $100.
Tobacconists, $10.
Wholesale dealers whose annual sales do not exceed $50,000, $25.
Wholesale dealers whose sales exceed $50,000, for every additional $1,000 in excess of $50,000, $4.

International Bridge Company.

We learn that the permanent organization of both the Canadian and New York Companies has been completed. The same gentlemen compose the Board of Directors on either side. They are: Geo. Palmer, E. G. Spaulding, F. P. Stevens, Richard Bullymore, Buffalo; C. J. Bridges, Joseph Hickson, Montreal; Allen Cleghorn, David Christie, Brantford; and Adam Brown, Hamilton. It is said measures are to be taken immediately for the survey of the river at various points, to obtain the information and estimates necessary for a proper location of the bridge, and that so soon as this is done the three months' notice of its location required by the charter will be published, and its construction proceeded with without delay.

☞ Surveys have been made for a railroad from Sloatsburg Station, on the Erie Railroad, about thirty-five miles from Jersey City, the line to run west for about five or six miles, to reach the Old Sterling Works, with a branch of two or three miles to extend to the Ringwood Mines, in New Jersey. The stock has been taken, and the work of building is to begin in a few days.

Marquette and Ontonagon Railroad.

The work on the first ten miles of this road is advancing rapidly, and the road for that distance will be ready for the cars some time before the close of the season. The rails have been laid some three miles from the junction with the Bay de Noquet and Marquette Road, and Mr. Hurley, the contractor, says he is bound to have it to the new furnace, a distance of about six miles, by next Wednesday. He has some tough blasting to do before he reaches that point, and if he completes the work during the next week, he will be entitled to great credit for his energy.

The completion of the ten miles of road contracted, which will be accomplished in August, or by the 1st of September, places the noted St. Clair Iron Mountain in direct railroad connection with this place.

We understand also that exploring parties are in the woods examining the ground to determine the most feasible route from the St. Clair Mountain to Lake Michigamme. It is designed to be ready to push on the road, for that point, as soon as it reaches the terminus of the present surveyed line, St. Clair Mountain.—*Lake Superior News and Journal, June 17th.*

Canadian Ship Canal.

A committee of the Canadian Parliament have reported in favor of the practicability and expediency of a ship canal between the Georgian Bay and Lake Ontario, by way of Lake Simcoe. They say that the work is demanded on National and Provincial grounds, and will be important as an adjunct to the commerce of Canada and the Great West, while the engineering difficulties are by no means insurmountable.

Mr. Reuban Manley, Jr., of the firm of Leonard & Manley, has been admitted to membership of the Stock Exchange.

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week of June, were:

	1864.	1863.
Passengers	$9,731 44	$7,322 17
Freight	15,314 84	6,127 38
Mail, express & telegraph	1,191 11	825 94
Total	$26,237 39	$14,275 49
This month to date	$75,055 16	$40,706 50
Total since Jan. 1	$457,402 96	$292,859 03

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of July, 1864, were $64,064 00
Corresponding week of previous year.. 46,936 00

Increase $17,128 00

The earnings of the Chicago and Rock Island Railroad for the first week in July, 1864, were $47,302 00
Corresponding week of previous year.. 46,105 00

Increase $1,197 00

The earnings of the Michigan Central Railroad for the first week in July, 1864, were.. $60,642 28
Corresponding week of previous year.. 43,870 64

Increase $16,771 64

The earnings of the Chicago and Alton Railroad Company for the week ending June 7, were:

	1864.	1863.
Passengers	$20,708 32	$13,386 38
Freight	24,153 12	21,138 89
Sundries	1,300 96	1,263 60
Total	$46,162 40	$35,788 87
Increase 1864		$10,373 53

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending June 30, 1864, were:

	1864.	1863.
Passengers	$3,951 05	$2,126 07
Freight	14,749 39	9,213 73
Express	104 16	75 00
Mails	296 58	296 58
Total	$20,101 18	$11,711 38
Increase		$8,389 80

Receipts from January 1st to June 30:

1864	$268,294 51
1863	165,837 36
Increase	$102,457 15

The earnings of the Grand Trunk Railway for the week ending July 2, 1864, were:

Passengers	$35,959 13
Express freight, mails and sundries	2,500 00
Freight and live stock	57,960 32
Total	$96,419 45
Corresponding week, 1863	76,734 42
Increase	$19,685 03

The earnings of the Montreal and Champlain Railroad for the week ending July 2, 1864, were $5,364 94
Corresponding week of previous year.. 5,050 86

Increase $314 08

The traffic of the Great Western Railroad for the week ending July 1, 1864, was as follows:

Passengers	$22,899 01
Freight and live stock	19,221 26
Mails and sundries	1,214 76
Total	$43,335 03
Corresponding week of 1863	44,385 18
Decrease	$1,050 15

Damages Caused by Embankment for Railroad Track.---Injury to Water Power.

In the case of Goodrich against Eastern Railroad, the plaintiff sought to recover upon defendants' agreement to pay certain damages for filling with an embankment the plaintiff's mill pond on the northerly side line of the defendants' bridge. By consent of parties the action was referred to a commissioner to ascertain if the plaintiff should recover anything, if so the damages to be settled by a jury. The commissioner reported in favor of the plaintiff and, his report having been approved by the court, the case went to trial before a jury pursuant to the agreement of the parties. At the trial, the plaintiff having called and examined upon the question of damages only one of the witnesses who had given testimony before the commissioner, the defendant introduced a witness for the purpose of changing the result of the report of the commissioner. The court excluded the evidence. Testimony upon both sides was introduced on the question of damages.

There was evidence tending to show that upon full tides the plaintiffs, if not stopped by the owners of the pond, could run their mill the whole time of the ebb of the tide, and until it turned, and that the plaintiffs used said water power from half to two-thirds of the time; and there was no evidence that the plaintiffs had ever been requested to stop more than twice according to the tenor of the deed to Bowles, since the embankment was made. The plaintiffs had the title of Bowles. There was evidence tending to show that the slope of said embankment, north of the northerly side line of the defendants' bridge, occupied a space equal only to one fifteenth of the whole embankment, but there was conflicting testimony on that point. The defendants requested the court to instruct the jury that if the owners of the pond, who claim under Emery and others since the conveyance to the defendants, allowed the plaintiffs to use water power after the stone appears, equivalent to their share of what is displaced by the embankment and slope, that that fact is to be considered in connection with the claim for damages; and also, that if the plaintiffs have so conducted as to induce the defendants to suppose that the Portsmouth and Concord Railroad were authorized to receive payment for said embankment and slope, and under that belief the defendants paid the Portsmouth and Concord Railroad, such payment bars the action; which the court declined to do. There was no evidence in regard to the plaintiffs' conduct alluded to in the last instructions desired, except such as appear in this case.

The court instructed the jury that they might first inquire whether the plaintiffs had suffered any *actual* damage by reason of the cause complained of, and if not, or if such damages as they had thus sustained had been paid and satisfied before suit was brought, (as the defendants contended they had been), then their verdict should be for the defendants. But if they found that the plaintiffs had sustained actual damages from that cause which had not been paid, or in any way satisfied, their verdict would be for the plaintiffs, for the amount of such damages; and that as the cause of such damages was permanent, they might find for the plaintiffs for all damages they had sustained or would sustain by reason of said slope, so far as it was outside of the north side line of the defendants' bridge. To which instructions there was no objection.

The jury returned a verdict for the plaintiffs, for the sum of $352.08, which verdict the defendants moved the court to set aside for supposed error in the ruling of the court in rejecting the written statements, and for not instructing the jury as requested by them.

Eastman, J. When this case was before us on a former occasion, it was held that the embankment made by the defendants was such modification of the bridge as was intended by the parties in the release of damages from the plaintiffs in 1863; that the defendants having proceeded to make the embankment upon the understanding expressed in the proviso that the plaintiffs were not to be prejudiced in their claim for further damages occasioned by it, the plaintiffs could maintain the action for compensation on account of the damages; that the saving and excepting clause in the release from the plaintiffs to the Portsmouth and Concord Railroad was not such an exception or reservation as preserved to the plaintiffs their right of action for the damages occasioned by the embankment upon the premises released to the Portsmouth and Concord Railroad, but that the right of action remained to them for the actual damages occasioned by the running out of the embankment beyond the northerly side line of the bridge. Sawyer, J; in closing the opinion of the court delivered in the case, says: For any diminution of the capacity of the pond by the material placed in it beyond this boundary—the northerly side line of the bridge—in making the embankment, and occasioning actual damages to the plaintiffs by imparing the use of their mill, the defendants are liable. This is to be determined upon an inquiry into the damages by the jury, or by an auditor, as provided in the case transferred.

That decision was made upon a commissioner's report of the facts, the case having been sent here upon the following agreement of the parties, viz.: "That if the court shall be of the opinion that the action can be maintained upon the facts reported by the commissioner, the damages shall be assessed by a jury or an auditor, but if otherwise, the plaintiffs shall become nonsuit."

By the act of 1852, authorizing the appointment of commissioners in civil actions, it is provided that when a report is made by a commissioner, the court shall render such judgement as is warranted by the facts reported unless either of the parties shall at the term at which the report is made, elect to try the case by a jury, Comp. Stat. ch. 181, sec. 33. The statute would seem to be imperative that the election shall be made at the term at which the report comes in. In this respect it differs from the provisions in regard to a trial after an auditor's report. In these provisions no time is fixed in which an election shall be made. Rev. Stat., ch. 180, sec. 5.

In view of the statute, and the effect that should be given to the decision of the court, which was made upon the agreement of the parties, we think that the court below were right in holding that the commissioner's report was not then open to contradiction. The deeds had been examined and a construction put upon them, and the law of the case had been settled, and there was nothing left to be done but for the damages to be assessed according to the agreement. The court had decided that, for the actual damages caused by that portion of

the embankment which was north of the northerly side line of the bridge, the defendants were liable; and what those damages were was the only question open for trial before the jury.

The remaining questions in the case arise upon the refusal of the court to instruct the jury as requested by defendants. No exceptions were taken to the instructions that were given, and if the defendants had desired further instructions, they should have called for them. Failing to do it, the verdict cannot be disturbed because they were not given. Moore vs. Ross, 11 N. H. 547, Leach vs. Woods, 14 Pick. 461.

The instructions asked for, arising out of the facts connected with the deed from Emery and others, were properly refused. The plaintiffs had no connection with that title, and no rights growing out of it which they could enforce. So far as their legal rights were concerned, the matter was *res inter alias*, and no defence to their claim. They had no power to compel the continuance of any benefits which they received through that title, and we think that the other instruction asked for was also properly declined. Before the court can be required to give particular instructions there must be evidence relevant and pertinent, upon which to found them. This instruction, asked for by the defendants, went upon the ground that the conduct of the plaintiffs, in receiving the three hundred dollars, was such as to be a fraud upon the defendants. But we do not discover any evidence of fraud in the facts reported. This three hundred dollars was received by the plaintiffs for what was done under the bridge, within the limits of their deed, and not for the embankment beyond the northerly side line of the bridge. They gave no power to extend the embankment into the pond beyond that line, and the case does not find that they knew that it was to be so extended. It was not their deed that gave "the right of sloping, by bank wall or otherwise, the northern side of the embankment into the mill pond," but the subsequent deeds to the defendants from the Portsmouth and Concord Railroad, and from Emery and others.

The verdict, compared with the amounts received for other rights conveyed by the plaintiffs, would seem to be disprotionately large; but we cannot find in the case any ground for setting it aside, and judgment upon it must consequently be ordered.

Judgment on the verdict.

Grand Rapids and Indiana Railroad.

A letter from Hon. F. W. Kellogg, of a recent date, to the President of the company, states that the land grant has been extended down to Fort Wayne; which, with the old grant, makes about 1,200,000 acres—and gives 60 sections on the construction of any continuous ten miles of the road. This new bill makes Fort Wayne, Sturgis and Grand Rapids points on the line of the grant. This amount of lands added to the work already done, and the proposed township and individual bonds being given in aid of the construction of the road, would seem to be enough to secure its construction at no distant day.—*Kalamazoo (Mich.) Gazette, June 30.*

☞ Another railroad, extending from Athens in Green county, opposite the city of Hudson, to Schenectady and Saratoga Springs, is about to be constructed. The capital of the company is about $1,500,000, and contracts are now in progress to acquire the right of way. As soon as this is done, the work of construction will begin. The purpose is to have cars on the track in 1865.

San Jose Railroad.

The formal opening of this road from San Francisco to San Jose took place on the 4th of June. The return trip, fifty miles, was made in 1¼ hours. The entire length of the road is 50 miles, divided into seven sections. There are 26 side tracks, making a total length of 16,555 feet. There are 37 switches; 75 bridges, making a total length of 3,199 feet; 29 stone cattle-guards; 55 wooden cattle-guards; 33 stone culverts; 26 open stone drains; 7 water tanks; 100 planked railroad crossings; 2 turn-tables; and one Y, for turning, at Redwood City. The freight going toward San Francisco consists of bricks, wood, wool, quicksilver, hay, grain, cattle, hogs, sheep, poultry, butter, cheese, fruit, milk, charcoal, shingles, fence-posts, lumber, etc. The freight going toward San Jose consists of general merchandise for that city and the lower country.

RECEIPTS OF ROAD:

Oct., 1863....	$4,183 45	Feb., 1864..	$22,966 24
Nov., 1863...	9,500 20	March, 1864.	25,190 91
Dec., 1863...	11,241 45	April, 1865.	29,027 50
Jan., 1864...	15,495 55	May, 1864..	33,349 96

Solid Emery Vulcanite.

WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

NEW YORK BELTING AND PACKING Co.,
Nos. 37 and 38 Park Row, New York.

MACHINE BELTING,

STEAM PACKING, ENGINE HOSE.

THE superiority of these articles, manufactured of vulcanized rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degs. of heat. The Hose never needs oiling, and is warranted to stand any required pressure; together with all varieties of rubber adapted to mechanical purposes. Directions, prices, etc., can be obtained by mail or otherwise at our warehouse.

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THE PEOPLE'S GOLD AND SILVER MINING COMPANY,

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CAPITAL, $500,000.

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WILLIAM HEFFLEY, President
SAML. NEWELL, Secretary.
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Shares, five dollars, no assessments. Office No. 8 Pine Street, Room No. 4.

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At the Office of the Company.

DUNBAR'S PATENT ANTI-FRICTION STEAM

PISTON PACKING,

SAVES 5 TO 20 PER CENT. OF FUEL.

Applied to NEW and OLD Engines,

By Hamilton E. Towle,
ENGINEER,
78 CEDAR ST., NEW YORK.

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, May 16th, 1864.

Loan of $3,000,000--Due 15th June, 1864.

NOTICE IS HEREBY GIVEN that this Company is now prepared to redeem the Bonds of the above issue, on their presentation at THE BANK OF COMMERCE IN NEW YORK, at par and accrued interest.

JOHN V. L. PRUYN, Treasurer.

Government Agency and Designated Depository of the U. S.

JOSEPH U. ORVIS, Prest. H. M. HUMPHREY, Cahier.

THE NINTH NATIONAL BANK

OF THE CITY OF NEW YORK,

363 BROADWAY.

AUTHORIZED CAPITAL,.....$2,000,000.
CASH CAPITAL,.....1,000,000.

Accounts of Banks, Bankers, and Business men solicited.

Government Bonds for sale, 10-40s on hand, the most popular loan for the people—¼ of 1 per cent allowed.

Chicago & Great Eastern Railway Company,

SEVEN PER CENT

FIRST MORTGAGE BONDS.

The subscribers now offer for sale the remainder of the issue of SEVEN PER CENT. FIRST MORTGAGE BONDS of the CHICAGO AND GREAT EASTERN RAILWAY COMPANY, appropriated to the construction of their road from Chicago to La Crosse, Indiana.

The rails have all been purchased for the completion of the entire line, much below the present market value, and are now going forward to Chicago. The work is rapidly progressing and the Company expect to open the road for traffic early the ensuring Fall, forming a new and very short trunk line from Chicago to the Eastern markets.

The interest payable during construction has been provided, and is now on deposit with the Bankers of the Company. Apply to

SCHUCHARDT & GEBHARD,
No. 21 Nassau street,
M. MORGAN'S SONS,
No. 37 William street.

New York, May 21, 1864.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 14, 1864.

IN ACCORDANCE with a resolution of the Board of Directors of the Illinois Central Railroad Company, notice is hereby given to the holders of the canceled bonds scrip to present their certificates at the office of the Company, No. 21 Nassau-st., for conversion into the scrip stock of the company. L. A. CATLIN, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 14, 1864.

DIVIDEND NOTICE.—The Board of Directors of the Illinois Central Railroad Company have this day declared a DIVIDEND OF FOUR PER CENT. free from Government tax, on the stock and canceled bonds scrip of the company, payable on the 1st of August next, to parties whose names are registered as the holders on the books of the company at the close of business on the 15th day of July next, and that the transfer books close of that day and open on the 3d day of August

7t-25 THOMAS E. WALKER, Treasurer.

BAIRD'S PATENT Incrustation Preventer,

AND REMOVER

FOR STEAM BOILERS,

In either Salt or Fresh Water. No invention connected with Steam Power combines so many advantages as this. The economy in fuel alone, from its use, repays the cost of the preventive. Certificates from Engineers and owners of Steam-Boilers, at sea and on shore, can be seen at the office of JAS. F. LEVIN,
23 Central Wharf, Boston.

MERRITT & WALCOTT, 60 Courtlandt Street, New York. 29 Front Levee, New Orleans.

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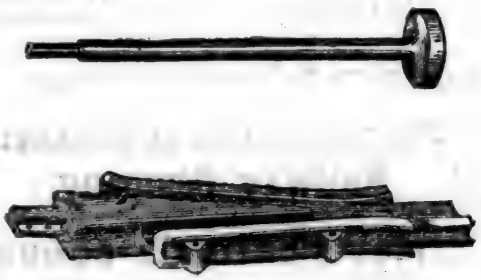
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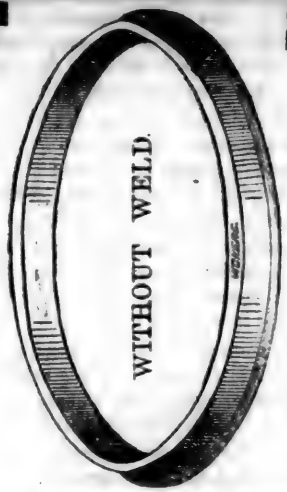
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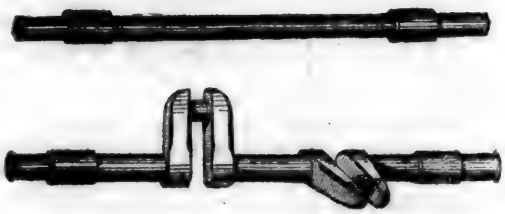
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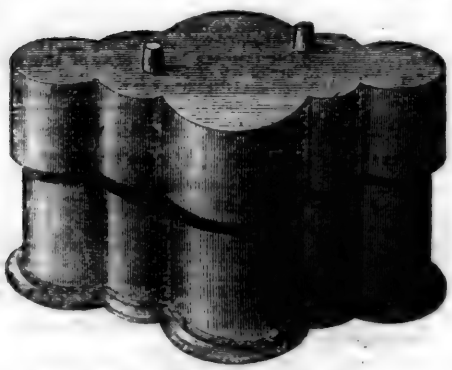
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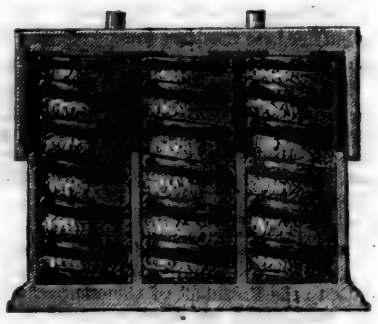


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NEW YORK.



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JOHN HALDEMAN,
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MANUFACTURED solely by the "UNION CAR SPRING MANUFACTURING COMPANY."

This Spring is made by placing Steel Spiral Springs packed with wool in the inside only, in a casting with cylindrical apertures or cells just large enough to receive the filled spirals, with a cap or cover fitting over and outside the casting.

Size and capacity can be varied so as to give any amount of elasticity, or, any amount of carrying capacity.

These Springs have been examined by many of the leading railroad experts of the country and in every instance with unqualified approval.

Springs that were rudely made before our manufactory was in operation are running with a satisfactory success on important roads. A set of Freight Springs imperfectly made and tempered were placed by the Penn. Central under their heaviest Freight Locomotive tender on the mountain division of their road, and gave entire satisfaction. They placed another set on one of their Freight Cars, which with its load made a total weight of 32,000 pounds and still left a motion of half an inch.

Most Railroad experts agree in the opinion that they have no spring which meets their wants. One spring which has great softness, has almost as much lateral motion as vertical; is rigid in cold weather, and short lived. Another spring which has life, has so much rigidity as to wear the roadway and rolling stock as much or even more than the twisting which follows the combination of an excessive lateral and vertical motion. Springs of other combinations must be made rigid in order to preserve their component parts.

We believe we have succeeded in avoiding these objections and can offer a spring, which while it is elastic, will have great range of motion, with a direct vertical action, and durability.

Wool is one of the most indestructible of elastic substances, and has an elasticity which cannot be entirely exhausted with any weight which can be placed on a car, and yet, the back-bone of the Spring is the Steel Spirals.

The impossibility of exhausting with any usual load the column of wool in the spiral, prevents the Spirals coming home, and bringing steel against steel, which by causing crystallization, destroys the steel. The wool is packed in the coils by a powerful press, or it would be of no service.

Our springs are light in weight and easy of adaptation, as they can be placed where any other spring can be placed, and besides, they have that which is only acquired elsewhere by placing two or more springs together, viz: breadth of base.

We ask, when it is possible, an inspection of our works, as we feel convinced that an examination there will prove the superior merit of our Springs, and the perfection of our process.

We ask that you shall order one set, at least, and judge for yourself by personal test, and if you have bolsters under your tenders, make the test there, as it is the most severe.

The excellence of our Spring, its ease of adaptation, its meeting the great want expressed by railroad men that their freight cars should be carried by elastic springs both to save roadway, rolling stock, and *to carry freight in nearly as good order as it can be carried by water*, together with the *saving* in motive power by drawing a *lively* load instead of a *dead* load, will commend our Spring to your attention.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 23, 1864.

The Amended Pacific Railroad Act.

The original act under which the Union Pacific Railroad Company was constituted, being approved the 1st of July, 1862, was followed up by a memorable meeting of the corporators at Chicago in the month of September following, and in their unanimous conviction that the work itself was not only one of the grandest design, but likely to be remunerative as an investment to those who should undertake to give it their pecuniary assistance. From that day indeed it was no longer doubtful that the work was to be constructed. Subscriptions were duly opened at many "of the principal cities of the United States," and the requisite number of shares were sought to be secured at the places selected. The Press urged the subscription with great unanimity, but the attempt was a failure. It was believed that the committee in charge, for reasons best known to themselves, were inactive in the performance of their duties. Combinations got up at secret meetings to assume the charter also failed, and the whole affair came very near falling into entire ruin by the lapse of the time to which its organization was limited, when the vigor, capital and influence of a single person in the city of New York, placed the work on its feet, and from that moment it walked on its way with renewed vitality. This person arranged with his associates whom he selected from prominent and influential classes, to make the necessary subscription in time to save the charter, and had also prepared himself by minute preliminary examinations and surveys, to give intelligent opinions not only upon the subject of cost, but of routes and connections.

It was however soon found out there were practical defects in the original act of a character to hinder the progress of the scheme, some of which had been pointed out at Chicago, such as the par amount of shares, which was so large as to prevent any general diffusion of the stock out of the circles of large capital. The aid to be given by the Government, and the form and extent were not sufficiently clear and satisfactory, and indeed it was evident that in many particulars it was necessary to amend the bill, before the work could be counted on as a finality. After considerable difficulty and delay, as well as opposition, the amended act which we publish elsewhere in full, was passed at the last moment of the session, and the Union Pacific Railroad now stands upon a firm and lasting basis, and its friends have secured for themselves the equally lasting gratitude we trust, from the people of the country, for their perseverance in sustaining this magnificent project, one the advantage of which the most sanguine calculation can not yet overestimate. If hundreds of thousands of wagons, even now crowd the plains, and hundreds of thousands of cattle are driven across for their subsistence, if thousands of tons of shipping and millions of passengers throng the sea route between the Atlantic and Pacific Oceans, if the ships of Europe filled with scores of thousands of tons of merchandize, are compelled to pass three quarters round the globe to reach the sea which washes our Californian Coast, what will be the traffic, what will be the earnings, what the enormous influence which the Union Pacific Railroad will command, when all this wonderous intercourse can be carried on over its rails in the usual time of four or five days only.

The first section of the amended act reduces the shares in amount from one thousand dollars to one hundred dollars, and increases the number of shares from one hundred thousand to one million. The qualification of Directors is correspondingly altered from the ownership of five shares to fifty shares, and the limit to subscriptions by each person prescribed in the original act to $200.000 is very properly repealed. It is a pity there is so often displayed in Congress such a petty distrust of capital, even when it is actually sought for by these very detractors to carry on the great work of the country. The repeal of the pernicious words in the first section of the act was not only wise but a necessity, if the road was ever to be made.

The second section of the amended act provides for keeping open books for subscription to the capital stock of the Company, of one hundred millions of dollars, two millions or thereabouts being as yet only obtained. The books are to be kept open until the amount is subscribed, and as there are to be calls assessed at intervals of six months of five dollars per share, whoever subscribes to the stock at any time hereafter can only do so, by paying up as much as others before him have paid. The shares are to be personal property and transferable at the proper offices of the Company.

The third section provides that the Company and all other companies named in the act, (there being in fact auxiliaries and parts of the great whole) may enter upon, purchase, take and hold any lands and premises necessary and proper for the working of said road, of the width of 100 feet on each side of the centre line, unless in cases of excavation or embankment (where no limit is prescribed). They may also take any lands or premises for any kind of railroad structures, and may cut, remove and use trees or other materials beyond the 100 feet from the centre, that might by falling obstruct the road. The remainder of the section proscribes the technicalities of the proceedings to vest the ownership of the lands taken where the parties cannot agree as to the value.

Section fourth makes a material and a magnificent change in favor of the Company. Instead of the five alternate sections of land per mile on each side of the road within ten miles distance, the present act gives ten alternate sections per mile within twenty miles on each side, an enormous difference of area as may be easily seen by calculation. The section also provides that coal and iron lands shall not in this case be deemed mineral lands, which in the original act were reserved, but which now will belong to the Company, but the

lands so granted as aforesaid are not to include or impair any pre-emption, homestead, mining or agricultural claims, duly existing under the pre-emption laws, and established by the Land Officer. These are the principal points secured by this section.

By the fifth section the time for designating the general route of the railroad, filing the map &c., is extended one year from the time fixed in Section 7 of the original act, which was two years from the passage of that act. Twenty five miles of road must be completed by the Central Pacific Railroad Company in each year thereafter, and the whole of its road to the State line in four years, and only one half the compensation which may be earned by that Company from the Government, is to be applied to the payment of the bonds issued by the Government to the Central Pacific. By this operation one-half the compensation is retained by the company from other necessary purposes instead of being absorbed by the bonds.

The sixth section recognizes the appointment of three commissioners for each and every road, with modifications, particularly in relation to the California Company, by which its transactions with the General Government are to be performed at and with the United States Surveyor General's office in California.

The seventh section repeals section 17 of the original act so far as relates to the reservation of the bonds per mile to the extent of 25 per cent. per mile, and the failure of any one Company is not to work any forfeiture to any other.

The eighth section provides for the expedition of the work between the Eastern base of the Rocky Mountains, and the Western base of the Sierra Nevada that two-thirds of the bonds may be issued for every 20 miles completed, to two-thirds of the value of the work done. No such bonds however to issue to the Union Pacific Railroad Company for work done west of Salt Lake City under this section, more than 300 miles in advance of the completed continuous line of said road from the point of beginning to the 100th parallel.

Section nine gives the right of establishing ferries over the Missouri and other rivers, and bridges, the latter with suitable draws if over navigable streams. It also gives the privilege to any company named in the act to make its connection from the Missouri river with the Union Pacific, at any desirable point beyond the 100th parallel. This gives some advantage to the lines which come in from the North or South by a hypothenuse line, but they are not to get any more bonds or sections than if their lines stopped short at the original initial point, the 100th degree.

Section ten is the one which most completely changes the character of the original act. This permits the Union Pacific Railroad and the Central Pacific Road, on the completion of any section to issue their first mortgage bonds on their railroads and telegraph lines to an amount not exceeding those of the United States, and of even tenor, rate, maturity and character of interest, and these as a lien are to be prior to the bonds of the United States. If any of the companies entitled to United States bonds have already issued any of their own bonds they are to be deducted from the amount of those to be issued as first mortgage bonds, and those issued by the Gov.

The eleventh section defines the route and duty of the Leavenworth, Pawnee and Western Railroad Company, now known as the Union Pacific Eastern division. Over this line all the materials and supplies for the Grand Trunk westward from the 100th parallel must pass. It becomes an important link at once, and many towns near it have wished to be its Eastern terminus. Lawsuits, Chancery suits, articles in the newspapers, politics and every other element of discord have been used to control the management and construction of this road. This section is considered to be a settler of all difficulties, but to interpret it at this time would require a long and separate article. Our readers must examine it for themselves.

The twelfth section fixes the number of Directors at 15 and gives the President the power of appointing five for the Government. One of them is to be on each standing committee and one on each special committee. These Government directors have important duties assigned them and a great responsibility. They are to be paid their travelling expenses and reasonable compensation if the Board of Directors please. This last arrangement makes these virtually the agents of the Directors rather than of the Government. It is to be hoped the President will select eminent and experienced men for the places.

Section thirteen fixes the next election for the first Wednesday of October next at New York.

Section fourteen secures the working of the various lines so far as the public and the Government are concerned, as a continuity of transportation, and conformity as to regulations.

Section fifteen provides for the union and consolidation of any two or more companies and points out how these may be effected, and the consequences to any consolidated Company if it does not perform its contracts to the other. It also permits the Central Pacific Railroad Company, to extend its line 150 miles Eastward beyond the State line, if the line of the Pacific Union shall not have been so far extended at that time.

Section sixteen relates to the Sioux City branch, and the 17th to the Burlington and Missouri, which is authorized to extend its branch from the point where it strikes the Missouri river south of the mouth of the Platte, to some point not further west than the 100th meridian, so as to connect with the main trunk of the Union, or that part of it which runs from Omaha westward.

The eighteenth section grants sections and bonds to the last named Company, and the 19th section prescribes the conditions of the issue. The last section retains the right of amendment and repeal.

The effect of this legislation is that the road has an immense addition of capital, the bonds of the Government standing second to those of the company in their lien, while the first are marketable from their priority, and both good. Thus the borrowed capital will be amply sufficient for the construction of the road. The immense grant of the lands gives to the shareholders a vast and improving property which in all human probability will when opened to improvement be worth as much as the road itself.

We therefore see nothing in the way to prevent its early construction.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of June, compared with the same period last year, were as follows, viz:

	1864.	1863.
Freight	$325,736 89	$246,520 86
Passengers	173,297 21	129,921 07
Express matter	5,200 00	2,600 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 34	7,083 34
Miscellaneous	1,800 11	1,894 71
Total	$520,942 55	$395,844 98
Increase		$125,191 17
En'gs fr. Jan. 1 to June 30	$2,971,760 84	$2,451,888 81

Increase for June, 31 per cent.; average increase to June 30, 21 per cent.

The earnings of the Chicago and Northwestern Railroad for the month of June, were:

Passengers	$126,206 03
Freight	383,972 56
Mail	5,621 44
Express	5,254 66
Total	$521,054 71
Same period last year	359,888 39
Increase of 44 per cent.	$161,166 41

The earnings of the Housatonic Railroad for June, 1864, were $31,588 61
Corresponding month of previous year. 23,595 56

Increase $7,993 05

New York and New Haven Railroad.

The income of this company for the years ending March 31, 1863 and 1864, have been as follows:

	1863.	1864.
From passengers	$801,754 18	$1,134,899 28
From freight	166,614 78	214,354 02
From mails, expresses, extra baggage and interest on loans	68,068 81	75,519 06
	$1,036,437 77	$1,424,772 31
Expenses, viz:		
Transportation exp	$222,802 91	$318,614 23
Repairs of road, etc	109,535 84	54,417 59
" equipment	137,069 61	151,690 46
Fuel, oil and waste	83,880 62	136,188 20
Haulage by horse power	29,552 60	43,399 50
	$582,841 58	$704,309 98
Leaving as earnings on transportation	$454,096 19	$720,462 33

The resources of the year, and the disposition of the same, have been as follows, viz:

RESOURCES.

Cash on hand April 1st, 1863	$242,015 84
Increase of accounts payable	80,330 55
Earnings on transportation	720,462 33
	$1,042,808 72

PAYMENTS.

Coupons for the year	$129,120 00
Loss operating "canal road,"	9,908 47
Dividends during the year	376,560 00
Increase of "materials" on hand	131,832 05
New car house	11,860 86
New engine house, (in part)	157 75
Equipment for 2 new engines, (less one sold,) 1 passenger and 45 freight cars	52,384 49
Wharf at New Haven, (less engine house charged off)	475 00
Cash on hand, April 1st, 1864	330,410 10
	$1,042,808 72

Of the four dividends of three per cent. each, paid during the past fiscal year ending on March 31st, 1864, the first was met from the profits o[f]

the year preceding, as referred to in the report of May last, and amounted to $90,000; the three remaining dividends, amounting to $286,560, were chargeable to the profits of the year just past, and one other dividend of three per cent., amounting to $107,865, has been declared since the date above mentioned, from the last year's profits, and is now in process of payment.

The result of the year's business, as by itself, is as follows, viz:

Earnings		$1,424,772 31
Expenses		704,309 98
		$720,462 33
Coupons for the year	$129,120 00	
Canal road loss	9,908 47	
		139,028 47
Leaving applicable for dividends		$581,433 86

As compared with the year preceding, there has been an increase in the receipts to the extent of about 37½ per cent., while the expenses have increased but about 21 per cent.

The present board, at an early day after its organization, in a spirit of conciliation and compromise, commenced considering the propriety of a settlement of the spurious stock fraudulently issued by Robert Schuyler, and thus, if possible, to withdraw the company from a litigation which had already existed some ten years with a prospect of many years further continuance; and therefore, with a single eye to the best interests of all parties, this most important subject was carefully examined into until the 24th day of October last, when, at a special meeting of the board, the following resolution was unanimously adopted, viz:

Resolved, That for the sole purpose of settling and compromising the claims against this company, and not admitting any legal liability thereon, this board is ready to accept the terms proposed in the communications before it, viz: to issue and exchange one new share of its stock for two of the spurious shares held by any owner thereof in good faith and without notice or fault, to be received in full settlement thereof and of all claims of every kind connected therewith, and for the moneys paid or advanced thereon and for any supposed negligence or breach of duty; and to increase the capital stock of the company, not exceeding one million of dollars, for that purpose, provided these terms shall be agreed to, in writing, by the holders and owners of such claims, on or before the 16th day of November next."

Under the above resolution, 11,921 shares of the fraudulent issue have been settled up to the time of closing the stock books for the purpose of the annual meeting, and the capital stock of the company has been increased accordingly. Appended to this report will be found a list of those with whom settlements have been made. The residue of the spurious shares still outstanding, although of considerable amount, are held by a comparatively small number of persons, and a portion of them are still in litigation. Since the 16th day of November, a number of the holders of the spurious stock have applied to the board for permission to come in under the terms of the resolution, waiving past dividends, and settlements in pursuance of such applications are still being made.

We have erected, during the year, at New Haven, a fire-proof building, 30 by 620 feet, at a cost of about $12,000, which is answering a most valuable purpose for the protection of our passenger cars from the weather and fire when not in use. We are also building at Stamford an engine house and turn-table, at a cost of $2,500, both of which have long been needed at that place. We have now on hand 1,500 tons new iron, to be placed on the track the present season; the old rail to give place for this iron will then be on hand for disposal or re-rolling for next year, as may be deemed for the interest of the company.

The number of miles run by passenger trains during the year was 465,617; by freight trains, 104,808; by service trains, 485—total, 570,410. Number of passengers carried, 1,455,155; do., carried one mile, 53,660,428. Tons of freight moved, 94,726; do., moved one mile, 5,589,174. Of the passengers carried, 1,051,672 were local, and 399,483 to and from other roads; 688,400 were passengers over Harlem road; 286,680 commutters over do.; and 476,075 passengers beyond do. Of the freight moved, 40,856 tons were local, and 53,870 tons to and from other roads.

The equipment consists of 29 locomotives; 75 passenger, 16 baggage and mail, and 389 freight cars—of which 6 locomotives, 6 passenger, 3 baggage and mail, and about 200 freight cars are used to operate the Canal road.

The cost of fuel for running the trains the past year has been $116,873 36, or about 20½ cents per mile, against 14½ cents for the preceding year. Tons of coal used, 10,729; cords of wood, 1,017; cords of kindlings, 1,030.

The number of miles run by engines on the Canal road was 101,842. Tons of coal used, 1,118; cords of wood, 1,681; cords of kindlings, 156.

The earnings of the Canal road were $167,453 22; and the expenses, $177,361 69—loss $9,908 47.

Condensed Balance Sheet.

Railroad; including the franchise, right of way, grading, masonry, bridging, fencing, superstructure, iron, station houses, shops, fixtures, furniture, machinery, engineering, agencies, interest, discount on bonds, &c. &c.		$4,656,426 45
Equipment; locomotives, cars, &c.		764,877 34
Real estate, (including leases) in the cities of New York and N. Haven		65,505 66
Schuyler fraud; over issue of stock		572,800 00
Materials; lumber, iron, fuel, oil, &c.		222,347 22
Cash; in banks and offices		330,410 10
		$6,612,366 77
Capital stock; 35,728 shares		$3,572,800 00
Bonds; due December 1st, 1866, with interest coupons of 7 per ct., payable on the first days of June and December in each year		912,000 00
Bonds; secured by mortgage, due Oct. 1st, 1870, with interest coupons of 6 per cent., payable on the first days of April and October in each year		1,088,000 00
Profit and loss; being the surplus of earnings not paid out in dividends, (but of which $486,809 45 has been expended for additional second track, new bridges, depots, and equipments, retiring bonds, &c.)		827,869 08
Accounts payable; being coupons due April 1st, 1864, March pay rolls, and balances due other roads, &c		211,697 69
		$6,612,366 77

Officers chosen May 21, 1863:

President.—Geo. B. Carhart.

Directors.—George B. Carhart, George N. Miller, Abraham R. Van Nest, James J. Roosevelt, Wilson G. Hunt, John Bradley, E. C. Scranton, John W. Leeds, Jonathan Godfrey.

Superintendent.—James H. Hoyt.

Treasurer.—William Bement.

Secretary.—E. S. Abernethy.

☞ The following is a statement of the amount received for duties on imports at the port of Portland for the past seven years:—1858, $240,677 20; 1859, $284,411 35; 1860, $255,276 95; 1861, $199,240 70; 1862, $593,656 99; 1863, $637,045 45; 1864, $342,491 86.

Illinois Central Railroad.

The owners of the Cancelled Bonds Scrip issued by this Company, are requested to present the same for conversion into Scrip Stock. Certificates will be issued for Scrip Shares with $90 paid.

The Transfer Books will be closed on the 15th July.

The dividend declared payable 1st August, will be paid to parties in whose names the shares are registered; it will be paid on each class of stock held, to such party in one payment, without subdivision; the owners of the stock will find it more convenient to have it registered in their own names.

The Company will prepay the Bonds due 1st March, next, ($257,000) if presented prior to 1st September, with accrued interest and one per cent. premium.

There are $33,000 of Bonds due February 20th, 1868, for these the company will pay five per cent premium.

The annexed is a tabular statement of business the first half of this year, compared with that of 1863.

Sales of Land.

For first Six Months of 1864,		$1,538,572 20
" " " 1863,		1,091,098 20
Increase,		447,474 00

Cash Collected on Land Debts.

For first Six Months of 1864,		986,601 44
" " " 1863,		639,850 48
Increase,		346,750 96

Traffic.

For first Six Months of 1864,		2,503,526 22
" " " 1863,		1,878,576 71
Increase,		624,949 51

Total Business from Jan. 1, to July 1, 1864.

Sales of Land,	$1,538,572 20
Cash Collected on Land Debts,	986,601 44
Traffic,	2,503,526 22
	$5,028,699 86

New York Canals.

The quantity of Flour, Wheat, Corn and Barley, left at Tide-water from the commencement of navigation to the 30th of June, inclusive, during the years 1863 and 1864, was as follows:

	Flour, bl.	Wheat, bu.	Corn, bu.	Bar'ly bu.
1863	402,100	5,635,800	6,814,100	55,700
1864	224,100	5,625,300	1,737,100	137,100
Dec.	178,000	10,500	5,077,000	In. 81,100

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, shows a deficiency of 180,100 bbls flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation, to and including the 30th of June, in the years indicated:

	1862, Canal open'd. May 1.	1863, May 1.	1864. April 30.
Flour, bbls	387,800	402,100	224,100
Wheat, bush	7,543,000	5,635,800	5,625,300
Corn, bush	3,979,900	6,814,100	1,737,100
Barley, bush	862,500	55,700	137,000
Oats, bush	1,125,500	2,839,600	2,646,900
Rye, bush	291,200	91,200	64,500
Beef, bbls	10,400	7,700	5,000
Pork, bbls	123,800	319,000	45,200
Bacon, lbs	4,774,600	3,002,800	559,300
Butter, lbs	62,900	38,400	23,600
Lard, lbs	4,182,300	16,270,400	694,300
Cheese, lbs	369,500	340,400	41,200
Wool, lbs	39,700	10,900	29,200

The Tax Bill.

Continued from Page 701.

TABLE III.—*Stamp Duties.*

Agreement or contract other than those specified in this schedule, any appraisement of value or damage, or for any other purpose; for every sheet or piece of paper upon which either of the same shall be written, five cents.

Agreement or contract other than those specified in this schedule, if more than one agreement be written on the sheet of paper, for each, five cents.

Bank check, draft or order for the payment of money, two cents.

Bill of exchange, (inland), draft or order for the payment of any sum of money, not exceeding one-hundred dollars, otherwise than at sight or on demand, or on any promissory note, (except bank notes issued for circulation, and checks made and intended to be forthwith presented, and which shall be presented to a bank or banker for payment; or any memorandum, check, receipt, or other written or printed evidence of an amount of money to be paid on demand or at a time designated, for a sum not exceeding one hundred dollars, five cents.

Bill of exchange, for every additional one hundred, or fractional part in excess of one hundred dollars, 5 cents.

Bills of exchange (foreign), drawn in but payable out of the United States, if drawn singly or otherwise than in a set of three or more, same as inland bills of exchange.

Bill of exchange (foreign), drawn in sets of three or more, for every bill of each set, where the sum made payable shall not exceed $100, or the equivalent thereof, in any foreign currency in which such bills may be expressed, 2 cents.

Bill of exchange (foreign), for every additional $100, or frrctional part thereof in excess of $100, 2 cents.

Bill of lading or receipt, other than charter party, for any goods, &c., exported to a foreign port, 10 cents.

Bill of sale by which any ship or vessel, or any part thereof, shall be conveyed, where the consideration shall not exceed $500, 25 cents.

Bill of sale exceeding $500, and not exceeding $1000, 50 cents.

Bill of sale exceeding $1,000, for every additional amount of $1,000, or fractional part thereof, 50 cents.

Bonds of indemnity, where the penalty is $1,000 or less, 50 cents.

Bonds of indemnity, where the penalty exceeds $1,000 for every additional $1,000, or fractional part in excess of $1,000, 25 cents.

Bond of any description, other than such as may be required in legal proceedings, or used in connection with mortgage deeds, and such as are not otherwise charged, 25 cents.

Certificate of stock, $25 cents.

Certificate of profits of an incorporated company for a sum not less than $10 nor more than $50, 10 cents.

Certificate of profits exceeding $50, 25 cents.

Certificate of damage, 25 cents.

Certificate of report, if for a sum not exceeding $100, 2 cents.

Certificate for a sum exceeding $100, 5 cents

Certificate of any other description, 5 cents.

Charter Party if the tonnage does not exceed $150 tons, $1.

Charter exceeding 150 tons and not exceeding 300 tons, $3.

Charter exceeding 300 tons and not exceeding 600 tons, $5.

Charter exceeding 600 tons, $10.

Contract, issued by brokers, &c., $10.

Conveyance, when the value exceeds $150 and does not exceed $500, 50 cents.

Conveyance exceeding $500 and not exceeding $1,000, $1.

Conveyance exceeding $1,000 and not exceeding $2,500, $2.

Conveyance exceeding $2,500 and not exceeding $5,000, $5.

Conveyance exceeding $5,000 and not exceeding $10,000, $10.

Conveyance exceeding $10,000 but not exceeding $20,000, $20.

Conveyance for every additional $10,000, or fractional part in excess of $20,000, $20.

Entry, Custom-house, for consumption or warehousing not exceeding $100, 25 cents.

Entry, Custom-house, exceeding $100 and not exceeding $500, 50 cents.

Entry, Custom-house, exceeding $500, $1.

Entry, Withdrawal, 50 cents.

Insurance, Life, when the amount insured shall not exceed $1,000 25 cents.

Insurance exceeding $1,000 and not exceeding $5,000, 50 cents.

Insurance, exceeding $5,000, $1.

Insurance, (Marine or inland), each policy, 25 cents.

Lease, where the rent is $300 or less, 50 cents.

Lease, where the rent exceeds $300, for each additional $200 or fraction in excess of $300, 50 cents.

Manifest, if the tonnage does not exceed 300 tons $1.

Manifest exceeding 300 tons and not exceeding $600, $1.

Manifest, exceeding 600 tons, $5.

Mortgage, or any personal bond given as security for the payment of any definite sum of money exceeding $100 and not exceeding $500, 50 cents.

Mortgage exceeding $500 and not exceeding $1,000, $1.

Mortgage exceeding $1,000 and not exceeding $2,500, $2.

Mortgage exceeding $2,500 and not exceeding $5,000, $5.

Mortgage exceeding $5,000 and not exceeding $10,000, $10.

Mortgage exceeding $10,000 and not exceeding $20,000, $15.

Mortgage for every additional $10,000 or fraction in excess of $20,000, $10.

Passage Tickets to foreign ports not exceeding $30, 50 cents.

Power of Attorney for sale of stock, &c., &c., 25 cents.

Power of Attorney or proxy for voting, 10 cents.

Power of Attorney to collect rents, 25 cents.

Power of Attorney to sell real estate, $1.

Probate of Will or Letters of Admistration, where the estate does not exceed the value of $2,000, $1.

Probate of Will or Letters of Administration exceeding $2,000, for every additional $1,000, or fractional part in excess of $2,000, 60 cents.

Protest, 25 cents.

Receipts for the payment of any sum of money, or for the payment of any debt due, not being for satisfaction of any mortgage or judgment, or decree of a court, and a receipt for the delivery of any property, 2 cents.

Warehouse receipts for any goods, merchandise, stored, &c., 25 cents.

Legal documents, writs, or other original process by which any suit is commenced in any court of record, either law or equity, 50 cents.

Medicines, &c., retail price not exceeding 35 cents, 1 cent.

Medicines, exceeding 25 cents, and not exceeding 50 cents, 2 cents.

Medicines, exceeding 50 cents, and not exceeding 75 cents, 3 cents.

Medicines, exceeding 75 cents and not exceeding $4, 4 cents.

Medicines, exceeding $1, for each 50 cents or fractional part above $1, 2 cents.

Pefumery and cosmetics same as above.

Friction Matches, where the retail price of a package containing 144 matches or less, shall not exceed 5 cents, 1 cent.

Friction Matches, where the price exceeds 5 cents, for each additional 5 cents or fraction, 1 cent.

Photographs, ambrotypes, daguerreotypes, &c., &c., or each picture, when the retail price shall not exceed 25 cents, 2 cents.

Photographs, exceeding 25 cents, and not exceeding 50 cents, 3 cents.

Photographs exceeding 50 cents, and not exceeding $1, 5 cents.

Photographs, exceeding $1, for each additional dollar or fraction, 5 cents.

Playing Cards, valued at over 18 cents per pack, 2 cents.

Playing Cards, exceeding 18 cents, and not exceeding 25 cents, 3 cents.

Playing Cards, exceeding 25 cents, and not exceeding 50 cents, 5 cents.

Playing Cards exceeding 50 cents, and not exceeding $1, 10 cents.

Playing Cards exceeding $1, for each additional 50 cents in excess of $1, 5 cents.

Validity of Assessment.--Statute Limitations.--Compensation for Injuries to Land.

In the case of the Great Falls and Conway Railroad Company against Capp, the facts were these. On the first day of October, 1856, the directors of the Great Falls and Conway Railroad assessed upon each of the shares of the capital stock of the corporation the sum of sixty dollars to pay the debts of the same.

The shares had been previously assessed for one hundred dollars each, and the assessment made on said first day of October was in addition to that sum.

George W. Capp, the deceased, was the owner of eleven shares of the stock, so that the assessment against him amounted to six hundred and sixty dollars. This claim was presented to the Commissioner on his estate, and allowed. From that allowance an appeal was taken by the administrator, and the action entered at the trial term of the court; and the question whether the assessment was legal and binding upon the stockholders was reserved and assigned to the determination of the whole court.

EASTMAN, J.—The Great Falls and Conway Railroad was chartered in June, 1844. In the third section of the charter it is provided, among other things, that the directors shall make such equal assessments from time to time on all the shares in said corporation, as they may deem expedient and necessary in the execution and progress of the work, and direct the same to be paid to the Treasurer of the corporation; provided, however, that no assessments shall be laid upon any share in said corporation of a greater amount than one hundred dollars in the whole on such share; and if a greater amount of money shall be necessary to complete said road, it shall be raised by creating new shares, giving the stockholders in said corporation the right to take said stock in proportion to the stock by them respectively owned in said corporation.

Various acts have from time to time been passed by the Legislature in regard to this road, since the charter was granted, but in none do we find any power to assess the stockholders beyond that which is given in the charter.

Bonds have been issued, and the road mortgaged to secure their payment, and the Legislature have declared those bonds valid; but with this exception, no power has been given or way provided by special act for the payment of the debts of the corporation.

No assessments can be made upon the stockholders of a road beyond what the charter provides for, or the law applicable to the subject authorizes; and all assessments assumed to be made, which do not come within such authority, are invalid.

The assessments spoken of in Chapter 146, section 3, of the Revised Statutes, must be under-

stood to mean such as may be made according to the provisions of the charter and within its limitations.

They are, moreover, to be made by the stockholders at a meeting called for the purpose of providing means for the payment of a specific debt, after demand upon the officers or stockholders.

The statutes point out the way in which, in certain contingencies, the debts of the corporation are to be collected, and who are liable for the same; and those provisions, together with the common law remedy for the collection of debts, furnish all the legal remedies to which the creditors can successfully resort.

The creation of means by the corporation with which to pay the debt is a different matter, and those means cannot be created except under the power given by the charter and the general laws therewith, or by some special law, such as an act to issue bonds and mortgage the road.

If a limitation is fixed beyond which the shares cannot be assessed, and upon the faith of that limitation the stock has been subscribed for, no legal assessments can be made beyond it.

And such is this case.

The charter limits the amount beyond which the directors can make no assessments, and there is no law controlling the charter in that respect.

These assessments, then, being over and above the amount fixed by the charter, were invalid.

The decision of the Commissioner, in allowing them as a claim against the estate was erroneous, and there should be judgment for the defendant.

In the recent English case of Cameron against The Charing Cross Railway Company the question involved was one of considerable importance to railway companies, and also to persons having property in the neighborhood of railway works. The circumstances were these:—The plaintiff was a baker and confectioner, in Duke street, Adelphi, his shop being in the line of thoroughfare which led from the Strand across the Hungerford market to Whitehall, and during the construction of the Charing Cross station the thoroughfare across Hungerford was stopped. When the work was completed the thoroughfare was continued under the station. The plaintiff claimed compensation upon the ground that his business had been seriously injured by the traffic having been stopped, and called upon the company to issue their warrant to have the amount of compensation assessed. The company declined to do this, and the present action was consequently brought to recover £300, at which plaintiff estimated his loss when he sent in his claim. At the trial before the Lord Chief Justice a verdict was entered for the plaintiff, subject to the opinion of the full court upon two questions of law. Afterwards the company obtained a rule calling upon the plaintiff to show cause why a non-suit should not be entered, because the plaintiff had no claim under the Lands Clauses Consolidation Act, as the statute only gave a title to compensation where lands were injuriously affected. There was another point in reference to the form of the notice. The statute said that the claimant, in his notice to the company, should state the nature of his interest; and the present plaintiff had in his notice stated that he was the "occupier," whilst in fact he had a lease for 21 years. This description of the interest, it was contended, was not a compliance with the statute.

The plaintiff appeared to show cause against the rule.

The Lord Chief Justice Erle was of opinion that the rule for a non-suit must be discharged. The first question brought before the court by the railway company was a very substantial one; and it was to be hoped that the tribunal which would hereafter have to decide it would lay down and define the boundary within which a party claiming damages in consequence of the construction of a railway must limit his claim. It had been already decided by the Exchequer Chamber that if the party were so injured that he could maintain an action at law against the railway company for stopping up a public thoroughfare, he might also claim compensation in this form; but the defendants' counsel had contended that in the present case what was complained of was more a personal injury than an injury to real property. The court decided against the company upon this point, because two courts of competent jurisdiction had already given decisions upon the point, and it was not within the province of this court to say whether the other two were right or wrong in their judgments. As to the point whether the plaintiff had sufficiently described the nature of his interest in the property when he stated that he was the occupier, and upon this point he had entertained considerable doubt, but he had at length come to the conclusion that he could not non-suit the plaintiff upon this ground. Whilst saying this, however, he must add that the statement in the notice of the interest of the plaintiff was the barest that could possibly be allowed to pass.

Rule discharged.

☞ The total amount of the Public debt of the United States on the 12th inst. was $1,795,033,569 24, of which $864,169,819 67 bears interest in coin; $400,330,010 21 in currency; $370,170 09 on which interest has ceased, and $530,223,669 37 bearing no interest. The unpaid requisitions are stated at $88,567,000, and the amount in the Treasury at $12,114,508 73.

Railroad Earnings--Weekly.

The earnings of the Milwaukee and Prairie du Chien Railroad for the 1st week in July, 1864, were $33,240 00
Corresponding week of previous year.. 18,359 00

Increase, 75½ per cent..... $14,881 00

The increase since Jan. 1, 1864, is $365,869—71 per cent.

The earnings of the Chicago and Alton Railroad Company for the week ending June 15, were:

	1864.	1863.
Passengers	$21,332 36	$12,910 16
Freight	33,519 91	26,513 33
Sundries	1,548 90	1,324 60
Total	$56,401 17	$40,748 09
Increase 1864		$15,653 08

The earnings of the Grand Trunk Railway for the week ending July 9, 1864, were:

Passengers	$33,557 33
Express freight, mails and sundries	2,500 00
Freight and live stock	51,922 58
Total	$87,979 91
Corresponding week, 1863	75,017 12
Increase	$12,962 79

The earnings of the Michigan Central Railroad for the 2d week in July, 1864, were ... $58,297 82
Corresponding week of previous year.. 43,191 81

Increase $15,106 51

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of July, 1864, were $56,563 00
Corresponding week of previous year.. 41,644 00

Increase $14,919 00

The earnings of the Chicago and Rock Island Railroad for the second week in July, 1864, were $48,253 00
Corresponding week of previous year.. 33,303 00

Increase $14,950 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for the week ending July 7:

1864	$31,216 42
1863	22,766 20
Increase in 1864	$8,450 22

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 7, 1864, were:

	1864.	1863.
Passengers	$3,773 40	$2,873 87
Freight	9,350 13	4,905 47
Express	104 16	75 00
Mails	296 58	296 58
Total	$13,524 27	$8,150 92
Increase		$5,373 32

Receipts from January 1st to July 7:

1864	$281,818 78
1863	173,988 28
Increase	$107,830 50

The earnings of the Chicago and Northwestern Railway for the week ending July 7:

Passengers	$34,860 77
Freight	71,247 54
Mail	1,405 36
Express	1,313 67
Total	$108,827 34
Corresponding week of previous year.	75,899 11
Increase, 43⅜ per cent	$32,928 23

The earnings of the Marietta and Cincinnati Railroad for the week ending July, 7:

	1864.	1863.
Passengers	$7,478 53	$4,027 67
Freight	11,747 60	3,723 70
Mail, express & telegraph	1,189 58	885 00
Total	$20,415 71	$8,636 37
This month to date	$20,415 71	$8,636 37
Total since Jan. 1	$477,818 67	$301,495 40

The earnings of the Montreal and Champlain Railroad for the week ending July 9, 1864, were $6,177 22
Corresponding week of previous year.. 4,865 08

Increase $1,312 14

The Detroit and Milwaukee Railroad traffic for the week ending July 14, 1864, was ... $21,983 51
Corresponding week of previous year.. 15,082 93

Increase $6,900 58

The traffic of the Great Western Railroad for the week ending July 8, 1864, was as follows:

Passengers	$22,393 26
Freight and live stock	19,209 36
Mails and sundries	1,452 62
Total	$44,055 24
Corresponding week of 1863	39,918 31
Increase	$4,136 93

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	2
Acton Vale ..... Ca	50,000	5	----	2
Adventure ..... L. S.	20,000	---	----	---
Albany and Boston "	2),'00	----	14¼	21
Algomah ..... "	20,000	----	2	3¼
Alliance ..... Ca.	200,000	2½	----	---
Allouez ..... L. S.	20,000	----	1	4
American ..... Ca.	200,000	2½	----	---
Amygdaloid ..... L. S.	20, 00	----	----	34
Annapolis ..... Md.	50, 00	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	¼
Balt. and N. C. ..... N. C.	2 ,000	5	----	20c
Bare Hill ..... "				4
Bay State ..... L. S.	20,000	----	3¼	19¼
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	12),000	5	1	----
Black River ..... "	200,000	2½	----	3½
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	20 ,000	5	1	----
Boston ..... L. S.	20,000	----	5*	5
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,'00	----	2	----
Brome ..... Ca.	100,000	5	1	----
Cabot ..... L. S.	20,000	----	¼	----
Caledonia ..... "	20,000	----	5	25c
Cambridge ..... "	20,000	----	----	4
Canada ..... Vt.	100,0 .0	1	----	4
Carp Lake ..... L. S.	20,000	----	4¼	----
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	60	----
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	20,000	1	----	23c
Cheticamp	20,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	1	----
Collin ..... "	20,000	----	¼	----
Columbian ..... "	20,000	----	4¼	9¼
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24¼	36
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,0 .0	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3¼	3¼
Deep River ..... N. C.	.....	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1¼
Devon ..... "	20,000	----	1	----
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	----	5
Dunham ..... Ca.	20 ,000	2	----	30c
Durham ..... "	200,000	5	----	90c
Eagle River ..... L. S.	20,000	----	3½	7½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	15½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	4
Evergreen Bluff.. "	20,000	----	----	18
Flint Steel ..... "	20,000	----	----	11
Forest City ..... "	20,000	----	3	----
Forest Shepherd .. "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6¼	57
French Creek ..... Pa.	10 ,000	5	----	1
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	15c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	30c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	----
Grand Trunk ..... Ca.	100,000	5	----	60
Great Western ..... L. S.	20,000	----	2	4½
Green Mountain ... Vt.	20,00	10	----	6
Guilford ..... L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	7
Hancock ..... "	20,000	----	6¼	13
Hanover ..... "	20,000	----	¼	4¼
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	9¼
Hilton ..... "	20,000	----	----	4
Hope ..... "	20,00	----	¼	2¼
Hudson ..... "	20,000	----	----	----
Hulbert ..... "	20,000	----	----	----
Humboldt ..... "	20,000	----	2	10
Hungarian ..... "	20,000	----	1	----
Huron ..... "	20,000	----	16	33
Indiana ..... "	20,000	----	----	6
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	20

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	----
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	9
Lafayette ..... Ca.	200,000	1	----	2¼
Lake ..... "	200,000	1	----	15c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,.00	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	5¼
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	6¼
Marquette ..... "	20,000	----	----	4
Maryland ..... Md.	.....	5	----	1
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4½
Merrimac ..... "	20,000	----	----	4
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	----	9½
Michigan ..... "	20,000	----	5½	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	.....	----	----	2½
Minnesota ..... L. S.	20,000	----	3½	36
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	32
Native ..... "	20,000	----	3	----
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	----
New York ..... L. S.	20,000	----	----	1½
N. Y. & Passaic... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	7
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1½
North Western... L. S.	20,000	----	7½	11
Norwich ..... "	20,000	----	----	----
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	4½
Ottawa ..... Ca.	200,000	1	----	50c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	5½	71
Phila. & Boston.. "	20,000	----	15	----
Phœnix ..... "	20,000	----	----	27
Pittsburg & Boston "	20,000	----	5½	97½
Pontiac ..... "	20,000	----	3½	5½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S	20,000	----	----	2½
Quincy ..... "	20,000	----	10	103½
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	½
Richford ..... "	20,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	13
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	.....	----	----	65c
St. Clair ..... L. S.	20,000	----	3	8
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	9
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	----
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c.
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	4
Springfield ..... Md.	.....	5	----	2½
Stadacona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	8½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	9
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	23
Tremont ..... "	20,000	----	5*	8½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	62½
Wankegan ..... L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	3
Wickham ..... Ca.	200,000	5	----	50c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	----	8½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	6¾
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior .... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant .... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	.....	----	----	7
Tyson	20,000	10	----	----
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	.....	----	----	¾
Canada ..... Ca.	50,000	5	----	----
Glute	.....	----	----	1½
Crystal Lake	.....	----	----	----
Erie	.....	----	----	21
Gay's River	100,000	2	----	----
Hampton	10 ,000	5	----	----
Keystone ..... Pa.	.....	----	----	2
Lancaster ..... "	.....	----	----	----
Macomb ..... N. Y.	100,000	5	----	4½
Mineral Point	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1½
Placentia Bay .... N. F.	.....	----	----	2
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	.....	----	----	1½
Union	100,000	5	----	67c
Wallkill ..... N. Y.	.....	----	----	1½
Coal & Anthracite:				
American ..... Pa.	37,000	25	----	90
Ashburton ..... "	50,000	50	----	22
Atlantic & G. C .. Md.	.....	----	----	1½
Baltimore ..... "	.....	100	----	----
Bear Valley ..... "	40,000	12½	----	18
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	.....	----	----	8½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	.....	----	----	15
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	.....	----	----	----
Central ..... "	.....	----	----	50
Clinton ..... "	.....	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	33½
Cumberland (pref.) Md.	50,000	100	----	57
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	.....	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	91½
Fulton ..... "	.....	----	----	9
Gilbertson	5,000	100	----	100½
George's Creek ..... Pa.	10,000	----	----	10
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	.....	----	----	5½
Hampton & Balt.. Md.	.....	----	----	109
Hazleton ..... Pa.	32,300	50	----	92
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	74
Locust Mountain .. "	.....	----	----	----
Lorberry ..... "	4,000	100	----	----
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	.....	100	----	----
Middle Coal Fields. "	.....	----	----	20
Milford	2,500	50	----	----
Mill Creek ..... Pa.	.....	----	----	----
Mulgrave	2,000	----	----	----
Narraganasett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	.....	----	----	1
North. & Luzerne .. "	.....	----	----	----
Penn ..... "	100,000	50	----	216
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	.....	----	----	----
Preston ..... "	.....	----	----	----
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	.....	----	----	----
St. Clair ..... Pa.	5,000	100	----	23
Schuylkill Valley.. "	20,000	10	----	----
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	47½
Stafford	.....	----	----	----
Suffolk	4,000	100	----	----
Sugar Loaf ..... Pa.	.....	----	----	----
Summit ..... "	40,000	20	----	5½
Susq. Coal & C. Mt. "	.....	----	----	----
Tamaqua ..... "	.....	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	.....	----	----	61

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,'00	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	3½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	.....	----	----	----
Am. Pioneer ..... A. T.	.....	----	----	----
Arizona (Silver) .. "	.....	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	2½
Black Hawk (G.) .. "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	4½
Chebucto ..... N. S.	100,000	5	----	72½
Colonial (G.) ..... Ca.	100,000	2½	----	15c
Colorado (G.) ..... Col.	50,000	10	----	4
Consol. Greg'y (G.) Col.	50,000	100	----	20
Copalinahe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	5
Corydon (G.) ..... "	100,000	25	----	1½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	.....	----	----	----
"mpress (S.) ..... "	.....	----	----	----
Eureka (G.) ..... Cal.	.....	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	----
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	.....	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	4
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	.....	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	1
Isabella (G.) ..... Col.	.....	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	.....	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	.....	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	41½
Massachusetts (G.) .. Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1¼
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	1½
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	.....	----	----	----
Palma (S.) ..... "	.....	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	.....	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50.000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	100,000	100	----	12
Quicksilver ..... Cal.	40,000	25	----	75
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	.....	----	----	10
Sacramento (—) .... Nev.	.....	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) .... Cal.	.....	----	----	----
Santa Rita ..... Ariz. T.	.....	----	----	----
Scottie (S.) ..... Ariz. T.	.....	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	.....	----	----	----
Silver Hill (S.) .... Nev.	.....	----	----	----
Sonora (S.) ..... Ariz. T.	.....	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	60,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	2.38	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	46½
30 Nov. '63	4.18	—	161	26	--	Broadway, Boston	88,551	250,000	—	12,500	62,446	21,195	9½	....	61
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	91	—	—	9	....	121
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,463	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	28,230	88,655	9,516	—	....	99½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	--	Metropolitan (Boston)	621,602	639,300	—	297,500	388,616	65,339	10	....	60
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	80
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.82	—	—	—	—	Salem & South Danvers	87,100	78,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,655	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	68,074	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,263	18,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40 555	40,400	.....	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,162	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	.....	6,202	542	—	....	--
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	....	....
30 Sep. '63	4.00	2.50	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	34.00	—	—	35	43	Brooklyn Central & Jamaica	8 4,870	492,150	327,150	44,778	146,718	7,216	—	....	41
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,367	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '6	10.50	4.25	—	56	—	Brooklyn City and Newtown	281,765	346,000	1 6,000	11,790	61,453	7,881	3	....	55
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '6	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Central P'k, N. & E. Riv. (N.Y.)	994,655	44 ,073	550,000	.....	19,794	7,008	—	....	....
30 Sep. '6	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	53,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	550	550	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	--	Eighth Avenue (N. Y.)	978,531	800,000	—	30,000	338,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris'a & Ford'm	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,300	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	18	--	Rochester City & Brighton	.....	81,500	66,000	6,000	7,686	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	--	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	2 0,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	472,600	99,227	10	100	118
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,19,306	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.82	—	—	7	--	Hoboken and Hudson City	82,000	50,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	11	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,980	3	....	....
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.50	—	—	6	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	153	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,698	40	10	59
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,850	39,367	20,168	20	....	....
31 Oct. '63	4.12	—	11	4	—	Delaware County	30,729	24,080	6,500	2,850	5,605	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,450	14,824	7½	....	28
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,250	200,000	—	202,367	58,757	7	50	64
30 Nov. '63	24.23	—	305	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	61
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	31
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	35
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	.....	.....	—	....	....
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	.....	.....	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & B. L.)	76,500	81,500	—	500	32,791	.....	—	....	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	80,447	100,000	17,600	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,022	45,238	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	6,260	40,236	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	--	Race and Vine (Fairmount)	121,513	150,000	125,000	57,545	72,437	5,963	—	....	13
31 Oct. '63	5.35	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	—	....	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,538	118,000	—	—	34,549	12,231	8½	....	20
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	129,625	95,502	36	20	70
31 Oct. '63	5.62	—	60	...	15	17th & 19th st. (Phila.)	113,550	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.28	—	120	17	5	Spruce & Pine (Phil. & Gr'n'F.)	173,010	159,312	15,500	—	75,006	18,417	11½	....	42
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	49
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,423	17½	....	35
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	501,056	189,100	100,000	4,000	161,700	44,574	11	....	71
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,540	239,059	21,558	—	....	23
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,013	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,537	50,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	2.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....
						MISSOURI.									
30 Nov. '62	8.20	—	—	—	—	Citizens' (St. Louis)	117,457	100,000	.....	.....	.....	.....	—	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	—	....	....
30 Nov. '62	4.43	—	—	—	—	People's (St. Louis)	82,875	70,000	.....	.....	.....	.....	—	....	....
30 Nov. '62	10.20	—	—	—	—	St. Louis	296,804	296,804	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	301,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]					
1st Mortgage	67,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorche-ter:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	109
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	107
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	87,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	50,000	7	J. & J.	1870	....
Ro er City & Brighton					
1 or age	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1887	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1863	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	112
" " " .....coupon		6	" "	1867	115
Loan of Dec 31, 1848 .....registered	3,909,342	6	" "	1868	123
" " " .....coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850.....coupon	2,169,000	5	" "	1865	115
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	100
" " " .....coupon		5	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	100
" " " .....coupon		5	" "	1871	95
Oregon War Debt of June, 1861.....registered	1,016,000	6	" "	1881	111
" " " " " .....coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	104
" " " .....coupon		6	" "	1881	103
Loan of July 17, 1861 .....registered	71,421,700	6	" "	1881	102½
" " " .....coupon		6	" "	1881	103½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	102½
" " " (5-20s).....coupon		6	" "	1882	104
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb & Aug.	1864	104½
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	103½
Loan of 1864 (10-40s) .....coupon	70,239,250	5	Mar. & Sept	1904	....
" " " .....registered		5	" "	1904	....
One Year Treasury Notes (legal tender).....	44,500,000	5	.....	.....	...
Two Year " " " "	127,909,300	5	.....	.....	....
Certificates of Indebtedness.....	151,908,000	6	On redemp'n	.....	93½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds ... .coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)...coupon	809,000	6	No int'est paid for many yr's	1868	....
" — " " (B'k of State). "	610,000	6		1868	....
" — " " (" "). "	38,000	5		18 8	....
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July	1875	165
" — " 1860..... "	195,500	7	" "	1890	....
" —War bonds..... "	610,000	7	" "	1872	....
Connecticut War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	....
" — " " " "		6	" "	'81-'82	106½
" — " " " "	1,000,000	6	" "	1857	....
Florida—State bonds..... .....coupon	143,000	7	.....	.....	....
Georgia—State bonds ....coupon	720,000	5	Jan. & July.	1872	....
" — " " (R. R. B'k) .. "	2,073,750	6	" "	'64-'80	80
" — " " (R. R.)..... "	535,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	103
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	102
" — " " (dollar) ..... "	1,969,397	6	" "	1870	102
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	90
" — " " ..... "	2,058,173	2½	" "	1886	68
" —State Int. Imp bonds (not adjusted)	391,000	....	.....	d'm'd.	....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	86
" — " special stock "	1,216,737	5	" "	.....	....
" — " Deferred stock..... "	1,213,000	5	" "	.....	....
" — " special stock "	479,545	5	" "	.....	....
Iowa—State stocks..... .....coupon	200,000	7	Jan. & July	1865	....
" — " (war loan) ..... "	800,000	7	" "	'81-'82	....
" — " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	....
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	....
" — " " " "	54,000	7	May & Nov.	1878	....
" — " " (domestic)..... "	55,000	6	July.	1883	....
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July	'65-'75	....
" — " " ..... "		5	" "	'81-'91	....
" — " " ..... "		5	" "	'93-'96	....
" — " " (bank)..... "	600,000	5	" "	1891	....
" — " " ..... "	67,500	6	" "	'91-'98	105
" — " " (war loan) . "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	.....	d'm'd.	72
" — " (R. R. etc.)..... "	3,902,000	6	.....	'67-'99	....
" — " " (banks) ..... "	5,398,533	6	.....	.....	....
" — " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'g).....coupon	815,000	5		1865	....
" — " (st'g conv.)... "	200,576	5		1905	....
" — " " (st'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'g conv.)... "	2,490,560	5		'89-'90	105
" — " " (dollar)..... inscribed	500,000	3		1897	....
" — " " (") ..... "	10 ,000	4½	Chiefly quarterly.	1933	....
" — " " (") ..... "	767,560	5		'45-'65	....
" — " " (") ..... "	399,405	5		1850	....
" — " " (") ..... "	148,711	5		'89-'90	101
" — " " (") ..... "	133,680	6		pleas.	....
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	....
" — " " (") ..... "	933,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	2,995,555	6	April & Oct.	'68-'71	....
" — " " (T. & G.R.R.)... "	508,880	6	" "	'88 '90	....
" — " " (" ").dollar	416,560	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	126
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	180
" — " " (N.&W. R.R.) "	400,000	6	" "	1870	....
" — " " (Coms.St'k sc.) "	180,000	6	" "	1870	....
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'66-'77	125½
" — " " (" ") "	345 000	5	April & Oct.	'65-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'68-'72	....
" — " " (" ") "	91,000	5	Jan. & July.	1874	....
" — " scrip..... "	200,000	6	" "	'64-'66	....
" — " " ..... "	247,000	6	June & Dec.	'68-'72	....
" — " " ..... "	48,000	5	" "	'88-'72	....

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ..... "	600,000	6	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1493	119
" —Coast Defence Loan... "	1,000,000	5	" "	1883	119½
" —Back Bay Loan ..... "	168,000	5	" "	1480	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	102
" —Canal Loan.....(sink'g fd)	100,000	6	" "	1879	....
" —War Loan .....(" ")	547,000	7	" "	18 6	105
" —Redemption Fn (" ")	2,000,000	6	" "	'83-'83	....
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	....
" — " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks) .....coupon	2,000,000	6	.....	.....	'41 '71
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	68½
" — " " " "	199,000	6	" "	1863	60½
" — " " " "	100,000	6	April & Oct	1883	....
" —Capitol Loan of 1857.....	40, 00	6	Jan. & July.	1863	....
" —Renewal Loan of 1853.	200,000	6	" "	1883	....
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72 '88	72
" — " " S. W. Branch... "	4,000,000	6	" "	'87-'89	....
" — " " H. & St. Joseph "	3,000,000	6	" "	'73 '87	92
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	....
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	....
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	....
" — " " Platte Co. .... "	700,000	6	" "	1886	....
" —Revenue bonds	451,000	9	June & Dec.	'64-'66	....
" — tate Defense warrants	700,000	....	.....	.....	....
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Au,.	1876	100
" " —Notes	200,000	6	.....	.....	....
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	531,620	6	" "	'65-'71	....
" " — " " (" "). "	200,000	6	" "	1871	....
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	....
" " — " " Deficiency Loans..	348,107	5	" "	pleas	....
" " — " " " " ...	900,000	5	" "	1875	....
" " — " " " " ...	442,961	5	May & Nov.	1858	107
" " — " " " " ...	1,189,781	6	Jan. & July	pleas.	....
" " — " " " " ...	1,100,000	6	" "	'65-'75	115
" " — " " " " ...	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	25,698	5	.....	d'm'd	....
" " — " " " " ...	11,050	5½	.....	d'm'd.	....
" " — " " " " ...	14,230	6	.....	d'm'd.	....
" " — " " Railroad Loans....	421,000	6	Jan. & July.	'65-'67	....
" " — " " " " ...	287,700	4½	J., A., J., & O	1864	....
" " — " " " " ...	68,000	5	Feb. & Aug.	1876	....
" " — " " " " ...	25,000	5½	J., A., J., & O.	1865	....
" " — " " " " ...	320,000	5½	Jan. & July.	1865	....
" " — " " " " ...	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	109½
" " — " " " "	15,889,025	6	" "	64-'70	111
" " — " " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58½
Ohio—State bonds (foreign debt) ....coupon	1,108,905	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	6	" "	1563	94
" — " " (" ") .... "	379,866	6	" "	1868	....
" — " " (" ") .... "	2,133,532	6	" "	1870	105
" — " " (" ") .... "	1,600,000	6	" "	1875	106½
" — " " (" ") .... "	4,095,309	6	" "	1881	106½
" — " " (" ") .... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	2:5,385	6	" "	1861	108
" — " " (war loan) .....coupon	299,704	6	" "	1866	....
" — " " (" ") ..... "	280,989	6	" "	1868	....
" —Irreducib'e debt (school funds, etc.)....	2,920,403	6	Yearly.	.....	....
Oregon—State scrip	55,372	....	.....	.....	....
Pennsylvania—State Stock Loans.....	181,200	4½	April & Oct.	due.	....
" — " " "	10,780,095	5	Jan. & July.	due.	101
" — " " "	3,886,070	5	Feb. & Aug.	due.	....
" — " " "	3,690,614	5	Mar. & Sept.	due.	....
" — " " "	3,241,598	5	June & Dec.	due.	....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds..... .....coupon	200,000	4½	Jan. & July.	1882	103
" —State Stock Loans.....	1,177,890	5	" "	1-64	....
" — " " "	675,029	5	Feb. & Aug.	1864	....
" — " " "	1,045,629	5	June & Dec.	1864	....
" — " " "	1,558,673	5	Jan. & July.	1866	....
" — " " "	2,277,755	5	" "	1868	....
" — " " "	1,766,214	5	" "	1870	101½
" —State bonds..... .....coupon	4,860,000	5	Feb. & Aug.	1877	101½
" — " " ..... "	425,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds..... .....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,487	5	.....	.....	....
" —Relief Notes in circulation....	97,360	....	.....	.....	....
" —Military Loan bonds ...coupon	2,000,000	6	Feb. & Aug.	1871	107
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1892	100
South Carolina—State bonds (stg) ....coupon	484,444	5	.....	.....	....
" " —Inscribed certificates	1,708,017	6	.....	.....	55-'90
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1892	65
" — " " (intern. impr.) "	2,063,606	5	.....	Var.	48
" — " " (railroads).... "	12,799,000	6	.....	Var.	....
" — " " (capitol) ..... "	608,000	5	.....	1890	45
" — " " (Hermitage) . "	48,000	6	.....	1890	50
Texas—Had no debt in 1861	.....	....	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	....
" —State bonds (war loan) .....coupon	55,000	6	.....	'62-'63	....
" — " " (" ") .... "	761,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	....
" — " (railroad) ...	18,264,642	6	Jan. & July.	'83-'95	52
" —State bonds (railroad) .....coupon	12,6 4,800	6	" "	'85-'95	....
" — " " (sterling) ..... "	1,865,000	5	" "	1892	....
West Virginia—No information	.....	....	.....	.....	....
Wisconsin—State bonds (civil) ....coupon	100,000	6	April & Oct.	'67 '68	100
" — " " (war) ..... "	300,000	6	Jan. & July.	1867	....
" — " " (domestic) ... "	100,000	6	" "	1877	....
" — " " (" ") ... "	1,100,000	6	" "	78-'88	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,125	74,690	83,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	988,641
1861	81,681	75,621	78,361	66,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,099	128,191	132,639	119,409	115,201	111,955	1,226,004
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,302	67,076	87,233	120,058	126,090	100,440	82,252	984,577
1860	72,334	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,425	201,124	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24 326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53 584	675,784
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,018
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	105 956	90,991	994,677
1863	69,991	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,288	158,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,700	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,226
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	68,302	63,137	52,269	60,285	84,640	98,526	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1 167,544
1863	145,916	146,839	165,780	121,278	103,407	90,569	90,882	95,134	130,551	160,397	143,836	145,920	1,570,509
1864	154,058	176,105	203,329	158,077	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,543	349,953	330,657	361,819	359,114	455,235	465,955	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	395,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,[illegible]35,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	661,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,106	961,809	8,400,324
1863	845,695	839,949	956,445	945,859	848,783	770,148	731,243	667,092	816,801	945,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,,93	1,021,976	------	------	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	166,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,72[illegible]996
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,456	129.019	188.370	263,[illegible]75	159,530	143.532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,006	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	228,157	205,343	167,560	139,751	150 808	122,683	114,804	13 .299	146,424	173,261	197.762	246,283	2,023,537
1862	307.330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270.083	403.571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	454,553	3,726,,40
1864	501,231	472,240	556,025	278,540	250,000	200,000	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	161.612	246,829	245,892	250.742	192,322	2,127,066
1860	185,257	185,926	209,904	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243.163	325,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284.020	243.249	224,401	2,899,612
1862	190,130	236,837	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,[illegible]3	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,453	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55.257	48,544	512.218
1863	38,203	53,778	60,540	54,206	35,326	40,706	58,704	52,864	77,112	83,069	76,764	68,843	710,225
1864	56,540	77,874	90,765	73,215	83,964	75,055	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	46,811	59,082	48,797	37,429	60,229	139,761	163,615	90,000	44,895	709,941
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,307
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,535	1,163 734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	1.6,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,026	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	156,464	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,961	170,362	161,391	126,558	178,773	255,690	276,181	231,265	189,077	2,189.077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,916	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,506	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	250,600	304,445	333,058	327,206	264,818	311,717	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,586	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,428	300,474	196.182	129,022	2,029 142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,096	186,039	174,001	172,189	216.624	295,956	322,969	307,475	258,833	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	204,221	215,449	215,449	308,169	375,487	339,792	300,186	3,168,064
1864	252,435	278,848	348,802	338,275	271,552	265,780	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	625,596	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523.047	7,154,622
1861	489,085	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	552,980	872,985	7,996,783
1862	749,163	681,956	710,814	770,223	736,114	610,417	749,571	752,341	892,744	1,018,375	968,228	1,002.758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,033,196	1,045,515	------	------
New York and Harlem:													
1859	91,000	84,209	88,278	90,517	91,568	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,116	105,478	111,173	99,461	100,141	1,175,706
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	99,358	97,858	91,111	90,671	1,110,065
1862	100,604	96,559	102,806	94,957	94,157	97,337	101,857	103,223	99,435	107.093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	226,464	230,377	248,962	241,805	264,622	283,646	288,619	245,977	2,735,295
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,606	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,286	252,154	263,917	270,051	289,987	365,555	234,456	276,209	291,763	278,219	2,905,,89
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,573	466,557	454,,20	4,088,837
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	520,000	6,324,083
1864	436,741	532,786	617,021	669,383	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,568	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,021	270,086	352,071	302,760	301 958	3,031,787
1862	296,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,510
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,612	5, 32,934
1864	290,676	455,211	602,603	574,690	499,547	520,942	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	63,748	71,854	112,884	93,766	67,721	86,359	95,969	118,887	125,184	135.610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,5[illegible]4,9[illegible]3
1864	100,872	147,485	160,496	157,785	149,855	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,425	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,568	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	106,564	116,379	120,595	151,062	134,563	111,339	1,43[illegible],798
1864	79,735	95,842	132,896	123,967	127,000	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (!) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	80
2d Mortgage	693,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	100
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	434 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1538	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	117
" " " 1850.	700,000	6	Jan. & July.	"	1880	114½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	113
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100¾
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	500,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	116
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	103
Income ⅓ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	690,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'70	
Camden and Amboy:						
English debt (s. F.) £453,093	2,192,923	6	Semi-annual.	London.	1850	
Converted Sterling Loan	798,200	5	"	"	1868	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,800	6	"	"	1870	111½
" " $675,000	675,000	6	"	"	1875	109
" " $1,700,000	1,700,000	6	"	"	1883	106½
" " $2,500,000	867,000	6	"	"	1889	107½
Consolid. Mort. Loan $5,000,000			"	"		116½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1565	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	113
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1876	58
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	130
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	116½
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	99
Income Bonds	1,100,000	7	May & Nov.	" "	1882	80
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1s " " (M. & C.)		8	Jan. & July	" "	18--	
2d " "		8	" "	" "	18--	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	120
General 1st Mortgage	3,600,000	7	" "	" "	1885	104
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	102
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	110
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,300	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,139,000	7	March & Sept.	" "	1873	109
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	110
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1856	90
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1868	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	125,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	115
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		50
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	506,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	116
2d Mortgage	2,516,500		March & Sept.	" "	1881	120
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	96
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	105
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,802,000					
Endorsed by State of Tenne'a.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,960					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	120
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	111
Elgin and State Line	199,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1848	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	92
Land Security	3,244,600	7	April & Oct.	" "	1881	101½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	132
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	104½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	133
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	124½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1856	----
2d Mortgage	364,000	10	" "	----------	----	120
Income	20,500	---	----------	----------	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	66
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250.000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----	----
1st Mortgage	280,000	7	----------	----------	----	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	600,000	7	----------	----------	----	----
Guaranteed by Covington	200,000	6	----------	----------	----	----
Cincinnati (exchanged)	100,000	6	----------	----------	----	----
eokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	----	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	----	----
City of Keokuk	200,000	8	----------	----------	----	----
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	121
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----	----
Unsecured Bonds	1,785,000	†	----------	----------	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	108,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1888	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1852	110
Mortgages on Land	478,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'75	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	600,978	7	Feb. & Aug.	New York.	1891	106
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	----	----
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----	---
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	93
1st Mortgage St'g (convertible)	500,000	6	March & Sept	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	31
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	30
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	102
Detroit and Toledo	734,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	118
2d General Mortgage	2,194,500	7	" "	" "	1877	----
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	----	----
*Milwaukee and Horicon:						
1st Mortgage	420.000	8	----------	----------	----	----
2d Mortgage	600,000	8	----------	----------	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	114
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----	----
Oskaloosa Division	500,000	7	----------	" "	----	----
1st Land Grant	2,000,000	7	----------	" "	----	61
2d Land Grant	700,000	---	----------	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	----	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	---
Tennessee State Loan	674,860	6	----------	----------	----	----
Alabama State Loan	389,410	6	----------	----------	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	----	----
1st Mortgage	500,000	10	----------	----------	----	----
1st Mortgage	2,235,000	6	----------	----------	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500.000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	----	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'62 '4'5	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----	----
New Orleans City Subscription	1,500,000	5	----------	----------	----	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	118½
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	80
Exchanged St'k (S. F.) B'ds	865,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	131
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	117
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	130
3d Mortgage	6,000,000	7	" "	" "	1883	129
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	121
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	120
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	5,500,000	7	May & Nov.	New York.	1873	117
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1881	102
3d Mortgage	950,500	7	Jan. & July.	"	1867	104½
New York and New Haven:						
Plain Bonds, Coupon	512,000	7	June & Dec.	New York.	1886	107½
Mortgage Bonds Coupon	1,058,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	107
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	104½
2d Mortgage	3,077,000	7†	" "	" "	1861	32
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	104½
Chattel Mortgage	360,000	10	" "	"	1887	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'65-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	80
2d Mortgage	258,000	†	April & Oct.	" "	1850	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	72
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	125
2d Mortgage	2,621,000	6	April & Oct.	"	1875	120
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	...
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1394	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1882	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	"	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	"	var.	----
Special Mortgage (1865-'68)	175,000	6	----	"	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	"	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1855	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1840, "	2,950,600	6	April & Oct.	"	1870	111
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	119
" 1848, "	101,000	6	" "	"	1880	119
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	121½
" 1856, "	1,442,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1899	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	129
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	117
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	99½
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1855	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$550,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	25
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	---
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1908	71
2d Mortgage	937,500	7	" "	"	1883	35
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1856	----
3d Mortgage	1,000,000	7	----	----	1876	----
Six per cents	422,324	6	----	----	1873	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,088	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1862	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	990,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	115
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	84
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	85
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	----	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	85
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	35
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	67½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1876	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	110
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,556	6	Jan. & July.	London.	1863	----
Sterling, issued in 1856	£144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p.c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.0	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	50.1	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	336,010	109,500	21,693	538,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	109.5	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
19 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,709	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
3 Nov. '58	35.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,935	65 939	36,666	5	....
31 Jan. '64	122.4	—	15.8	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,986,740	213,876	4,204,566	122.4	281,451	408,810	154,837	—	....
31 Aug. '63	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,094,444	362,283	141,706	2,350,000	927,000	—	4,181,255	72.8	494,297	958,459	461,46	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,539	92,439	—	....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,860	305,050	28,084	1,460,193	62.0	129,574	265,387	13,966	8	....
29 Feb. '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.48	8.9	9.3	—	3	6	—	New Haven and Northampton	2,305,204	28,748	—	1,910,000	650,000	—	2,365,942	—	—	156.663	78,631	3½	....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	602,105	*	—	602,105	61,000	—	687,152	66.0	155,916	195 055	61,236	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000 000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	156
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	115
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	61,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,285	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,536	—	....
— — '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	666,955	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,336,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	832 343	454,541	—	....
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,592,415	281.0	1,002,440	1,673,706	701,866	2½	87
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,788,640	6,102 594	—	13,179,500	263.0	1,303,146	2,412,821	1,206,039	8	130
1 Apr. '63	242.0	—	29.0	—	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,138	242.0	.....	1 083 054	448,508	—	50
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,860	2,143,875	1,103,414	6	107½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,900	—	10,952,115	341.7	1,484,065	2,201,481	1,279,40	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	190.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	123
— — —	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
31 Dec. '58	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	50
— — —	108.0	—	....	—	....	....	.....	INDIANA.								108.0					
31 Aug. '57	100.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219.100	51,772	2,283.748	109.0	.....	442.893	158,541	—	72
1 Dec. '58	59.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,362,284	140,699	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '62	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Clevoland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,339	84.0	.....	459,079	247,338	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,807	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,512	—	1,528,743	132 0	.....	285,974	104,951	—	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,511,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	357,502	774,615	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,267	*	—	702,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860.000	360,044	.....	86 0	7 mo's	85.239	46,771	—	....
31 Dec. '63	100.0	—	....	209.0	10	7	180	Dubuque and Sioux City	3,200,435	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276.197	155,899	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,556	—	....
— — '62	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	16,000	.....	230.0	.....	.....	.....	—	40
								KENTUCKY.													
31 Oct. '59	50.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	426,405	227,534	—	....
30 Jun. '63	29.0	—	—	—	13	5	160	} Lexington and Frankfort	597,950	52,800	—	514,573	106,000	—	711,051	29.0	184,783	9 ,729	53,355	4	80
30 Jun. '63	65.1	—	—	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222 909	120 099	3	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisvil'e and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	265 0	595 258	1,777,985	1,062,165	—	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566.000	339,297	5,856,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,334,624	555 434	—	....
31 Aug '60	53.7	—	....	136.3	—	—	—	*Vicksburgh, Shreveport & Texas.*	1,681,691	*	—	1,253,015	243,969	108.424	1,710,819	83.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	....
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250.000	—	9,008,389	188.0	.....	840.898	.....	—	....
31 May '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057.485	7,999,489	—	14,834,955	329.3	1,448,558	2,946,580	1,674,200	18	131½
31 Mar. '64	246.0	781.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	15 407,655	527.0	2,171,477	3,384,294	1,630,777	—	82½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	604.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	266.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	336.0	—	—	—	25	22	330	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	—	66.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	35
31 Dec. '62	268.8	—	17.7	69.0	21	26	307	*North Missouri*	6,398,779	504,963	—	2,459,207	4,360,000	—	.....	168.8	.....	.....	444,460	182,995	—	....
31 Dec. '62	152 0	—	8.0	—	....	....	.....	*Platte County*	11,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,102,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,966	227,308	—	....
28 Feb. '63	77.0	—	8.0	206.0	—	—	—	*South Western Branch*	4,775,786	116,883	—	71,612	4,500,000	—	.....	114.0	98,321	241,482	128,886	—	....
0 Sept. '62	85.8	3.0	8.2	—	10	13	219	*St. Louis and Iron Mountain*	5,321,498	344,168	—	1,971,197	3,601,000	67,331	5,998,177	90.1	112,981	316,256	85,239	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,281	55.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,237,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,962	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,553	188,121	6	134½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	149,200	556,000	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	113
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,016,241	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	59
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	119
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	5	136
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	2,247,720	61.8	428,301	853,727	397,729	8	153
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	10	160
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	551,600	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,565	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	113
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	111
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,674,507	93.4	389,788	732,262	328,043	8	128
30 Nov. '63	12.4	—	2.8	—	2	4	26	Lowell and Lawrence	332,885	89,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,276	—	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,316	71.0	167,154	223,794	59,077	8	126
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	283,000	—	785,500	36.7	41,995	164,207	54,797	6	87½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,803	53,233	.....	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,016,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	135
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,412	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	331,470	82,543	—	243,305	226,900	1,388	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,406	33,698	5	115
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,809,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,606	271,815	140,136	—	42
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	14,746,04	218.0	1,275,929	2,439,838	1,232,831	10	162
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	261,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	695,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	70½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	130
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	91
30 Apr. '63	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76 0	.....	259,921	113,533	—	—
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	3,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	191
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	16
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	602,526	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,214	10	171
31 Dec. '62	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	240,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '63	33.8	—	.....	—	...	...	.....	New Jersey	3,640,516	448,578	1,461,396	4,397,800	642 500	400,017	5,739,574	33.5	.....	1,286,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,227	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,609	2,597,161	—	[2 mos.	10,588	24,242	—	25
31 Dec. '62	24.0	—	.....	—	...	...	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154 908	6½	110
31 Dec. '62	18.5	—	.....	4.5	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,745	821,984	—	82,936	90,122	43,622	—	.....
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,140,000	—	3,600,000	83.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	5,897	Erie	39,404,648	—	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,431	3,511,414	7½	10½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	126
30 Sep. '63	94.0	2.5	12.1	—	13	28	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	62,250	4	45
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,098,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	664.9	5,692,223	10,887 631	3,994 999	7	132
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722 850	5,877,518	14,260	11,614,628	163.8	1,443,670	1,412 426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,490	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	230,750	—	938 844	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,859	586,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	375,000	—	902,207	51.3	110,055	187,551	51,355	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	322,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,906	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	54.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,167,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	.....
— — '58	223.0	—	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,954,500	171.9	.....	469 458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,933	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,684	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	.....
31 Aug. '61	137.0	—	.....	—	41	99	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,962,156	499,086	115,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	136.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	75,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,637	10	169
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,583,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	90.7	562,396	2,066 623	1,266,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,830,091	*	—	3,832,712	4,324,695	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	107
31 May '64	109.3	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,945	693,257	55,025	4,654,800	7,288,790	—	8,107,000	188.6	786,262	1,691,266	823,714	8	134½
31 Dec. '55	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	899,573	575,250	632,456	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	252,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '64	142.0	—	7.9	—	16	E	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,906,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,108	492,979	442,283	2,981,263	1,400,000	—	4,879,806	138.0	846,882	1,682,488	689,649	15	140
30 Jun. '62	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,723,822	*	—	10,379,554	373,487	53,095	11.164.820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	765,475	—	6,248,950	9,870,000	4,243,042	20,549,420	192.3	.....	829,982	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	28	422	Sandusky, Dayton and Cinc.	8,986,868	595,400	282,179	2,697,090	2,488,225	7,800	5,401,088	206.9	418,325	599,880	115,290	—	.....
31 Dec. '62	116.0	0.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	548,770	1,318,800	105,610	2,008,287	125.0	214,404	259,295	82 988	—	.....
31 Dec. '62	243.4	—	.....	—	57	18	939	Toledo & Wabash	9,995,638	*	77,628	3,815,774	6,951,830	88,372	10,152,682	250.0	1,379,950	1,489,799	540,921	—	69½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '62	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	—	1,763,506	3,856,000	—	5,634,039	100.0	.....	360,215	171,286	—	—
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,061,280	403,560	—	1,983,900	1,000	—	1,984,900	24.5	247,050	584,219	342,661	22½	91
30 Sep. '63	65.0	—	6.0	—	—	—	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	306,567	11,465	—	19
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	—	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	....
31 Oct. '63	110.7	2.8	47.2	—	74	29	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	240
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,460	—	1,212,590	36.0	151,820	238,243	150,163	—	....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd t	o Northu	Cen.	196,907	334,790	110,36-	—	35
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	....
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	77½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,000,565	500,000	107,000	2,409,565	52.3	27,000	37,047	4,163	—	....
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,225,992	223,090	2,174,427	54.0	143,978	259,929	101,570	—	85
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,665	68,833	2,707,998	80.0	335,700	478,113	242,836	—	....
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,674	10	130
31 Oct. '63	28.3	5.5	8.0	—	10	....	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phi	la. & Re	ading	R. R.)	7	46½
31 Oct. '63	24.5	105.0	63.3	—	31	....	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	.....	.....	4 132,935	130.0	319.162	363 367	89 991	8	62½
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,254,037	68.8	274 990	511,496	273,391	—	82
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048 814	3,543,484	2,883,457	13,430,250	16,949 124	—	35,245,668	356 0	5,511,202	1,891,415	5,111 13	—	734
31 Oct. '63	17.0	7.0	42.0	17.0	15	41	101	Phila., Germant'n & Norrist'n	1,131 079	235,439	—	1,267,200	405,500	—	1,672,200	24.0	244.426	33,459	179,565	9	63½
31 Oct. '63	230.0	—	21 5	58.0	36	5	530	Phila. and (Sunbury) Erie	.....	.....	—	5,010 944	8,528,099	60,151	13,619,095	250.0	425,739	669 500	193,446	7½	33½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211.228	10.667,328	—	23.813,528	403 0	2.721,089	6,252,402	3,706,9 0	7	65½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 13,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	86	98	828	Phila., Wilmington and Balt.	8 74,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200 5	647 029	2,540 248	1,602,119	10	74½
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,529	72.0	209,746	215,587	105,856	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,6 3	—	109½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,778	112,824	—	500,000	791.597	Lease'd t	o Northu	Cen.	46,476	144,7..8	87.112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	196	Tioga	730,997	106,553	—	367,300	396,500	65,203	832,009	29.6	76,358	126,693	79,97o	7	45
								RHODE ISLAND.													
31 Aug. '63	80.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,17	8,500	—	.....	13.6	2 4,9	31,702	9,718	—	....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	....
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	....
1 Jan. '59	143.2	21.3	.....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,068	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	....
28 Feb. '59	102.0	—	....	—	.....	.....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	—	.....	2,643,832	.....	.....	.....	.....	1,499,686	701,943	7	....
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	.....	.....	....	Central Southern (Tenn.)	1,021.439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	875,597	—	....
1859	271.6	16.0	20.0	[illegible]	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	.....	.....	.....	.....	.....	—	....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	....
1859	47.4	—	2.3	—	4	5	45	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	169.0	.....	734,118	337,384	6	....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	67,243	—	....
1859	50.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	50.0	.....	1,248	.....	—	....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275.000	240,000	171,580	.....	80.0	31,300	32,670	.....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	190,568	—	....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	....
								VERMONT.													
31 Aug. '63	110.3	—	5.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	860,000	.....	.....	90.7	99,639	208,867	.....	—	68
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	566,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,251	423,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	[illegible]	941 045	262,987	—	1½
31 May, '63	47.0	8.1	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	—	1,087,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	113
30 Jun. '63	28.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	792,200	.....	1,301,886	23.7	48,996	61,267	26 451	—	....
30 Jun. '63	59.0	5.5	2.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	....
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,186	88,131	1,534,194	.....	.....	.....	.....	—	....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	15
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,063,655	2,517,500	590,056	.....	167.7	270,546	450,427	222,214	—	....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,200	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	833,200	102,500	5,799	1,456,527	80.5	.....	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,728,037	*	—	1,981,197	1,200,000	75 908	6,758,655	143.2	224,014	560,904	282,828	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	28,853	.....	43.5	1,068,064	163,753	79,584	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,758	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	196.0	280 968	634,081	250,120	5	95½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,462,813	3,265,000	571,058	10,233,271	214.9	480,193	740,489	347,957	—	....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	....
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,941	234.4	.....	1,163,734	414,741	—	65
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,639	—	....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11.938.000	16.10	.....	236,798	67,652	—	....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,098	137.0	.....	78.0	204	130	2,399	Grand Trunk	17,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,83-	—	....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,746	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	....
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	.....	.....	.....	—	....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,560,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,00-	—	....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	12,100	136,000	1,770,232	60 0	.....	152,555	30,670	—	....
								NOVA SCOTIA.													
Dec. '62	61.5	80.6	.....	—	20	18	169	Nova Scotia	4,273,491	*	—	4,273,291	—	—	4,273,291	92.0	188,416	129,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '62	45.1	—	—	—	11	32	130	Panama	6,000,000	*	614,618	5,000,000	2,879,000	—	10,763,723	48.1	.....	1,749,894	1,013,444	18	196

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	40½
Chemung (guarantied)	390,000	—	—	----
Cayuga & Susquehanna (guarant.)	343,500	—	—	----
Cheshire (preferred)	2,017,925	7	—	53
Chicago & Alton (preferred)	2,422,596	7	3½	95
Chicago & Northwestern (pref.)	2,400,000	7	1¾	84
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	----
" " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,987,614	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	61
Erie (preferred)	8,535,700	7	7	112½
Hannibal & St. Joseph (preferred)	5,309,728	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	78
" " (2d pref.)	3,424,169	7	—	53
Michigan S. & N. Indiana (guar.)	2,583,000	10	10	132
Mil. & Prairie du Chien (1st pref.)	1,053,000	8	8	117
" " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,245,800	7	—	82½
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	112½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	8	----
Paterson & Rama po (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	—	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	99
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	72
Toledo & Wabash (preferred)	952,900	7	7	85
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1836	103
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Bonds guar. by Virginia	200,000	6		18..	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson: 1st Mortgage	600,000	6	J. & D	1885	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan: *See* Camden & Amb RR.					
Erie and Penn.: 1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,920	6	" "	1865	----
Lehigh Navigation 1st Mortgage	2,783,682	6	M. & S.	1870	116½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1563	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	465,500	6	A. & O.	1876	116
2d Mortgage	294,750	6			104½
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	38
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	103
2d Mortgage	3,980,670	6	J. & J.	1882	93½
Improvement	568,500	6	M. & N.	1876	85
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.) 1st Mortgage	2,500,000	6	M. & N.	1883	20
West Branch & Susqu'a: 1st Mortgage, s'k g fund	450,000	6	J. & J.	1878	78
Wyoming Valley 1st Mortgage	750,000	6	J. & J.	1878	104½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	42½
Delaware and Hudson	100	7,500,000	7	209
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan			—	----
Lehigh Navigation	50	2,479,950	6	85
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	8½	99½
" (preferred)	100	1,175,000	10	139
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	28
" " (preferred)	50	2,722,607	—	37½
Susquehanna and Tide Water	50	2,048,260	—	20½
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	86

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton	30 — @ 35 —
Pig, American, No. 1			70 — @ — —
Bar, Swedes, assorted sizes	(in gold)		— @ 92 50
Bar, English, Refined			220 — @ 235 —
Bar, English, common			205 — @ 220 —
Hoop, English, Common			330 — @ 340 —
Sheet, Russia		per lb.	— 35 @ — 40
Sheet, English, Single, Double and Treble			— 11 @ — 13

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb.	— 23 @ — 45
English Spring	(1st & 2d qlty.)		— 18 @ — 24
English Blister	(1st & 2d qlty.)		— 23 @ — 32
English Machinery			— — @ — 29
American, Blister			— 20 @ — 25
American, Cast, Hammered			— 30 @ — —
American, Cast, Rolled			— 20 @ — 24
American Spring			— 20 @ — 24
German			— 24 @ — 30
Milan (in bond)			— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2¼; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 18 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(sorts)	per lb.	— — @ — 72
Sheathing, &c. Old	(cash)		— — @ — —
Sheathing, Yellow			— — @ — 50
Pig, Chile			— — @ — —
Bolts			— — @ — 72
Braziers'			— — @ — 72
American Ingot	(cash)		— 51 @ — 53

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¼ cents per lb.

Galena		per 100 lb.	— — @ — —
Spanish			— 16 @ 16 25
German Refined			— 16 @ 16 25
English			— 16 @ 16 25
Bar		per lb.	— — @ — 23
Pipe and Sheet			— — @ — 25

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb.	75 — @ — —
Straits			— 64 @ — 65
English			— 64 @ — 66
Plates, Charcoal I. C		per box	26 50 @ 27 —
Plates, I. C. Coke			23 75 @ 24 50
Terne, Coke			— 22 — @ 23 —
Terne, Charcoal			— 25 — @ 27 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash)	per 100 lb.	8 50 @ 9 —
Cut, 10d	(cash)		10 50 @ 11 —
Horse Shoe, Forged	(cash)	per lb.	— 45 @ — 51
Wrought, English	(cash)		— — @ — —
Horse, Norway Iron, Forged			— 45 @ — 51
Ausable Nails	(6 mos)		— — @ — 25
Zinc			— — @ — —

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine		per lb.	— — @ 1 —
Para, Coarse and Medium			— 55 @ — 90
Carthagena, &c.			— 50 @ — 55
Guayaquil			— 40 @ — —

PETROLEUM—Duty: Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		per Wh.	— 54 @ — 54½
Refi'd, free, L.S. to		per Wh. (110@120 test)	— 87 @ — 90
Refi'd, in bd. L.S.		per Wh. (110@120 test)	— 84½ @ — 85
Naptha, Refined, (0		@63 gravity)	— 40 @ — 45

SPELTER—Duty: In Pigs, Bars and Plates, $1 50 per 100 lb.

Plates, Foreign	(cash)	per lb.	— — @ — 10

New York Stock Exchange.

Actual Sale Prices for the week ending July 20.

	Th 14	F. 15	Sat 16	M 18.	Tu. 19.	W. 20.
American Coal Co.	----	----	----	----	----	90
Buffalo, N. Y. & E., 1M.	----	----	116	----	----	----
California 7s	----	----	165	----	----	165
Canton Co.	----	36	36	35	35	34½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	87	----	----	----
" " pref.	----	----	----	95	----	----
" " 1 M.	----	116	----	116	----	115
" " Inc. b'ds	----	----	----	----	----	80
Chicago, Burl. & Q.	128½	130	128	129½	130	130
" " 8 p.c.	----	----	128	----	----	----
Chic. & Northwest'n	50½	51	51	51	50¾	50
" " pref.	87	86½	86½	86½	85	85½
" " 1st M.	105	104	103	103½	103½	104
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	120
" " A. B.	----	----	----	----	----	----
" " I. R.	----	----	----	----	----	----
Chicago & Rock Isl.	109¾	109¾	109½	109½	110	108½
" " 1st M. '70	----	----	110	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	108	107½	107½	107½	107½	107
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	90	----	----	----	----	----
Clev. and Toledo	131½	----	135	----	135½	135
" " S. F. 7 p.c.	114	----	115	----	----	----
Cumberland Coal, pref.	61½	64	61½	62½	62½	61½
Del. & Hudson Canal	----	----	----	209	----	----
Del., Lack. & West.	----	----	----	----	----	112
" " 1M. 8 p.c. '71	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	114	113½	113½	113½	113½	x109
" pref.	113½	112½	113	112½	----	----
" 1 M. 7 p.c. '67	116½	----	----	----	----	----
" 2 M. 7 p.c. '72	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	127	----	128	129
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '63	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	35	----	----	----
" " pref.	55	52	58	----	----	55
" " bonds	----	----	----	----	----	----
Hudson River	130	128	127	127½	127½	125
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	117
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	128½	125½	125x	124½	124½	123½
" full stock	----	----	----	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	132	----	132	131	132	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	43	45	42	41½	43	41½
Michigan Central	133½	134	134	133½	133½	132½
" S. F. 8 p.c. '82	132	----	----	----	136	----
" conv. 8 p.c. '69	130	----	----	----	----	----
M. S. and N. I.	84½	83½	83½	82½	83	82
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	119	119	----	----	----	116
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	65	64½	----	----	64	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	114	----
Minnesota Mining Co.	----	----	37	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	----	----	----	----	61	----
Missouri 6s	67	----	----	----	----	66½
" iss. to H. & St. J. R.	----	----	----	----	92	----
" " Pacific	69	70	----	----	----	72
New York Central	134½	134½	132½	133	133½	133
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	123	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	118½	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M. 7 p.c. '75	116	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	50	49	48½	48½	48½	48
Pacific Mail S. S. Co.	----	280	----	280	280	230
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	132½	133½	131	132½	133½	131½
Pitts. Ft. W. & Chicago	113¾	113	112½	112½	113½	112½
" " 1M	120	118	117	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	99½	----	----	----	----
Quicksilver Mining Co.	73	73	73	74½	73	73
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	72	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	92	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	57½	58	57½	----	57½
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	85	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	105½
" " 2M.	----	----	----	----	85	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	58	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 20.

	Th.14.	F.15	Sat.16.	M.18.	Tu.19.	W.20.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	----	----	----	----	----	----
U. S. 5s, 1871, coup	----	----	----	95	----	
U. S. 5s, 1874, reg	----	----	----	----	----	
U. S. 5s, 1874, coup	----	----	----	----	----	
U. S. 5s, 1865, coup	----	----	----	----	----	
U. S. 6s, 1881, reg	103	103	102⅝	102⅝	102⅝	
U. S. 6s, 1881, coup	103	103⅛	103	102⅛	102⅛	103
U. S. 6s, '81, O.W.Ly	----	----	----	----	----	----
U. S. 6s, 1881, " 1y	----	----	----	----	----	----
U. S. 6s, 1867, reg	112	----	----	----	----	----
U. S. 6s, 1867, coup	----	----	----	----	----	----
U. S. 6s, 1868, reg	----	----	----	----	----	----
U. S. 6s, 1868, coup	----	----	----	----	----	----
U. S. 6s, 1 year certif	94	94⅛	94⅛	94⅛	93⅛	93
U. S. 6s, 5-20s, coupon	104	104	104	104⅛	104⅛	104
U. S. 6s, " reg	----	----	103	----	----	103
7.30 Notes, Feb. & Aug	----	----	104⅛	----	----	----
" " Ap'l & Oct.	104	104⅜	----	----	103⅛	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 19.

	W. 13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.
Beaver Meadow	----	----	----	----	91	----
Cattawissa	----	----	----	----	----	----
" preferred	35	----	40	----	40	41
Camden & Amboy	----	----	----	----	191	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	109	----
" " 6s, '83	----	----	----	----	106⅛	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	116	116⅛	116⅛	116⅜	----
Ches. & Del. Canal 6s '80	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	51	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	85	85	----	----	86
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	122	121	----
Little Schuylkill R. R.	----	46¼	----	----	46½	46⅝
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	62	----	62¼	62⅝	----	62⅝
Morris Canal	----	91½	91⅛	----	93	100
" " pref	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	31	31⅝	33	33	----	32
" " 6s, 104	104	----	----	104	----	104⅛
" " 10s, 125	----	----	----	----	----	----
Northern Central	----	52	----	----	----	----
Pennsylvania R. R.	70½	72⅛	72⅝	73	73	73⅛
" 1st m	----	----	----	----	----	125
" 2d m	120	----	----	----	----	----
Penn. State, 5s	100	----	----	101	101	101⅛
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	103⅞	----	----	----	104	104
" " new	106⅜	106⅛	106⅜	106⅛	106⅛	----
Philad., Germ. & Nor.	----	----	----	64	----	----
Phila. & Reading	63⅛	66⅜	66⅜	65⅛	66	66⅜
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	110	----	----
Philadelphia & Erie	33⅛	33⅜	33	33⅛	33⅜	34
" " 6s	----	----	----	----	113	----
Philad. & Sunbury, 7s	110	----	----	----	112	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	35	36⅛	38	38⅛	----	----
" " 6s '82	92	90	----	93⅛	93⅛	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	19	----	20⅜	----	----	----
" " 6s '78	----	65	----	----	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	87	----	----	87	----	----
" " bonds	----	----	----	105	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	13	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 19.

	W.13.	Th.14.	F.15	Sat.16.	M.18.	Tu.19.
Baltimore City 6s, 1875	----	120	120	----	118	119
" " 1886	----	118⅛	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	120	120	----	118	119
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	117	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	109	----	----	----	----
" " " 93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W. 20.
Boston and Lowell	119	----	----	----	----	----
Boston and Maine	140	139	----	----	----	----
Boston and Providence	----	153	----	153	----	----
Boston and Worcest	155	----	----	160	----	----
Cheshire, pref	50½	54	54	----	53	----
Concord	70½	----	----	----	----	----
Connecticut River	113	----	----	----	----	----
Eastern, Mass	113	112¼	111¾	111	----	----
Eastern, N. H.	113	----	----	----	----	----
Fitchburg	129	129	----	128	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	135	----	----	----	----	----
Northern, N. H.	92	----	----	----	91	----
Old Colony and Fall R.	135	----	----	----	----	----
Ph., Wil. & Baltimore	74	----	74⅞	----	----	----
Portl'd, Saco & Ports	----	114½	----	----	114½	----
Vermont & Canada	----	----	----	----	113	----
Vermont & Mass	----	42	----	----	----	----
Western	----	165	----	165	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	121	121	----	----	----
Metropolitan "	----	60½	60	60	60	----
Middlesex "	----	----	80	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	56½	56¾	56¼	57	57	----
Isle Royale "	21¼	----	----	----	20	----
National "	----	----	----	----	----	----
Minnesota "	40	----	39⅛	----	36	----
Pewabic "	67	68⅛	69	69	71	----
Pittsburg "	----	----	----	----	----	----
Quincy "	102	103½	103⅞	----	----	----
Rockland "	----	----	----	----	13	----

London Stock Exchange.

The following were the closing prices for American Securities on the 6th of July :

Maryland 6s	63	to	68
United States 6s, 1881	50	"	60
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	30	"	32
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	73	"	76
Do., Pennsylvania do. do.	73	"	75
Erie shares, $100 (all paid)	49	"	51
Do., 7s, preference	50	"	55
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	54	"	56
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	39	"	37
Do. do. $100 shares, all paid	57	"	59
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '52, x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	63	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	50	"	55
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	30	"	35
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, July 23, 1864.

Stock Exchange and Money Market.

The return of Mr. Fessenden, the Secretary of the Treasury, to Washington, after a sojourn in this city somewhat protracted for a Cabinet officer, exploded most of the rumors which had previously existed with regard to his plans of operation. He did not get a cent from the Banks, for they had not a cent of money to lend him, after all their magnificent offers; but he got information; he saw what kind of Bankers he had to deal with in New York, what was the extent of their ability, what the strength of their judgment, what the value of their opinions, and what was the real condition of the institutions they represented. Mr. Fessenden, therefore, went back to his office after taking the measure of the New York operators, and no doubt will be able to fit them with precision. This whole negotiation presents a ludicrous aspect, when regarded with any attention.

Mr. Chase's measures were generally clamored against by the Bankers; for when he borrowed their money, and paid interest for it, he generally drew it and paid it out. This with these lenders was a high crime and misdemeanor, and while they could not deny his right to take the money after he had borrowed it, (for this would be rather too absurd a proposition to deny,) they could always talk with feeling of the necessity of not disturbing the market. This disturbance of the market the New York Banks never cared about when their own safety or interest was concerned. They could inflate, and they could contract, and stop specie payments whenever they found it their interest to do so, without the least particle of anxiety for the market. And when they have given any particular indulgence to their customers it has usually been from some other motive than sympathy. The fear of loss has been very often the secret of extensions, renewals, or extraordinary generosity. Whenever we hear then of any display of liberality on their part we know there is a good reason for it, and we have all along approved of the independent operations of the Treasury as preferable to an alliance with the local Banks. During the last months of Mr. Buchanan's helpless administration, the Bankers of this city generously loaned the Treasury a few millions temporarily at twelve per cent, double what it had been paying before, and no doubt they would like to repeat the process.

The offer to lend the Government on this occasion fifty millions was all of a piece with the rest. After issuing their propositions with all the formality of protocols, going so far it is said, as to print them for fear of being misunderstood by Mr. Fessenden, as well as to secure careful perusal in the Bank parlors, they no doubt contemplated nothing else but an acceptance of their views. These were in effect to place themselves with their State charters, on a footing with the National Banks with National charters; to secure a full share of the public monies in deposit, and fifty millions of six per cent Government bonds interest payable in gold, and equivalent to 18 per cent. at present prices in paper, on which they could obtain in a short time from the Controller of the State, the very bills they were to lend the Government. This was the magnanimous and patriotic offer of the banks as it would appear to the eye. But they had no money to lend. They would have to get the Government bonds before they could give the money. So they proposed to give credits on their books, and to honor checks with certificates that they were good, but which they could not pay in lawful money, leaving the unlucky holders to get along with them as well as they might. This was the great offer of the Banks, and this would have been the result. The Secretary with his usual frankness unfolded his plans, which simply were to get money in the best way he could. He agreed to draw for the loan, if effected, in such a way as not to disturb the market, which really meant not to disturb the banks. To a certain extent he would consider them as depositories as long as they were paying over the money, but he could not place other public funds there, nor make their money receivable peremptorily for debts due the Government, for this would be a violation of law, and if there is one public officer who respects the law more

than another, it is Mr. Fessenden. But he informed them that if he issued his bonds, he wanted money for them, such money as would pass everywhere at par, pay debts as certainly as gold, and be acceptable to the soldiers, seamen, and public creditors. The Banks, as it very soon appeared, had no such money to lend. They had some specie, but in trifling amount, but no other lawful money. Mr. Fessenden would take legal tenders, but they had none of these in amount, and have not had for some time past. Nor are the Banks in Boston or Philadelphia any better off in this respect. They cannot to-day pay their circulation and their deposits, in the lawful money of the Country, and yet they claim to be rich and prosperous and to be able to lend money to the Government. Mr. Fessenden saw they had no money to lend; he found they were inflating the market with discounts on the deposited capital of their customers, the very customers to whom they could not return their money in legal tender; that they were carrying the paper of speculators on a large scale in every sort of staple article necessary to the public; but he saw no money. He, therefore, returned to Washington with some new ideas of New York Finance, and how banks could do business and lend money, without really having any.

It is therefore understood that Mr. Fessenden will make an appeal to the people as his predecessor did, for what he wants, and not being in any great straits at present will mature his plans somewhat at his leisure. Will he issue bonds to get bank paper for them which he cannot use, and indeed no one wants. No, he will require legal tenders or National Bank notes. This will therefore exclude the associated banks from participating in the loan and making the profit on it, for they have no legal tenders, and they will not receive on deposit the bills of the National Banks. So that Mr. Fessenden's loan will be and must be taken popularly, and this is the very best thing which can happen to him.

But it has been suggested that a simpler and more direct, as well as a more philosophical arrangement should be made by the Secretary of the Treasury: that is, instead of borrowing any more money of the banks or the people, he should issue his own legal tenders, taking care however to have constantly open to the public a corresponding amount of gold paying stocks, in which the holders could fund them at any time they chose without going through the formalities of time and place, as subscriptions are now taken. This principle was set forth and ably vindicated in last week's JOURNAL, in a letter from A. B. Johnson, Esq., of Utica, to an influential party in Washington. This gentleman is a banker not only, but a political economist of a high order. Since then, it has been reasserted, to an extreme however, as we think, by S. M. Stilwell, Esq., of this city. And their views may be sustained by the present and most unanswerable logic: Thus—

The war cannot be now carried on except by the aid of large issues of paper money. The Government should use the currency next best possible to gold, now no longer money, but a commodity like diamonds or other precious stones.

The very best paper it can use is its own, for it comes next to gold in its office, power, universality of circulation, and in its being positively and finally redeemable in gold, meanwhile paying interest in gold, the very best security in all respects that paper money, or even gold can buy.

When therefore the Government can issue and use such money, it is not only a folly but a fault to force any other kind upon its creditors, and thus to pay interest for the use of a kind of paper currency called bank notes which nobody likes, nobody wants, and is positively at the present time irredeemable in anything.

Beyond all question this would be the solution of the financial difficulties of the Treasury and the Government but for one thing, the danger of inflation, and the further rise in prices, injurious both to the Government and to ordinary consumers. To prevent this we would append to the plans of Messrs. Johnson and Stilwell, this restriction, that the legal tenders so issued should not be legal tenders after one year from the date of issue, but should then be convertible into 6 per cent. stock, if funded within a reasonable period.

In this way the Government would have all the money it wanted without coming into the market at all, and would be taking in this very money for stock, and contracting by dollar for dollar as it went along. Simplicity in finance is a great object, and this arrangement would be as near perfection as possible. Every dollar issued would be funded in the course of one year after issue, while in the meantime the functions of a true money would have been performed by it, and the Government would have saved a year's interest. Any other money the Government borrows will be just as much an inflation as its own. In this respect there is no difference. While on the one hand as long as the local banks have the control of the currency as they have had heretofore, expansion is not only likely to continue, but to increase, to the injury of all the great interests of the country. On the other hand, Government currency is fixed by laws known and understood by the people whose money it is, and for whom alone it is issued, and can procure for its holders if in excess at any time, solid redemption and security in public engagements realizable in the precious metals, and the universal standard of value. No bank currency can do this, if there be any obstruction in the usual paths of finance, a panic or a suspension.

What favors this particular view is the fact that legal tender money is becoming very scarce. This is attributed by many attentive observers to the partiality which the people everywhere entertain for it. Bills so convenient, so universally current and acceptable, never before circulated in this country, and no doubt they are hoarded to a very considerable extent. Certain it is that they are disappearing, and the local bank notes are reappearing. A twenty dollar greenback can now scarcely be changed at any shop or market for smaller denominations of its kind. It would seem to be in accordance therefore with the public sentiment, if paper must be issued in some form, that the Government should use its own.

It is well enough to observe here, that the banks defeated in their attempts on Mr. Fessenden, now announce their falling back into a position which though called defensive, is in reality extremely aggressive. They now "give out and pretend," as the lawyers used to say in their old bills in chancery, that if Mr. Fessenden offers loans with a limit to the price, they will put their Governments in the market, which will so reduce the quotations as to defeat his purpose. And the reason given is, that otherwise their deposits will be reduced in amount. In other words, if they cannot hold their millions of deposits for which they pay no interest, and use them to discount with, or speculate upon as the case may be, they will protect this convenient fund by depreciating the value of Government securities!! We see of what stuff these banks are made.

The gold market has the last week lost the dignity it possessed when it was bought and sold on sound financial principles. Instead of the article being sold for the real purposes of commerce, and for the honorable adjustment of foreign balances, it is now the fancy stock of crack-brained speculators. It is not even as respectable as petroleum, or whiskey, for these have a legitimate and intrinsic value, and may be counted upon as reliable in the market for certain purposes. But gold has become the mere tool of speculation, and changes its color every hour of the day, and its comparative value every minute; we say comparative, in reference to flour or cotton, or any other great staple, or to the labor which produces them. Its fluctuations therefore are frequently ten or fifteen per cent. in a morning, and its whole fall from its greatest rise a few weeks since, has been between 40 and 50 per cent. with a downward tendency. For be it remembered that foreign exchange has been sold within two weeks below the par in coin, that is is to say at 107½, and also that the shipments of coin as we might infer from this circumstance, have fallen off also very largely. At present they are inconsiderable, and as our export trade is increasing by the reshipment of foreign goods, which on arrival here are found not to pay, we find in this, another reason for the fluctuation or rather the decline in gold. We may therefore expect to hear that the gold speculation will end in the complete ruin of a large number of those who are engaged in it, just as certain as the ruin of those who have expecting to raise pork to $50 a barrel, or those whose enormous stocks of molasses and sugar now filling the bonded warehouses may expect in vain to get 300 per cent. profit on those commodities. Fair profits are one thing, but forestalling and sordid avarice are others. Where the laws of commerce have a fair opportunity of expressing themselves through ordinary transactions, they always work justice. Where one unlawful combination to raise prices succeeds, a hundred fail. It is like blockade running or lottery ticket investments. Some may make a hit now and then, but nearly all the rest are sure to be unsuccessful.

Another curious fact in the market is the steadiness with which a rise in various kinds of necessaries is demanded, and the unsteadiness of any reduction when gold falls. Many articles of prime necessity are now held at 2 and 300 per cent. advance of the price of gold, and enormous quantities are stored and kept in reserve to increase the demand, and compel consumers to pay the enormous advance in prices. But as we have said before, this will come to an end. We are not cut off from foreign or domestic supplies as the people in the confederate States are, and the Government

pays its interest regularly in gold, and the confederates pay in nothing. Besides our commerce is large, with China even now it is increasing, and when the ocean is cleared of three piratical vessels our flag will be seen as often as it was before the war.

The stock market is not so active as it has been. Government securities are steady and in demand, the registered sales within the previous week being many hundreds of thousands of dollars. Railway bonds are steady and inquired for.

Tne exports from New York are on the increase having run up to $7,889,920, against $2,281,885, the same week last year.

The Boston imports for the week ending July 15, were $747,110, against $638,776 for the corresponding week in 1863. The exports were $245,541, against $169,711 in 1863.

The total value of foreign exports from the port of Baltimore were $139,879.

On Tuesday last the balance at the Sub-Treasury was $18,922,547.

The gold shipment from San Francisco this year to the 17th of June amounts to $27,835,100, against $21,529,046 for the corresponding time in 1863. Excess this year, $6,306,060.

And this is in the face of an exceedingly dry season, and the real want of water at many of the mines. We are informed by a gentlemen just arrived from San Francisco and largely interested in mines, that the number of these now worked is all of 10,000, and that a large part of California is at this moment undeveloped in this respect. He makes the assertion that in 1874 the products of California alone in the precious metals will be $300,000,000 per annum.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana War Loan, 99; Indiana 5s, 86; Tennessee 5s, 48; Louisiana 6s, 72; North Carolina 6s, 58¾; Kentucky 6s, 105; Marietta and Cincinnati 1st mort., 106; Hannibal and St. Joseph Land Grant, 101½; Atlantic and Great Western, 1st mort., (Ohio div.) 100; Pitts., Ft. W. and Chi. scrip, 110¼; Norwich and Worcester, 115; St. Louis City Water Loan, 92½; Atlantic M. S. S. Co., 176½; Metropolitan Gas, 125; Copake Iron, 6¾; Bucks Co. Lead, ¾; Quartz Hill Gold, 12; Ocean Bank, 97; Metropolitan Bank, 118; Merchants' Bank, 108; Park Bank, 135; Bank of Commerce, 105¼.

Philadelphia.—Allegheny Valley R. R. 2d mort., 100; Reading 6s, 1843–'80, 119; Allegheny Co. coupon 5s, 81½; Pittsburg 5s, 79; 10th and 11th streets, R. R., 49; Spruce and Pine streets, (old stock,) 14; Del. Div. Canal 6s, 104½; Hazleton Coal, 82; N. Y. and Middle Coal Fields, 20; Fulton Coal, 9; New Creek, 1; Big Mountain, 8¼; Organic Oil, 1; Phila. and Oil Creek, 1; Dalzell Oil, 6½; McElheny Oil, 5; Union Petroleum, 2; McClintock Oil, 4¼; Maple Shade Oil, 11¾; Mineral Oil, 2; Olmstead Oil, 2; Hague Island Oil, ⅞; Oil Creek, 5⅝; Densmore Oil, 5; Irwin Oil, 4; Penn. Copper, 10; Commercial Bank, 56; Manuf. and Mech. Bank, 28; North Bank, Ky., 115; Bank of Kentucky, 108; Union Bank, 43; Girard Bank, 47½; Philadelphia Bank, 133. The latest quotations are: City 6s, 104@104¼; do., new, 106⅜@106½; State 5s, 101@102; do., coupon, 103@103¼; do., 6s, W. L., 107@107½; Phila., Wil. and Balt., 73; Reading, 65⅞@66; do., 6s, 1870, 111@112; do., 1886, 121½@122¼; Camden and Amboy, 191@193; Pennsylvania R. R., 73½@74; do., 1st mort., 122@125; do., 2d mort., 120@121; Little Schuylkill R. R., 46½@46¾; Morris Canal, 99¼@100¼; do., pref., 139@141; do., bonds, 116@120; do., 2d mort., 104¼@105; Wyoming Valley Canal, 86@87; do., 6s, 104½@105½; Susquehanna Canal, 20⅝@20¾; do., 6s, 64@64½; Sch. Nav., 28@30; do., pref., 37½@38; do., 6s, 1882, 93⅛@93¼; Union Canal bonds, 20@24; Delaware Div. Canal, 42½@44; do., bonds, 104@104½; Elmira and Williamsport, 35@37; do., pref., 51@54; do., 7s, 1873, 110@110½; do., Chattle 10s, 77½@78; Beaver Meadow, 91@95; Long Island R. R., 45@48; Lehigh Coal and Navigation, 85@85½; North Pennsylvania, 32@32¾; do., 6s, 104¼@104¾; do., 10s, 125@128; Philadelphia and Erie, 33¾@34; do., 6s, 112½@113; Minehill, 62½@62¾; Catawissa, 19@21; do., pref., 40¼@40¾; Lehigh Valley, 130@135; do., bonds, 121@122; Fifth and Sixth streets, (horse,) 61@64; do., 7s, 107; Second and Third, 70½@75; do., 7s, 110; Race and Vine, 11@15; West Philadelphia, 72@72½; Spruce and Pine, 42@45; Green and Coates, 35@39; do., 7s, 110@110¼; Chestnut and Walnut, 59@60½; Arch, 28@34; Thirteenth and Fifteenth, 35; Seventeenth and Nineteenth, 16; Girard College, 31@32; Tenth and Eleventh. 48@49; Norristown, 63½@64¼.

Boston.—Northern (Ogdensburg,) 1st mort., 104½; do., 2d mort., 32; Rutland and Burlington 1st mort., 71; Vermont Central 1st mort., 85; Boston and New York Air Line 6s, 67; Eastern R. R. 6s, 1874, 108; Boston, Hartford and Erie, 35; Vermont 6s, 1876, 101; Rhode Island 6s, 1874, 108; Maine 6s, 1883, 100; Boston 5s, 1874–'82, 125; Chicago 7s, 1884, 109¾; Boston Water Power Co., 41½; East Boston, Co., 13; Essex Co., 101½; Saco Water Power, 180; Franklin Coal Co., 94½; Short Mt. Coal, 47¾; Boston Gas, 857½; Webster Bank, 102½; Bank of Commerce, 103¼; City Bank, 106; Third National Bank, 95; Atlantic Bank, 100; Bay State Bank, Lawrence, 76; National Bank of the Republic, 101; New England Bank, 117; Merchants' Bank, 104½; Atlas Bank, 103¼; Eliot Bank, 123; Bank of North America, 97; Acton Mining Co., 2; Albany and Boston, 21; Allouez, 4; Albion Gold, 3⅝; Black River, 35c.; Bay State, 19½; Boston, 5; Copper Falls, 36; Colorado Gold, 4; Concord, 4¼; Chaudiere Gold, 40c.; French Creek, 1; Gt. Western, 4¼; Huron, 33; Humboldt, 10; Highland, 9½; Mesnard, 9½; Manhattan, 6⅞; Native, 2; Ottawa, 50c.; Pontiac, 5¼; Renfrew Gold, 1¼; Star, 6¼; St. Clair, 8; Superior, 9.

Baltimore.—N. W. Va. 1st mort., 113¾; Mineral Hill, 2.80; Am. Gas Coal, 2.75; Canton Co., 36; Atlantic Coal, 1.45; Lake Chrome; 0.75; Md. Copper, 1.00; Bare Hill, 4.10; Springfield, 2.20; Santa Clara, 23; Bank of Commerce, 24¾; City Passenger R. R., 23. The latest quotations are: Balt. and Ohio, 113@115; do., 6s, 1867, 104; do., 1875, 113@117; do., 1880, 114½@115¼; do., 1885, 117@117; Northern Central, 59@60; do., bonds, 1885, 107½@108; N. W. Va., 16@20; do., 1st mort., 113¾@114; do., 2d mort., 103; do., 3d mort., 35@38½; do., guar., 104@115; Marietta and Cincinnati 7s, 1891, 106@109; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 58@68; do., income 1857–'60, 40@44; Western Md. bonds, 85@89½; do., guar., 116; Maryland 5s, 95@100; do., 6s, coupon, 1870, 113; do., Ins., 110@113; do., 1890, 110; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 118@119; do., 1886, 117@118; do., 1890, 118½@118¾; do., coupon, 118; do., 5s, 1838–'70, 96@96; City Passenger R. R., 23@25; Canton Co., 84¼@85¼; Gardner, 75@1.00, Gas Coal, 2.60@2.75; Maryland, 0.90@1.00; North State, .10@.15; Rudisell, .65@.70; Silver Hill, .20@.30; Springfield, 2.00@2.15; George's Creek, 1.00@1.10; Santa Clara, 22¼@22½; Baltimore and Cuba Smelting and Mining, 210@225; Balt. and North Carolina, .20@.40; Balt. Chrome, 1.90@2.50; Bare Hill, 3.20@4.40; Atlantic Coal, 1.35@1.40; Mineral Hill 2.75@2.95; Baltimore Coal, 89; Lake Chrome, 50@55.

☞ The ill health of H. M. Humphrey has caused him to resign his position as Cashier of the Ninth National Bank, Mr. John T. Hill, who succeeds him, is a gentleman of good experience in Banking in the Park Bank and elsewhere. The business of the Ninth is very large.

☞ Mr. I. R. Tupper has been appointed Commercial Agent for the New York Central Railroad Company at New York, and may be found at their office, No. 239 Broadway.

☞ Petitions are circulating in Minnesota asking of the Governor to call an extra session of the Legislature to bestow the land granted to the Lake Superior and St. Paul Railroad, funds having been offered to complete the entire road as soon as possible.

☞ The French Metrical System is now in use in Italy, Spain, Portugal, the Low Countries, Belgium, Greece, Colombia, and the Grisons, Valais, and Tessin, Cantons of Switzerland.

☞ The Prussian Government is engaged in preliminary surveys for a canal between the Baltic and the North Sea. The route known as the Brunsbuttel, Rendsburg and Eckenpoerde will probably be selected, as the engineer's report gives it the preference.

Railroad Freight Tariff.

The Presidents of nearly all the leading railroads leading from this point to the West were in council at the St. Nicholas Hotel on the 14th. William H. Clement, Esq., of the Little Miami and Columbus and Xenia Railroad, presided. The principal business was a revision of the freight tariff, and reclassifying goods. A resolution was adopted in favor of advancing the rate of Western freights *twenty per cent.*, after which the Convention adjourned *sine die*. The new arrangement will probably go into effect about the first of August.

Ogdensburg and Lake Champlain R. R.

A hearing was had, on the 12th inst., at Plattsburg, N. Y., before the general term of the Supreme Court, on the petition of this corporation that the court would direct the Trustees of the Second Mortgage Bonds to make a surrender of the property to them. It appeared that a strict construction of the statute made it necessary that the order of notice should proceed from this court at its general term, and not from the District Court, as was done in this case. The parties were therefore directed to file their petition, and give notice to all parties interested to appear at the next term of the court to be held in October. The prospects of this road were never better than at the present time. Its rolling stock, and that of the whole line

from Ogdensburg to Boston, is taxed to its utmost capacity, to do the business that is offered.—*Transcript.*

New Jersey (Paterson) Locomotives.

The United States Government, having taken possession of upwards of five hundred miles of railroad in Tennessee and Georgia, which roads were found to be very deficient in locomotives, as well as other rolling stock, contracts were made last spring with several builders to furnish a hundred or more first-class engines for use on said roads. The three locomotive shops in this city, viz: Rogers & Co., Danforth & Cook, and the New Jersey Locomotive Works—contracted for thirty-six of these locomotives, all of which were to be finished by the 15th of July. The first locomotive for Government was turned out on the 29th of April, the second on May 2d, and the whole number is now completed. Of these Rogers & Co. built 15, Danforth & Cook 12, and the New Jersey Locomotive Works 9. Besides finishing this contract for government, the Paterson shops have also completed six locomotives for other parties, making forty-two of these powerful engines in about two months, equal to almost one a day, counting actual working time.—*Paterson Register.*

Interest and Dividends.

The Erie railway company have declared a semi-annual dividend of 3½ per cent (payable less the government tax of 5 per cent) on the preferred stock. Also a dividend of 4 per cent on the common stock, free of government tax—both payable at the Treasurer's office in this city on 3d of August. The books were closed on the 19th inst., to be re-opened on the 5th prox.

The New York Central Railroad will pay, August 20, a twenty-second semi-annual dividend of 4 per cent, free of tax. The books close 30th inst., to re-open August 24.

The Lehigh and Luzerne Railroad Company a semi-annual dividend of six per cent, payable on the 18th inst.

The New Jersey Railroad and Transportation Company will pay, 1st August, a semi-annual dividend of 5 per cent, free of tax.

The Philadelphia and Trenton Railroad Company, will pay a semi-annual dividend of five per cent, clear of all taxes, from the profits of the company, on and after the 21st inst.

The Delaware and Raritan Canal and Camden and Amboy Railroad Company will pay, July 21st, 5 per cent, free of government tax.

The Morris Canal Company announces a semi-annual dividend of five per cent on the preferred shares, and a dividend of five per cent on the consolidated stock, free of government tax; payable on the 2d of August next at the office of the company in Jersey City.

The Dubuque and Sioux City Railroad Company will pay 1st August a scrip dividend of 3½ per cent on the preferred stock.

The Pittsburg, Fort Wayne and Chicago Railroad Company have declared a dividend of 2½ per cent on the shares of the original Capital Stock of this Company, payable (free of Government Tax) on and after the 5th of August, at the office of the Company in Pittsburg, and at the Transfer Agency, Winslow, Lanier & Co., No. 52 Wall street, New York, to the Stockholders, as registered at the respective offices. The transfer books were closed on the 20th inst., to be reopened on the 5th prox.

The Pittsburg, Fort Wayne and Chicago Railroad Company has declared a dividend of 3½ per cent on the 8d mortgage bonds for the half year ending June 80, payable on the 6th of August.

☞ The revenue collected at the port of Halifax, N. S., for the six months ending 30th June was $357,044, being $71,171 in excess of the amount collected for the same period last year.

Pacific Railroad Act.

AN ACT.

To amend an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri to the Pacific Ocean, and to secure to the government the use of the same for postal, military, and other purposes," approved July one, eighteen hundred and sixty-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the capital stock of the company entitled the Union Pacific Railroad Company, authorized by the act of which this act is amendatory, shall be in shares of one hundred dollars, instead of one thousand dollars, each; that the number of shares shall be one million, instead of one hundred thousand; and that the number of shares which any person shall hold to entitle him to serve as a director in said company (except the five directors to be appointed by government) shall be fifty shares instead of five shares; and that every subscriber to said capital stock for each share of one thousand dollars heretofore subscribed shall be entitled to a certificate for ten shares of one hundred dollars each: and that the following words in section first of said act: "which shall be subscribed for and held not more than two hundred shares by any one person," be, and the same are hereby repealed.

SEC. 2. *And be it further enacted*, That the Union Pacific Railroad Company shall cause books to be kept open to receive subscriptions to the capital stock of said company (until the entire capital of one hundred millions of dollars shall be subscribed,) at the general office of said company in the city of New York, and in each of the cities of Boston, Philadelphia, Baltimore, Chicago, Cincinnati, and St. Louis, at such places as may be designated by the President of the United States, and in such other localities as may be directed by him. No subscription for said stock shall be deemed valid unless the subscriber therefor shall, at the time of subscribing, pay or remit to the treasurer of the company an amount per share subscribed by him equal to the amount per share previously paid by the then existing stockholders. The said company shall make assessments upon its stockholders of not less than five dollars per share, and at intervals of not exceeding six months from and after the passage of this act, until the par value of all shares subscribed shall be fully paid: and money only shall be receivable for any such assessment, or as equivalents for any portion of the capital stock hereinbefore authorized. The capital stock of said company shall not be increased beyond the actual cost of said road. And the stock of the company shall be deemed personal property, and shall be transferable on the books of the company, at the general office of said company in the city of New York, or at such other transfer office as the company may establish.

SEC. 3. *And be it further enacted*, That the Union Pacific Railroad Company, and all other companies provided for in this act and the act to which this is an amendment be, and hereby are, empowered to enter upon, purchase, take, and hold any lands or premises that may be necessary and proper for the construction and working of said road, not exceeding in width one hundred feet on each side of its centre line, unless a greater width be required for the purpose of excavation or embankment; and also any lands or premises that may be necessary and proper for turnouts, standing places for cars, depots, station houses, or any other structures required in the construction and operating of said road. And each of said companies shall have the right to cut and remove trees or other materials that might, by falling, encumber its road bed, though standing or being more than one hundred feet therefrom. And in case the owner or claimant of such lands or premises and such company can not agree as to the damages, the amount shall be determined by the appraisal of three disinterested commissioners, who may be appointed upon application by any party to any judge of a court of record in any of the Territories in which the lands or premises to be taken lie; and said commissioners in their assessments of damages, shall appraise such premises at what would have been the value thereof if the road had not been built; and upon return into court of such appraisement, and upon the payment to the clerk thereof of the amount so awarded by the commissioners for the use and benefit of the owner thereof, said premises shall be deemed to be taken by said company, which shall thereby acquire full title to the same for the purposes aforesaid. And either party, feeling aggrieved by said assessment, may, within thirty days, file an appeal therefrom, and demand a jury of twelve men to estimate the damage sustained; but such appeal shall not interfere with the rights of said company to enter upon the premises taken, or to do any act necessary in the construction of its road. And said party appealing shall give bonds, with sufficient surety or sureties, for the payment of costs that may arise upon such appeal. And in case the party appealing does not obtain a more favorable verdict, such party shall pay the whole cost incurred by the appellee, as well as its own. And the payment into court, for the use of the owner or claimant, of a sum equal to that finally awarded, shall be held to vest in said company the title of said land, and the right to use and occupy the same for the construction, maintaining, and operating of the road of said company. And in case any of the lands to be taken as aforesaid shall be held by any person residing without the territory or subject to any legal disability, the court may appoint a proper person, who shall give bonds, with sufficient surety or sureties, for the faithful execution of his trust, and who may represent in court the person disqualified or absent aforesaid, when the same proceedings shall be had in reference to the appraisement of the premises to be taken, and with the same effect as have been already described. And the title of the company to the land taken by virtue of this act shall not be affected nor impaired by reason of any failure by any guardian to discharge faithfully his trust. And in case it shall be necessary for either of the said companies to enter upon lands which are unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use the same for the purpose of its said railroad, and may institute proceedings in manner described for the purpose of ascertaining the value of and acquiring a title to the same; and the court may determine the kind of notice to be served on such owner or owners, and may in its discretion appoint an agent or guardian to represent such owner or owners in case of his or their incapacity or non-appearance. But in case no claimant shall appear within six years from the time of the opening of said road across any land, all claim to damages against said company shall be barred. It shall be competent for the legal guardian of any infant, or any other person under guardianship, to agree with the proper company as to damages sustained by reason of the taking of any lands of any such person under disability, as aforesaid, for the use as aforesaid; and upon such agreement being made, and approved by the court having supervision of the official acts of said guardian, the said guardian shall have full power to make and execute a conveyance thereof to the said company, which shall vest the title thereto in the said company.

SEC. 4. *And be it further enacted*, That section three of said act be hereby amended by striking out the word "five," where the same occurs in said section, and by inserting in lieu thereof the word "ten;" and by striking out the word "ten," where the same occurs in said section, and by inserting in lieu thereof the word "twenty." And section seven of said act is hereby amended by striking out the word "fifteen," where the same

occurs in said section, and inserting in lieu thereof the word "twenty-five." And the term "mineral land," wherever the same occurs in this act, and the act to which this is an amendment, shall not be construed to include coal and iron lands. And any lands granted by this act, or the act to which this is an amendment, shall not defeat or impair any pre-emption, homestead, swamp land, or other lawful claim, nor include any government reservation of mineral lands, or the improvements of every bona-fide settler, or any lands returned and denominated as mineral lands, and the timber necessary to support his said improvements as a miner or agriculturist, to be ascertained under such rules as have been or may be established by the commissioner of the general land office in conformity with the provisions of the pre-emption law: *Provided*, That the quantity thus exempted by the operation of this act, to which this is an amendment, shall not exceed 160 acres for each settler who claims as an agriculturist; and such amount for each settler who claims as a miner as the said commissioner may establish by general regulations; *Provided, also*, That the phrase that where the same shall contain timber, the timber thereon is hereby granted to said company, in the proviso to said Section 3, shall not apply to the timber being or growing on any land further than ten miles from the centre line of any one of said roads or branches mentioned in said act or in this act. And all lands shall be excluded from the operation of this act, and the act to which this is an amendment, which were located under the provisions of an act entitled "An act donating lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts," approved July second, eighteen hundred and sixty-two, and notice thereof given in the proper land office.

SEC. 5. *And be it further enacted*, That the time for designating the general route of said railroad, and of filing the map of the same, and the time for the completion of that part of the railroads required by the terms of said act of each company, be, and the same is hereby, extended one year from the time in said act designated; and that the Central Pacific Railroad Company of California shall be required to complete twenty-five miles of their said road in each year thereafter, and the whole to the State line within four years, and that only one half of the compensation for services rendered for the government by said companies shall be required to be applied to the payment of the bonds issued by the government in aid of the construction of said roads.

SEC. 6. *And be it further enacted*, That the proviso to section four of said act is hereby modified as follows, to wit: And the President of the United States is hereby authorized, at any time after the passage of this act, to appoint for each and every of said roads, three commissioners, as provided for in the act to which this act is amendatory; and the verified statement of the president of the California Company, required by said section four, shall be filed in the office of the United States surveyor general for the State of California, instead of being presented to the President of the United States: and the said surveyor general shall thereupon notify the said commissioners of the filing of such statement, and the said commissioners shall thereupon proceed to examine the portion of said railroad and telegraph line so completed, and make their report thereon to the President of the United States, as provided by the act to which this is amendatory. And such statement may be filed, and such railroad and telegraph line be examined and reported on by the said commissioners, and the requisite amount of bonds may be issued, and the lands appertaining thereto may be set apart, located, entered, and patented, as provided in this act and the act to which this is amendatory, upon the construction by said railroad company of California of any portion of not less than twenty consecutive miles of their said railroad and telegraph line, upon the certificate of said commissioners that such portion is completed as required by the act of which this is amendatory. And section ten of the act of which this is amendatory is hereby amended by inserting after the words "United States," in the last clause, the words "and States intervening."

SEC. 7. *And be it further enacted*, That so much of section seventeen of said act as provides for a reservation by the government of a portion of the bonds to be issued to aid in the construction of the said railroads is hereby repealed. And the failure of any one company to comply fully with the conditions and requirements of this act, and the act to which this is amendatory, shall not work a forfeiture of the rights, privileges, or franchises of any other company or companies that shall have complied with the same.

SEC. 8. *And be it further enacted*, That for the purpose of facilitating the work on said railroad, and of enabling the said company as early as practicable to commence the grading of said railroad in the region of the mountains, between the eastern base of the Rocky Mountains and the western base of the Sierra Nevada Mountains, so that the same may be finally completed within the time required by law, it is hereby provided that whenever the chief engineer of the said company, and said commissioners, shall certify that a certain proportion of the work required to prepare the road for the superstructure on any such section of twenty miles is done (which said certificate shall be duly verified,) the Secretary of the Treasury is hereby authorized and required, upon the delivery of such certificate, to issue to said company a proportion of said bonds, not exceeding two-thirds of the amount of bonds authorized to be issued under the provisions of the act, to aid in the construction of such section of twenty miles, nor in any case exceeding two-thirds of the value of the work done. The remaining one-third to remain until the said section is fully completed and certified by the commissioners appointed by the President, according to the terms and provisions of the said act. And no bonds shall issue to the Union Pacific Railroad Company for work done west of Salt Lake City under this section, more than three hundred miles in advance of the completed continuous line of said railroad from the point of beginning on the one hundredth meridian of longitude.

SEC. 9. *And be it further enacted*, That to enable any one of said corporations to make convenient and necessary connexions with other roads, it is hereby authorized to establish and maintain all necessary ferries upon and across the Missouri River and other rivers which its road may pass in its course; and authority is hereby given said corporation to construct bridges over said Missouri River and all other rivers for the convenience of said road: *Provided*, That any bridge or bridges it may construct over the Missouri River or any other navigable river on the line of said road shall be constructed with suitable and proper draws for the passage of steamboats, and shall be built, kept, and maintained, at the expense of said company, in such manner as not to impair the usefulness of said rivers for navigation to any greater extent than such structures of the most approved character necessarily do. And provided further, that any company authorized by this act to construct its road and telegraph line from the Missouri River to the initial point aforesaid, may construct its road and telegraph line so as to connect with the Union Pacific Railroad at any point westwardly of such initial point, in case such company shall deem such westward connection more practicable or desirable; and in aid of the construction of so much of its road and telegraph line, as shall so be a departure from the route hereinbefore provided for its road, such company shall be entitled to all the benefits, and be subject to all the conditions and restrictions of this act: Provided further, however, that the bonds of the United States shall not be issued to such company for a greater amount than is hereinbefore provided if the same had united with the Union Pacific Railroad on the 100th degree of longitude. Nor shall such company be entitled to receive any greater amount of alternate sections of public lands than are also herein provided.

SEC. 10. *And be it further enacted*, That section five of said act be so modified and amended that the Union Pacific Railroad Company, the Central Pacific Railroad Company, and any other company authorized to participate in the construction of said road, may, on the completion of each section of said road as provided in this act, and the act to which this act is an amendment, issue their first mortgage bonds on their respective railroads and telegraph lines to an amount not exceeding the amount of the bonds of the United States, and of even tenor and date, time of maturity, rate and character of interest with the bonds authorized to be issued to said railroad companies respectively. And the lien of the United States bonds shall be subordinate to that of the bonds of any or either of said companies hereby authorized to be issued on their respective roads, property, and equipments, except as to the provision of the sixth section of the act to which this act is an amendment, relating to the transmission of dispatches, and the transportation of mails, troops, and munitions of war, supplies, and public stores, for the Government of the United States. And said section is further amended by striking out the word "forty," and inserting in lieu thereof the words, "on each and every section of not less than twenty." That if any of the railroad companies entitled to bonds of the United States, or to issue their first mortgage bonds herein provided for, has at the time of the approval of this act issued or shall thereafter issue any of its own bonds or securities in such form and manner as in law and equity to entitle the same to priority or preference of payment to the said guaranteed bonds, or said first mortgage bonds, the amount of such corporate bonds outstanding and unsatisfied, or uncancelled, shall be deducted from the amount of such government and first mortgage bonds to which the company may be entitled to receive and issue, and such an amount only of such government bonds and such first mortgage bonds shall be granted or permitted as, added to such outstanding, unsatisfied, or uncancelled bonds of the company, shall make up the whole amount per mile to which the company would otherwise have been entitled. And provided further, that before any bonds shall be so given by the United States, the company claiming them shall present to the Secretary of the Treasury, an affidavit of the president and secretary of the company, to be sworn to before the judge of a court of record, setting forth whether said company has issued any such bonds or securities, and if so, particularly describing the same, and such other evidence as the Secretary may require, so as to enable him to make the deduction herein required, and such affidavit shall then be filed and deposited in the office of the Secretary of the Interior; and any person swearing falsely to any such affidavit shall be deemed guilty of perjury, and on conviction thereof shall be punished as aforesaid; Provided, also, that no land granted by this act shall be conveyed to any party or parties, and no bonds shall be issued to any company or companies, party or parties, on account of any road or part thereof, made prior to the passage of the act to which this act is an amendment, or made subsequent thereto, under the provisions of any act or acts other than this act and the act amended by this act.

SEC. 11. *And be it further enacted*, That the Leavenworth, Pawnee, and Western Railroad Company, now known as the Union Pacific Railway Company, Eastern Division, shall build the railroad from the mouth of Kansas River, by the way of Leavenworth, or if that be not deemed the best route, then the said company shall, within two years, build a railroad from the said city of Leavenworth to unite with the main stem at or near the city of Lawrence; but to aid in the construction of said branch the said company shall not be entitled to any bonds. And if the Union Pacific Railroad Company shall not be proceeding in good faith to build the said railroad through the territories, when the Leavenworth, Pawnee, and Western Railroad Company, now known as the Union Pacific Railway Company, Eastern

Division, shall have completed their road to the 100th degree of longitude, then the last named company may proceed to make said road westward until it meets and connects with the Central Pacific Railroad Company on the same line. And the said railroad from the mouth of Kansas River to the 100th meridian of longitude shall be made by the way of Lawrence and Topeka, or on the bank of the Kansas River opposite said towns: *Provided*, That no bonds shall be issued or land certified by the United States to any person or company for the construction of any part of the main trunk line of said railroad west of the 100th meridian of longitude and east of the Rocky Mountains until said road shall be completed from or near Omaha, on the Missouri River, to the said 100th meridian.

SEC. 12. *And be it further enacted*, That at and after the next election of directors the number of directors to be elected by the stockholders shall be fifteen; and the number of directors to be appointed by the President shall be five; and the President shall appoint three additional directors to serve until the next regular election, and thereafter five directors. At least one of said government directors shall be placed on each of the standing committees of said company, and at least one on every special committee that may be appointed. The government directors shall, from time to time, report to the Secretary of the Interior, in answer to any inquiries he may make of them, touching the condition, management, and progress of the work, and shall communicate to the Secretary of the Interior, at any time, such information as should be in the possession of the department. They shall, as often as may be necessary to a full knowledge of the condition and management of the line, visit all portions of the line of road, whether built or surveyed; and while absent from home, attending to their duties as directors, shall be paid their actual traveling expenses, and be allowed and paid such reasonable compensation for their time actually employed as the board of directors may decide.

SEC. 13. *And be it further enacted*, That the next election of directors of said railroad shall be held on the first Wednesday of October at the office of said company in the city of New York, between the hours of 10 o'clock A. M. and 4 o'clock P. M. of said day, and all subsequent regular elections shall be held annually thereafter at the same place; and the directors shall hold their office for one year and until their successors are qualified.

SEC. 14. *And be it further enacted*, That the several companies authorized to construct the aforesaid roads are hereby required to operate and use said roads and telegraph for all purpose of communication, travel, and transportation so far as the public and the Government are concerned, as one continuous line, and in such operation and use to afford and secure to each other equal advantages and facilities as to rates, time, and transportation, without any discrimination of any kind in favor of the road or business of any or either of said companies, or adverse to the road or business of any or either of the others. And it shall not be lawful for the proprietors of any line of telegraph authorized by this act, or the act amended by this act, to refuse or fail to convey for all persons requiring the transmission of news and messages of like character on pain of forfeiture to the person injured for each offense the sum of one hundred dollrrs, and such other damage as he may have suffered on account of said refusal or forfeiture, to be sued for and recovered in any court of the United States or any State or Territory, of competent jurisdiction.

SEC. 15. *And be it further enacted*, That any two or more of the companies authorized to participate in the benefits of this act are hereby authorized at any time to unite and consolidate their organizations, as the same may or shall be, upon such terms and conditions, and in such manner as they may agree upon, and as shall not be incompatible with this act or the laws of the State or States in which the roads of such companies may be, and to assume and adopt such corporate name and style as they may agree upon, with a capital stock not to exceed the actual cost of the roads so to be consolidated, and shall file a copy of such consolidation in the Department of the Interior: and thereupon such organization, so formed and consolidated, shall succeed to possess and be entitled to receive from the government of the United States all and singular the grants, benefits, immunities, guarantees, acts, and things to be done and performed, and be subject to the same terms, conditions, restrictions, and requirements which said companies, respectively, at the time of such consolidation, are or may be entitled or subject to under this act, in place and substitution of said companies so consolidated, respectively. And all other provisions of this act, so far as applicable, relating or in any manner appertaining to the companies so consolidated, or either thereof, shall apply and be of force as to such consolidated organization. And in case, upon the completion of such consolidated organization of the roads or either of them, of the companies so consolidated, any other of the road or roads of either of the other companies authorized as aforesaid (and forming, or intended or necessary to form a portion of a continuous line from each of the several points on the Missouri River, hereinbefore designated, to the Pacific coast), shall not have constructed the number of miles of its road within the time herein required, such consolidated organization is hereby authorized to continue the construction of its road and telegraph in the general direction and route in which such incomplete and unconstructed road is hereinbefore authorized to be built, until such continuation of the road of such consolidated organization shall reach the constructed road and telegraph of said other company, and at such point to connect and unite therewith; and for and in aid thereof the said consolidated organization may do and perform, in reference to such portion of road and telegraph as shall be in continuation of its constructed road and telegraph, and to the construction and equipment thereof, all and singular the several acts and things hereinbefore provided, authorized, or granted to be done by the company hereinbefore authorized to construct and equip the same, and shall be entitled to similar and like grants, benefits, immunities, guarantees, acts, and things to be done and performed by the government of the United States, by the President of the United States, by the Secretaries of the Treasury and Interior, and by commissioners, in reference to such company, and to such portion of the road hereinbefore authorized to be constructed by it, and upon the like and similar terms and conditions, so far as the same are applicable thereto. And said consolidated company shall pay to said defaulting company the value, to be estimated by competent engineers, of all the work done and material furnished by said defaulting company, which may be adopted and used by said consolidated company in the progress of the work under the provisions of this section: *Provided, nevertheless*, That said defaulting company may at any time before receiving pay for its said work and material, as hereinbefore provided, on its own election, pay said consolidated company the value of the work done and materials furnished by said consolidated company, to be estimated by competent engineers, necessary for and used in the construction of the road of said defaulting company, and resume the control of its said road; and all the rights, benefits, and privileges which shall be acquired, possessed, or exercised, pursuant to this section, shall be to that extent an abatement of the rights, benefits, and privileges hereinbefore granted to such other company. And in case any company authorized thereto shall not enter into such consolidated organization, such company, upon the completion of its road as hereinbefore provided, shall be entitled to, and is hereby authorized to continue and extend the same under the circumstances, and in accordance with the provisions of this section, and to have all the benefits thereof, as fully and completely as are herein provided touching such consolidated organization. And in case more than one such consolidated organization shall be made, pursuant to this act, the terms and conditions of this act, hereinbefore recited as to one, shall apply in like manner, force, and effect to the other: *Provided, however*, That rights and interests at any time acquired by one such consolidated organization shall not be impaired by another thereof. It is further provided that, should the Central Pacific Railroad Company of California complete their line to the eastern line of the State of California before the line of the Unoin Pacific Railroad Company shall have been extended westward so as to meet the line of said first-named company, said first-named company may extend their line of road eastward one hundred and fifty miles, on the established route, so as to meet and connect with the line of the Union Pacific road, complying in all respects with the provisions and restrictions of this act as to said Union Pacific road, and upon doing so shall enjoy all the right, privileges, and benefits conferred by this act on said Union Pacific Railroad Company.

SEC. 16. *And be it further enacted*, That so much of section fourteen of said act as relates to a branch from Sioux City, be, and the same is hereby, amended, so as to read as follows: That whenever a line of railroad shall be completed through the States of Iowa or Minnesota to Sioux City, such company now organized, or as may hereafter be organized under the laws of Iowa, Minnesota, Dakota, or Nebraska, as the President of the United States, by its request, may designate or approve for that purpose, shall construct and operate a line of railroad and telegraph from Sioux City, upon the most direct and practicable route, to such a point on, and so as to connect with, the Iowa branch of the Union Pacific Railroad from Omaha, or the Union Pacific Railroad, as such company may select, and on the same terms and conditions as are provided in this act and the act to which this is an amendment, for the construction of said Union Pacific Railroad and telegraph line and branches; and said company shall complete the same at the rate of fifty miles per year: *Provided*, That said Union Pacific Railroad Company shall, and is hereby, released from the construction of said branch. And said company constructing said branch shall not be entitled to receive in bonds an amount larger than the said Union Pacific Railroad Company would be entitled to receive if it had constructed the branch under this act and the act to which this an amendment; but said company shall be entitled to receive alternate sections of land ten miles in width on each side of the same along the whole length of said branch: *And provided, further*, That if a railroad should not be completed to Sioux City across Iowa or Minnesota within eighteen months from the date of this act, then said company designated by the President, as aforesaid, may commence, continue, and complete the construction of said branch as contemplated by the provisions of this act: *Provided, however*, That if the said company so designated by the President as aforesaid shall not complete the said branch from Sioux City to the Pacific railroad within ten years from the passage of this act, then and in that case all of the railroad which shall have been constructed by said company shall be forfeited to and become the property of the United States.

SEC. 17. *And be it further enacted*, That the Burlington and Missouri River Railroad Company, a corporation organized under and by virtue of the laws of the State of Iowa, be, and hereby is, authorized to extend its road through the Territory of Nebraska from the point where it strikes the Missouri River south of the mouth of the Platte River to some point not further west than the one hundredth meridian of west longitude, so as to connect by the most practicable route with the main trunk of the Union Pacific Railroad, or that part of it which runs from Omaha to the said one hundredth meridian of west longitude. And for the purpose of enabling said Burlington and Missouri River Railroad Company to construct that portion of their road herein authorized, the right of way through the public lands is hereby granted to said company for the construction of said road; and the right,

power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber and other materials for the construction thereof. Said right of way is granted to said company to the extent of two hundred feet, where it may pass over the public lands, including all necessary grounds for stations, buildings, workshops, depots, machine-shops, switches, side-tracks, turntables, and water stations. And the United States shall extinguish as rapidly as may be consistent with the public policy and the welfare of the said Indians, the Indian titles to all lands falling under the operation of this section, and required for the said right of way, and grant of land herein made.

SEC. 18. *And be it further enacted*, That for the purpose of aiding in the construction of said road, there be, and hereby is, granted to the said Burlington and Missouri River Railroad Company alternate sections of public lands (excepting mineral lands as provided in this act), designated by odd numbers, to the amount of ten alternate sections per mile on each side of said road on the line thereof, and not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed: *Provided*, That said company shall accept this grant within one year from the passage of this act, by filing such acceptance with the Secretary of the Interior, and shall also establish the line of said road and file a map thereof with the Secretary of the Interior within one year of the date of said acceptance, when the said Secretary shall withdraw the lands embraced in this grant from market. *Provided*, That the government bonds shall be issued to the said Burlington and Missouri Railroad Company to aid in the construction of said extension of its road; *And provided, further*, That said extension shall be completed within the period of ten years from the passage of this act. *And be it further enacted*, That before any land granted by this act shall be conveyed to any company or party entitled thereto under this act, there shall first be paid into the Treasury of the United States the cost of surveying, selecting, and conveying the same by the said company or party interested as the title shall be required by said company, which amount shall, without any further approriation, stand to the credit of the proper account to be used by the commissioner of the General Land Office for the prosecution of the survey of the public lands along the line of said roads, and so from year to year until the whole shall be completed, as provided under the provisions of this act.

SEC. 19. *And be it further enacted*, That whenever said Burlington and Missouri River Railroad Company shall have completed twenty consecutive miles of the road mentioned in the foregoing section, in the manner provided for other roads mentioned in this act and the act to which this is an amendment, the President of the United States shall appoint three commissioners to examine and report to him in relation thereto. And if it shall appear to him that twenty miles of said road have been completed as required by this act, then upon certificates of said commissioners to that effect, patents shall issue conveying the right and title to said lands to said company on each side of said road, as far as the same is completed, to the amount aforesaid; and such examination, report, and conveyance by patents shall continue from time to time in like manner until said road shall have been completed. And the President shall appoint said commissioners to fill vacancies in said commission, as provided in relation to the other roads mentioned in the act to which this is an amendment. And the said company shall be entitled to all the privileges and immunities granted to the Hannibal and Saint Joseph Railroad Company by the said last mentioned act, so far as the same may be applicable.

SEC. 20. *And be it further enacted*, That Congress may at any time alter, amend, or repeal this act.

APPROVED July 2, 1864.

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DIVIDEND.

Metropolitan Insurance Co.

108 Broadway.

NEW YORK, July 12.

NOTICE is hereby given that the Board of Directors of this Company, having made all the reservation of surplus required by the second section of an Act of the Legislature of New York, passed at the last session thereof, entitled an Act to amend an "Act to provide for the Incorporation of Fire Insurance Companies, passed July 25th, 1853, in regard to the investment of their capital and surplus profits," which reservations amount to the sum of $241,916 91, have this day declared a semi-annual Dividend of FIVE PER CENT. on the Capital Stock, free of Government Tax, payable on demand.

1t 30 J. C. GOODRIDGE, Secretary.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 18, 1864.

TWENTY-SECOND SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Four per Cent. on the capital stock thereof, free of the United States Income Tax, payable on the 20th day of August next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK.

The transfer books will be closed at the close of business on Saturday, the Thirtieth day of July instant, and be reopened on the morning of Wednesday, the twenty-fourth day of August next.

5t-30 JOHN V. L. PRUYN, Treasurer.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY COMPANY, PITTSBURG, July 14.

DIVIDEND.—The Board of Directors of this Company have THIS DAY declared a DIVIDEND of 2½ PER CENT. on the Shares of the original Capital Stock this Company, payable (free of Government Tax) on and after the 5th of August proximo, at the office of the Company in this city, and at the Transfer Agency, WINSLOW, LANIER & CO., No. 52 Wall street, New York, to the Stockholders, as registered at the respective offices. The Transfer Books of the Company will close on the 20th of July inst., at 2 o'clock P. M., and remain closed until the 5th day of August thereafter.

By order of the Board,

2t-30 W. B. BARNES, Secretary.

THE ERIE RAILWAY COMPANY,
No. 187 WEST ST., NEW YORK, July 14, 1864.

DIVIDEND.—The Directors of this Company have THIS DAY declared a Dividend out of the earnings of the road for six months ending 30th June of THREE AND ONE-HALF PER CENT. (payable less the Government tax of 5 per cent.) on the PREFERRED STOCK.

Also a Dividend of FOUR PER CENT. on the COMMON CAPITAL STOCK, free of Government tax;

Both payable at the Treasurer's office, Erie Place, on Wednesday, the third day of August next, to the registered holders of stock at the closing of the books.

The transfer books of both Preferred and Common Stock will be closed on the afternoon of Tuesday, the 19th inst., and be re-opened on the 5th day of August.

2t-30 HORATIO N. OTIS, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 14, 1864

IN ACCORDANCE with a resolution of the Board of Directors of the Illinois Central Railroad Company, notice is hereby given to the holders of the canceled bonds scrip to present their certificates at the office of the Company, No. 21 Nassau-st., for conversion into the scrip stock of the company. L. A. CATLIN, Secretary.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, July 14, 1864

DIVIDEND.—The Board of Directors of this Company, at a meeting held this day, adopted the following preamble and resolution:

Whereas, The half yearly interest or dividend on the 3d mortgage bonds of this Company accrued on the 1st day of July inst., but not payable by the terms of contract until the 1st day of October next, and

Whereas, The net earnings of the Railway and the financial condition of the Company fully justifies the declaration and payment of a half yearly dividend on these bonds at the same time with the dividend on the Capital Stock, therefore,

Resolved, That a dividend of THREE AND ONE-HALF PER CENT. be declared on said Third Mortgage Bonds for the half-year ending June 30, ult., the same to be paid on and after the 5th day of August next, at the office of Winslow, Lanier & Co., 52 Wall street, New York, to the persons registered as holders thereof at 2 o'clock P. M. on the 20th day of July inst. The Transfer Books of the Company for said bonds to be closed on that day, and remain closed until the 5th day of August thereafter. *Provided*, That such payment in advance of that which is called for by the contract, shall not be taken as a precedent for the future action of the Company.

By order of the Board,

W. H. BARNES, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 14, 1864.

DIVIDEND NOTICE.—The Board of Directors of the Illinois Central Railroad Company have this day declared a DIVIDEND OF FOUR PER CENT. free from Government tax, on the stock and canceled bonds scrip of the company, payable on the 1st of August next, to parties whose names are registered as the holders on the books of the company at the close of business on the 15th day of July next, and that the transfer books close of that day and open on the 3d day of August

7t-25 THOMAS E. WALKER, Treasurer.

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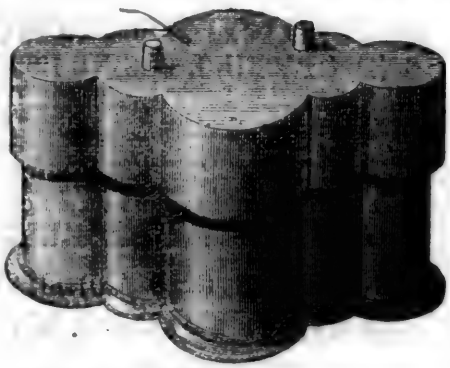
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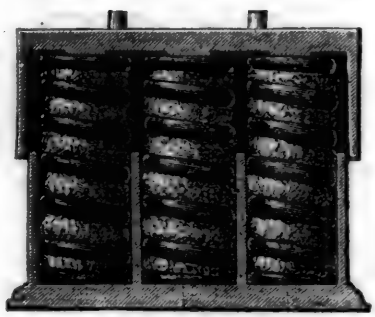


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THOMAS BOND,
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This Spring is made by placing Steel Spiral Springs packed with wool in the inside only, in a casting with cylindrical apertures or cells just large enough to receive the filled spirals, with a cap or cover fitting over and outside the casting.

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These Springs have been examined by many of the leading railroad experts of the country and in every instance with unqualified approval.

Springs that were rudely made before our manufactory was in operation are running with a satisfactory success on important roads. A set of Freight Springs imperfectly made and tempered were placed by the Penn. Central under their heaviest Freight Locomotive tender on the mountain division of their road, and gave entire satisfaction. They placed another set on one of their Freight Cars, which with its load made a total weight of 32,000 pounds and still left a motion of half an inch.

Most Railroad experts agree in the opinion that they have no spring which meets their wants. One spring which has great softness, has almost as much lateral motion as vertical; is rigid in cold weather, and short lived. Another spring which has life, has so much rigidity as to wear the roadway and rolling stock as much or even more than the twisting which follows the combination of an excessive lateral and vertical motion. Springs of other combinations must be made rigid in order to preserve their component parts.

We believe we have succeeded in avoiding these objections and can offer a spring, which while it is elastic, will have great range of motion, with a direct vertical action, and durability.

Wool is one of the most indestructible of elastic substances, and has an elasticity which cannot be entirely exhausted with any weight which can be placed on a car, and yet, the back-bone of the Spring is the Steel Spirals.

The impossibility of exhausting with any usual load the column of wool in the spiral, prevents the Spirals coming home, and bringing steel against steel, which by causing crystallization, destroys the steel. The wool is packed in the coils by a powerful press, or it would be of no service.

Our springs are light in weight and easy of adaptation, as they can be placed where any other spring can be placed, and besides, they have that which is only acquired elsewhere by placing two or more springs together, viz: breadth of base.

We ask, when it is possible, an inspection of our works, as we feel convinced that an examination there will prove the superior merit of our Springs, and the perfection of our process.

We ask that you shall order one set, at least, and judge for yourself by personal test, and if you have bolsters under your tenders, make the test there, as it is the most severe.

The excellence of our Spring, its ease of adaptation, its meeting the great want expressed by railroad men that their freight cars should be carried by elastic springs both to save roadway, rolling stock, and *to carry freight in nearly as good order as it can be carried by water*, together with the *saving* in motive power by drawing a *lively* load instead of a *dead* load, will commend our Spring to your attention.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XX., No. 31.] SATURDAY, JULY 30, 1864. [WHOLE No. 1,476, VOL. XXXVII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, July 30, 1864.

Railroads as Affecting Individual Happiness.

In treating of the economic effects of railroads, we are in the habit of regarding them chiefly in respect to their aggregate extent and value. Thus we are amazed and gratified to perceive how by their means this great country is bound together, how its enormous products are swiftly conveyed from the interior to the sea board, how many millions of persons are transported safely upon them, and how rapidly population collects at their termini and intermediate commercial stations. When we come to reduce some of these facts to figures, we find that in 1860, these railroads were in the total 30,793 miles in length, though in 1850 but 8,589 miles long, and that the cost is $1,151,-560, when in 1850 the amount then expended was but $296,660.

We also perceive the inducements they have offered to emigration, and the settlement of the Western States and territories, and how by their means there has been a distribution of the necessities of life, of the staples of the agricultural and pastoral regions on the one hand, and of the useful products brought from distant countries by sea on the other.

But there is another and a very pleasing view of their influence upon private and personal interests, their social effects, and their tendency to unite us as individuals, in our opinions, and conduct, and to strengthen our mutual confidence. By their contributions to our enjoyments and the preservation of health, in the procurement of rational and cheap pleasures, and the subjugation of local prejudices, their influence is as unbounded as it is salutary.

Let us for a moment contemplate the subject in this light.

Thus we perceive that the pain of separation of families, which in the order of things is unavoidable, is greatly mitigated by the facilities afforded by railroads. A few hours, or at most a few days give sufficient time for the reunion of the separated, and there is no more common or more pleasing spectacle than a railroad train crowded with men, women and children, who are about to perform the pious duty of joining their distant relatives. The two latter classes are able to make long journeys in perfect safety. The conductors are generally very superior persons, of kindly feelings, and disposed to bestow every necessary attention. The baggage of travelers, which on British and continents roads are a source of infinite trouble and anxiety and great expense, and in constant danger of loss, is with our system of management perfectly secure. After it is delivered at the depot and checked, it need no longer be thought of. Whether destined to Saratoga, or Chicago, or St. Louis, it is all the same, and sure to be ready for delivery to its owner. In this particular our railroad management is in advance of any other in the world. In London for example, the confusion at a depot or station is vexatious in the extreme, and travelers are continually exposed to the tricks of cabmen, or the rapacity of thieves. Our system of checks, the owner always receiving a metallic token with the same numbers upon it that are appended to the baggage, is a guarantee of its safety, as it is never delivered up except upon the presentation of the duplicate issued at the depot or station.

In addition to this, there are well known companies called Baggage Expresses, who send their agents through the trains before their arrival at their destination, and who if desired by any passenger, will receive these tokens or checks from them, and agree to deliver the baggage which they designate at any place required, immediately after the arrival of the trains, for the moderate charge of 25 or 30 cents. Some of these express companies furnish large and convenient coaches which carry travelers to their residences or hotels on their arrival at the terminus for the moderate sum of fifty cents. Thus the impositions of cabmen and hackmen, notorious wherever else they are found, are entirely obviated. So too the principal hotels are in the practice of sending their own vehicles to the depots and stations with similar purpose, and by these convenient arrangements, traveling on American railroads is relieved from its usual and greatest annoyances.

The ready access to populous cities and towns, and the intermediate villages is not the only benefit conferred on the traveling public by our railway system, but it ministers also to their comfort, health and pleasure. Every popular place of resort, all our salubrious mineral springs, our watering places, our beautiful ocean beaches, and our grand mountain scenery can be reached by our railroads. It is the profitable business of some of our largest publishers, to furnish guide books to these places. The Appletons, a wealthy New York house dispose of thousands of their railway feuilletons monthly, containing routes, time tables, fares and maps, so that one has an itinerary always at hand, and may know to a minute when he will arrive at his destination, and what it will cost to get there. Particular trains are arranged for the accommodation of those who desire to visit these attractive points. He who wishes to reach Saratoga from New York has but to enter the car and remain there. He need not leave his seat if he chooses till he arrives. The Franconia Mountains with their magnificent peaks, gorges and waterfalls, are penetrated by the railroads which wind along the valley of the Connecticut. Long Branch is also visitable by means of the rails. So are Nahant, in Massachusetts, and famous beaches further north in New Hampshire. Cape May is connected with Philadelphia by rails. The great lakes are also approached in the same way, and the smaller and very beautiful sheets of water in our own State and New England, in a few instances only, requiring a change to ordinary vehicles. Lakes Cayuga, Seneca, Lakes George, Champlain, and in Vermont, the magnificent Memphremagog, and whole groups of lesser waters all through New England are easily accessible to

travelers by rail. Here under serene skies, amidst admirable scenery of the most curious and striking character, with the freshest and most nourishing food, the tired residents of the crowded cities renew their health and spirits, and learn more and more to prize the country of their birth. Here frank and cordial interchanges of opinions and views take place, false opinions are corrected, new friendships formed, and manners and habits improved by the adoption of the best examples.

Our railways are also schoolmasters abroad, not merely by the conveyance of news from the press, but by the dissemination of books and magazines on a large scale, and their distribution throughout the country, in the large cities and towns. One may find at Chicago or St. Louis in a few hours after publication, the choicest works that emanate from the Atlantic press. The Americans are a reading as well as a talking people. Everybody here reads, and we may safely assert that we know more of the history, geography, and governments of foreign countries than the mass of people which reside in them. We have three times as many newspapers as England has, and a great number of papers specially devoted to agriculture. All these go over the railroads in millions of sheets annually, and to receive them the people look as anxiously for the train that brings them, as for the merchandize which fills the freight cars.

The beneficial change of climate for invalids is also readily obtained by the same means. In the depths of winter a tropical climate can be reached in three days; in the heats of summer a cool atmosphere may be attained as easily. The refreshing breezes of the sea side, or the invigorating tonic of the mountain air are alike at our command.

The collection of these groups of travelers from different localities and States leads also to polite intercourse, free exchange of sentiments, often sincere and lasting friendships, and the enlargement of ordinary views. When the Southern States foolishly separated themselves from their friends of the North and ceased to travel over our railroads, they deprived themselves of very great advantages.

We hope the day is not far distant when acknowledging their great error we may see them again on our railways, making their way to the lakes, the mountains and the Spas where they were always welcome and always hospitably received.

It is therefore evidently perceptible, if we give the subject any reflection, that our railroads are powerful agents in improving our social condition and enlarging our individual happiness, contributing to our mental and physical health, and doing a large work of which directors, superintendents, etc., but little think.

Milwaukee and St. Paul Railway.

We understand the work on the link between Columbus and Portage, is progressing satisfactorily. This portion of the line will be completed next month.

The work on the line from the Mississippi Junction to this city, is also being pursued as rapidly possible. We observe that most of the heaviest grading is done, and the whole willl be completed as early as the 1st of October.

This Company is also putting in new stone piers, and culverts on the Watertown division, preparatory to making it the main through line, when the connecting links are completed.—*Mil. Wis.*

Boston and Worcester Railroad.

The gross income from operations of this road for the years ending November 30, 1862 and 1863, have been as follows:

	1862.	1863.
From passengers, } " freight, }	$967,718 75	$1,149,242 61
" rents	18,284 84	19,328 90
" mails	14,910 68	14,522 50
" interest, etc.	5,216 05	19,560 04
	$1,006,129 82	$1,202,654 05
Expenses, viz:		
Repairs of road	$59,748 62	$76,327 26
" engines	31,547 28	47,748 61
" cars	37,749 08	58,973 51
" buildi'gs	10,459 74	17,603 78
" bridges	3,841 76	7,072 64
Fuel	59,769 13	81,645 50
Oil and waste	6,617 12	7,346 91
Passenger expenses	73,412 37	88,986 96
Freight "	111,965 18	142,409 71
Wages of watchmen switchmen and signal men	14,461 35	16,426 63
Taxes and insurance	13,554 33	14,876 69
Renewals of iron	22,222 58	41,522 99
Gratuities & damages	3,072 69	11,681 78
Rent Ag. R. R.	12,149 95	18,016 26
Salaries officers, etc.	29,859 77	36,255 59
Western R. R. sub'y	6,000 00	.....
Pass. house, Boston.	15,342 99	22,971 23
New repair shops	.....	16,090 69
Government tax	4,051 83	18,389 60
	$515,825 72	$714,296 29
Net income	$490,304 10	$488,357 76
Deduct dividend, 9 per cent, including government tax on same		417,525 77
Surplus from income undivided		$70,831 99

The number of miles run by passenger trains has been 363,251; by freight trains, 205,354; by other trains, 4,909—total miles run 573,514—an increase over the previous year of 6,397 miles. The number of passengers carried in the cars has been 1,689,505; do. carried one mile, 29,425,029. do. carried one mile to and from other roads, 11,064,909. Tons of merchandise carried, 413,731; do. carried one mile, 16,090,305; do. carried one mile to and from other roads, 12,894,244. Increase in passengers carried, 183,309; increase in passengers carried one mile, 4,882,874. Increase in tons of merchandise carried, 31,377; increase in merchandise carried one mile, 1,213,555.

The year has been one of success in the business and operations of the road. Both the receipts and expenses have been larger than in any previous year; and the former, compared with the largest (1856) in the history of the road, show a gain of $193,781 90; and over last year of $196,524 23. This increase has been: on the joint business, $121,040 46; on other business, $75,509 77. Of the total receipts, $570,597 29 was on the joint business, and $632,056 76 on other business. The report says:

We have spared no efforts or expense to meet the increased demands of the public; not a passenger or ton of freight has been delayed by this Corporation for want of transportation. To prevent it, our freight houses were kept open day and night for the reception and delivery of freight; Cars delivered to us at Worcester late in the afternoon, were transported to Boston, unloaded and delivered back to the Western Railroad at Worcester early the next day.

We have completed our Passenger House in Boston, supplied it with a steam-boiler and apparatus for heating, and furnished it throughout, at an expense of $22,971 23. We have also built a substantial Car Repair Shop, at a cost (not including land) of $16,090 69.

We have purchased in Boston four estates, bounded on Orange Street, containing 5215 square feet of land, for the extension of the Car Repair Shops, at a cost of $21,000; also 4326 square feet, bounded on Albany Street, contiguous to the Passenger Depot, at a cost of $15,300; and 16,895 square feet, at the junction of the Boston and Providence Railroad, in conjunction with that Corporation, at a cost of $10,137.

We have added to our Stock of Merchandise Cars 48 new ones; also to the New York Line our proportion of 4 Passenger Cars and 1 Baggage Car.

We have sold two wood-burning Locomotive Engines, which had long been in use, for $11,000, and substituted two new and substantial coal-burners at a cost of 24,750.

We have put down 1182 tons of new and 465 tons of repaired rails, and 45,076 new chestnut sleepers. Over 900 tons are of the double-headed English pattern, so that when one side is worn out the other can be used. Our track is more used than any other of equal length in the country, and as we have a superior road-bed, our object has been to use the best rail. Whether this is the best, or will warrant the increased cost, is a question that can only be decided by experience.

FINANCES.—ASSETS.

Cash		$28,812 80
Loans on Collateral		456,245 00
Notes Receivable		36,008 35
Bills Receivable		138,876 94
Balances due from other Roads		30,559 30
Land not included in construct'n ac't.		100,028 23
Fuel, iron, sleepers, & mat'ls on hand.		160,358 41
		$950,889 03
Deduct Jan. div. 5 p. c. including Gov. tax on same.	231,958 76	
Balances due other roads and individuals	247,921 35	479,880 11
Leaving a surplus of		$471,008 92

The Grand Junction Bonds ($100,000) still remaining, as last year, of uncertain value, are not included in the above assets.

At the last annual meeting a memorial was presented from a respectable number of stockholders, in favor of a union with the Western Railroad, and a committee was appointed, by a vote of a majority of the stock represented, to consult with a similar committee of that Corporation, and if the two committees should agree upon the expediency and principle of a union, they were "authorized to secure the necessary legislation." The committees agreed upon these subjects, and applied for such legislation; but failing to obtain it, your committee requested the Directors to call a meeting of this Corporation to consider the subject. Their communication, bearing date October 20, 1863, was sent with the call for a meeting to each stockholder, and a meeting was accordingly held on the 18th day of November last, at which 10,956 shares were represented. By a majority vote the report of the committee, so far as it related to the expediency of a union, was adopted, "provided that the terms of union and the act of consolidation, before it takes effect, shall beconsidered and adopted at a stockholders' meeting." It was also voted that the committee might postpone the consideration of such terms until legislation authorizing a union should be obtained; and the officers of the Corporation were directed to petition the General Court for an act of consolidation, and to cooperate with the committee in procuring it. The Directors, in conformity with this vote, have given due notice of a petition to the legislature for an act authorizing a union, which has recently been presented to the Senate, and awaits their action. We are unable to inform you what the terms formerly agreed upon were. As stated in the communication of the committee, they are no longer binding. In the action which the Directors have taken as above stated in favor of a consolidation of this and the Western Railroad, they have acted in conformity with their instruction by the vote before mentioned.

but they do not thereby intend to indicate their personal views or opinions upon the subject.

We are happy to say that all matters in dispute between this and the Western Railroad Corporation have been amicably settled, and the spirit which dictated their settlement is the best guarantee of a good understanding in the future. The joint receipts are now divided under an award of referees, dating from June 1, 1862. By the terms of the submission the award continues until the expiration of three months' notice from either party to the other of its intention to terminate it, and all questions arising under the award are to be determined by the same referees; so that a ready mode of settling all future disputes, should any arise, is thus provided.

We are gratified to be able to repeat the language of our last Report, that much credit is due to the Superintendent, to the heads of departments and the men under their charge, for their untiring efforts in the discharge of their various duties.

The equipment of the road consists of 30 locomotives; 45 8-wheel and 1 4-wheel passenger cars, also 2-5 of 4 on steamboat train and 44-224 of 26 on land and route trains; 9 8-wheel baggage cars —also 2-5 of 2 on steamboat and 44-234 of 9 on land route trains; 308 8-wheel and 10 4-wheel freight, and 48 4-wheel gravel cars.

BALANCE SHEET, NOV. 30, 1863.

Construction Main Road	$3,708,911 05
" branches	353,672 63
Equipment, engines and cars	437,416 32
Fuel and materials for repairs	160,358 41
G'nd Junction R. R. & Depot Co. b'nds	100,000 00
Balances due from other Roads, etc.	30,559 30
Land not in construction account	100,028 23
Notes Receivable	36,008 35
Bills Receivable for uncol'd freight	138,876 94
Loans on collateral	456,245 00
Cash	28,812 80
	$5,550,889 03
Assessments for capital	$4,500,000 00
Div. No. 57, payable Jan. 1, 1864	231,958 76
Unclaimed dividends	19,810 16
Balances due to other roads, etc	228,111 19
Depreciation-engines, cars, buildi'gs	26,597 17
Reserved Income	544,411 75
	$5,550,889 03

President.—GINERY TWICHELL.

Directors.—Ginery Twichell, Daniel Denny, Nath'l Hammond, Benj. F. White, Emory Washburn, Peter T. Homer, Isaac Emery, D. Waldo Lincoln, Edward S. Tobey.

Superintendent.—E. B. PHILLIPS.

Treasurer.—HORACE WILLIAMS.

The McGregor Western Railroad.

A recent traveler who has been over that part of the McGregor Western Railroad which is in operation, gives a very interesting account of it. The eastern terminus is opposite Prairie du Chien in the town across the river, named McGregor after its founders, two enterprising Scotch gentlemen, one of whom Jas. McGregor, Jr., a native of New York is still living. The line penetrates a section of country literally covered with grain, in fields of boundless extent hitherto without adequate means to reach the nearest points of delivery on Lake Michigan. It is finished to Luana, 20 miles from McGregor, and is already paying expenses. The projected Northern and Western terminus is to be Austin in Minnesota, 120 miles distant, and the iron is purchased for the whole distance and is on the way.

The main line of the road diverges at Postville or Castalia, and will thence run on the forty-third parallel of latitude through the entire State of Iowa. The company have now under contract 80 miles of road, which is to be completed by the first of January next, and on this road five hundred men are now employed. The people of Decorah have subscribed forty thousand dollars, and a branch of the road will be run to that point.

The officers of the road are George Greene, Esq., President; H. H. Boody, Esq., Vice President and Treasurer; H. B. Whitehouse, Secretary. The Superintendent is Mr. William Greene, brother of the President. The road commences where the Milwaukee and Prairie du Chien Railroad ends, and runs into one of the largest wheat fields in the world, and soon a bridge across the Mississippi, will make it a continuous railroad from Milwaukee to the heart of, if not through Minnesota.

The difficulties of construction for the first fifteen miles were very great.

For miles the road runs its serpentine course through the mountain gorges. Out of the rocky-terraced and steep hill sides, covered with a rich growth of small trees, huge rocks, streaked with deep green moss, in other places stark and bare, jut out from amidst the vegetation. At the base of the hills a good growth of fair sized timber, with small brooks of clear water gurgling through the bottoms, in which fish are said to be abundant, is the kind of rugged landscape scenery through which the road for the first few miles struggles hard to reach the rich prairies beyond. The line is one of steep ascent, for at least fifteen miles; in some parts, it is said, from seventy to eighty feet to the mile, and in one or two places it exceeds that grade. The only possible route for a track lay alongside or through the winding or zigzag gullies, over and into which, in many places, the rocky hills projected. These rocks in one or two places are of soft stone, but are mostly of a very hard, flinty character, and as frequently cuts had to be made through solid rock of this hard kind—so hard it could, only with the greatest difficulty be drilled—and these deep cuts occur at almost every mile until the gorges are passed, some idea may be formed of the amount of labor required, and of the corresponding expense of the work. Many of these cuts are from thirty to forty, and one is said to be upwards of sixty feet. The rock in the last mentioned one is of the flinty kind, with dashes of brilliant white quartz, like hieroglyphics in pearl, and as it was a clear day, with bright sunshine, the brief reflection of the sun's rays on the sparkling quartz, in the rocky hillsides, heightened by the other fine scenery, appeared like the entrance to some fairy land.

Five miles from McGregor is Noble Station—as yet quite a new place, with but two or three houses. At a place called Giard, the foundation, race, &c., are being dug for a flourishing mill, and a woolen factory is also to be built. On the track a few miles out from McGregor is a water tank, self-supplied from a spring high up on a hill side, the water being conducted by pipes to the tank, over the top of which it flows continually.

It is only as the cars emerge from among the rocks, dells and flats, that the object sought by the construction of this railroad is manifest. All at once the train mounts the edge of a prairie, when a view than which nothing can look more beautiful presents itself; and as the cars proceed, the question as to whether the road will pay is at once set at rest. The track literally runs through a wheat field, on a prairie not merely a mile or two, but at least twenty miles across.

At Luana for 15 miles in every direction the prairies are in wheat and the crops look well. Its friends consider the road one of the most important and promising in the Northwest, and the people of Milwaukee expect from it an immense increase of business.

Damages for Causing Death.--Proof of Negligence.--Waiver of Damage.

The case of the North Pennsylvania Railroad Company against Robinson on appeal to the Supreme Court of Pennsylvania, contains some points of much interest. An action was brought against the company by the five children of one Matthew Robinson, to recover damages for negligence in causing his death. It appears that the deceased was run over by a coal car belonging to the company, while it was being roped into a private yard in Front street, Philadelphia. The car was unhitched from the horses, as they arrived at the switch or turnout leading from the main track into the coal yard, and was then impelled by its own impetus into the coal yard across the side track. The deceased was struck by the car as he was passing along the side track, where the track leading into the yard crosses it. In submitting the case to the jury, Judge Hare charged as follows:

1. If the jury believes there was any negligence on the part of the deceased, the plaintiffs are not entitled to recover.

2. If a warning was given, it would be evidence of negligence on the part of the deceased; if the warning was such as to convey a knowledge of the state of the case, and the danger to be incurred, and he went on with the knowledge so derived, or from any other source, as to convey knowledge of his situation, it is a bar to the action.

3. The defendants had the right of way over the siding into the coal yard with their cars, using proper precautions to avoid injury to passers-by; and that if the jury believe all proper precautions were used by the defendants or their agents, the plaintiffs are not entitled to recover.

4. That damages must be compensations only, and that the jury are not entitled to allow any for the suffering of deceased, or the feeling of the surviving members of the family.

5. That to entitle the plaintiffs to recover, they must show a pecuniary loss to have been suffered by them, arising from the death of their father.

6. That the amount received by the plaintiffs from the estate of their father exceeded the amount which they received by way of support from him during his lifetime; the plaintiffs are not entitled to recover.

The learned judge further instructed the jury that if they found for the plaintiffs, they could not assess more damages than the one plaintiff had suffered, it being conceded that but one had suffered actual pecuniary damage.

Under these instructions there was a verdict and judgment for plaintiffs' for $1,500; whereupon the defendants sued out a writ of error, and assigned for error the answers given to certain refusals to charge as proposed, and because no action in tort can be sustained by joint plaintiffs, except where a joint damage has been sustained.

THOMPSON, J.—The right of action and the

parties entitled to it, result entirely from the provisions of the recent statutes, viz.; one of the 15th April 1851, § 19, and the other, 26th April 1855, §1. The former gives the right of action, and the latter defines who may sue.

Liability for such a cause was unknown to the common law, at least in modern times.

We must therefore look to the Statute to guide us as to who are entitled to the remedy. It seems to me that this is clearly defined in the last named act.

The husband may sue for the loss of the wife, the wife for the husband, and the children for the parents. 9 Casey, 318.

The children have instituted this suit, and this the statute allows. Although the question is raised by the plaintiffs in error as to the right of all the children to join in the suit, yet I cannot see how they have any concern in the matter.

It is enough for them that the children are the parties, for if they recover jointly, they never can again recover. Secondly. It cannot be error if all join, where the recovery is for the benefit of all.

The apparent incongruity with the rule, in ordinary cases of tort must not control the terms of the Statute, which could undoubtedly give the remedy in a joint or several form, and has given it in the former.

The recovery is for the benefit of all the children, for the statute provides that the money so recovered shall be distributed in the same proportion amongst them, as in the case of the estate of an intestate.

This answers the objection made, that none may recover but such of the children as are *injured* by the death. The law gives it to them all in equal proportions, and if we are careful to remember that the value of the life lost, to be estimated by a pecuniary standard is what is to be recovered for, we shall fall into no such error as in supposing that none but those who can show some actual damage, are entitled to recover.

If such were to be the rule, we should have the indecent spectacle of an investigation whether the loss of a parent or child was or was not in fact an advantage rather than a loss; for certainly, if none be allowed to recover but such as are able to show a pecuniary loss, the defendants would, with great apparent reason at least, be entitled to claim the right to prove the contrary, and to show per adventure, that, by the death, the party suing may have succeeded to an estate, or, on the other hand, had been relieved from the burthen of maintenance. In case of the death of aged persons, or helpless infants, we might expect in the application of such a rule, to have the point discussed whether the death was an actual loss or gain. The law means not to open the door to anything so shocking. It treats the value of the life lost as a species of property, and gives, where children sue, to them in the same proportions as the personal estate of an intestate is distributed. This is what the act says and means, and hence the propriety of joining all the children as plaintiffs Fewer than the whole number might maintain suits, it is presumed, where any have released, but that case in not before us.

These views we think sufficiently answer the second, third and fourth assignments of error.

As to the first, we think the learned judge treated the point in a manner that the argument and authorities of the plaintiff in error show to have been correct, viz: that negligence, in its application to the case, was a mixed question of law and fact; and refusing the instruction prayed, stating the legal consequences of negligence, and leaving the jury to apply the law to the facts.

We see no error in this.

We are not called on to review the instructions of the court in reference to the assessment of the damages in this case, said to be in favor of one of the plaintiffs only.

As the judgment stands before us, it is in favor of all the plaintiffs and this is right.

Judgment affirmed.

Interest and Dividends.

Coupons due August 1, 1864, from Preferred Sinking Fund Bonds, General First Mortgage Bonds, Appleton Extension Bonds and Green Bay Extension Bonds of the Chicago and Northwestern Railway Company and from First Mortgage Bonds of the Galena and Chicago Union Railroad Company will be paid on and after that date, on presentation at the office of the company No. 8 Wall st.

The coupons of the Evansville and Crawfordsville Railroad Company, due on the 1st of August, will be paid at the office of the Farmers' Loan and Trust Co., 56 Wall st.

The Milwaukee and Prairie du Chien Railway Co. have declared a half yearly dividend of 4 per cent on the First Preferred Stock and 3½ per cent on the Second Preferred Stock, subject to Government tax, payable August 1, at the office of the company, No. 48 Exchange Place.

The Long Island Railroad Company have declared a quarterly dividend of 2 per cent, free from Government tax, payable August 1, at the Bank of North America, New York.

The Worcester and Nashua railroad company have declared a dividend of $2½ per share.

The interest on the first (and only) Mortgage Bonds of the Marietta and Ciucinnati R. R. Company due on the 1st of August will be paid at the office of Winslow, Lanier & Co., 52 Wall st.

A dividend of three dollars per share, free from government tax, has been declared on the capital stock of the New York and New Haven Railroad Company, payable on the 15th of August.

The Toledo and Wabash road will pay the interest on its first mortgage bonds 1st August.

The West Philadelphia Passenger Railway Company (Market street), have declared a dividend of five per cent., clear of taxes.

The Fifth and Sixth street Passenger Railrway Company a dividend of three per cent., clear of all taxes.

The Seventeenth and Nineteenth street Passenger Railway Company a semi-annual dividend of sixty cents per share, free of all taxes.

The Spruce and Pine street Railway Company a dividend of $1 50 per share, clear of taxes.

The Girard College Passenger Railway Company a dividend of $1 per share, clear of taxes.

The Green and Coates street Passenger Railway a dividend of one dollar and fifty cents per share, subject to United States tax.

The Fairmount and Arch street Passenger Railway Company a dividend of fifty cents per share, payable on and after 1st of August, 1864.

The Brooklyn City Railroad will pay 1st of August a dividend of three and a-half per cent.

The Baltimore City Passenger Railway a dividend of 75 cents per share, clear of United States taxes.

The Pewabic Mining Company a dividend of $7 per share, payable August 1. This dividend is payable from the profits of the business of six months ending July 1.

The Franklin Mining Company a dividend of $5 per share, payable on the 2d August to stockholders of 30th July.

The Pittsburg and Boston Mining Company a dividend of $8 per share.

The Maple Shade Oil Company a dividend of four per cent. for the month of July, payable on the 30th inst.

The Organic Oil Company a dividend of one per cent., out of the earnings of the last three months, equal to five per cent. on the subscription price of the stock.

The Perry Oil Company a dividend of two per cent., out of the earnings of the month of June, clear of tax.

The Diamond Coal Company a dividend of three per cent.

The American Coal Company will pay 10th August a dividend of 4 per cent.

The New York and Nevada Gold and Silver Mill and Mining Company will pay on the 1st August a quarterly dividend in gold of four per cent.

Railroad Earnings--Monthly.

The earnings of the Toledo and Wabash Railroad Company for the month of June, 1864, were $156,337 72
Corresponding month of previous year 152,584 67

Increase $3,753 05

The earnings of the St. Louis, Alton and Terre Haute Railroad for June, 1864, were.. $155,730 51
March, 1863 ..... 123,948 76

Increase $31,781 75

Louisville and Frankfort and Lexington and Frankfort Railroads.

The receipts from the joint operations of these roads during the fiscal years ending June 30, 1862 and 1863, have been as follows:

	1862.	1863.
From passengers	$119,412 26	$141,807 05
" governm't troops.	22,026 75	59,325 27
" freight	87,155 80	94,892 56
" government stores	10,621 31	7,006 04
" mails	8,998 80	8,790 25
" express	6,627 79	6,711 17
" telegraph	857 79	1,400 86
" miscellaneous	2,537 75	2,295 73
	$258,237 25	$322,228 93

The expenditures during the past year were:

Repairs of road	$35,550 41	
" locomotives	15,206 05	
" cars	14,042 85	
" bridges	651 59	
" rails	2,607 53	
" buildings, etc.	7,875 43	
Fuel	16,420 34	
Wages	86,955 49	
Renewal of bridges, etc.	39,467 73	
All other expenses	19,994 48	
		188,271 90
Balance net profit		$133.957 03
The increase in gross earnings was		$63,991 68
With an increase in expenses of		19,249 70
Making the increase in net earnings		$44,741 98

The gross and net earnings and expenses of the joint roads for the past four years have been as follows:

	Gross Earnings.	Operating Expenses.	Net Earnings.
1860	$390,377	$211,234	$179,143
1861	354,855	212,907	141,948
1862	258,237	169,022	89,215
1863	322,229	188,272	133,957

Lexington and Frankfort Railroad.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

	1862.	1863.
Gross earnings	$78,985 37	$99,320 33
Operating expenses	52,191 09	45,965 01
Net receipts	$26,794 28	$53,355 32
The increase in gross earnings was	$20,334 96	
With a decrease in expenses of	6,226 08	
Making the increase in net earnings	$26,561 04	

The receipts from all sources during the year, including $8,362 37 from previous year, were $107,682 70; and the expenditures were:

Transportation expenses, as above	$45,965 01
Interest account	4,700 14
Taxes, insurance, etc	1,630 82
Dividend No. 15, 4 per cent	21,219 50
Sinking fund	8,000 00
Renewal and contingent fund	5,000 00
Balance to credit profit and loss	21,167 23
	$107,682 70

Twenty-four thousand dollars of the bonds of the company, maturing July, 1864, have been paid out of the resources of the sinking fund, and stock profits have been credited with the amount of the debt thus retired.

The following statement will show the cost, earnings, expenses and net earnings of this road for the years ending June 30—

	Cost.	Receipts.	Expenses.	Net.
1860	$642,702	$120,324	$66,051	$54,273
1861	643,421	108,944	65,677	43,267
1862	649,089	78,985	52,191	26,794
1863	650,250	99,320	45,965	53,355

Balance Sheet, July 1, 1863.

Capital stock	$514,573 07
Bonds due in 1874	25,000 00
" " 1869	70,000 00
" " 1864	11,000 00
Cash dividends unpaid	11,738 86
Sinking fund	11,000 00
Renewal and contingent fund	30,296 72
Stock profits	46,276 02
Profit and loss	21,167 23
	$741,051 90
Construction	$597,949 63
Proportion of rolling stock	52,300 60
" materials	26,210 50
Bonds receivable	35,000 00
Real estate	1,025 12
Bills receivable	11,352 01
F. K. Hunt, Treasurer	343 11
Cash	16,871 03
	$741,051 90

Louisville and Frankfort Railroad.

The proportion of gross and net earnings and expenses applicable to this road is as follows:

	1862.	1863.
Gross earnings	$179,251 88	$222,908 60
Operating expenses	116,831 11	102,839 16
Net earnings	$62,420 77	$120,069 44

The receipts from all sources during the year, including $29,869 98 from previous year, were $261,067 37; and the disbursements were:

Transportation expenses, as above	$102,839 16
Construction account	2,603 22
Taxes, interest, etc	28,642 37
Redemption of bonds	45,000 00
Renewal of bridges, etc	27,291 52
Dividends paid	31,009 05
Cash	23,682 05
	$261,067 37

Three dividends have been declared amounting in the aggregate to 4 per cent., one of which was paid out of the earnings of last year.

The debt of the company has been reduced $28,000 during the year.

The following statement will show the cost, earnings, expenses and net earnings of this road for the years ending June 30—

	Cost.	Receipts.	Expenses.	Net.
1860	$1,502,095	$270,053	$145,183	$124,870
1861	1,510,261	245,911	147,231	98,680
1862	1,522,964	179,252	116,831	62,421
1863	1,525,567	222,909	102,839	120,064

Balance Sheet July 1, 1863.

Capital stock	$1,104,987 50
Stock to be issued for interest and dividends	4,606 90
State of Kentucky	74,519 50
Railroad bonds, old and new	201,000 00
City of Louisville bonds	100,000 00
Cash dividends unclaimed	17,864 66
Profit and loss	160,734 44
	$1,663,713 00
Construction	$1,398,832 31
Proportion of rolling stock	126,735 00
" materials	47,016 60
Stock in other companies	6,540 00
Real estate	38,170 36
Bills receivable	22,736 68
Cash in New York to pay interest	3,823 09
Cash on hand	19,858 96
	$1,663,713 00

The equipment of the entire line consists of 11 locomotives; 10 passenger, 5 baggage, 160 freight, stock and platform, and 65 construction ballast and hand cars. Total mileage of cars, 1,049,700. Miles run by locomotives, 181,633. Passengers carried eastward, 84,260; westward, 85,356—total, 169,616. Total mileage of passengers, 6,812,948. Tons of freight carried, 44,378; do carried one mile, 2,368,617.

Railroad Earnings—Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 2nd week in July:

	1864.	1863.
Passengers	$7,523 37	$2,765 61
Freight	8,976 18	4,071 01
Mail, express & telegraph	1,189 58	885 00
Total	$17,689 13	$7,721 62
This month to date	$38,104 84	$16,357 99
Total since Jan. 1	$495,307 80	$309,217 02

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 14, 1864, were:

	1864.	1863.
Passengers	$2,501 52	$1,668 43
Freight	10,142 03	4,909 76
Express	104 16	75 00
Mails	296 58	296 58
Total	$13,044 29	$6,949 77
Increase	$6,094 52	
Receipts from January 1st to July 14:		
1864	$294,863 07	
1863	180,938 05	
Increase	$113,925 02	

The traffic of the Great Western Railroad for the week ending July 15, 1864, was as follows:

Passengers	$23 434 10
Freight and live stock	20,668 51
Mails and sundries	1,212 03
Total	$45,314 64
Corresponding week of 1863	41,553 19
Increase	$3,761 45

The earnings of the Grand Trunk Railway for the week ending July 16, 1864, were:

Passengers	$32,229 22
Express freight, mails and sundries	2,500 00
Freight and live stock	61,331 81
Total	$98,041 03
Corresponding week, 1863	78,214 92
Increase	$19,826 11

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in July, 1864, were | $33,311 00
Corresponding week of previous year | 17,815 00
Increase, 87 per cent | $15,496 00

The increase since Jan. 1, 1864, is $381,266—72 per cent.

The earnings of the Chicago and Northwestern Railway for the week ending July 14:

Passengers	$29,185 62
Freight &c.	95,119 35
Total	$124,304 97
Corresponding week of previous year	64,973 76
Increase, 91 per cent	$59,331 21

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 1st week in July, were $31,216 42; do., 2d week in July, $30,691 00—Total, $61,907 42.

The earnings of the Michigan Central Railroad for the 3d week in July, 1864, were | $58,022 48
Corresponding week of previous year | 40,088 93
Increase | $17,933 55

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of July, 1864, were | $58,242 00
Corresponding week of previous year | 36,529 00
Increase | $21,713 00

The earnings of the Chicago and Rock Island Railroad for the third week in July, 1864, were | $51,000 00
Corresponding week of previous year | 30,000 00
Increase | $21,000 00

The Chicago and Alton Railroad earned for the third week in July, 1864, $57,600; 1863, $43,600—increase, $14,000. The earnings for the six months ending June 30, 1864, were $991,151 21; 1863, $793,643 63—increase, $199,507 58.

The Lehigh Canal Company's Railroad.

On the 8th of July work was commenced, in the vicinity of Easton, on the Lehigh Canal Company's Railroad. The new road, we are told, will cross the Lehigh river from the north to the south side, near the iron wagon bridge at Easton, whence it will be carried on a side cut in the rock cliff which is between the Lehigh Canal and Lehigh Valley Railroad, to and over the Delaware Division Canal and Delaware river to Phillipsburg, on the New Jersey shore.

Between Mauch Chunk and Penn Haven the Lehigh Canal Company are also constructing their railroad. It is now a "fixed fact" that the Lehigh Canal Company are in earnest, in the matter of a second railroad in the Lehigh Valley.—*U. S. R. R. and Mining Register.*

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ....Ca.	200,000	5	----	2
Acton Vale....Ca	80,000	5	----	2
Adventure ....L. S.	20,000	----	----	----
Albany and Boston "	2 ,000	----	20	20
Algomah .... "	20,000	----	3	3½
Alliance ....Ca.	20 ,000	2½	----	----
Allouez ....L. S.	20,000	----	1	4
American ....Ca.	200,000	2½	----	----
Amygdaloid ....L. S.	20, 00	----	----	34
Annapolis....Md.	50, 00	10	----	----
Arizona....Ariz. T.	10,000	100	----	----
Ascot ....Ca.	20,000	20	----	----
Astor ....L. S.	20,000	----	1	6½
Atlas .... "	20,000	----	1	7
Aztec .... "	20,000	----	1	4
Balt. and N. C....N. C	2 ,000	5	----	20c
Bare Hill .... "	----	----	----	4
Bay State....L. S.	20,000	----	5½	1½
Beaver .... "	20,000	----	1	----
Bedford ....Ca.	12 ,000	5	----	½
Black River .... "	200,000	2½	----	37
Bohemian....L. S.	20,000	----	7½	10½
Bolton ....Ca.	20 ,000	5	----	1
Boston ....L. S.	20,000	----	5*	5½
B. and Corinth ....Vt.	20,000	10	----	----
Brooklyn....L. S.	20, 00	----	2	----
Brome ....Ca.	100,000	5	----	1
Cabot ....L. S.	20,000	----	½	----
Caledonia .... "	20,000	----	----	6
Cambridge .... "	20,000	----	5	25c
Canada ....Vt.	100,0 0	1	----	2½
Carp Lake....L. S.	20,000	----	----	3
Cascade .... "	20,000	----	----	----
Central .... "	20,000	----	----	63
Champlain ....Ca.	200,000	1½	----	----
Chatham .... "	200,000	2	----	----
Chaudiere .... "	100,000	1	----	60c
Chester .... "	20 ,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ....L. S.	2 ,000	----	----	----
Cleveland ....Ca	100,000	5	----	----
Cliff ....L. S	20,000	----	----	----
Clifton .... "	20,000	----	----	25c
Collin .... "	20,000	----	½	----
Columbian .... "	20,000	----	4½	8½
Consolidated .... "	20,000	----	5	5c
Copper Falls .... "	20,000	----	21½	35
Copper Harbor .... "	20,000	----	1	----
Copper Hill .... "	200,000	1	----	----
Copperas Hill .... "	50,0 0	10	----	----
Cornwall ....Vt.	100,000	2	----	62c
Dacotah ....L. S	20,000	----	----	5
Dana .... "	20,0 0	----	3½	3
Deep River ....N. C.	----	5	----	20c
Delaware ....L. S.	20,000	----	----	15
Derby .... "	20,000	----	----	¼
Devon .... "	20,000	----	1	----
Dorchester .... "	20,000	----	6	7
Douglas .... "	20 000	----	----	----
Dover ....Ca.	200,000	----	1	----
Dudley ....L. S.	20,000	----	½	5
Dunham ....Ca.	20 ,000	2	----	30c
Durham .... "	200,000	5	----	30c
Eagle River....L. S.	20,000	----	3½	6
El Dorado (Silver) "	20,000	----	----	----
Escot ....Ca.	25,000	20	----	4
Essex	200,000	----	----	19c
Etna ....L. S.	20,000	----	----	15½
Eureka .... "	20,000	----	----	----
Everett .... "	20,000	----	5*	4
Evergreen Bluff .... "	20,000	----	----	20
Flint Steel .... "	20,000	----	----	11
Forest City .... "	20,000	----	3	----
Forest Shepherd .... "	20,000	----	6	----
Franklin ....L. S.	20,000	----	6½	55½
French Creek....Pa.	10 ,000	5	----	1
Gardner City ....L. S.	20,000	----	----	----
Gardner Hill .... "	20,000	----	5	75c
Girard .... "	20,000	----	----	6
Glade .... "	20,000	----	1	----
Glencoe ....Ca.	200,000	1	----	30c
Globe ....L. S.	20,000	----	1	----
Grand Portage .... "	20,000	----	1	----
Grand Trunk....Ca.	60,000	5	----	69
Great Western....L. S.	20,000	----	2	4½
Green Mountain....Vt.	20,00	10	----	6
Guilford ....L. S	20,000	----	5	2½
Hamilton .... "	20,000	----	----	7
Hancock .... "	20,000	----	6½	1¾
Hanover .... "	20,000	----	½	½
Hartford .... "	20,000	25	12½	----
Hazzard .... "	20,000	----	----	----
Highland .... "	20,000	----	7	10
Hilton .... "	20,000	----	----	5
Hope .... "	20,00	----	½	2½
Hudson .... "	20,000	----	----	----
Hulbert .... "	20,000	----	----	----
Humboldt .... "	2 ,000	----	2	10½
Hungarian .... "	20,000	----	1	----
Huron .... "	20,00	----	16	31
Indiana .... "	20,000	----	----	7
Inverness .... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ....L. S.	20 000	5	16	20½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ....L. S.	20,000	----	----	----
Keweenaw .... "	20,000	----	----	6
Kickapoo .... "	20,000	----	1	----
King Phillip .... "	20,000	----	2	----
Knowlton .... "	20,000	----	1	9
Lafayette....Ca.	200,000	1	----	2½
Lake .... "	200,000	1	----	12c
Lawrence ....L. S.	20,000	----	----	----
Lennoxville ....Ca.	100,000	5	----	1½
Logan .... "	100,000	3	----	2
Lyster .... "	200,000	2	----	----
Madison....L. S.	20,000	----	1	5½
Malden .... "	20,000	----	1	----
Mandan .... "	20,000	----	2½	50c
Manhattan .... "	20,000	----	2½	10½
Marquette .... "	20,000	----	----	4
Maryland ....Md.	----	5	----	½
Mass ....L. S.	20,000	----	----	----
Massachusetts	20,000	----	----	----
Mendota .... "	20,000	----	3	----
Merrimac .... "	20,000	----	5	----
Meteor .... "	20 000	----	----	----
Mesnard .... "	20,000	----	5½	9½
Michigan .... "	20,000	----	----	----
Middlesex .... "	20,000	----	----	----
Mineral Hill	----	----	2½	----
Minnesota....L. S.	20,000	----	3½	36
Missisquoi....Ca.	150,000	2	----	1½
Montezuma ....N. Mex.	500,000	5	----	----
Morrison....L. S.	20,000	----	----	----
Nashua .... "	20,000	----	----	----
National .... "	20,000	----	5½	31
Native .... "	20,000	----	3	1½
Naumkeag .... "	20,000	----	1	2½
Nelson....Ca.	200,000	1	----	10c
Nequaket ....L. S.	20,000	----	1	----
Nevada (Silver) .... "	20,000	----	----	----
New England .... "	20,000	----	2	2½
Newton ....Ca.	200,000	1	----	----
New York ....L. S.	20,000	----	----	1½
N. Y. & Passaic....N. J.	100,000	5	----	----
North Cliff ....L. S.	20,000	----	4	6½
North Silver Lake .... "	20,000	----	----	----
North State .... "	20,000	----	3	10c
North Sutton....Ca.	100,000	5	----	1½
Nor h Western....L. S.	20,000	----	7½	11
Norwich .... "	20,000	----	----	4
Ogima .... "	20,000	----	----	4½
Ontonagon .... "	20,000	----	----	3
Ottawa ....Ca.	200,000	1	----	50c
Pacific ....L. S.	20,000	----	----	----
Pennsylvania .... "	20,000	25	2½	10
Petherick .... "	20,000	----	2½	12
Pewabic .... "	20,000	----	3½	62½
Phila. & Boston .... "	20,000	----	15	----
Phœnix .... "	20,000	----	----	27
Pittsburg & Boston "	20,000	----	5½	9½
Pontiac .... "	20,000	----	3½	4½
Prince of Wales ....Ca.	200,000	----	----	----
Providence....L. S.	20,000	----	----	2½
Quincy .... "	20,000	----	10	102½
Reid Hill ....Ca.	200,000	1	----	----
Reliance ....L. S.	20,000	----	----	½
Richford	60,000	5	----	----
Ridge ....L. S.	20,000	----	----	----
Rockland .... "	20,000	----	5	13
Rogers ....Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair....L. S.	20,000	----	3	8½
St. Flavien ....Ca.	100,000	5	----	----
St. Francis .... "	100,000	5	----	----
St. Mary's (L. & M.)L. S.	20,000	----	8½	9
Salem	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	2½
Sheldon .... "	20,000	----	----	16
Silver Creek .... "	20,000	----	1	----
Silver Hill .... "	20,000	----	----	20c
Silver Lake .... "	20,000	----	----	----
Silver Valley .... "	20,000	----	----	30c.
Southampton....Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	----
South Side....L. S.	20,000	----	3	4
Springfield....Md.	----	5	----	1½
Stadecona ....Ca.	100,000	5	----	----
Star....L. S.	20,000	----	----	----
Stark ....Vt.	100,000	2	----	----
Stratford	20,000	10	----	2½
Superior ....L. S.	20,000	----	4	8½
Sussex	20,000	----	----	----
Sutton....Ca.	100,000	5	----	1½
Toltec....L. S.	20,000	----	20	22
Tremont .... "	20,000	----	5*	8½
Union (L. & M.) .. "	20,000	----	----	----
Vernon .... "	25,000	10	----	----
Victoria....L. S.	20,000	----	1½	----
Vulcan .... "	20,000	----	----	----
Washington .... "	20,000	----	----	----
Waterloo....Ca.	100,000	3	4*	62½
Waukegan ....L. S.	20,000	----	----	----
West Minnesota.. "	20,000	----	2½	3
Wickham ....Ca.	200,000	5	----	50c
Wickopee .... "	100,000	5	----	5½
Winthrop ....L. S.	20,000	----	3½	6
Wyandotte .... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake....N. Y.	50,000	50	----	7
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin....Me.	3,000	100	----	----
Lake Superior....L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant....Pa.	10,000	50	----	----
Teal Lake....L. S.	----	----	----	6½
Tyson .... "	20,000	10	----	----
LEAD AND ZINC:				
Amenia....N. Y.	100,000	5	----	----
Bucks County ....Pa.	----	----	----	½
Canada....Ca.	50,000	5	----	----
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	10 ,000	5	----	----
Keystone....Pa.	----	----	----	2
Lancaster	----	----	----	----
Macomb ....N. Y.	100,000	5	----	4
Mineral Point	100,000	5	----	----
Mount Hope ....N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ....N. J.	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	3
Oswegatchie ....Ca.	100,000	5	----	1½
Placentia Bay....N. F.	----	----	----	3
Ramsay ....Ca.	20,000	25	----	----
Rossie .... "	100,000	5	----	----
Shawangunk .... N. Y.	100,000	5	----	90c
Sussex ....N. J.	----	----	----	50c
Union	100,000	5	----	50c
Wallkill ....N. Y.	----	----	----	2½
COAL & ANTHRACITE:				
American ....Pa.	37,000	25	----	62½
Ashburton .... "	50,000	50	----	22
Atlantic & G. C. ..Md.	----	----	----	1½
Baltimore .... "	----	100	----	85
Bear Valley .... "	40,000	12½	----	18
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont .... "	10,000	50	----	17
Big Mountain ....Pa.	----	----	----	7½
Blackhall .... N. S.	8,000	25	----	----
Boston & Picton. "	100,000	5	----	----
Bridgeport ....Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler	----	----	----	22
Cape Briton....N. S.	200,000	2½	----	----
Carbondale....Pa.	----	----	----	----
Central .... "	----	----	----	63
Clinton .... "	----	----	----	----
Coal Brook .... "	4,000	50	----	----
Continental .... "	10,000	50	----	73½
Cumberland (pref.)Md.	50,000	100	----	62
Daniel Webster	5,000	100	----	----
East Mahanoy....Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ....Pa.	5,000	100	----	90.
Fulton .... "	----	----	----	8½
Gilbertson	5,000	100	----	100
George's Creek....Pa.	10,000	----	----	10
Grand Tunnel	4,000	100	----	----
Green Mountain....Pa.	----	----	----	5½
Hampton & Balt...Md.	----	----	----	100
Hazleton ....Pa.	32,500	50	----	82
Henry Clay	3,000	100	----	----
International ....N. S.	20,000	50	----	----
Lawrence ....Pa.	2,000	100	----	----
Locust Mountain .. "	----	----	----	74
Loberry .... "	4,000	100	----	----
Macan .... "	2,000	100	----	----
Mahanoy .... "	1,000	20	----	----
Metropolitan	----	100	----	----
Middle Coal Fields. "	----	----	----	20
Milford	2,500	50	----	----
Mill Creek....Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ....R. I.	8,000	10	----	----
New Creek....Pa.	----	----	----	1
North. & Luzerne . "	----	----	----	----
Penn.	100,000	50	----	216
Penn. Cannel	6,000	50	----	----
Picton	4,000	100	----	----
Pine Knot....Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ....Md.	40,000	10	----	----
Powell .... Pa.	----	----	----	----
Preston	----	----	----	----
Princess Alex....N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ....Pa.	5,000	100	----	1½
Schuylkill Valley.. "	20,000	10	----	½
Shawmut	6,000	50	----	----
Short Mountain ....Pa.	16,000	50	----	50
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ....Pa.	----	----	----	----
Summit .... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	5½
Tamaqua .... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley...Pa.	----	----	----	61

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ....Col.	50,000	10	----	----
Acadia (G.)....N. S.	100,000	3	----	----
Albion (G.) .... "	100,000	3	----	3½
Alpine (G.) ....Col.	150,000	10	----	----
Alps (G.) .... "	100,000	5	----	----
American .... "	200,000	2	----	----
Am. & Mex. (S.)-N. M.	----	----	----	----
Am. Pioneer....A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.)....N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	50,000	10	----	33
Bay State (G.) ....Col.	200,000	5	----	----
Beacon (G.) ....N. S.	200,000	2	----	----
Benton (G.) .... "	100,000	5	----	1½
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) .... "	10,000	10	----	----
Briggs (G.) .... "	10,000	100	----	----
Bullion (G.) .... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.)....Ca.	200,000	2	----	----
Central (G.)....Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	40c
Chebucto ....N. S.	100,000	5	----	55c
Colonial (G.)....Ca.	100,000	2½	----	15c
Colorado (G.) ....Col.	50,000	10	----	4
Consol. Greg'y (G.)Col.	50,000	100	----	25
Copalinshe (G.).... "	200,000	20	----	----
Corisannie (G.).... "	100,000	10	----	6
Corydon (G.) .... "	100,000	25	----	4
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)....Ca.	50,000	20	12½	15
Dorset (G.) .... "	170,000	5	----	----
El Dorado (G.)...Nev.	100,000	5	----	----
Empire (S.).... "	----	----	----	----
Empress (S.).... "	----	----	----	----
Eureka (G.)....Cal.	----	----	----	----
Excelsior (G.)....Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.)....Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	1
Gilpin (G.) ....Col.	100,000	5	----	----
Gold .... "	100,000	5	----	8½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.)N.	----	----	----	----
Gunnell (G.) ....Col.	300 000	10	----	3½
Halifax (G.)....N. S.	200,000	2	----	800
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ....Col.	150,000	2	----	----
Hope (G.) .... "	50,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	----	½
Isabella (G.) ....Col.	----	----	----	----
Kennebec (G.)....Ca.	10 ,000	5	----	----
Kent (G.)....N. S.	200,000	1	----	----
Lake (G.) ....Col.	----	----	----	----
Lake Major....N. S.	12,000	50	----	----
Libertad (G. & S.)Mex	----	----	----	----
Manhattan (G.)....Col.	100,000	10	----	----
Mariposa (G.) ....Cal.	100,000	100	----	48
Massachusetts (G.)..Ca.	500,000	5	----	----
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ....N. S.	50,000	10	----	----
Montana (G.) ....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) ....Col	250,000	5	----	----
Mt. Vista (G. & S.)Ne .	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) .... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	1½
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) .... "	100,000	2	----	----
Otate (S.) ....Mex.	----	----	----	----
Palma (S.)	----	----	----	----
Peck (G.) ....N. S.	100,000	5	----	----
Peninsular (c.)...L. Cal.	----	----	----	----
Picacho (S.) ....A. T.	50,000	50	----	----
Pontiac (G.) .. ....Col.	50 000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ...Col	100,000	100	----	13
Quicksilver ....Cal.	40,000	25	----	77
Renfrew (G.) ....Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)....Col.	----	----	----	10½
Sacramento (-)...Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)....Cal.	----	----	----	----
Santa Rita....Ariz. T.	----	----	----	----
Scottie (S.)....Ariz. T.	----	----	----	----
Sherbrooke (G.) ..N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.) ...Nev.	----	----	----	----
Sonora (S.)....Ariz. T.	----	----	----	----
Southam (G.) ....N. S.	100,000	5	----	----
Stafford (G.)....Ca.	100,000	5	----	2½
Star (G.) ....Col.	100,000	25	----	----
Stewart (G.) ....Ca.	100,000	5	4	75c
Tascher (G.) .... "	50 000	10	----	----
Victoria (G.) .... "	60,000	2	----	----
Waverly (G.) .. .. "	40,000	10	----	----
Windsor (G.) ....Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'lt in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '62	3.36	——				Boston and Chelsea	110,000	140,000	——	——	7,200	7,200	8	——	46½
30 Nov. '63	4.18	——	161	26	--	Broadway, Boston	88,551	230,000	——	12,500	62,446	21,195	9½	——	61
30 Nov. '63	32.96	——				Cambridge	664,171	657,400	150,000	94			9	——	125
30 Nov. '63	6.74	——				Clifton-dale	95,500	70,000	24,500	4,863					
30 Nov. '63	8.27	——				Dorchester	156,672	121,600	——	——	8,468	7,438	7	——	
30 Nov. '63	1.43	——				Dorchester Extension	12,800	12,800	——	——	1,024	1,024	8	——	
30 Nov. '63	1.41	——				Dorchester and Roxbury	18,742	12,000	——	6,800	1,200	1,200	6	——	46
30 Nov. '63	11.75	——	195	25	--	Lynn and Boston	151,396	150,000	50,000	27,220	88,685	0,516	——	——	106
30 Nov. '63	3.41	——				Malden and Melrose	60,246	200,000	73,100	66,223					25
30 Nov. '63	2.97	——				Medford and Charlestown	34,000	22,000	12,000	——	2,040	2,040	6	——	
30 Nov. '63	36.98	——	782	125	--	Metropolitan (Boston)	621,602	639,300	——	297,509	388,616	65,539	10	——	60
30 Nov. '63	7.50	——	216	41	--	Middlesex (Boston)	348,000	400,000	——	39,783	174,422	32,618	8	——	77
30 Nov. '63	5.69	——	63	9	--	Quincy	75,525	53,000	50,932	16,650	25,847	6,012	——	——	
30 Nov. '63	5.82	——	——	——	——	Salem & South Danvers	57,100	74,300	——	1,800	9,789	1,273	——	——	
30 Nov. '63	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	2,500	2,500	——	——	30
30 Nov. '63	2.50	——	10	2	—	Stoneham street (Boston)	31,000	32,900	——	——	5,685	1,711	5	——	
30 Nov. '63	7.75	——	91	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,07[illegible]	42,750	1,591	——	——	
30 Nov. '63	——	——	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	——	
30 Nov. '63	1.54	——	——	——	——	West Cambridge	12,850	12,850	——	120	642	642	5	——	47
30 Nov. '63	3.21	——	——	——	——	West Roxbury	40,538	40,400	——	——	——	——	——	——	
30 Nov. '63	2.25	——	——	——	——	Winnisimmet	62,152	62,200	——	4,798	——	——	——	——	
30 Nov. '63	5.00	——	——	——	——	Worcester	89,000	69,000	20,000	——	6,202	542	——	——	
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fair oven and Westville	100,000	100,000	——	——	——	——	8	——	
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300,000	300,000	——	——	——	——	——	——	
						NEW YORK.									
30 Sep. '63	10.76	——	——	——	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	——	
30 Sep. '63	4.00	2.80	——	——	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	——	——	——	——	100	69
30 Sep. '63	24.00	——	——	——	35	43 Brooklyn Central & Jamaica	8 4,970	492,[illegible]50	327,150	44,778	146,218	7,216	——	——	48
30 Sep. '63	56.15	1.00	——	——	140	29 Brooklyn City	1,331,357	1,000,000	170,000	——	512,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	——	56	—	Brooklyn City and Newtown	284,765	346,000	1 6,000	11,790	61,453	7,851	3	——	58
30 Sep. '63	——	10.00	——	——	——	Brooklyn City & Ridgewood	51,328	53,500	——	——	——	——	——	——	
30 Sep. '63	——	——	——	——	——	Buffalo Street	——	——	——	——	——	——	——	——	
30 Sep. '63	——	——	——	——	——	Central City (Syracuse)	——	——	——	——	——	——	——	——	
30 Sep. '63	16.00	14.00	——	23	1	Centr'l P'k,N.& E. Riv. (N.Y.)	494,655	44[illegible]073	550,000	——	19,79[illegible]	7,008	——	——	
30 Sep. '63	17.50	——	——	——	——	Coney Island and Brooklyn	543,687	494,300	13,000	44,251	63,280	——	——	100	59
30 Sep. '63	——	6.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	——	——	
30 Sep. '63	17.33	——	——	91	--	Eighth Avenue (N. Y.)	978,534	800,000	——	30,000	388,598	124,445	12	100	
30 Sep. '63	11.00	1.00	——	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	——	——	——	——	
30 Sep. '63	——	——	——	——	——	Fourteenth Street (N. Y.)	——	——	——	——	——	——	——	——	
30 Sep. '63	4.52	——	——	——	——	Grand St. & Newtown (W'g)	——	——	——	——	——	——	8	——	
30 Sep. '63	4.63	——	——	——	——	Harlem Br., Moris'a & Ford'm	——	——	——	——	——	——	——	——	
30 Sep. '63	——	——	——	——	——	Main & Ohio St. (Buffalo)	——	——	——	——	——	——	——	——	
30 Sep. '63	——	——	——	——	——	Niagara Street (Buffalo)	——	——	——	——	——	——	——	——	
30 Sep. '63	19.00	——	——	34	—	Ninth Avenue (N. Y.)	447,598	795,380	57,000	——	97,241	23,479	——	100	
30 Sep. '63	——	——	——	——	——	N. Riv. & Wall st. Ferry (N.Y.)	——	——	——	——	——	——	——	——	
30 Sep. '63	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	——	
30 Sep. '63	7.50	3.40	——	18	--	Rochester City & Brighton	——	81,500	66,000	6,000	7,636	3 977	——	——	
30 Sep. '63	16.00	——	——	——	——	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	2 0,354	51,127	——	100	70
30 Sep. '63	8.37	——	——	40	25	Sixth Avenue (N. Y.)	1,161,593	750,000	15,000	——	412,600	99,227	10	100	118
30 Sep. '63	——	——	——	——	——	Tenth Av & 32d st. (N. Y.)	——	——	——	——	——	——	——	——	
30 Sep. '63	16.50	——	——	117	3	Third Avenue (N. Y.)	1,[illegible]19,308	1,170,000	400,000	——	682,131	233,079	12	100	240
30 Sep. '63	——	——	——	——	——	Troy and Lansingburg	——	——	——	——	——	——	——	——	
30 Sep. '63	2.00	3.50	——	——	——	Utica City	2,160	7,080	——	——	1,693	310	——	——	
30 Sep. '63	1.50	——	——	——	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	——	——	
						NEW JERSEY.									
31 Dec. '62	5.12	——	——	7	--	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	——	
31 Dec. '62	5.05	2.50	——	8	--	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	——	
31 Dec. '62	10.47	——	——	——	——	Jersey City & Bergen Point	——	——	——	——	——	——	——	——	
31 Dec. '62	4 20	——	——	——	——	Orange and Newark	——	——	——	——	——	——	——	——	
31 Dec. '62	5.50	——	——	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	
						PENNSYLVANIA.									
31 Oct. '63	7.89	——	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	——	104,728	50,698	40	10	60
31 Oct. '63	8.13	——	126	14	6	Citizens' (Pittsburg)	157,927	92,000	54,200	5,860	86,867	39,168	20	——	
31 Oct. '63	4.12	——	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	——	——	——	
31 Oct. '63	4.38	——	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	——	2,050	63,459	14,824	7½	——	24
31 Oct. '63	16.74	——	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	——	202,367	58,757	7	50	61
30 Nov. '63	24.23	——	205	35	—	Germantown	369,446	112,245	250,000	——	133,506	26,745	6	——	61
31 Oct. '63	8.40	——	116	25	—	Girard College (Phila.)	160,000	160,000	——	——	76,430	19,682	9½	——	80½
31 Oct. '63	8.73	——	196	30	4	Green & Coates st. (Phila)	224,182	150,000	87,000	——	124 540	50,470	14½	——	35
31 Oct. '63	11.00	——	——	——	——	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	——	——	——	——	——	
31 Oct. '63	——	——	——	——	——	Lombard & South st. (Phila.)	——	——	——	——	——	——	——	——	16
31 Oct. '63	11.17	——	——	——	——	North Philadelphia	300,000	200,000	100,000	——	——	——	——	——	
31 Oct. '63	12.0	——	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	——	500	32,[illegible]91	——	——	——	
31 Oct. '63	10. 7	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	——	24,102	1,918	——	——	
31 Oct. '63	7.04	——	105	13	6	Pittsb., Alleghany & Manch'r	86,418	67,975	12,000	9,622	49,638	7,036	——	——	
31 Oct. '63	4.51	——	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,389	40,526	16,184	9½	——	
31 Oct. '63	6.16	——	128	21	—	Race and Vine (Fairmount)	121,618	180,000	125,000	57 845	72,437	5,983	——	——	13
31 Oct. '63	5.20	——	——	——	——	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	——	——	——	——	——	5
31 Oct. '63	7.78	——	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	——	——	34,549	12,231	8½	——	20
31 Oct. '63	19.46	——	382	60	6	Second & Third st. (Phila.)	476,779	208,757	172,100	——	2 9,628	96,803	36	50	73
31 Oct. '63	5.62	——	60	——	15	17th & 19th st. (Phila.)	113,69[illegible]	120,000	——	——	28,447	4,917	2½	——	15
31 Oct. '63	8.38	——	120	17	5	Spruce & Pine (Phil. & Gr'n'F.)	173,010	159,312	15,500	——	75,066	18,417	17½	——	40½
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	——	6,000	126,623	45,960	16½	50	49
31 Oct. '63	6.25	——	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	——	——	87,604	20,428	17½	——	33
31 Oct. '63	9.31	——	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	——	69
						MARYLAND.									
31 Dec. '62	21.00	——	340	50	—	Baltimore City	700,000	670,000	——	31,549	239,059	21,058	——	——	22½
						OHIO.									
31 Dec. '62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	——	
31 Dec. '62	5.0	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	
31 Dec. '62	3.81	——	——	——	——	Passenger (Cinc.)	69,837	50,000	——	——	——	——	——	——	
31 Dec. '62	3.63	——	——	——	——	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	
						MISSOURI.									
30 Nov. '62	5.25	——	——	——	——	Citizens' (St. Louis)	117,437	100,000	——	——	——	——	——	——	
30 Nov. '62	3.33	——	——	——	——	Missouri (St. Louis)	76,674	70,000	——	——	——	——	——	——	
30 Nov. '62	4.45	——	——	——	——	People's (St. Louis)	81,875	70,000	——	——	——	——	——	——	
30 Nov. '63	10.50	——	——	——	——	St Louis	298,604	298,604	——	——	——	——	——	——	

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	30[illegible]250	7	J. & D.	1870	----
Real Estate	22,960	7	----	----	----
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	----	----
Forty-second street:					
1st Mo[illegible]ge	127,150	7	J. & J.	1873	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	109
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	107
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	----	----	----
Metropolitan:					
1st Mortgage	86,625	6	----	----	----
Real Estate Mortgage	------	6	----	----	----
Middlesex:					
Malden & Melrose bonds	60,000	6	----	1870	----
Real Estate	6,210	--	----	----	----
Ninth Avenue:					
1st Mortgage	57,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1893	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	----
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,[illegible]00	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J'	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	60,800	7	J. & J.	1869	----
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	----
Third Avenue:					
1st Mortgage	3[illegible],000	7	J. & J.	1870	----
Real Estate bonds	60,000	--	----	----	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	112
" " " .....coupon		6	" "	1867	112
Loan of Dec 31, 1848.....registered	8,909,342	6	" "	1868	114
" " " .....coupon		6	" "	1868	114
Texas Indemnity, of Sep. 9, 1850.....coupon	2,189,000	5	" "	1865	115
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	95
" " " .....coupon		5	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	95
" " " .....coupon		5	" "	1871	97
Oregon War Debt of June, 1861.....coupon	1,016,000	6	" "	1881	109
" " " " " .....coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861.....registered	18,415,000	6	Jan. & July.	1881	106½
" " " .....coupon		6	" "	1881	105
Loan of July 17, 1861.....registered	71,421,700	6	" "	1881	102½
" " " .....coupon		6	" "	1881	103½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	10
" " " (5-20s).....coupon		6	" "	1882	109
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb. & Aug.	1864	108½
" Oct. 1861.....coupon		7.3	April & Oct.	1864	107
Loan of 1864 (10-40s).....coupon	70,228,250	5	Mar. & Sept	1904	----
" " " .....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	44,590,000	5	----------	------	----
Two Year " " " "	127,909,300	5	----------	------	----
Certificates of Indebtedness.....	151,993,000	5	On redemp'n	------	99½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)...coupon	849,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State).. "	610,000	6		1901	----
" " " (")... "	33,000	5		18-8	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	101
" " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " " ..... "		6	" "	'81-'82	105½
" " " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds.....coupon	143,000	7	----------	------	----
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k)... "	2,073,750	6	" "	'63-'80	60
" " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	100
" " " " bonds..... "	1,322,085	6	" "	1877	101
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock.....coupon	2,187,000	6	" "	'63-'89	105
" —War bonds..... "	2,000,000	6	" "	1879	97
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	112
" " " (dollar)..... "	1,989,397	6	" "	1870	100
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1898	86½
" " " .....coupon	2,058,173	2½	" "	1898	62
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	86
" " " special stock "	1,215,737	5	" "	------	----
" " Deferred stock..... "	1,213,000	5	" "	------	----
" " " special stock "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	240,000	7	Jan. & July	1900	----
" " " (war loan)..... "	80,000	7	" "	'81-'82	----
" " bonds to School Fund....	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" " " (domestic)..... "	54,000	7	May & Nov.	1875	----
	55,000	6	July.	1883	----
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " ..... "		5	" "	'81-'91	----
" " " ..... "		5	" "	'94-'99	----
" " " (bank)..... "	600,000	5	" "	1891	----
" " " ..... "	67,500	6	" "	'91-'96	105
" " " (war loan)..... "	2,000,000	6	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	616,130	6	----------	d'm'd	73
" " " (R. R. etc.)... "	3,402,000	6	----------	'67-'96	----
" " " (banks)..... "	5,393,533	6	----------	------	----
" " " (war loan)... "	670,000	6	----------	------	----
Maine—State bonds.....coupon	----------	6	Mar. & Sept.	'63-'77	100
" " " (war loan)..... "	1,000,000	6	Jan. & July	'81-'83	101½
Maryland—State bonds (st'g).....coupon	816,000	5		1865	----
" " " (st'g conv.)... "	200,376	5		1865	----
" " " (st'g)..... "	5,585,555	5		'89-'90	104½
" " " (st'g conv.).. "	2,490,569	5		'89-'90	105
" " " (dollar)..... inscribed	500,000	3		1891	----
" " " (")..... "	10,000	4½	Chiefly quarterly.	1588	----
" " " (")..... "	747,560	5		'42-'58	----
" " " (")..... "	399,408	5		1850	----
" " " (")..... "	148,711	5		'89-'99	103
" " " (")..... "	133,680			pleas.	----
" " " (")..... "	3,000,000	6		1870	107
" " " (")..... "	35,000	6		1885	----
" " " (")..... "	803,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " (T. & G.R.R.)... "	508,380	6	" "	'88 '90	----
" " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " (" ")... "	500,000	5	" "	1893	128½
" " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" " " (N. & W. R. R.) "	400,000	6	" "	1870	...
" " " (Other State sec.) "	150,000	6	" "	1870	----
" " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
" " " (" ") "	845,000	5	April & Oct.	'65-'74	----
" " " (" ") "	200,000	5	May & Nov.	'68-'72	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" " " scrip..... "	200,000	6	" "	'84-'85	----
" " " ..... "	247,000	6	June & Dec.	'68-'72	----
" " " ..... "	55,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" " —Bounty Fund Loan..... "	600,000	5	" "	'77-'78	115½
" " —Coast Defence Loan... "	500,000	5	May & Nov	1893	110
" " —Back Bay Loan..... "	1,000,000	5	" "	1883	118½
Michigan—Renewal Loan.....coupon	168,000	5	" "	1890	----
" —Canal Loan.....(sink'g f'd) "	216,000	6	Jan. & July.	1878	103
" —War Loan.....(" ") "	100,000	6	" "	1879	----
" —Redemption Fn (" ") "	547,000	7	" "	18 6	105
Minnesota—State bonds.....coupon	2,000,000	6	" "	'65-'83	----
" " " (Indian war).. "	240,000	8	Jan. & July.	1867	100
" " " (Railroads)... "	100,000	7	" "	1871	----
Mississippi—State bonds (Banks).....coupon	2,275,000	7	" "	1883	----
Missouri—Bank Stock Loan of 1857.....	2,000,000	6	----------	'41-'71	----
" " " " "	63,000	5½	Jan. & July	1883	68½
" " " " "	199,000	6	" "	1883	69½
" —Capitol Loan of 1857.....	100,000	6	April & Oct	1883	----
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1883	----
" —R. R. Loans: Pacific R. R...coupon	200,000	6	" "	'72 '83	72½
" " " S.W. Branch... "	7,000,000	6	" "	'87-'89	----
" " " H & St. Joseph "	4,000,000	6	" "	'73 '87	86
" " " N. Missouri... "	3,000,000	6	" "	'72-'87	----
" " " Iron Mountain "	4,350,000	6	" "	'78-'89	----
" " " C. & Fulton... "	3,501,000	6	" "	'87-'89	----
" " " Platte Co..... "	650,000	6	" "	1889	----
" —Revenue bonds..... "	700,000	6	" "	1889	----
" —State Defense warrants.....	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds.....coupon	720,000	----	----------	------	----
" " —Notes.....	535,100	6	Feb. & Aug.	1876	100
New Jersey—State stock.....registered	200,000	6	----------	------	----
" " —State bonds (war loan).coupon	95,000	6	Jan. & July.	Var.	----
" " " ("). "	531,820	6	" "	'68-'71	----
New York—General Fd: Astor Debt.....	200,000	6	" "	1871	----
" " " Deficiency Loans..	581,500	5	Jan. & July.	pleas.	----
" " " " "	348,107	5	" "	pleas	----
" " " Comptroller's b'nds	900,000	5	" "	1875	----
" " " " "	442,961	5	May & Nov.	1898	107
" " " Railroad Loans....	1,109,781	6	Jan. & July	pleas.	----
" " " " "	1,300,000	6	" "	'68-'78	115
" " " Canal Fund Loans.....	700,000	7	" "	1870	113
" " " " "	28,698	5	----------	d'm'd	----
" " " " "	11,050	5½	----------	d'm'd.	----
" " " " "	14,230	6	----------	d'm'd.	----
" " " " "	421,000	6	Jan. & July.	'65-'67	----
" " " " "	287,700	4½	J., A., J., & O	1864	----
" " " " "	68,000	5	Feb. & Aug.	1876	----
" " " " "	28,000	5½	J., A., J., & O.	1865	----
" " " " "	320,000	5½	Jan. & July	1865	----
" " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,924,274	5	" "	'63-'74	109½
" " " " "	15,88 ,025	6	" "	64-'7	112
" " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds.....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt).....coupon	1,258,279	6	Jan. & July.	1860	110½
" " " (" ") "	1,015,000	5	" "	1865	94
" " " (" ") "	387,866	6	" "	1868	----
" " " (" ") "	2,183,532	6	" "	1870	105
" " " (" ") "	1,600,000	6	" "	1875	108½
" " " (" ") "	4,095,309	6	" "	1881	115
" " " (" ") "	2,400,000	6	" "	1886	114
" " " (domestic debt).....	125,780	6	" "	1866	103
" " " (war loan).....coupon	1,500	----	" "	1865	----
" " " (" ")..... "	2 0,313	----	" "	1868	----
" —Irreducible debt (school funds, etc)...	2,920 403	6	Yearly.	------	----
Oregon—State scrip.....	55,372	----	----------	------	----
Pennsylvania—State Stock Loans.....	1 1,200	4½	April & Oct.	due.	----
" " "	10,780,095	5	Jan. & July.	due.	101
" " "	3,886,0 0	5	Feb. & Aug.	d e.	----
" " "	3,690,614	5	Mar. & Sept.	due.	----
" " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates.....	210,263	6	Feb. & Aug.	1887	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,890	5	" "	1-64	----
" " "	675,029	5	Feb. & Aug.	1864	----
" " "	1,045,629	5	June & Dec.	1864	----
" " "	1,558,673	5	Jan. & July.	1865	----
" " "	2,277,755	5	" "	1868	----
" " "	1,706,214	5	" "	1870	101½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	101½
" " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	------	----
" —Relief Notes in circulation...	97,360	----	----------	------	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	107
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	68-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks).....coupon	1,125,000	6	----------	1882	60
" " " (interm. impr.) "	2,063,606	5	----------	Var.	46
" " " (railroads)... "	12,799,000	6	----------	Var.	----
" " " (capitol)..... "	608,000	5	----------	1890	45
" " " (Hermitage) . "	48,000	6	----------	1890	50
Texas—Had no debt in 1861	----------	----	----------	------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000.	5	Various.	Var.	----
" " " (railroad) ...	18,264,642	6	Jan. & July.	'85-'93	52
" —State bonds (railroad) .....coupon	12.6 4,500	6	" "	'85-'93	----
" " " (sterling)..... "	1,860,000	6	" "	1892	----
West Virginia—No information	----------	----	----------	------	----
Wisconsin—State bonds (civil)..... coupon	100,000	6	April & Oct.	'67 '68	100
" " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" " " (domestic) ... "	100,000	6	" "	1877	----
" " " (" ") ... "	1,100,000	6	" "	75-'85	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,923	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,291	111,955	1,226,991
1863	109,850	101,355	104,372	122,084	132,301	146,542	149,187	157,948	170,044	170,910	159,889	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,283	120,053	126,090	100,440	82,252	954,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,506	145,239	92,573	75,457	1,181,008
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	128,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	148,268	161,503	138,795	135,595	1,425,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,436	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24 326	28,536	51,340	55,821	55,003	42,101	400,459
1860	32,192	33,408	46,348	48,919	62,392	45,985	39,500	49,571	60,819	108,737	74,381	53,554	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,298	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108 956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	163,388	153,322	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,997	82,400	889,499
1861	85,239	74,918	85,663	90,324	65,302	63,137	52,269	60,285	84,840	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	90,569	90,882	95,134	130,551	150,397	143,836	156,920	1,, 79,509
1864	154,058	176,105	203,329	158,077	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,950	536,608	414,764	4,651,040
1860	354,000	345,000	433,311	457,161	393,400	393,400	319,955	477,642	600 124	587,242	561,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419 010	515,943	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902, 06	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,004,508	1,079,508	1,052, 93	1,021,976	------	------	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,096	80,703	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,762
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	241,326	172,700	122 309	1,72 ,996
1862	109,867	105,424	74,346	90,180	1 8,194	225,048	190,456	129,019	188,370	203,575	159,530	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	134,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	293,750	484,550	3,726,140
1864	501,231	472,240	366,626	278,540	250,000	200,000	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,600	153,644	144,804	149,582	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,756	219,890	188,060	193,931	248,971	259,643	321,059	243,163	224,196	2,664,843
1861	321,844	279,268	229,334	192,054	199,488	177,829	169,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,893	359,453	3,445,927
1863	299,944	271,085	275,643	284,224	324,687	407,992	343,429	511,306	478,576	496,438	437,679	424,531	4,571,028
1864	318,200	400,595	445,320	421,457	414,731	497,223	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56.687	46,452	51,320	55,257	43,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139.761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134.726	177,879	130,184	67,960	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,935	1,163 734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	1 6,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,256	138,084	122,796	101,710	151,170	178,870	218,465	196,495	152,172	1,764,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	238,851	274,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	180,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,100	3 5,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	33 ,360	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025 142
1861	142,334	119,764	151,471	172,614	149,550	133,620	123,377	144,982	236,844	80 ,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	256,833	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	20 ,221	215,449	215,449	305,169	375,487	339, 93	306,186	3,168,004
1864	252,435	278,848	348,802	338,275	271,552	265,780	------	------	------	------	------	------	------
New York Central:													
1859	580,349	570,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	687,792	520,396	6,903,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,935	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,990	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,01 ,375	966,228	1,002,758	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,113	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100.6 9	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,968	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,485	107,093	99,135	125,715	1,220,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,517	124,615	129,121	119,554	131,304	1,472,365
Philadelphia and Reading:													
1859	146 722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163.551	171,841	257,410	248,110	285,011	278 270	314,806	337.495	339,911	368,956	321,206	249,982	3,315,501
1861	161.106	160,538	191,266	252,154	268,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	468,873	466,557	454,526	4,068,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,456	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	552,786	617,021	609,383	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,202	202,071	265,735	270,675	216,561	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,061,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,340	397,525	401,299	364,234	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,599	505,814	466,300	487,642	5,132,984
1864	290,616	456,211	602,603	574,690	499,547	420,942	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,857	129,156	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	150,078	153,470	144,736	143,748	162,921	1,5 4,913
1864	100,872	147,485	160,196	157,785	149,855	155,720	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,670	67,946	67,428	84,879	122,785	106,100	125,027	77,500	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,.58	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,666	151,962	134,563	111,339	1,439,798
1864	79,135	95,842	132,896	128,987	127,009	116,238	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$400,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1883	----
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	'867	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	50
2d Mortgage	893,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						----
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	950,000	7	" "	" "	18-2	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						----
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	100
2d Mortgage	----------	7	Jan. & July.	" "	1883	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	454,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	117
" " " 1850.	700,000	6	Jan. & July.	"	1880	114½
" " " 1855.	1,123,500	6	Jan. & July.	"	1875	114
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	117
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅓ in '69, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	500,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----------	----------	'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1850	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,800	6	"	"	1870	111½
" " $675,000	675,000	6	"	"	1875	109
" " $1,700,000	1,700,000	6	"	"	1883	106½
" " $2,500,000	867,000	6	"	"	1889	107½
Consolid. Mort. Loan $5,000,000	----------	---	"	"	------	116½
Camden and Atlantic:						
1st Mortgage Coupon	1,027,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	118
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	55
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----------	----------	------	----
2d Mortgage	1,000,000	7	----------	----------	------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	130
" " " inconvertible	3,034,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept	" "	1890	----
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1863	----
" " " Plain	25,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	114
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	102
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv	----------	7	May & Nov	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July	" "	18--	----
2d " "	----------	8	" "	" "	18--	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1894	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.)	Price.
Chicago and Rock Island:						
1st Mortgage	1,297,000	7	Jan. & July.	New York.	1870	113
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1848	107
General 1st Mortgage	3,600,000	7	" "	" "	1855	104
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	102
2d Mortgage	2,000,000	6	" "	" "	1890	104
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	500,000	7	" "	" "	1895	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mort age	884,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7	Feb. & Aug.	----------	------	----
3d Mortgage	158,000	7	----------	----------	------	----
Income	250,500	7	----------	----------	------	----
Tunnel Right	1,000,000	7	----------	----------	------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----------	----------	1860	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	115
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	108½
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1880	89
River Line bonds	20,000	7	----------	----------	1857	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	260	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	167,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	123,565	7	April & Oct.	New York.	18-5	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	115½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900	---	June & Dec	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	300,000	6	June & Dec.	Boston.	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	105
2d Mortgage	2,005,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	299,000	7	March & Sept.	New York.	1862	50
2d Mortgage	250,000	7	June & Dec.	" "	------	50
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	117
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	121
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'84	111
2d Mortgage (convertible)	500,000	5	Jan & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	106
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	790,688	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	------	----
Endorsed by State of Tennessee	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,950	---	----------	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1861	----
Free Land, 2d Mortgage	----------	8	----------	----------	1901	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug	New York.	1882	119
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov	" "	1875	113
Elgin and State Line	139,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	92
Land Security	3,344,600	7	April & Oct.	" "	1881	101½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	95
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	------	---
Mortgage	125,000	7	----------	----------	1900	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	119
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	130½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	134
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	124½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	511,000	10	" "	----------	------	120
Income	20,500	---	----------	----------	------	---
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	514,000	7	" "	" "	------	---
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	137,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	---
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	---
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1875	121
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	995,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1865	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1900	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'65-'76	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	555,500	6	Jan. & July.	New York.	'88-'93	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1886	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	*300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	106½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1890	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	437,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	130
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	138
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	98
Goshen Air Line	691,000	7	" "	" "	1868	102
Detroit and Toledo	734,000	7	" "	" "	1876	107
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	114½
2d General Mortgage	2,194,500	7	" "	" "	1877	105
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	114
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	850,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	522,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oakaloosa Division	500,000	7	----------	" "	------	----
1st Land Grant	2,000,000	7	----------	" "	------	62
2d Land Grant	700,000	---	----------	" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'71'75	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,600	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	122½
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July	" "	1-64	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	113
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	105
" " (") B. & N. F.	76,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	1 30
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,919,200	7	June & Dec.	" "	1854	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	135
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec.	" "	1887	120
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	1'0
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	23
3d Mortgage	6,000,000	7	" "	" "	1883	30½
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	122
5th Mortgage	1,739,500	7	June & Dec	" "	1888	119
Buffalo Branch	200,000	7	Jan. & July	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York	1873	115
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1881	103
3d Mortgage	950,000	7	Jan. & July.	"	1897	105
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,055,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$252,000	6	Feb. & Aug.	New York.	75-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	107
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	104½
2d Mortgage	3,077,000	7†	" "	" "	1861	31½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103½
Chattel Mortgage	360,000	10	" "	"	1867	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1850	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1851	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	73
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1866	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	125
2d Mortgage	2,621,000	6	April & Oct.	"	1875	121
2d Mortgage Sterling	2,283,940	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	155,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	153,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1855	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	110
" 1861, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	120
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	121½
" 1856, "	1,442,000	7	" "	"	1886	135½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1883	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	130
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	117
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (ser es L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	99
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1865	----
" "	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,500,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$380,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	95
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1865	----
Richmond and Petersburg:						
Coupon	152,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	72
2d Mortgage	937,500	7	" "	"	1863	85
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	124,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	191,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	114
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1856	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	85
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,880	7	----------	----------	------	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	85
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	28
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	81
Mortgage (coupons)	198,900	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	29
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	508,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1850	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£890,000)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1850	113½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State.	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	----
28 Feb '59	50.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,631	516,965	20.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,361,927	184,906	—	1,067,006	777,777	240,465	2,176,028	109.6	-------	207 636	111,282	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-------	-------	-------	-------	57.0	236,791	76,773	21,006	—	----
1 May, '61	460.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	-------	-------	-------	-------	-------	-------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	-------	505,156	200,208	6	----
								ARKANSAS.													
8 Nov.'58	33.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	-------	1,493,850	22.5	-------	230,251	104,894	----	----
								CONNECTICUT.													
31 July '61	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	-------	422,290	23.8	46,938	65 909	38,668	5	----
31 Jan. '64	122.4	—	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902 356	302,511	—	2,037,940	1,986,740	213,876	4,264,56 6	122.4	281,451	403,510	154,337	—	----
31 Aug. '63	61.6	11.2	60 2	—	22	37	321	Hartford and New Haven	3,094,114	369,263	141,706	2,350,000	927,000	-------	4,161,255	72.8	404,297	958,459	441,140	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439 775	*	—	2,000,000	191,000	64,859	2,439 775	124.0	183,357	329,539	92,439	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	15,995	8	----
29 Feb. '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	-------	—	117½
30 Nov. '63	8.48	8.9	0 3	—	3	3	----	New Haven and Northampton	2,305,204	23,748	—	1,010,000	650,000	-------	2,363,942	-------	-------	156 763	78,611	14	----
31 Dec. '63	60.0	—	5.0	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	-------	687,152	66 0	154,716	195 055	61,235	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3 572 800	2,000 000	-------	6,612 367	117 4	570,41	1,424,772	720,462	12	158
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,468,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	434,559	180,839	9½	112
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,884	84.3	136,631	138,970	41,486	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	*	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,556	—	191,485	195,000	75,894	619,112	32.0	-------	7,857	8,535	—	----
— — '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	----
— — '62	100.0	3.9	10.0	155.5	---	---	-----	*Pensacola and Georgia*	-------	-------	—	-------	-------	-------	-------	29.4	-------	-------	-------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	-------	1,597,386	86.7	-------	418,036	205,827	8	125
— — '62	92.0	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	—	-------	-------	-------	-------	30.0	-------	-------	-------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	-------	-------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	-------	*	—	151,847	-------	-------	-------	31.0	-------	-------	-------	—	----
30 Nov. '60	191.0	—	----	—	53	92	607	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-------	-------	6,590,173	229 0	579 468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	-------	8,123 343	232.0	-------	1,159,158	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	-------	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	980,950	249,000	-------	1,026 838	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	-------	-------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	28.8	-------	-------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-------	138.0	-------	682 348	454,541	—	----
								ILLINOIS.													
31 Dec. '62	220.0	—	----	—	52	32	540	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	-------	9,392,416	261.0	1,002,440	1,673,706	701,866	2½	95
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	-------	13,179,500	365.0	1,309,146	2,412,821	1,206,039	8	128
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,336,000	226,641	13,147,13	242.0	-------	1 083,064	448,503	—	55
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000 000	1,402,748	-------	8,380,975	228 4	1,162,80 0	2 143,878	1,103,414	6	113½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	-------	10,952,115	341 7	1 484,06	2,291,481	1,279,40	6	----
31 May, '63	174.5	5.5	14.3	—	21	24	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	-------	4,214,342	140.0	-------	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	-------	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	130
— — —	148.0	----	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-------	-------	148.0	-------	-------	-------	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	-------	-------	3,900,000	6,700,000	-------	10,600,000	209.0	18 mos.	2,202,415	704,650	—	65
								INDIANA.													
— — —	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,090,433	*	-------	1,106,679	1,006,125	-------	-------	108.0	-------	-------	-------	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,051	1,219,100	51,772	2,283,748	109.0	-------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,061	26,641	611,000	1,254,500	15,900	2,102,761	109.0	-------	442,893	168,541	—	75
1 Dec. '58	59.5	20.2	----	—	23	19	315	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,36 1,284	140,689	3,458,108	110 0	-------	448,858	230,834	9	100
1 Dec. '62	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,088	2,193,839	84.0	-------	450,079	247,338	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	-------	2,175,22	108.0	312,859	527,862	268,156	—	----
1 Mar. '63	86.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	961,812	-------	1,538,743	132 0	-------	285,974	104,961	—	100
— — '58	288.0	----	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40	—	36½
30 Nov.'63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	235,679	1,617,450	94,000	-------	2,326,965	73 0	357,302	774,61	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	762,733	685,000	92,663	1,542,768	50.0	-------	-------	-------	—	----
31 Dec. '58	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	-------	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	87,020	3,5 9,922	100 0	134,631	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,976	62,499	—	921,449	570,000	-------	-------	38.5	11 mo's.	498,821	21,366	—	----
— — '62	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,500,000	15,000	-------	230.0	-------	-------	-------	—	40
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,970,000	237,532	4,275,989	111.8	-------	426,408	227,534	—	----
30 Jun. '63	29.0	—	----	—	13	5	165	Lexington and Frankfort	897,990	62,300	—	514,573	106,000	-------	711,051	29 0	181,63	9 320	53 355	4	80
30 Jun. '63	65.1	---	---	—				Louisville and Frankfort	1,398,842	126,735	6,540	1,109,594	301,000	-------	1,663,713	65.1		2 2 909	120 069	3	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,907,500	76,715	9,797,911	263 0	695 258	1,777,983	1,062,165	—	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West's*	3,954,420	505,260	—	3,242,318	586,000	399,207	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-------	-------	1,150,717	-------	206.0	-------	1,282,624	555 424	—	----
31 Aug '60	58	—	----	135.8	--	--	—-	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,553,015	248,980	108,434	1,710,819	58.7	-------	-------	-------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	——	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	-------	-------	-------	-------	-------	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,500,000	4,250,000	-------	5,008,566	188.0	-------	340,898	-------	—	----
31 May '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,480	-------	14,834,965	329.3	1,448,558	2,946,560	1,674,200	15	138½
31 Mar. '64	246.0	281.0	----	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	-------	18 407,655	527.0	2,171,477	3,381,294	1,630,777	—	91½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	605.5	2	2	10	*Minnesota and Pacific*	1,400,000	-------	-------	-------	1,550,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	----	—	—	190.0	---	---	——	*Southern Minnesota*	-------	-------	-------	-------	575,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	----	—	—	114 0	---	---	——	*Minneapolis and Cedar Valley*	-------	-------	-------	-------	600,000	-------	-------	-------	-------	-------	-------	—	----
31 Dec. '62	----	—	—	268.0	---	---	——	*Minnesota Transit*	-------	-------	-------	-------	300,000	-------	-------	-------	-------	-------	-------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	-------	2,000,961	2,554,732	895,992	6,331,899	236.0	-------	534,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	-------	798,253	456,949	275,060	1,974,444	59.7	-------	176,462	116,433	—	----
31 Dec. '58	85.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	-------	1,000,000	1,400,000	-------	-------	85.2	-------	260,047	121,659	—	----
								MISSOURI.													
31 Aug '63	64.8	—	13.2	—	31	24	525	*Tannibal and St. Joseph*	12,983,740	*	-------	7,163,836	7,177,600	-------	-------	256.8	579,324	1,017,567	429,026	—	85
31 Dec. '62	258.6	—	17.7	68.0	21	28	307	*North Missouri*	6,398,779	504,953	-------	2,459,207	4,350,000	-------	-------	168.8	-------	444,460	182,895	—	----
31 Dec. '62	152.9	—	5.6	—	---	---	-----	*Platte County*	1,200,000	*	-------	500,000	700,000	-------	-------	52.0	-------	-------	-------	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	-------	8,486,916	7,000,000	127,019	20,455,420	196.7	507,040	879,958	227,398	—	----
28 Feb. '63	77.0	—	3.9	206.0	---	---	——	*South-Western Branch*	4,775,786	116,883	-------	71,513	4,500,000	-------	-------	114.0	-------	98,371	241,482	128,886	—	----
0 Sep. '62	86.5	5.6	8.2	—	16	15	219	*St. Louis and Iron Mountain*	5,831,498	344,155	-------	1,971,127	3,501,000	57,361	5,996,377	90.1	232,631	258,235	65,259	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	208,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	94.7	9.5	.....	—	13	2	234	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,852	4,259,803	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.5	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,444	51.3	154,991	350,853	188,121	6	134
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	656,600	—	.....	37.0	.....	55,403	23,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	125
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,318	Northern Central	7,916,244	774,568	501,395	2,200,000	4,850,000	—	10,346,282	261.0	1,012,096	2,307,448	620,581	—	58½
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,330,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	118
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,650	8	137
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,000	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	858,727	299,729	8	173
30 Nov. '63	44.6	24.0	60.1	—	30	68	813	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,509,000	82.6	573,514	1,202,654	488,357	9	157
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	122,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,275	187,568	—	1,591,100	250,000	—	1,941,286	52.4	164,351	314,194	168,008	6	113
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	50,500	4,894,100	89.0	477,753	812,586	390,594	6	107
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	90.4	389,738	732,262	328,043	8	124½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	307,496	—	—	21,780	21,275	6	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,536	71.0	167,154	223,794	59,977	8	128
30 Nov. '63	20.1	1.5	1.2	—	5	10	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	28[illegible]	—	785,500	36.7	41,995	164,207	54,797	6	87½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,681	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	135
30 Nov. '63	43.4	1.0	14.9	—	13	16	868	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,412	169,145	8	187½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,406	33,098	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	99½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,606	77.3	112,508	271,815	140,136	—	41
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	14,746, 04	218.0	1,275,929	2,439,838	1,234,331	10	166½
30 Nov. '63	45.7	—	9.5	—	10	12	145	Worcester & Nashua (par $84)	1,116,597	118,000	—	1,141,000	103,700	39,891	1,378,159	45.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992 686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.0	—	8.0	—	18	16	246	Cheshire	2,475,846	322,236	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	180,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	70½
31 Mar. '63	29.3	—	2.9	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	operated	by	Concord R. R.	—	85,524	7	130
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	608,258	*	—	595,588	165,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	154,718	4	91
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,750	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,882	2,089,500	173,982	3,261,344	76 0	.....	259,921	113,583	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,004,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	163½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,876	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,666	773,000	609,636	4,620,160	2,000,000	—	7,708,840	64.0	812,041	1,941,276	1,127,246	10	171
31 Dec. '62	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,204	*	57,000	1,167,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec '63	33.5	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642 500	400,017	5,739,574	33.8	.....	1,256,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,810	29,592	—	170
31 Dec 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,603	2,597,161	—	[2 mos.	10,588	24,242	—	55
31 Dec '62	24.0	—	—	17.	—	—	—	Warren	1,907,750	—	—	1,307,750	600 000	—	1,907.750	24.0	.....	234,889	154 908	6½	110
31 Dec '62	38 5	—	—	—	—	—	—	West Jersey	821,984	*	—	581,800	212,500	31,742	821,984	—	52,936	90,122	45,628	—	.....
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	106.0	3	6	38	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1 257,037	—	.....	.....	.....	—	.....
31 Dec. '63	45.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,998	1,587,865	—	2,587,725	48.9	.....	329,223	176,065	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	513,576	140,000	2 0o1,750	1,149,000	—	3.600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	266,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	112½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422 023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	131½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,862,716	732,462	—	2,928,474	100.5	242,062	370,431	62,250	6	48
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,491	5,648,077	791,965	24,209,000	13,779,648	284,411	42,359,880	654.9	5,692,223	10,807 631	3,994 999	7	134½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389 918	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,863	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823 450	38.1	70,885	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.6	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938 884	58.2	151,198	335,625	117,450	7½	—
30 Sep. '63	189.6	48.5	18.2	—	2[illegible]	27	348	Rome, Water'n & Ogdensb'g.	8,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,850	238.1	[illegible]	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,586	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,355	—	—
30 Sep. '63	13.0	—	0.8	—	2	6	6	Staten Island	281,120	64,273	—	72,886	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	322,794	184,908	—	—
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	150,000	2,026,911	112.0	307,710	415,321	126,125	—	—
								NORTH CAROLINA.													
31 May, '60	54.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	54.9	.....	106,953	38,572	—	.....
— — '55	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '55	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,200	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	71.9	.....	459 458	219,688	—	.....
30 Sep. '58	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,900	1,340,218	791,055	102,391	3,114,964	171.0	323,089	477,554	225,201	8	.....
15 Mar. '60	81.0	5.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,359,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	14
31 Mar. '64	99.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,982,156	499,086	113,147	2,600,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	134
31 May, '58	131.8	—	.....	81.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	199,745	19,180	—	—
31 Dec. '62	136.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	75,010	5,000,000	510,000	—	6,454 130	191.2	926,028	1,724,917	1,032,687	20	170
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,357	375 209	228,651	—	45
31 Oct. '63	96.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,108,000	96.7	562,396	2,066 623	1,268,785	23	—
30 Nov. '63	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,636,040	*	—	3,832,712	4,324,600	94,329	8,251,646	208.5	.....	1,436,317	552,500	—	113½
31 May '64	109.	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,948	693,257	55,025	4,6[illegible]4,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	144
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	81.0	6	9	103	Columbus and Indianapolis	2,555.000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,202	oper	r. w. Lit.	Miami.	229,883	15	—
31 Mar. '64	142 0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,678	460,583	.....	2,462,217	2,905,000	.....	.....	142.0	.....	703.239	311,256	—	15
30 Nov. '62	83.5	—	37.5	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,26	1,4[illegible]0,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,732,322	*	—	10,379,554	373,487	53,065	11.164 820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '63	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,248,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	21	422	Sandusky, Dayton and Cinc.	5,995,505	595,400	282,179	2,697,090	2,458,825	7,800	5,401,088	205.0	418,328	599,850	115,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,268,237	125.0	214,404	239,395	82 988	—	.....
31 Dec 63	243.4	—	.....	—	47	15	928	Toledo & Wabash	9,996,556	*	27,000	3,214,375	6,651,530	38,272	10,152,632	250.0	1,279,950	1,459,798	540,921	—	61½

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An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '62	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		380,215	171,286		
31 Oct. '63	24.5		24.9		19	3	1,303	Beaver Meadow	1,084,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	58,219	34,761	22½	97½
30 Sep. '63	65.0		6.0			11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,813	308,567	11,465	—	19
31 Oct. '63	52.0		4.5	4.0	12	5	66	Cumberland Valley	1,151,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,198	8	
31 Oct. '63	110.7	2.8	47.2		74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583		5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,088	828,142	9	240
31 Oct. '63	35.9	1.1	3.2		7	4	65	East Pennsylvania	1,161,430	104,941		604,190	598,400		1,212,590	36.9	151,820	238,243	150,163		
31 Dec. '63	78.0		8.5		16	7	647	Elmira and Williamsport	2,033,607	*		1,000,000	1,000,000	Lease'd to	Northn Cen.		196,907	334,790	110,36-		36
31 Oct '63	18.6		4.6		—	—	—	Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.6	144,571	423,358	169,268	10	
31 Oct. '63	36 9	18.6	17.0		—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000		1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340		1,809,565	600,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	
31 Oct '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,346	1,325,992	223,000	2,174,427	54.0	143,578	259,629	101,570	—	35
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,302,846	*		710,000	1,929,665	68,833	2,707,898	80.0	335,700	478,113	243,838	—	
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222		2,297,250	1,465,000	58,127	3,820,377	88.0	886,844	1,320,058	774,074	10	132
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,646,100	960,000	62,227	3,668,327	(Phila. & Reading			R. R.)	7	40½
31 Oct. '63	24.5	106.0	68.3	—	31	—	61	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,965			4,132,965	130.0	319,162	363 367	80 991	8	61½
30 Nov. '63	55.6	13.2	19.5	—	17	27	613	North Pennsylvania	5,485,709	404,764		3,147,760	3,104,287		6,252,037	68.8	274 990	511,806	273,391	—	81
31 Dec. '63	300.8	56.1	319.0	—	293	173	4,926	Pennsylvania	27,048 814	3,543,484	2,883,457	13,400,250	16,949.124	—	38,245,668	356 5	5,211,202	1,891,413	6,111,413	—	73
31 Oct. '63	17.0	7.0	42.5	17.0	10	41	101	Phila., Germant'n & Norristn	1,131,079	235,439		1,267,200	405,500		1,672,200	24.0	244 425	83,549	179,668	9	65
31 Oct '63	230.0	—	21.5	58.0	36	5	539	Phila. and (Sunbury) Erie				5,010 944	8,528,000	80,151	13,619,096	230.0	428,759	699,300	193,486	7½	53½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	879,348	13,211 228	10 697,328	—	26,613,828	403 0	2,721,688	6,252,902	3,706,900	7	69½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 3,882	—	—	—	—	—	1,249,200	28.2	137,074	614,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8 74,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200 5	647.029	2,540 245	1,602,119	10	74½
31 Dec. '63	59.5	—	6.4	59.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,329	72.1	209,746	215,587	105,356	9	12
31 Dec. '63	468.1	—	78.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,582	12,935,172	—	19,982,741	468.	3,472,914	5,132,934	2,106,6?3	—	114½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,592	Lease'd to	Northn Cen	—	40,476	144,7.8	87 112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	780,961	106,553	—	367,300	295,500	65,205	832,009	29.6	75,358	126,693	59,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.6	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	62.0	297,700	421,757	199.155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,417	8,500	—	—	13.6	2 4,9	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,565	195,256	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,538	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	986,743	960,410	108,172	2,067,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,043,333	—	—	—	—	1,499,036	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,167	—	—
1859	99.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	166,264	—	536,654	1,902,000	390,407	—	130.2	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,264	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	55.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	812,518	—	59.4	69,870	177,256	80,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	54.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	6,000	—	54.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,245	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	188.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf.	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	196,647	—	1,280,400	800,000	—	—	90.7	93,400	208,867	—	—	68
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	8,257,471	895,219	6,386,166	119.6	449,851	423,027	117,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	249	Rutland and Washington	950,000	258,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 015	262,887	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	—	8	112
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	616,164	798,200	—	1,301,836	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	882,900	700,000	—	—	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,484,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,202	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,166	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,282	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	18
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,638	374,996	—	1,365,300	1,851,500	292,542	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.6	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	6,726,037	*	—	1,961,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,988,579	*	62,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,508	26,853	—	43.5	1,058,054	163,753	79,586	6	80
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,763	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	684,081	359,120	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,223,271	214.9	430,193	740,499	347,967	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	850,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,828,800	2,454,000	221,282	7,978,841	234.4	—	1,163,734	414,741	—	69½
10 May, '62	104.0	—	—	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,708,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,530	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (¼ y)	11,938.000	*	—	11,750.000	188,000	—	11,938 000	16.10	—	235,798	67,652	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,843	—	15
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,399	Grand Trunk	77,210.345	*	—	15,123,430	54,750,510	7,336,405	77,210.345	1,096	—	4,368,510	1,154,85-	—	—
31 July, '63	229.0	115.5	65.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,2o1,435	—	26,984,180	357.0	—	3,011,860	1,649,510	1½	—
31 Dec. '62	96.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,729,232	60 0	—	132,555	38,670	—	—
								NOVA SCOTIA.													
Dec, '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,491	*	—	4,273,231	—	—	4,273,231	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	32	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,728	48.7	—	1,748,294	1,013,444	13	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	500,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawisa (preferred)	1,150,000	7	—	39
Chemung (guarantied)	380,000	--	--	----
Cayuga & Susquehanna (guarant.)	343,500	--	--	----
Cheshire (preferred)	2,017,825	7	—	92
Chicago & Alton (preferred)	2,422,596	7	3½	97
Chicago & Northwestern (pref.)	2,400,000	7	1¾	90
Coshocton (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	----
" " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,00	--	--	----
Dubuque & Sioux City (preferred)	1,987,614	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	--	--	----
Elmira & William port (preferred)	500,000	--	--	51
Erie (preferred)	8,435,700	7	7	110½
Hannibal & St. Joseph (preferred)	5,399,28[illegible]	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	73
" " (2d pref.)	3,424,164	7	—	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	128½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	116
" " " (2d pref.)	1,014,000	7	7	99
Milwaukee & St. Paul (preferred)	2,246,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	--	4	----
New York & Harlem (preferred)	1,500,000	8	—	112½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	--	3	----
Paterson & Rama o (guarantied)	248,000	--	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	--	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	--	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	99
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	698,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	73
Toledo & Wabash (preferred)	982,900	7	7	85
Troy & Greenbush (guarantied)	2 4.0	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Bonds guar. by Virginia	200,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	7[illegible]2,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation					
1st Mortgage	2,783,682	6	M. & S.	1870	114½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	468,500	6	J. & O.	1876	116
2d Mortgage	294,750	6	------	------	104½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	38
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103
2d Mortgage	3,980,670	6	J. & J.	1882	93
Improvement	568,000	6	M & N.	1876	94
Susquehn'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	65
Preferred Interest b'ds.	227,5c9	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	20
West Branch & Susqu'a:					
1st Mortgage, s'k g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	760,000	6	J. & J.	1878	105

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,095	—	----
Delaware Division	100	1,633,350	—	42
Delaware and Hudson	100	7,500,000	7	210
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	84½
" (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	3½	97
" (preferred)	100	1,175,000	10	135
North Branch	100		—	----
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,932,457	—	20
" " (preferred)	50	2,722,607	—	38½
Susquehanna and Tide Water	50	2,048,260	—	19½
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	59½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 67 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	— —	@ 80 —
Pig, American, No. 1		72 —	@ 75 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
Bar, English, Refined		220 —	@235 —
Bar, English, common		205 —	@220 —
Hoop, English, Common		200 —	@340 —
Sheet, Russia	per lb.	33 @	— 40
Sheet, English, Single, Double and Treble		11 @	— 13

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	23 @	— 45
English Spring (1st & 2d qlty.)		18 @	— 24
English Blister (1st & 2d qlty.)		23 @	— 32
English Machinery		— —	@ — 29
American, Blister		20 @	— 25
American, Cast, Hammered		— —	@ — 32
American, Cast, Rolled		20 @	— 24
American Spring		20 @	— 24
German		24 @	— 36
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 72
Sheathing &c. Old. (cash)		— —	@ — —
Sheathing, Yellow		— —	@ — 84
Pig, Chile		— —	@ — —
Bolts		— —	@ — 72
Braziers'		— —	@ — 72
American Ingot (cash)		50 @	— 53

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		16 —	@ 16 25
German Refined		16 —	@ 16 25
English		16 —	@ 16 25
Bar	per lb.	— —	@ — 23
Pipe and Sheet		— —	@ — 25

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — 30
Straits		— —	@ — 65
English		65 —	@ — —
Plates, Charcoal I. C	per box	25 —	@ 26 —
Plates, I. C. Coke		22 —	@ 24 —
Terne, Coke		21 —	@ 22 50
Terne, Charcoal		23 —	@ 24 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash)	per 100 lb.	9 —	@ 10 —
Clinch (cash)		10 50	@ 11 —
Horse Shoe, Forged (cash)	per lb.	— 45	@ — 51
Wrought English (cash)		— —	@ — —
Ausable Horse, Norway Iron, Forged		— 45	@ — 51
Zinc Nails (6 mos)		— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 20	@ 1 40
Para, Coarse and Medium		— 75	@ 1 —
Carthagena, &c		— —	@ — 75
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 20 cents per gallon.

Crude, 40@47 gravity		— 50	@ — 51
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 85	@ — 86
Refi'd, in bd. L.S. to pr. Wh. (110@150 test)		— 82	@ — 83
Naptha, Refined, (60@63 gravity)		— 40	@ — 45

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign (cash)	per lb.	— —	@ — 17½

New York Stock Exchange.

Actual Sale Prices for the week ending July 27.

	Th 21.	F. 22.	Sat 23.	M. 25	Tu. 26.	W 27.
American Coal Co.	90	----	----	----	----	92½
Buffalo, N. Y. & E., 1M.	----	----	116	118	----	----
California 7s	161	----	----	----	----	160
Canton Co.	33½	----	34½	35	35	36½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	96
" " pref.	----	----	----	----	95	----
" " 1 M.	115½	----	----	----	115½	114
" Inc. b'ds	----	----	----	----	----	94
Chicago, Burl. & Q.	130	128	----	----	130	129
" " 8 p.c.	----	----	----	----	----	130
Ohio. & Northwest'n	49½	50	49½	51	52½	54
" " pref.	84	85	85	86½	87½	88½
" " 1st M.	103½	104½	----	104	104½	105½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	102	----	----	----	----	----
Chicago & Rock Isl.	108	109½	109½	110½	112	114
" " 1st M. '70	----	----	110	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	107½	108	108½	109½	110½	113
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	90	----	----
Clev. and Toledo	134½	136½	137	136½	137	145½
" " S. F. 7 p.c.	115	----	----	----	----	----
Cumberland Coal, pref.	57	57	57	60	58½	60½
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	108½	109½	109½	109½	110½	112
" pref.	108½	107	----	109	110	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	130	----	----	----	----	----
" 3 M. 7 p.c. '85	----	128	----	130	130½	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	121	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	120	----	----	----	----
" 2M. 7p.c. '75	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	126½	127	127½	128	129½	131½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	101	----	----	----	----	101
Illinois Central scrip	123½	124½	124½	125	127½	129½
" full stock	----	----	124	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	133	132	----	133	134	----
Marietta & Cin 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" "1st mort.	106½	----	----	107	----	----
Mariposa Mining Co.	40	----	41½	42½	48	44
Michigan Central	132½	134½	134	134½	136½	135½
" S F. 8 p.c. '82	139	----	136	138	137	138
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82½	83	83½	85½	86½	89½
" " guar'd	128½	----	----	----	----	----
" " 1 M. S. F.	118	----	----	117	117	----
" " 2 M.	106	----	105	----	----	----
Mil. and P. du Chien	63	63½	----	65	68	----
" " 1st pref.	----	----	110	----	----	----
" " 2d pref.	90	----	----	----	----	----
" " 1st M.	----	114	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	61	61	----	----	----	----
Missouri 6s	66	----	----	----	----	----
" Isa. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	72	72	----	----	----	73
New York Central	134	131½	132½	132½	133½	134½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	130	----	----	131	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	118	----	----	118
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	120	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	104½	----	----	----
Ohio & Miss. cer.	47½	47½	48¾	49½	50¾	51½
Pacific Mail S.S. Co.	----	----	----	280	----	281
Panama	----	----	----	----	----	300
Penn's Coal Co.	----	----	----	----	----	----
Phila. and Reading	131½	132½	132½	134	135½	136½
Pitts. Ft. W. & Chicago	109½	110½	----	111½	112½	114½
" " 1M 129	----	----	----	----	----	----
" " 2M.	----	117½	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	75½	74½	----	76	75½	77
St. L., Alton & T. H.	----	----	----	----	60	----
" " pref.	70	71	----	73	----	----
" " 1M.	115	----	115	----	----	----
" " 2M. pref.	----	----	92	----	----	----
" " Inc. b'ds.	----	82	----	----	----	----
Tennessee 6s, 1890	----	53	----	----	----	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex. 100	100	----	----	----	----	105
" " 2M.	----	----	----	----	----	84
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending July 27.

	Th 21.	F.22	Sat.23.	M.25.	Tu.26.	W.27.
Federal Stocks:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	98
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	100
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	103	103	....	....	104	104¼
U. S. 6s, 1881, cou.	102¼	102¾	....	104¼	105½	105
U. S. 6s, '81, O.W.Ly.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y	....	....	....	....	....	....
U. S. 6s, 1867, reg.	112	....	....	....	....	....
U. S. 6s, 1867, coup.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	114	....	....	....
U. S. 6s, 1 year certif.	94	94¼	95	95¾	95¾	94¾
U. S. 6s, 5-20s, coupon	104¼	104½	104¼	105¼	107¼	109
U. S. 6s, " reg.	....	....	....	....	105¾	106¼
7.30 Notes, Feb. & Aug.	....	....	....	....	....	108
" " Ap'l & Oct.	103¼	....	103¾	105	106¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 26.

	W. 20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.
Beaver Meadow	....	....	....	....	....	97¼
Cattawissa	....	....	....	....	....	....
" preferred	40	41	....	38	38¼	39
Camden & Amboy	157x	157	157	....	....	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	....	....	....	....	....	....
" " 6s, '89	....	....	....	....	....	....
" mort. 6s, '89	116¼	....	....	....	116¼	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	42¾	....	....
Elmira & W'msport	34	....	....	....	....	....
" " pref.	51	....	....	....	51	51
" " 7s	....	....	....	113	....	....
" " 10s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	85	85	....	85	85	....
" 6s	....	....	....	....	....	....
Lehigh Valley R. R.	....	....	....	....	....	132
" " scrip	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	40¼	40¼	....	....	....	....
" " 7s	....	....	....	....	....	....
Long Island	48	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	62½	62	63	62	....	61¾
Morris Canal	96	....	....	....	....	97
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	32	....	....	31¾	....	31
" " 6s	104¼	104¼	....	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	60	58¼	59	58¼	58¾	....
Pennsylvania R. R.	73¾	73	74	73¾	73¾	....
" 1st m.	....	....	....	....	....	....
" 2d m.	....	....	....	....	....	121
Penn. State, 5s	101¾	....	101¾	101	101¾	101
" " 5s, coupon	....	....	....	....	104	....
" " 6s, "	....	....	....	....	....	....
Philadelphia City, 6s	104	....	....	....	....	....
" " new	106¼	....	106¼	106¼	106¼	106¾
Philad., Germ. & Nor.	....	....	....	....	55	....
Phila. & Reading	65¼	65¼	65¾	66¼	66¼	67¾
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	110
Philadelphia & Erie	33¼	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	25	....
" " pref.	38	36	35¾	....	....	38
" " 6s '82	93¼	....	93¼	93¾	....	93¾
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	20	19¼	18¾	18¾	....	19
" " 6s '78	64	64	....	....	....	....
" " scrip	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	22¾	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	90	....	....	....	....
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	30	....	....	....	24	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	74	74	....
Spruce & Pine, "	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 26.

	W.20.	Th 21.	F.22.	Sat.23.	M 25.	Tu 26.
Baltimore City 6s, 1875	118	....	....	....	....	117
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	118¼	....	118	....	118	....
Balt. and Ohio	115	....	....	....	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	....	....	....	....	....	....
Northern Central	....	....	59	....	58	....
" " b'ds, '85	107¼	....	....	....	....	....
" " " 95	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W. 27.
Boston and Lowell	....	....	113	....	....	....
Boston and Maine	....	138	....	137	....	....
Boston and Providence	....	....	....	....	....	....
Boston and Worcest	....	....	....	157	....	....
Cheshire, pref.	53	....	53½	52	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	109	108	108	....	107	....
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	127¾	127	126	....	126	125½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	135	....	....
Northern, N. H.	....	....	....	....	....	....
Old Colony and Fall R.	....	....	....	....	....	....
Ph., Wil. & Baltimore	....	74¼	74¼	74¼	74¼	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Vermont & Canada	....	112	112	....	....	....
Vermont & Mass.	....	42	....	....	41	....
Western	166	166¾	166½	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	125	....
Metropolitan "	....	59	....	60	60	60
Middlesex "	....	75	....	....	75	77
Central Mining Co.	....	....	....	....	....	63
Franklin "	....	58	58½	58	58	58¼
Isle Royale "	....	20	....	....	....	....
National "	....	....	....	31	....	....
Minnesota "	....	35	32	31	33	36
Pewabic "	....	71	70	70	69½	62½
Pittsburg "	....	93	....	....	....	....
Quincy "	....	106	103¾	....	102¾	102½
Rockland "	....	....	12½	....	13	....

London Stock Exchange.

The following were the closing prices for American Securities on the 16th of July :

Maryland 6s	65	to	68
United States 6s, 1881	59	"	60
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	30	"	32
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	76
Do., Pennsylvania do. do.	73	"	75
Erie shares, $100 (all paid)	50	"	51
Do., 7s, preference	48	"	52
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	43	"	48
Do., 7s, 5th mort.	43	"	48
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	41	"	40
Do. do. $100 shares, all paid.	54	"	56
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '52 x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	55	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	50	"	55
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, July 30, 1864.

Stock Exchange and Money Market.

During the week ending the 23d inst., the associated banks of this city seemed earnest in repressing the previous inflation to which they had been such large contributors. Their loans were decreased $8,158,156, and their circulation $35,640, while their depositors withdrew from them $4,835,622, which in effect was a reduction of the fund used by these banks to lend upon to stock, produce, and gold speculators. The reshipment of foreign goods is also going on upon an immense scale; and this is a favorable circumstance, and the evidence of what is not so generally understood, that the foreign imports into New York have been for some time principally on foreign account, and unjustly charged to the greed of our own merchants. We have repeatedly alluded to the practice by both French and English manufacturers of sending their surplus products to the United States, where they are easily converted into money, and rapidly returned into the shape of gold. Nothing is more common abroad than to send the refuse of their workshops and looms to this country. After working off a full supply for the regular demand, quantities of second rate articles of the same pattern and appearance as those of the filled orders, are produced and sent here to go to our large auction houses, or to be bonded and withdrawn for sale whenever the market favors that operation. In this way our trade balances are swollen, the public mind is alarmed, our financiers are excited, and our economists worried with apprehension. In this way, too, the actual credit of the country is injured, and the American people are censured for their recklessness and extravagance. There is quite enough of these peculiarities, we admit, without the additional load put upon us by foreign importers and their agents. Seven and eight millions a week of reshipments would soon place the reported balance of trade on that side of the account where it justly belongs.

Gold has shown a marked decline for some weeks past. There is in truth but little demand for it; and those who confidently asserted it would go up to 300, have been disappointed, and if they have made that expectation the basis of their operations, must have been heavy losers. With the whole country against them, except the confederates and their Northern allies, they cannot expect much sympathy. The exports of specie have for the last two weeks been little, if any, in excess of the receipts. In the meantime Mr. Fessenden, much against his inclination, has got into his official harness. A short time since he urgently requested the presence of Mr. Cisco at Washington, but that gentleman has been prostrated by a sudden attack of disease, which for a few hours placed him in considerable danger, and was unable to respond. Recovering slowly, he has found it absolutely necessary to refuse remaining in office where he only staid at the most urgent personal request of Mr. Chase. His successor is Moses Taylor, Esq., a wealthy and respected merchant of this city, and of a political bias opposed to the party of Mr. Lincoln, as Mr. Cisco was. His selection, all things considered, is a remarkable circumstance, since he was not one of the three from whom Mr. Chase was peremptorily required by the President to make his choice, in conformity with the wishes of a New York Senator. It is also an indication that a particular influence, strong enough to unseat Mr. Chase, was not strong enough to dictate the succession. We give full credit therefore to the President for studying the public interest on this occasion at least. If Mr. Taylor accepts the appointment, which is yet doubtful, the public will be entirely satisfied, and be sure of the safety of the public funds, and the continued discreteness with which they will be managed in New York.

Mr. Fessenden has made his first move. He appeals to the people to take Treasury notes, payable three years from August 15th, bearing 7-30 interest, payable in currency, and convertible at the option of the holder at maturity into 5-20 bonds, bearing six per cent. interest in gold. The amount he is authorized to ask from the people in this form is two hundred millions, and there is eight times that amount in circulation or funded

in their hands, which the Government has issued in one shape or the other to carry on the war, and for which the holders have given consideration promptly in labor, service, and materials. The country is by no means impoverished, nor in want of a circulating medium. It will be therefore an easy task to furnish the amount required, and we trust it will be popularly subscribed.

It is objected by a cotemporary, whose monied articles are, however, not the work of an American, that Mr. Fessenden must not rely too much on appeals to the patriotism of the people, "which are of questionable utility at home, and are apt to be mistaken for signs of weakness abroad." No American would say this. It is the patriotism of the people which has thus far sustained the war, provided for its expenses, made the munificent donation known as the Sanitary contributions, and are willing to go further to save the country and its institutions.

He is but a shallow thinker, and a poor observer, who finds fault with the Secretary for appealing to a "sentiment" rather than "to the logic of facts." This sort of talk no doubt is very imposing, but the administration or the Cabinet Minister which is not in accord with the public sentiment will succeed neither in appeals to the people for men or money. Popular loans are the most successful of all loans, as has been tested in France of late years on several occasions. Those who dislike them are loan contractors and bankers, who by combination seek to obtain securities at their own price, and make the people afterwards pay them a profit on them.

It is the same class which has been trying to lend the Secretary of the Treasury fifty millions of irredeemable paper in return for United States bonds, interest and principal payable in gold; and now, through their commercial editors, over whom they exercise a known private influence, seek to lower the price at which Mr. Fessenden wishes to fill his subscriptions, so as to give a margin to speculation, and possibly get the control of the loan itself. Against all such financiers and financiering we protest. The whole of our system rests upon the fact that the country will be utterly ruined if the Union is severed, and that the States will fall apart in all directions; if the old ties are successfully broken by the rebellion, life and property will become wholly insecure, in consequence of the discord and continual severance of petty and quarrelsome States, headed by political adventurers and unprincipled men, of the same class which is at work even now.

This is precisely the contest which we are called on to wage, and for which Mr. Fessenden asks for more money. We do not consider this a five per cent., or a six per cent. question at all, nor inquire whether it is a 5-20, or a 10-40 that is put upon the market. But we only ask this question: shall this great and glorious fabric which has sheltered us so long, and which has been the home of the exile, and the asylum of the oppressed of all nations, this great temple in which we have worshipped Liberty with such genuine devotion, be razed to its foundations, crumbled into dust and swept from the globe under any false pretext whatever, political or financial? Whether dollars and cents in a man's pocket are more sacred than the country where he has gained them, the cause which has prospered him, and the institutions which have protected him. Let no one be deceived by these financial skirmishers; they mean mischief. If the country is to be saved it is by thoroughly appreciating its wants, and not by quoting Adam Smith's Wealth of Nations.

Money is again quite easy, but 7 per cent is readily paid for accommodation by borrowers.

A wholesome discrimination between ordinary business paper, and that of speculators in produce, provisions, sugars, teas and whiskeys is however observed. It is proper to state that purchasers of the 7-30s are allowed $2 50 on each $1,000 taken when they amount to the sum of $25,000. This inducement will create a large number of active agencies. When the coupons of 1881 bring 6 per cent premium, and those of 5-20s 7 and 8, there can be no doubt of the success of the new loan.

As there appears to be an unusual effort at this moment to procure peace at any price, by a certain clique of politicians, on the ground of exhaustion and waste of life, and the score of humanity which appears to exist only in one direction, not towards the innocent sufferers by by the war, but towards the guilty authors of it, we have thought it well to republish a curious and important calculation as to the strength of the opposing forces, and an estimate of their losses. After rigidly scrutinizing the figures, we believe the following, taken from the Boston *Journal* is perfectly reliable, and shows what the result must finally but inevitably be. The result is one which ensures the success of our financial policy, and is an explanation of the flutter in which certain parties are found:

"The census of 1860, with emigration and the annual increase of births, gives us a population of thirty-seven millions in the summer of 1864.

"Of this population four millions of whites and three millions of slaves exist in the rebel districts, and thirty millions of free men are to be found in the loyal districts. The contest is now between forces standing in the ratio of four to thirty, with three ready to aid the successful party.

"In comparing more closely the relative strength of the two districts, we find that one half of the whites are males, one half of the males are under sixteen, and half of the residue, from old age, youth, physical infirmity or sickness, unfit for service in the field. In this State we have never been able to bring more than ten per cent. of the people into the militia, and if we allow twelve per cent. for the capacity of the rebel districts, it is a liberal allowance. In the Southern districts which are still loyal or have been subdued, such as Missouri, Kentucky, Tennessee, Maryland and portions of other States, there is a white population of four millions, and it is a fair presumption that four per cent. of the population, or one third of the fighting men of these regions, have joined the rebel armies. We cannot allow more, as the rebel conscription has operated but little if any in those districts."

These premises seem indisputable. If we proceed to the estimate of the losses on both sides, the result is equally striking.

The war has been in progress for three years and an allowance of 30,000 a year for the excess of young men growing up over men becoming superannuated or dying by ordinary diseases is a very liberal allowance. Further, by the best information in our possession the rebels have lost in the last three years, down to the 6th of May last, by deaths in the field, camps and hospitals, by wounds and captures—and most of this is conceded—120,000 a year, or 360,000 men.

During the present campaign, since May 1st, Lee is understood to have lost 70,000 men, and Johnston, Magruder, Forrest and others at least 30,000 more.

The following table gives the result:

Rebel force at the outset, 12 per cent. of 4,000,000 whites	480,000
Four per cent. of 4,000,000 whites in Southern Districts loyal	160,000
Young men growing up in three years in excess of deaths	90,000
Whole number of men able to fight from the start	730,000
Rebel losses in three years to May 1, lost, in field and by sickness, at 120,000 a year.	360,000
Rebel losses, East and West, in the present campaign	100,000
Owners of plantations, artificers, drivers, refugees and men who will not or cannot fight, at least	195,000
	730,000
We thus have remaining, as the whole rebel force, either in the field or fit for service, and to be relied upon	195,000
From these we may deduct at least 5 per cent., or 10,000, for the sick in hospital.	10,000
And we have fighting men	185,000
Of these there are west of the Mississippi, at least	25,000
With Johnston	45,000
With Forrest and others	10,000
At Mobile and in the Carolinas	20,000
With Lee and on raids into Maryland	85,000
	185,000

To crush these we have at least 500,000 men, and if we deduct for furloughs and hospitals, 10 per cent., we have 450,000 men in the field, and of these we have in front of both Lee and Johnston at least twice the forces opposed to them, at least 300,000, the residue holding the Mississippi, the coasts of Carolina, and the communications and depots in the rear of our main armies.

For the last two months the Confederate losses in Virginia and Georgia have been in killed, wounded, deserted and missing at least 50,000, a month. The three millions of people who have held out so long, more through the weakness of our Government than for any other cause have not another man to sacrifice, or another dollar to spare. Nothing but treason at the North can prolong a contest so unequal in real resources. It is reduced to a moral and mathematical certainty that the cause of the Union must triumph, if the Government, during the remainder of its official term acts with even tolerable discretion and does not shut its eyes and ears to what is going on around it. So that the argument is a financial one of the most impressive character, and we bring it forward for consideration at a moment when a false and hollow cry for a truce is made wholly in the interest of rebellion.

In the meantime we have the gratifying information from the Treasury department that the Internal revenue is rapidly on the increase. That which produced the last year but five millions per month, is now producing one million per day. This source of increase is therefore expected to realize the present year, between three and four hundred millions of dollars, the largest and most cheerfully paid revenue the world ever saw, and this exclusive of the customs, one hundred and three millions more.

In addition to this we have to record the fact that in the face of the new loan of $200,000,000. Government securities are steadily advancing and are in fresh demand, and that the foreign orders from the continent continue to come in on a large

scale much to the discomfort of parties both in England and France, who attribute the demand to the influence of the German press, which has strong democratic tendencies everywhere. We venture to suggest that this JOURNAL which has a wide circulation among the foreign Banking houses, largely helps to diffuse confidence in our National securities and the National spirit.

The aggregate value of the exports of produce and merchandise exclusive of specie, from this port during the past week was $8,040,364, against $7,879,290 for the week previous.

It will be remembered that the exports of the previous week were over $7,000,000, and this is at the rate of between 30 and 40 millions per month, or more than three hundred millions a year, a suggestive fact, of great importance and likely to change all our foreign commercial relations.

The value of foreign goods imported into the port of Boston for the week ending July 22, was $237,218, against $529,000 for the corresponding week in 1863. The exports were $514,838, against $472,496 72 for the corresponding week in 1863.

The value of foreign exports from the port of Baltimore for last week was $298,683.

The balance in the Sub-Treasury on Tuesday was $15,758,908. Foreign Exchange is in some demand. Sterling being sold at 9¼ to ⅜ or about par in gold and francs at 5.13-16.

Railway shares have been quiet under the excitement of the Government operations, and the constant and irregular fluctuations of the gold market. But they are steady and on the rise, the holders being more than ever confident of their great value.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana 5s, 86¼; do., War Loan, 99; Michigan 6s, 1878, 103; North Carolina 6s, 60; Illinois coupon bonds, 1877, 101; Louisiana 6s, 73; McGregor Western 1st mort., 86; Brooklyn City Water Loan, 115; Detroit, Maine and Toledo bonds, 107; Norwich and Worcester R. R., 112; Pitts., Ft. W. and Chi. scrip, 110; Central Coal, 64; Atlantic M. S. S. Co., 177½; Canada Copper, 3¼; Copake Iron, 7; Bucks Co. Lead, ¾; Metropolitan Gas, 125; Merchants' Bank, 108; Bank of Commerce, 105; Ocean Bank, 99; Metropolitan Bank, 115; Am. Ex. Bank, 115; Atlantic Bank, 95; Merchants Ex. Bank, 97.

Philadelphia.—Long Island 7s, 110; Allegheny Valley R. R. 7s, 104; Allegheny Co. coupon 5s, 82; Pittsburg coupon 5s, 79¼; Penna. War Loan 6s, 105½; North Penna. scrip, 96; Elmira chattel 5s, 77½; Rock Oil, 3½; Mineral Oil, 2¼; Organic Oil, 1; Dalzell Oil, 7¼; Densmore Oil, 3½; McElheny Oil, 7⅛; Union Petroleum, 2⅜; Cherry Run Petroleum, 5¼; Perry Oil, 5; Petroleum Cen. 3; McClintock Oil, 5¾; Egbert Oil, 3; Maple Shade Oil, 13; Excelsior, 1⅛; Noble and Delamater, 12½; Feeder Dam, 1; Olmstead Oil, 4½; Phila. and Oil Creek, 2; Venango, ¾; Fulton Coal, 8¼; Big Mountain, 7¾; N. Y. and Middle Coal Fields, 20; Kentucky Bank, 111; Farmers Bank of Kentucky, 105; Louisville Bank, 116; Farmers and Mech. Bank, 58½; Mechanics Bank, 28; Bank of North America, 155. The latest quotations are: City 6s, 104@104½; do., new, 106⅜@106¾; State 5s, 101@101½; do., coupon, 104¼@104⅛; do., 6s, W. L., 107@107½; Phila., Wil. and Balt., 74½; Reading, 67⅞@68; do., 6s, 1870, 110@111; do., 1886, 135@136½; Camden and Amboy, 163½@167; Pennsylvania R. R., 73@73¾; do., 1st mort., 125@126; do., 2d mort., 121@122; Little Schuylkill R. R., 45⅛@46½; Morris Canal, 97@98¼; do., pref., 135@135½; do., bonds, 116@121; do., 2d mort., 104¼@105; Wyoming Valley Canal, 89¾@90½; do., 6s, 105@105½; Susquehanna Canal, 19½@20½; do., 6s, 63@64; Sch. Nav., 29@30; do., pref., 38¼@39; do., 6s, 1882, 93@94; Union Canal bonds, 20@22; Delaware Div. Canal, 43@43⅛; do., bonds, 104@104½; Elmira and Williamsport, 34@37; do., pref., 51@51½; do., 7s, 1873, 113¼@113½; do., Chattle 10s, 77½@78; Beaver Meadow, 96@100; Long Island R. R., 47@48½; Lehigh Coal and Navigation, 84¾@85; North Pennsylvania, 81¼@82; do., 6s, 103½@104; do., 10s, 125@127; Philadelphia and Erie, 33@33¾; do., 6s, 112@113½; Minehill, 61@61¼; Catawissa, 19@21; do., pref., 39@40; Lehigh Valley, 130@134; do., bonds, 119@121½; Fifth and Sixth streets, (horse,) 61@64; do., 7s, 107@108; Second and Third, 73@74; do., 7s, 110; Race and Vine, 11@13; West Philadelphia, 69@72; Spruce and Pine, 40½@44; Green and Contes, 35@38; do., 7s, 110@110¼; Chestnut and Walnut, 60@61; Arch, 22@24; Thirteenth and Fifteenth, 33@35; Seventeenth and Nineteenth, 16; Girard College, 30½@31½; Tenth and Eleventh, 49@50; Norristown, 64¾@65⅛.

Boston.—Northern (Ogdensburg,) 1st mort., 104¾; do., 2d mort., 31¾; Eastern R. R. 6s, 1874, 108; Vermont Central 1st mort., 85; do., endorsed, 75½; do., 2d mort., 26; Rutland and Burlington 1st mort., 72; Essex R. R. 6s, 97; Certificates Miss. and Mo. River Air Line R. R. 8s, 6 per cent.; Maine 6s, 1877, 100; do., 1890, 101; Rhode Island 6s, 100½; New Hampshire 6s, 100; Mass. 5s, 1894, 115¼; Boston 5s, 125; Dorchester 5½s, 1874, 100; Bath 6s, 102¾; Old Colony and Newport R. R., 130; Bear Valley Coal and Summit Branch R. R., 24; Boston, Concord and Montreal R. R., new stock, 12½; Hannibal and St. Joseph, pref., 55; Boston, Hartford and Erie, 35; Boston and Lynn, horse, R. R., 106; Boston and New York Air Line, 9; Union Steamship Co., 153; Essex Co., 101¼; Boston Water Power Co., 41; Suffolk Coal, 95; Schuylkill Valley Coal, 3¼; Franklin Coal Co., 83½@90¼; Short Mt. Coal, 50; Cary Imp., 12½; Boston and Roxbury Mill, 53½; Merchants' Bank, 103; Shawmut Bank, 98¾; Bank of Commerce, 102¾; National Bank of the Republic, 101½; Hide and Leather Bank, 109¼. Market Bank, 75; Webster Bank, 103; Washington Bank, 100; Commercial Bank, Salem, 65; Salem Bank, Salem, 63¾; Continental Bank, 98½; Pawners Bank, 90½; Warren Bank, South Danvers, 95¼; Atlas Bank, 103; Acton Mining Co., 2; Albion Gold, 3⅝; Albany and Boston, 20; Bay State, 19¾; Black River, 27c.; Boston, 5½; Canada, 2½; Chebucto Gold, 55c.; Copper Falls, 35; Chester, 12c.; Concord, 4¾; Columbian, 8½; Dana, 3; Eagle River, 6; French Creek, 1; Gt. Western, 4¼; Huron, 34; Highland, 10; Humboldt, 10⅝; Hancock, 12½; Hanover, 3¼; Lake, 12c.; Manhattan, 10¾; Mesnard, 9½; Macomb, lead, 4; Native, 1¾; North Cliff, 6⅝; Ottawa, 45c.; Pontiac, 4⅞; Renfrew Gold, 1¼; Star, 6¾; Superior, 8¼; St. Clair, 8½.

Baltimore.—N. W. Va. 1st mort., 113; do., 3d mort., 40; Western Md. bonds, 87; City Passenger R. R., 22½; Bare Hill, 4.10; Md. Copper, 0.85; Atlantic Coal, 1.40; Santa Clara, 19½; Mineral Hill, 2.70; Springfield, 2.00; Am. Gas Coal, 2.50; Lake Chrome, 0.60; Bank of Commerce, 25; Bank of Baltimore, 102½; Marine Bank, 33; Union Bank, 72; Farmers' and Merchants' Bank, 41; Franklin Bank, 12½; Howard Bank, 10¼. The latest quotations are: Balt. and Ohio, 114½@115; do., 6s, 1867, 108@110; do., 1875, 114@117; do., 1880, 114½@115¼; do., 1885, 117@117; Northern Central, 55@58; do., bonds, 1885, 107@108; N. W. Va., 15@25; do., 1st mort., 113@116; do., 2d mort., 103; do., 3d mort., 37¼@40; do., guar., 113@115½; Marietta and Cincinnati 7s, 1891, 105@108¾; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 55@63; do., income 1857–'60, 40@44; Western Md. bonds, 85¼@89; do., guar., 116; Maryland 5s, 95@100; do., 6s, coupon, 1870, 115; do., Ins., 110@115; do., 1890, 115; Baltimore 6s, 1870, 114@116; do., 1873, 105@107; do., 1875, 117@118; do., 1886, 117½@118; do., 1890, 115¼@117; do., coupon, 118; do., 5s, 1838–'70, 96@96; City Passenger R. R., 22@22¼; Canton Co., 34@36; Gardner, 75@1.00, Gas Coal, 2.15@2.40; Maryland, 0.85@0.90; North State, .10@.15; Rudisell, .65@.70; Silver Hill, .20@.30; Springfield, 1.50@2.00; George's Creek, 90@110; Santa Clara, 19½@21; Baltimore and Cuba Smelting and Mining, 220@225; Balt. and North Carolina, .20@.40; Balt. Chrome, 1.50@2.25; Bare Hill, 4.10@4.25; Atlantic Coal, 1.45@1.55; Mineral Hill 2.70@2.75; Baltimore Coal, 85; Lake Chrome, 55@60.

Chicago and Great Eastern Railway.

We understand that a large force is at work on this new and important Railway. The bridges and culverts are nearly all erected, and the materials for such as are not finished have been delivered on the line; about three quarters of the grading is completed, and twenty miles of the track are already laid. The Company expect to open the Road for traffic as early as the close of Lake navigation.

In addition to the large business between Chicago and Cincinnati and Louisville already secured to this route, it will open a new first class line from Chicago to Pittsburg, and will no doubt attract a large share of that business; also, via Wheeling to Baltimore and the Eastern cities.

We learn that the Baltimore and Ohio Railroad Co., as well as private parties in Baltimore, have made liberal subscriptions for the Company's Mortgage Bonds; that some very successful negotiations of these Bonds have been made in Europe, through the Company's Bankers, realizing a large per cent. over par; and that the prospects of the enterprize generally are very promising.

☞ We publish in another part of the JOURNAL the card of the brothers SKAATS, who have opened an office at No. 14 Pine street, where they propose to carry on the business of bankers and brokers. We understand that their capital and prompt and business habits ensure their customers more than the usual facilities of the street.

☞ GEO. T. NEWHALL, New Haven, Conn., has for sale six new first class flat cars, of the ordinary gauge.

The Tax Bill.

Continued from Page 708.

TABLE IV.—*Miscellaneous Taxes.*

Income tax over $600 and not exceeding $5,000, five per cent. Over $5,000 and not exceeding $10,000, seven and a half per cent. Over $10,000, ten per cent.

Brokers, for each sale not exceeding 100 shares of stock or less, when the par value is $100, 50 cents.

Brokers, exceeding 100, for every additional 100 shares, or fractional parts, at the rate of for each 100 shares, 50 cents.

Brokers, when the par value exceeds $100 per share, so much thereof as, at the par value, shall amount to a sum not exceeding $10,000, 50 cents.

Brokers, exceeding the sum of $10,000, for every additional $10,000 or fractional part, 50 cents.

Brokers, for each 100 shares of stock or less, when when the par value is $50, 25 cents.

Brokers, exceeding 100 shares, for every additional 100 shares or fraction, for each 100 shares, 25 cents.

Brokers, for each sale of gold and silver bullion, sterling exchange, uncurrent money, promissory notes, stocks, bonds or other securities, not exceeding $10,000, 50 cents.

Brokers exceeding $10,000, for every additional $10,000 or fraction, 25 cents.

Slaughtered cattle and calves, exceeding three months old, for sale, 20 cents per head.

Slaughtered cattle and calves under three months, 5 cents.

Slaughtered swine, when the number exceeds twenty in a year, per head, 10 cents.

Slaughtered sheep and lambs. 5 cents.

Railroads, steamboats, ferry boats and bridges, on gross receipts, 5 per cent.

Express companies, on gross receipts, 3 per cent.

Insurance companies, on gross receipts, 1 per cent.

Telegraph companies, on gross receipts, 5 per cent.

Banks, on the average amount of the deposits of money subject to payment by check or draft, each half year, ½ of 1 per cent.

Banks, on circulation above 90 per cent. two per cent.

Banks, on circulation less than 90 per cent. 1 per cent.

Banks, on capital, ½ of one per cent.

Lotteries, on gross receipts, 2 per cent.

Advertisements, 3 per cent.

Theatres, operas, circuses and museums, on gross receipts, 1 per cent.

Succession to Real Estate, where the successor shall be a lineal issue or lineal ancestor of the predecessor, on the value of the real estate, on each $100, $1.

Succession to Real Estate, where the successor shall be a brother or sister, or a descendant of a brother or a sister of the predecessor, upon the value, per $100, $2.

Succession to Real Estate, where the successor shall be a brother or sister of the father or mother, or the descendant of a brother or sister of the father or mother of the predecessor, per $100, $4.

Succession to Real Estate, where the successor shall be a brother or sister of the grandfather or grandmother, or a descendant of the brother or sister of the grandfather or grandmother of the predecessor, per $100, $5.

Succession to Real Estate, where the successor shall be in any other degree of collateral consanguinity to the predessor, or shall be a stranger in blood, per $100, $6.

☞ We learn that the work on the Brockville and Ottawa Railway line is making great progress between Almonte and Arnprior. The railway bridge over the Mississippi river, at Almonte, is almost completed, and the Pakenham and Arnprior bridges are also rapidly approaching completion.

Death of Nathaniel Marsh.

NATHANIEL MARSH, Esq., President of the Erie Railway Company, died at his residence at Clifton, Staten Island, on Monday, the 18th inst. This affliction will fall heavily on the company with whose interest and welfare he has been so long and so honorably connected, and of which he has been the guide and support through a series of troubles and financial disasters to which few other corporations have been subjected.

MR. MARSH was a native of Haverhill, Massachusetts, where he was born in the year 1812, and was consequently about 52 years of age. He was educated at Dartmouth College, from which he graduated with the first honors, and afterwards studied law. Having been admitted to the bar he removed to New York where he commenced the practice of his profession. Subsequently he was connected with the press, and also occupied the position of Assistant Postmaster at New York under Mr. Graham.

MR. MARSH retired from his official station in the post office in 1845, to take upon himself the office of Secretary of the New York and Erie Railroad Company. In this capacity he displayed a wonderful administrative power and financial acumen; and on the failure of that company his services were further called into requisition as Receiver, and when the company was re-organized, in 1859, he was elected its first President.

His administration, in which he was ably assisted by CHARLES MINOT, Esq., as Superintendent; has been a complete success. He has conducted its affairs from bankruptcy to the very pinacle of success. Its stock, which a few years ago sold heavily at a mere fraction of its nominal value, is now readily taken much above par, and is paying 8 per cent. dividends. Such a result is unprecedented, and undoubtedly attributable to the indomitable energy and financial ability of our lamented friend.

As a business man, MR. MARSH was able and faithful. He possessed a genial temperament, and was widely known and esteemed. His place will not be easily filled. It may be truly said of the deceased that he wore himself out in the service of the company.

☞ The Lawrence Railroad and Transportation Company, which is to operate under the laws of Pennsylvania and Ohio, was organized on the 23d of June. The object of the company is to construct a railroad from Mahoningtown, Pennsylvania, on the line of the Newcastle and Beaver Valley Railroad, to the terminus of the Cleveland and Mahoning Railroad, at Youngstown.

☞ The Produce Exchange brokers, in view of the internal revenue tax, have increased their rates of commission. On flour, provisions, and seeds, the commission is 2½ per cent., on whiskey 1½ per cent., on grain 1½ per cent.

☞ The ill health of H. M. Humphrey has caused him to resign his position as Cashier of the Ninth National Bank, Mr. John T. Hill, who succeeds him, is a gentleman of good experience in Banking in the Park Bank and elsewhere. The business of the Ninth is very large.

☞ The consolidation of the Beaver Meadow and Penn Haven and White Haven Railroad Companies with the Lehigh Valley Railroad Company is progressing in the forms of law.

Cape Cod Railroad.

At the annual meeting of this corporation held on the 14th inst., J. H. W. Page, Richard Borden, Alexander Baxter, M. S. Lincoln, N. S. Simpkins, Matthew Starbuck and Ephraim N. Winslow were elected Directors; and J. H. W. Page, President, and George Marston, Clerk. The receipts from all sources for the year ending May 1, 1864, have been $148,360 54 and the expenses during that period $62,973 42 leaving a net income, after the payment, of expenses, interest and excise, of $73,148 44. The net increase of the income during the past year compared with the previous one has been $21,110 90. The Company's assets are valued at $773,914, and the total debt $117,300 12.

Mississppi and Wabash Railroad.

Rumors have reached us for some months past, that efforts were being made to resuscitate this line of road, and these efforts would doubtless be successful. Two or three weeks since we received a letter from E. P. Buell, Esq., who resides at Warsaw, and has been for several years the Superintendent of the road, and running the trains between Carthage and Warsaw, stating that a responsible company had been negotiated with, which would complete the road, under the name of the Toledo, Peoria and Warsaw Railroad. That engineers were now on the line, surveying it; that the old stockholders of the road, whose subscriptions were still unpaid, including those whose subscriptions had been transferred to the Jacksonville and Savannah Railroad, would soon be called upon for the amounts they had subscribed; that the iron will be laid from Peoria to Canton, and also from Carthage to Bushnell, this fall, and that the line between Bushnell and Canton will be completed by the 1st of July, 1865.

The engineers have passed over the line, reaching here on Tuesday last. We now believe the road is a fixed fact. Wealthy railroad men have taken hold of the project, and they are those whose interests demand a connection with the Mississippi river.

The President of the road, Charles L. Frost, Esq., and E. P. Buell, Esq., were here on Thursday last. The President states that the work which has been done on the road is in an excellent state of preservation.

In closing his letter, Mr. Buell says: "If God spares my life you will see me on an engine passing through your city, on the Toledo, Peoria and Warsaw Railroad, 4th of July, 1865."—*Canton* (Ill.) *Ledger*, June 21.

Union Pacific Railroad Directors.

The President has appointed Jesse L. Williams, of Indiana, George Ashmun and Charles Sherman, of Ohio, as additional directors of the Union Pacific Railroad Company; and Governor Dennison, of Ohio, Wm. H. White, of Connecticut, and Leonard Sweet, of Illinois, as inspectors of the road, in accordance with the provisions of the Amended Act of Congress, Approved July 2, 1864.

☞ The survey of the Tomah and St. Croix Railroad commenced a few weeks ago, is being pushed rapidly forward. The survey began at Tomah.

Work on the Superior Railroad is progressing very finely. We recently rode over the line with one of the contractors and were surprised at the amount of grading already accomplished. The force is being continually increased, and the first twenty miles will be ready for the ties in a short time.—*Hudson* (Wis.) *Times*.

☞ The French Government is about to adopt the plan so popular with us in regard to that portion of its public securities called *Rentes*, that of affixing coupons payable to bearer, *au porteur*. These will circulate all through the Empire and pass as cash in the departments.

The New Tariff of 1864.

The following is a complete alphabetical list of all the rates of duty imposed by the new tariff on foreign goods imported:

Absynthe, per gallon	$2
Acetate of ammonia, per lb	70 cts.
Acetate of baryta, per lb	40 cts.
Acetate of iron, per lb	50 cts.
Acetate of strontia, per lb	50 cts.
Acetate of zinc, per lb	50 cts.
Acetate of lead, per lb	20 cts.
Acetate of lime	25 per ct.
Acetate of magnesia, per lb	50 cts.
Acetate of soda, per lb	50 cts.
Acetic acid, exceeding the specific gravity of 1,040, per lb	80 cts.
Do., not exceeding the specific gravity of 1,040, known as No. 8, per lb	25 cts.
Acetous acid, or concentrated vinegar, same as "Acetic Acid."	
Albumen	25 per ct.
Ale, in bottles, per gallon	35 cts.
Do., not in bottles, per gallon	20 cts.
Almonds, per lb	6 cts.
Do., shelled, per lb	10 cts.
Annatto seed	20 per ct.
Annatto, extract of	20 per ct.
Amylic alcohol, per gallon	$2
Anchovies, preserved in oil or otherwise	50 per ct.
Aniline, dyes, per lb	$1 and 35 per ct.
Antimony, crude	10 per ct.
Do., regulus of	10 per ct.
Arrack, per gallon	$2
Arrowroot	30 per ct.
Artificial and ornamental feathers and flowers, or parts thereof	50 per ct.
Asbestus	25 per ct.
Asphaltum	25 per ct.
Bagging, see "Cotton."	
Balmorals, and goods of similar description or used for like purposes, of wool, worsted, or any other material, per lb	24 cents and 35 per ct.
Barytes, all combinations of, with acids or water, per lb	3 cts.
Do., nitrate of	20 per ct.
Bay rum, per gallon	$1 50
Beads and bead ornaments	50 per ct.
Bedsides, see "Carpets."	
Beer, in bottles, per gallon	35 cts.
Beer, not in bottles, per gallon	20 cts.
Billiard chalk	50 per ct.
Blanc fixe, per lb	3 cts.
Blankets, wholly or in part of wool, value not exceeding 28 cents per lb., per lb	12 cents and 20 per ct.
Do., do., value above 28 cents and not exceeding 40 cents per lb., per lb	24 cents and 25 per ct.
Do., do., value above 40 cents per lb., per lb	24 cts. and 30 per ct.
Blue vitrol	25 per ct.
Bockings, per sq. yard	25 cts.
Bone or ivory drop black	25 per ct.
Bone dice, draughts, chessmen, chess balls and bagatelle balls	50 per ct.
Books, blank books, &c.	25 per ct.
Bottles, containing brandy, wines and liquors, each	2 cts.
Brandy, first proof, per gallon	$2 50
Brandy, none, under first proof, to pay less than 50 per ct.	
Brandy, no lower rate or amount of duty shall be levied than that fixed by law for first proof, but shall be increased in proportion for any greater strength than that of first proof.	
Brandies, &c., may be imported in bottles when the package shall contain not less than one dozen; and all bottles shall pay a separate duty each, when containing wines, brandies or other spirituous liquors	2 cts.
Brandy, imitations of, to pay highest rates of duty provided for the genuine article, and in no case less than, per gallon	$1
Brimstone, crude, per ton	$6
Do., in rolls or refined, per ton	$10
Bristles, per lb	15 cts.
Brushes, of all kinds	40 per ct.
Bunting	50 per ct.
Cables, tarred, per lb	3 cts.
Cameos, not set	10 per ct.
Candy, sugar, not colored, per lb	10 cts.
Canvass, for sails	30 per ct.
Carmine lake, dry or liquid	35 per ct.
Carmined indigo	20 per ct.
Carpets, Wilton, Saxony and Aubusson, Axminster, patent velvet, Tournay velvet and tapestry velvet, Brussels wrought by the Jacquard machine, and all medallion or whole carpets, valued at $1 25 or under per sq. yard, per sq. yard	70 cts.
Do., do., value over $1 25 per sq. yard per sq. yard	80 cts.
Do., none of the foregoing to pay less than	50 per ct.
Do., Brussels and tapestry Brussels, printed on the warp or otherwise, per sq. yard	50 cts.
Do., all treble ingrain, three ply, and worsted chain Venetian, per sq. yard	40 cts.
Do., yarn Venetian and two ply ingrain, per sq. yard	35 cts,
Carpet, hemp, or jute, per sq. yard	6½ cts.
Do., felt, and carpet printed, colored or otherwise, per sq. yard	25 cts.
Do., of wool, flax or cotton, or parts of either, or other material not otherwise specified	40 per ct.
Do., mats, rugs, screens, covers, hassocks, bedsides, and other portions of carpets, same as carpets of like character or description.	
Do., do., all other	45 per ct.
Cassia, per lb	20 cts.
Do., buds and ground, per lb	25 cts.
Castor beans or seeds, per bu. of 50 lbs.	60 cts.
Chalk, white, per ton	$10
Do., red	20 per ct.
Do., French	20 per ct.
Do., of all descriptions, not otherwise provided for	25 per ct.
Champagne, in bottles, shall not pay a less rate of duty than $6 per dozen bottles, each bottle containing not more than one quart and more than one pint, or $6 per two dozen bottles, each bottle containing not more than one pint.	
Charts	25 per ct.
Chicory root, per lb	4 cts.
Do., ground, burnt or prepared, per lb.	5 cts.
China ware, plain white, and not decorated in any manner	45 per ct.
China ware, gilded, ornamented or decorated in any manner	50 per ct.
Chloroform, per lb	$1
Cigars, of all kinds, value $15 or less per 1,000, per lb	75 cts. and 20 per ct.
Do., value over $15 and not over $30 per 1,000, per lb	$1 25 and 30 per ct.
Do., value over $30 and not over $45 per 1,000, per lb	$2 and 50 per ct.
Do., value over $45 per 1,000	$3 and 60 per ct.
Cigars, paper, same as above.	
Cigarettes, including wrappers, same as above.	
Cinnamon, per lb	80 cts.
Clay, unwrought, per ton	$5
Do., pipe, per ton	$5
Do., fire, per ton	$5
Cliffstone, per ton	$10
Cloth, lastings, mohair cloth, silk twist, or other manufacture of cloth, woven or made in patterns of such size, shape and form, or cut in such manner as to be fit for gloves, slippers, boots, bootees, gaiters and buttons, exclusively, not combined with India rubber	10 per ct.
Clothing, ready made, and wearing apparel wholly or in part of wool, made up by the tailor, seamstress or manufacturer, except hosiery, per lb	24 cts. and 40 per ct.
Cloves, per lb	20 cts.
Clove stems, per lb	10 cts.
Coal, bituminous, and shale, per ton of 28 bushels, 80 lbs. to the bushel	$1 25
Do., all others, per ton, as above	40 cts.
Coal, culm of	25 per ct.
Coal, illuminating oil, crude, per gallon	10 cts.
Cobalt	20 per ct.
Cobalt, oxide of	20 per ct.
Cocoa nuts	25 per ct.
Coir yarn, per lb	1½ ct.
Coke	25 per ct,
Colodion, per lb., fluid	$1
Cologne water, per gallon	$3 and 50 per ct.
Confectionery, not otherwise provided for, made wholly or in part of sugar, valued at 30 cents per lb., or less, per lb	15 cts.
Do., do., valued above 30 cents per lb., or when sold by the box, package, or otherwise than by the lb	50 per ct.
Copper, in pigs, bars, or ingots, per lb.	2½ cts.
Do., sheathing, in sheets 48 inches long and 14 inches wide, weighing from 14 to 34 ounces, per sq. foot, per lb	3½ cts.
Do., rods, bolts, nails, spikes, copper bottoms, in sheets or plates, called braziers' copper, and other sheets of copper not otherwise provided for	35 per ct.
Do., sulphate of	25 per ct.
Cordage, tarred, per lb	3 cts.
Do., untarred, Manila, per lb	2½ cts.
Do., all other, untarred, per lb	3½ cts.
Cordials, per gallon	$2
Cork, bark or wood, unmanufactured	30 per ct.
Corks, and cork bark manufactured	50 per ct.
Cottons—All manufactures of cotton (except jeans, denins, drillings, bed tickings, ginghams, plaids, cottonade, pantaloon stuff, and goods of like descriptions,) not bleached, colored, stained, painted or printed, and not exceeding one hundred threads to the square inch, counting the warp and filling, and exceeding in weight 5 ounces per sq. yard, per sq. yard	5 cts.
Do., if bleached, per sq. yard	5½ cts.
Do., if colored, stained, painted or printed, per sq. yard	5½ cts. and 10 per ct.
Do., on finer and lighter goods of like description, exceeding one hundred threads and not exceeding two hundred threads to the sq. inch, counting the warp and filling unbleached, per sq. yard	5 cts.
Do., if bleached, per sq. yard	5½ cts.
Do., if colored, stained, painted or printed, per sq. yard	5½ cts. and 20 per ct.
Do., on goods of like description, exceeding two hundred threads to the sq. inch, counting the warp and filling, unbleached, per sq. yard	5 cts.
Do., if bleached, per sq. yard	5½ cts.
Do., if colored, stained, painted or printed, per sq. yard	5½ cts. and 20 per ct.
Do., on all cotton, jeans, denins, drillings, bed tickings, ginghams, plaids, cottonades, pantaloon stuffs, and goods of like description, or for similar use, if unbleached and not exceeding 100 threads to the square inch, counting the warp and filling, and exceeding 5 oz. to the sq. yard, per sq. yard	6 cts.
Do., if bleached per sq. yard	6½ cts.
Do., if colored, stained, painted or printed, per sq. yard	6½ cts and 10 per ct.
Do., on finer and lighter goods of like description, exceeding 100 threads and not exceeding 200 threads to the sq. inch, counting the warp and filling, if unbleached, per sq. yard	6 cts.
Do., if bleached, per sq. yard	6½ cts.
Do., if colored, stained, painted or printed, per sq. yard	6½ cts, and 15 per ct,

Do., on goods of like description, exceeding 200 threads to the sq. inch, counting the warp and filling, if unbleached, per sq. yard.... 7 cts.
Do., if bleached per sq. yard.... 7½ cts.
Do., if colored, stained, painted or printed, per sq. yard....7½ cts. and 15 per ct.
[Provided, that upon all plain woven cotton goods, included or not included in the foregoing schedules, unbleached valued at over 16 cents per square yard, bleached valued at over 20 cents per square yard, colored valued at over 25 cents per square yard, and cotton jeans, denims and drillings unbleached, valued at over 20 cents per square yard, and all other cotton goods of every description, the value of which shall exceed 25 cents per yard, there shall be levied, collected and paid a duty of 35 per centum ad valorem.]
Do., no cotton goods having more than 200 threads to the sq. inch, counting the warp and filling, shall be admitted to a less rate of duty than is provided for goods which are of that number of threads.
Cotton, raw, per lb.... 2 cts.
Do., spool, per dozen spools, containing on each spool not exceeding 100 y'ds of thread....6 cts. and 30 per ct.
Do., do., exceeding 100 yards for every additional 100 yards of thread on each spool, or fractional part thereof, in excess of 100 yards....6 cts. and 30 per ct.
Do., shirts and drawers, woven or made on frames, and all cotton hosiery... 35 per ct.
Do., velvet.... 35 per ct.
Do., braids, insertings, lace, trimming, or bobbinet, and all other manufactures of cotton not otherwise provided for.... 35 per ct.
Cotton bagging, or other manufactures not otherwise provided for, suitable for the uses to which cotton bagging is applied, composed in whole or in part of hemp, jute, flax, or other material, value 10 cents or less per sq. yard, per lb.... 3 cts.
Do., value over 10 cents, per sq. yard, per lb.... 4 cts.
Covers, see "carpets."
Crocus colcotra.... 25 per ct.
Crockery ware, white, &c., same as "Earthenware."
Croton oil, per lb.... $1
Culm of coal.... 25 per ct.
Diamonds, when not set.... 10 per ct.
Drawers, of wool, per lb....20 cts. and 30 per ct.
Druggets, per sq. yard.... 25 cts.
Earthenware, white, glazed, edged, printed, painted, dipped or cream colored, composed of earthy or mineral substances, and not otherwise provided for.... 40 per ct.
Earthenware, brown.... 25 per ct.
Do., enamelled, white per lb.... 3 cts.
Engravings.... 25 per ct.
Ethers of all kinds, not otherwise provided for, fluid, per lb.... $1
Etherial preparations or extracts, fluid, per lb.... $1
Filberts, per lb.... 3 cts.
Feathers, ostrich, vulture, cock, and other ornamental feathers, crude or not dressed, colored or manufactured 25 per ct.
Do., when dressed, colored or manuf... 50 per ct.
Files, &c., see "steel."
Finishing powder.... 20 per ct.
Fire crackers, per box of 40 packs, not exceeding 80 to each pack, and in the same proportion for any greater number.... $1
Flannels, uncolored, value 30 cents or less per sq. yard, per lb..24 cts. and 30 per ct.
Do., value above 30 cents per sq. yard, and all flannels, colored, printed or plaided, not otherwise provided for, and flannels composed in part of cotton, per lb....24 cts. and 35 per ct.
Do., composed in part of silk.... 50 per ct.
Flax thread.... 40 per ct.
Flax yarn for carpet, same as linen yarn.
Flocks, per lb.... 3 cts.
French green.... 30 per ct.
Fruits, preserved in their own juice... 25 per ct.
Fruit juice.... 25 per ct.
Fuller's earth, per ton.... $3
Furs, hatters', not on the skin, & dressed furs on the skin.... 20 per ct.
Do., do., on the skin undressed.... 10 per ct.
Fusel oil, or amylic alcohol, per gallon. $2
Gallic acid, per lb.... $1 50
Galvanized iron or tin plate, per lb.... 2½ cts.
Gas retorts.... 25 per ct.
Gems, not set.... 10 per ct.
German silver, articles of, or of which German silver is a component.... 40 per ct.
Ginger, preserved or pickled.... 50 per ct.
Glass, cylinder and crown, polished, not exceeding 10 by 15 inches sq., per sq. foot.... 2½ cts.
Do., above that, and not exceeding 16 by 24 inches sq., per sq. foot.... 4 cts.
Do., above that, and not exceeding 24 by 30 inches sq., per sq. foot.... 6 cts.
Do., above that, and not exceeding 24 by 60 inches per sq. foot.... 20 cts.
Do., all above that, per sq. foot.... 40 cts.
Glass—On all unpolished cylinder, crown and common window glass, not exceeding 10 by 15 inches sq., per lb.. 1½ ct.
Do., above that, and not exceeding 16 by 24 inches sq., per lb.... 2 cts.
Do., above that, and not exceeding 24 by 30 inches sq., per lb.... 2½ cts.
Do., all above that, per lb.... 3 cts.
Do., on fluted, rolled, or rough plate glass, not including crown, cylinder, or common window glass, not exceeding 10 by 15 inches sq., per 100 sq. feet.... 75 cts.
Do., above that, and not exceeding 16 by 24 inches sq., per sq. foot.... 1 ct.
Do., above that, and not exceeding 24 by 30 inches sq., per sq. foot.... 1½ ct.
Do., all above that, per sq. foot.... 2 cts.
Provided, that all fluted, rolled, or rough plate glass, weighing over 100 pounds per 100 square feet, shall pay an additional duty on the excess at the same rates herein imposed.
Do., on all cast polished plate glass, unsilvered, not exceeding 10 by 15 inches sq., per sq. foot.... 3 cts.
Do., above that, and not exceeding 16 by 24 inches sq., per sq. foot.... 5 cts.
Do., above that, and not exceeding 24 by 30 inches sq., per sq. foot.... 8 cts.
Do., above that, and not exceeding 24 by 60 inches sq., per sq. foot.... 25 cts.
Do., all above that, per sq. foot.... 50 cts.
Do., on all cast polished plate glass, silvered or looking glass plates, not exceeding 10 by 15 inches sq., per sq. foot.... 4 cts.
Do., above that, and not exceeding 16 by 24 inches sq., per sq. foot.... 6 cts.
Do., above that, and not exceeding 24 by 30 inches sq., per sq. foot.... 10 cts.
Do., above that, and not exceeding 24 by 60 inches sq., per sq. foot.... 35 cts.
Do., all above that, per sq. foot.... 60 cts.
Provided, that no looking glass plate or glass plate, silvered, when framed, shall pay a less rate of duty than that imposed upon similar glass of like description not framed, but shall be liable to pay in addition thereto 35 per centum ad valorem upon such frames.
Do., Bohemian crystals for water paintings on glass or glasses, pebbles for spectacles, and all manufactures of, or of which glass shall be a component material, not otherwise provided for.... 40 per ct.
Do., bottles or jars filled with sweetmeats, preserves, &c.... 40 per ct.
Glass, plain and mould and press, not cut, engraved or painted.... 35 per ct.
Do., all articles of cut, engraved, painted, colored, printed, stained, silvered or gilded, not including plate glass silvered or looking glass plates.... 40 per ct.
Gloves, kid or other leather.... 50 per ct.
Gold, articles of, not otherwise provided for, or of which gold is a component 40 per ct.
Gold size and patent size.... 20 per ct.
Grass cloth.... 30 per ct.
Gunny cloth, gunny bags, valued at 10 cents or less per sq. yard, per lb.... 3 cts.
Do., over 10 cents, per sq. yard per lb. 4 cts.
Gunpowder and all explosive substances used for mining, blasting, artillery or sporting purposes, when valued at 20 cents or less per lb., per lb 6 cts. and 20 per ct.
Do., valued above 20 cents per lb., per lb....10 cts. and 20 per ct.
Gutta percha, manufactured.... 40 per ct.
Hassocks, see carpets.
Hats, woollen, per lb.....24 cts. and 35 per ct.
Hemp, all manufactures of, not otherwise provided for.... 30 per ct.
Hemp yarns, per lb.... 5 cts.
Honey, per gallon.... 20 cts.
Hoffman's anodyne, per lb.... 50 cts.
Hogs hair, per lb.... 1 ct.
Hosiery of wool, per lb....20 cts. and 30 per ct.
Illuminating oil, refined or produced from the distillation of coal, asphaltum, shale, peat, petroleum, or rock oil or other bituminous substances used for like purposes, per gallon... 30 cts.
Indian red.... 25 per ct.
Iron, band, scroll and hoop, from ½ to 6 inches in width, not thinner than ⅛ of an inch, per lb.... 1¼ ct.
Do., do., from ½ to 6 inches wide, under ⅛ of an inch in thickness, and not thinner than No. 20 wire gauge, pr lb. 1½ ct.
Do,. do., thinner than No. 20 wire gauge, per lb.... 1¾ ct.
Do., slit rods, per lb.... 1½ ct.
Do., all other descriptions of rolled or hammered not otherwise provided for, per lb.... 1¼ ct.
Do., locomotive tire, or parts thereof, per lb.... 3 cts.
Do., mill irons, and mill cranks of wrought iron, and wrought iron for ships, steam engines and locomotives, or parts thereof, weighing each 25 lbs. or more, per lb.... 2 cts.
Do., anvils, per lb.... 2½ cts.
Do., cables or cable chains, or parts, per lb.... 2½ cts.
Do., bar, rolled or hammered, comprising flats, not less than 1 inch or more than 6 inches wide, nor less than ⅜ of an inch or more than 2 inches thick, per lb.... 1 ct.
Do., rounds, not less than ¾ of an inch nor more than 2 inches in diameter, per lb.... 1 ct.
Do., squares, not less than ¾ of an inch nor more than 2 inches square, per lb. 1 ct.
Do., bar, rolled or hammered, comprising flats less than ¾ of an inch or more than 2 inches thick or less than 1 inch or more than 6 inches wide, per lb.... 1½ ct.
Do., rounds, less than ¾ of an inch or more than 2 inches in diameter, pr lb. 1½ ct.
Do., squares, less than ¾ of an inch or more than 2 inches sq., per lb.... 1½ ct.
Do., all in slabs, blooms, loops, or other forms, less finished than iron in bars, and more advanced than pig iron, except castings, shall be rated as iron in bars.
Iron—None of the above shall pay less than.... 35 per ct.
Do., imported in bars, for railroads and inclined planes, made to patterns and fitted to be laid down on such roads or planes without further manufacture, per 100 lbs.... 60 cts.
Do., boiler and other plate, not less than 3-16th of an inch in thickness, per lb. 1 ct.

Do., bright, coppered or tinned, drawn and finished, not more than ¼ of an inch in diameter, not less than No. 16 wire gauge, per 100 lbs....$2 and 15 per ct.

[To be continued.]

B. Skaats & Brother,
BANKERS and BROKERS
14 PINE STREET,
NEW YORK.

Dealers in Stocks, Bonds, and Government Securities on Commission only.

BARTHOLOMEW SKAATS, GIDEON SKAATS.

Eighth National Bank,
OF THE CITY OF NEW YORK.
No. 660 Broadway, near Bleecker Street.

DIRECTORS.

BENJAMIN LODER, WILLIAM S. CORWIN,
C. G. CORNELL, THOMAS McLELLAND,
BENJAMIN T. SEALEY, JOHN S. MARTIN,
CONRAD BRAKER, Jr., ROBERT DUNLAP,
EDWARD C. ROBINSON.

Designated Depository and Fiscal Agent of the United States. Have for immediate delivery the various denominations of the National 10-40 Loan.

U. S 7 3-10 Treasury Notes converted into 1881 Bonds.

E. C. ROBINSON, President.
CHARLES HUDSON, Cashier.

NEW 7 3-10 LOAN AND TEN-FORTY BONDS.
TENTH NATIONAL BANK,
No. 240 Broadway,

Will receive subscriptions for the New 7 3-10 Treasury Notes, which will be dated Aug. 15, with semi-annual coupons, and issued in sums of $50, $100, $500, $1,000 and $5,000. Parties subscribing will be allowed interest to Aug. 15, and the commission allowed by Government of $2 50 on each $,000. The Ten-Forty 5 per cent. Bonds date from March 1, and 50 per cent. premium for gold interest. Payments must be made in Legal-Tenders or National Bank Notes.

D. L. ROSS, President.
J. H. STOUT, Cashier. 4t-31

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y. The FORTY-FIRST ANNUAL SESSION of this well-known SCHOOL OF ENGINEERING AND NATURAL SCIENCE, will commence SEPT. 14th, 1864. The PRINCIPAL BUILDING is completed and ready for occupation. The NEW ANNUAL REGISTER, giving full information, may be obtained at APPLETON'S Bookstore, New York, or from
6t-31 Prof. CHARLES DROWNE, Director, Troy, N. Y.

MARIETTA AND CINCINNATI R. R Co., R. O., CHILLICOTHE, O., 20th July, 1864.

COUPONS.—The interest of the first (and only) Mortgage Bonds of this Company due on the 1st of August will be paid on and after that day at the office of Messrs. WINSLOW, LANIER & CO., New York, on presentation of the Coupons.

2t-31 W. E. WATSON, Secretary.

OFFICE MARIETTA AND CINCINNATI RAILROAD COMPANY, R. O.

DIVIDENDS.—The Board of Directors have declared the following dividends, payable the 10th of August, for the half year ending the 30th of June, which will be paid to parties appearing as stockholders on the first of July, viz:

A CASH DIVIDEND of 3 PER CENT on the first preference shares.

A STOCK DIVIDEND of 3 PER CENT on the second preference shares, in shares of the same class.

Stockholders registered at the agency in New York, will receive their dividends at the Farmers' Loan & Trust Company in New York, and those registered at the office in Chillicothe, O., will be paid at this office.

2t-31 WM. E. WATSON, Secretary.

THE ERIE RAILWAY COMPANY, No. 187 WEST ST., NEW YORK, July 14, 1864.

DIVIDEND.—The Directors of this Company have THIS DAY declared a Dividend out of the earnings of the road for six months ending 30th June of THREE AND ONE-HALF PER CENT. (payable less the Government tax of 5 per cent.) on the PREFERRED STOCK.

Also a Dividend of FOUR PER CENT. on the COMMON CAPITAL STOCK, free of Government tax;

Both payable at the Treasurer's office, Erie Place, on Wednesday, the third day of August next, to the registered holders of stock at the closing of the books.

The transfer books of both Preferred and Common Stock will be closed on the afternoon of Tuesday, the 19th inst., and be re-opened on the 5th day of August.

2t-30 HORATIO N. OTIS, Secretary.

FOR SALE.

SIX NEW FIRST-CLASS FLAT CARS, 4 feet 8½ inch gauge. Apply to

GEO. T. NEWHALL,
New Haven, Conn.

Hallgarten & Herzfeld,
BANKERS AND BROKERS,
DEALERS IN STOCKS, GOLD, U. S. SECURITIES,
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Government Agency and Designated Depository of the U. S.

JOSEPH U. ORVIS, Prest. JOHN. T. HILL, Cashier.

THE NINTH NATIONAL BANK
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363 BROADWAY.

AUTHORIZED CAPITAL,.....$2,000,000.
CASH CAPITAL,..... 1,000,000.

Accounts of Banks, Bankers, and Business men solicited.

Government Bonds for sale, 10-40s on hand, the most popular loan for the people—1-5 of 1 per cent allowed.

Will take subscriptions for the Hon. Mr. Fessenden's new Government Loan—7 3-10s. Also continues to take subscriptions for 10-40s.

TRANSFER OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 Wall st., NEW YORK, July 26, 1864.

COUPONS due August 1, 1864, from Preferred Sinking Fund Bonds, General First Mortgage Bonds, Appleton Extension Bonds and Green Bay Extension Bonds of the CHICAGO AND NORTH-WESTERN RAILWAY COMPANY, and from First Mortgage Bonds of the GALENA AND CHICAGO UNION RAILROAD COMPANY will be paid on and after that date, on presentation at this Office.

2t-31 JAMES R. YOUNG, Secretary.

THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, July 18, 1864.

TWENTY-SECOND SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Four per Cent. on the capital stock thereof, free of the United States Income Tax, payable on the 20th day of August next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK.

The transfer books will be closed at the close of business on Saturday, the Thirtieth day of July instant, and be reopened on the morning of Wednesday, the twenty-fourth day of August next.

5t-30 JOHN V. L. PRUYN, Treasurer.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY COMPANY, PITTSBURG, July 14, 1864.

DIVIDEND.—The Board of Directors of this Company have THIS DAY declared a DIVIDEND of 2½ PER CENT. on the Shares of the original Capital Stock this Company, payable (free of Government Tax) on and after the 5th of August proximo, at the office of the Company in this city, and at the Transfer Agency, WINSLOW, LANIER & CO., No. 52 Wall street, New York, to the Stockholders, as registered at the respective offices. The Transfer Books of the Company will close on the 20th of July inst., at 2 o'clock P. M., and remain closed until the 5th day of August thereafter.

By order of the Board,
2t-30 W. H. BARNES, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, June 14, 1864

IN ACCORDANCE with a resolution of the Board of Directors of the Illinois Central Railroad Company, notice is hereby given to the holders of the canceled bonds scrip to present their certificates at the office of the Company, No. 21 Nassau-st., for conversion into the scrip stock of the company. L. A. CATLIN, Secretary.

BARD'S PATENT
Incrustation Preventer,
AND REMOVER
FOR STEAM BOILERS,

In either Salt or Fresh Water. No invention connected with Steam Power combines so many advantages as this. The economy in fuel alone, from its use, repays the cost of the preventive. Certificates from Engineers and owners of Steam Boilers, at sea and on shore, can be seen at the office of

JAS. F. LEVIN,
23 Central Wharf, Boston.

MERRITT & WALCOTT, 60 Courtlandt Street, New York. 29 Front Levee, New Orleans.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, July 14, 1864.

DIVIDEND.—The Board of Directors of this Company, at a meeting held this day, adopted the following preamble and resolution:

Whereas, The half yearly interest or dividend on the 2d mortgage bonds of this Company accrued on the 1st day of July inst., but not payable by the terms of contract until the 1st day of October next, and

Whereas, The net earnings of the Railway and the financial condition of the Company fully justifies the declaration and payment of a half yearly dividend on these bonds at the same time with the dividend on the Capital Stock, therefore,

Resolved, That a dividend of THREE AND ONE-HALF PER CENT. be declared on said Third Mortgage Bonds for the half-year ending June 30, ult., the same to be paid on and after the 5th day of August next, at the office of Winslow, Lanier & Co., 52 Wall street, New York, to the persons registered as holders thereof at 2 o'clock P. M. on the 20th day of July inst. The Transfer Books of the Company for said bonds to be closed on that day, and remain closed until the 5th day of August thereafter. *Provided*, That such payment in advance of that which is called for by the contract shall not be taken as a precedent for the future action of the Company.

By order of the Board,
W. H. BARNES, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, June 14, 1864.

DIVIDEND NOTICE.—The Board of Directors of the Illinois Central Railroad Company have this day declared a DIVIDEND OF FOUR PER CENT. free from Government tax, on the stock and canceled bonds scrip of the company, payable on the 1st of August next, to parties whose names are registered as the holders on the books of the company at the close of business on the 15th day of July next, and that the transfer books close of that day and open on the 2d day of August

7t-25 THOMAS E. WALKER, Treasurer.

DUNBAR'S PATENT ANTI-FRICTION STEAM
PISTON PACKING,
SAVES 5 TO 20 PER CENT. OF FUEL.
Applied to NEW and OLD Engines,
By Hamilton E. Towle,
ENGINEER,
78 CEDAR ST, NEW YORK.

Solid Emery Vulcanite.

WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

NEW YORK BELTING AND PACKING Co.,
Nos. 37 and 38 Park Row, New York.

MACHINE BELTING,
STEAM PACKING, ENGINE HOSE.

THE superiority of these articles, manufactured of vulcanized rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degs. of heat. The Hose never needs oiling, and is warranted to stand any required pressure; together with all varieties of rubber adapted to mechanical purposes. Directions, prices, etc., can be obtained by mail or otherwise at our warehouse.

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JOHN H. CHEEVER, Treasurer,
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MINING COMPANY,
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JOHN B. PILKINGTON, SAMUEL NEWELL,
HENRY A. REED.

WILLIAM HEFFLEY, President
SAML. NEWELL, Secretary.
JAMES M. PATTEE, Treasurer.

Shares, five dollars, no assessments. Office No. 8 Pine Street, Room No. 4.

D. L. M. MOORE, Agent,
At the Office of the Company.

LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
NO. 121 NASSAU STREET,
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CAST STEEL TYRES WITHOUT WELD,

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AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

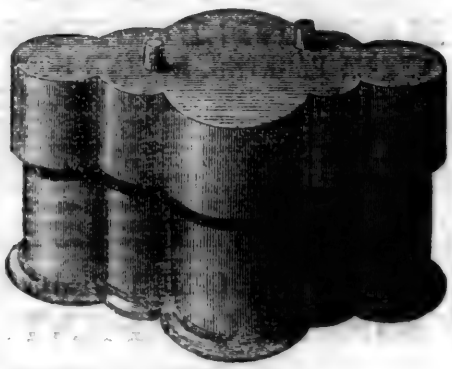
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STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

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MANUFACTURING COMPANY.

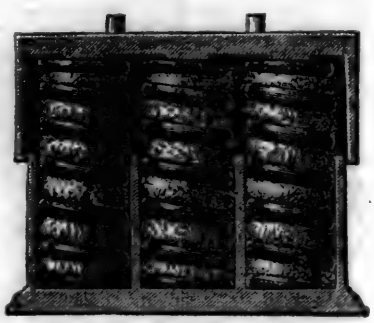


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NEW YORK.



CHARLES BUTLER,
President.

THOMAS BOND,
Treasurer.

JOHN HALDEMAN,
Superintendent.

MANUFACTURED solely by the "UNION CAR SPRING MANUFACTURING COMPANY."

This Spring is made by placing Steel Spiral Springs packed with wool in the inside only, in a casting with cylindrical apertures or cells just large enough to receive the filled spirals, with a cap or cover fitting over and outside the casting.

Size and capacity can be varied so as to give any amount of elasticity, or any amount of carrying capacity.

These Springs have been examined by many of the leading railroad experts of the country and in every instance with unqualified approval.

Springs that were rudely made before our manufactory was in operation are running with a satisfactory success on important roads. A set of Freight Springs imperfectly made and tempered were placed by the Penn. Central under their heaviest Freight Locomotive tender on the mountain division of their road, and gave entire satisfaction. They placed another set on one of their Freight Cars, which with its load made a total weight of 32,000 pounds and still left a motion of half an inch.

Most Railroad experts agree in the opinion that they have no spring which meets their wants. One spring which has great softness, has almost as much lateral motion as vertical; is rigid in cold weather, and short lived. Another spring which has life, has so much rigidity as to wear the roadway and rolling stock as much or even more than the twisting which follows the combination of an excessive lateral and vertical motion. Springs of other combinations must be made rigid in order to preserve their component parts.

We believe we have succeeded in avoiding these objections and can offer a spring, which while it is elastic, will have great range of motion, with a direct vertical action, and durability.

Wool is one of the most indestructible of elastic substances, and has an elasticity which cannot be entirely exhausted with any weight which can be placed on a car, and yet, the back-bone of the Spring is the Steel Spirals.

The impossibility of exhausting with any usual load the column of wool in the spiral, prevents the Spirals coming home, and bringing steel against steel, which by causing crystallization, destroys the steel. The wool is packed in the coils by a powerful press, or it would be of no service.

Our springs are light in weight and easy of adaptation, as they can be placed where any other spring can be placed, and besides, they have that which is only acquired elsewhere by placing two or more springs together, viz: breadth of base.

We ask, when it is possible, an inspection of our works, as we feel convinced that an examination there will prove the superior merit of our Springs, and the perfection of our process.

We ask that you shall order one set, at least, and judge for yourself by personal test, and if you have bolsters under your tenders, make the test there, as it is the most severe.

The excellence of our Spring, its ease of adaptation, its meeting the great want expressed by railroad men that their freight cars should be carried by elastic springs both to save roadway, rolling stock, and *to carry freight in every good order as it can be carried by water*, together with the *saving* in motive power by drawing a *lively* load instead of a *dead* load, will commend our Spring to your attention.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XX., No. 32.] SATURDAY, AUGUST 6, 1864. [WHOLE No. 1,477, VOL. XXXVII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 6, 1864.

Morris and Essex Railroad.

At the recent annual meeting of this company the following officers were elected: President, John F. Voorhees; Vice-Presidents, Peter Smith, David V. C. Grate, Charles S. Macknet, William W. Shippen; Secretary, William Vanderpool.

Two semi-annual dividends, three and a half per cent each, were paid during last year, in cash, amounting to $81,046. The financial statement for the year ending December 31, 1863, is as follows: Capital stock, $1,157,800; funded debt, $340,000; floating debt, $87,079 84; contingent fund, $264,746; total, $1,849,625 84.

The receipts from passengers were $175,087 11; from freight, $101,286 75; from Hoboken Land and Improvement Company, $9,217 70; from mails, rent and sundries $8,266 13; total $293,857 69. The operating expenses are $52,619 52, and the construction and equipment expenses $120,033 88.

Atlantic and Great Western Railway.

The important work, known under the above title, demands more than an ordinary notice. The first annual report of the companies conjointly engaged in its prosecution furnishes ample material for such a purpose, and from this we shall draw such information as may be pertinent to the subject in hand.

The Atlantic and Great Western Railway is composed of three distinct companies, incorporated severally under the laws of the States of New York, Pennsylvania and Ohio, viz: The New York Co. in May, 1859; the Penn. Co., in June 1857, and the Ohio Co. in June 1851. These corporations, while retaining their local organizations, however, have placed the control of the operating of the entire line under a central board of management, composed of two directors from each of the companies, and the engineer-in-chief. Thus many of the advantages and economies of a consolidation are attained, while to each company are secured its individual rights and profits.

The lines of the several companies are:

The At. & Gt. W. R. R. in New York.	48¼ miles.
The At. & Gt. W. R. R. in Penn.....	92¼ "
The At. & Gt. W. R. R. in Ohio.....	246 "
Total length of the conjoint lines...	387 "

The line extends from Salamanca, the point of connection with the Erie Railway, 415 miles west of New York, and stretches west and south-west to Dayton Ohio. From the latter city the Cincinnati, Hamilton and Dayton Railroad Company, in compliance with a contract made, has laid an extra rail on its line to Cincinnati, so as to furnish a track of the same gauge as the Atlantic and Great Western and connect it with the Ohio and Mississippi Railroad, thus affording an unbroken gauge of six feet from the city of New York to the city of St. Louis a distance of 1,202 miles.

In addition to the main line the Pennsylvania Company is constructing, and has partly completed its Eastern Coal Fields Branch and Extension from near Meadville to Oil City a distance of thirty-three miles.

And the companies in their conjoint capacity have constructed their Cleveland Branch from Leavittsburg to Lake Erie, 50 miles; and have leased for a term of 99 years from the 1st October 1863, the road of the Cleveland and Mahoning Railroad Company, 67 miles, with its Hubbard Branch, 11 miles.

When completed the main line and branches will stand as follows:

Main Line.....387	miles.
Eastern Coal Fields Branch—33.	
Western Coal Fields Branch 11—..... 44	"
Cleveland Branch..... 50	"
Mahoning Railroad (leased)..... 78	"
Making a total of.....559	"

The progress of the work has undergone numerous mutations. A very considerable amount of work was done in Ohio by Henry Doolittle, contractor, between the years 1853 and 1857. During the same years the Erie and New York City Railroad Company, expended some $300,000 on the construction of their line in New York, which work was by legislative authority, purchased by the Atlantic and Great Western Railway Company in New York.

Owing to the adverse condition of the times the work was suspended in the states of Pennsylvania and New York, until the Spring of 1859, when it was resumed in Pennsylvania; and in May 1860, when it was re-commenced in New York under contract made with Henry Doolittle, and W. S. Streator.

Under these contracts the New York division, and eleven miles of the road in Pennsylvania were in a great measure finished; when owing to the death of Mr. Doolittle, the surviving partner was released by the companies from the obligations of the contracts, and the Pennsylvania and Ohio divisions, re-contracted to James McHenry, Esq., of London, by whom the work has been carried forward with steady and persevering energy, until now a valuable commerce makes the line from the Mississippi to the Hudson the carrier of its rich and increasing freight and passenger business. To the indomitable will and determined effort of this gentleman, under the most adverse circumstances, as also to his remarkable financial talent, is the enterprise indebted for its success.

To appreciate the labors which the work imposed, it must be borne in mind that during its ealier stages it was prosecuted in the face of great financial embarrassments in this country, when American enterprises were generally in discredit abroad; and during the more recent period amid all the commotion of the gigantic rebellion owing to which labor has been difficult to obtain, and wages and materials have been greatly enhanced in price. Great praise must also be awarded to T. W. Kennard, Esq., engineer-in-chief, for the energetic prosecution of the work itself and for its final consummation.

The first report of the companies brings affairs down to the 31 December 1863, at which time 356 miles of railroad had been brought into operation.

The following is the record:

	miles.
1860, Sept. 15, opened from Salamanca to Jamestown	33
1861, May 27, opened from Jamest'wn to Corry	27
(Work suspended until May 1862.)	
1862, Nov. 10, opened from Corry to Meadville	41
1863, Jan. 1, opened from Meadville to Warren	59
" Mar. opened from Warren to Ravenna	24
" June 1, opened from Ravenna to Franklin	25
" July 1, opened from Franklin to Akron	16
" Nov. 10, opened from Leavittsburg to Cleveland	50
" Dec. 31, opened from Akron to Galion	81
Total Dec. 31, 1863	356
Mahoning Railroad and Branch leased	78
Total miles operated Dec. 31, 1863	434

The remaining portion of the line from Galion to Dayton was completed in July 1864, and about the same time the extra rail on the Cincinnati, Hamilton and Dayton line was laid down.

The main line has been ballasted through nearly its whole length and is in good running order. Considerable however has yet to be done at the western division between Galion and Dayton.

Commodious permanent structures have been built at Salamanca, Mill Village, Cleveland and Meadville. At the last two mentioned places dining arrangements have been perfected; and at Meadville has been built a first class hotel for the accommodation of those who wish to rest on the route.

At all other points convenient structures have been built, sufficient in most cases for the business of the road and comfort of passengers, until the same can be replaced by permanent buildings from the earnings of the several roads.

Repair shops have been built at Corry, as also temporary shops at Meadville for use until the completion of large and permanent structures now in process of construction at Meadville and Franklin Mills.

The Rolling Stock owned by the three companies on the 31 December 1863, consisted of 74 locomotives, 19 first class passenger cars, 14 baggage and mail cars and 1,370 freight cars—apportion among the several corporations as follows:

	—At. & Gt. W. R.R.— N. York.	Penna.	Ohio.	Mah. Div.
Locomotives	8	28	21	16
Passenger cars	6	4	3	7
Baggage and mail cars	2	2	3	7
Freight cars	140	406	414	410

All the stock upon the line is of superior quality, and so far as practicable of uniform pattern. Owing to the difficulty in contracting for engines and cars, arrangements had been made for the lease of the Jersey City Locomotive Works for the building of 100 engines, a large part of which it was anticipated would be placed upon the line before the close of the year 1864. It was also expected that within the same period the companies would own 2,500 freight cars from contracts made, and including those which should be built in their own shops.

The traffic of the railway line for the year ending 31 December 1863, was principally of local character. The Cleveland Branch indeed was scarcely finished at the close of the year, and no connection had been made at the western end of the line. The earnings therefore have been derived chiefly from local services. The earnings and expenses were as follows:

	Gross Earn'gs.	Expenses.	Profit.
New York Div. (year)	$339,222 67	$166,179 87	$173,042 80
Penna. Div. (8 mos.)	417,340 76	129,303 47	148,037 29
East'n C. R. Br. (3 mos.)	42,874 28	19,625 50	23,249 78
Ohio Div. (3 mos.)	184,599 68	75,671 91	78,927 97
Cleveland Br. (2 mos.)	26,173 50	12,736 64	13,457 86
Mahoning Div. (3 mos.)	142,374 37	58,891 51	83,482 86
Total	$1,012,585 50	$460,408 00	$553,177 56

The number of passengers carried on the whole line was 216,234, and the receipts therefrom as follows:

	Eastward.	Westward.	Total.
Through passengers.	13,181	13,458	26,639
Way "	92,737	96,848	189,585
Total "	105,918	110,303	216,224
Passenger receipts	$98,885	$106,009	$204,894

—which does not include passengers carried on account of contractors, and which are also excluded from previous statement of earnings.

The tonnage of freight carried over the road was as follows:

Classes.	Eastward.	Westward.	Total.
Prod'ts of forest	12,226 51	20,445 27	32,671 78
" animals	42,066 05	1,381 15	43,447 20
Vegetable food	39,082 68	4,302 39	43,385 07
Other agricult'ral products	1,626 09	1,954 19	3,580 28
Manufactures	99,410 27	67,817 30	167,227 57
Merchandize	8,703 53	24,579 75	33,283 28
Other articles	23,220 27	32,272 46	55,492 73
Petroleum	82,062 05	8,644 71	90,706 76
Total tonnage	308,397 45	161,397 22	469,794 67

The total number of miles run by freight trains was	196,471
The total number of miles run by passenger trains was	131,521
Total miles run	327,992
The average earnings per mile run were	$2.65 31
" expenses " "	1.31 26
Net profit per mile run	$1.34 05

The number of barrels of petroleum carried was 533,487, of which 482,628 were carried to the East, and 50,859 to the West. The stations from which shipped, and the number of barrels from each were as follows:

Stations.	Barrels.	Stations.	Barrels.
Jamestown	4,048	Shaw's landing	2,022
Ashville	581	Utica	3,229
Columbus	4,715	Franklin	115,032
Corry	385,229	Baconsburg	1,088
Union	4,382	Warren	123
Cambridge	253	Leavittsburg	104
Meadville	12,598	Cleveland	83

Taking into consideration the newness and incompleteness of the road; its limited amount of rolling stock, and its insufficient arrangements for interchange of business with other roads, the result of the year's operation cannot be viewed as otherwise than satisfactory. It is not unreasonable to assume therefore that where an unfinished road will earn sufficient in its first year to pay its way so far as general expenses and interest are concerned, that the same road with its connections complete and itself in good running order will earn a revenue beyond the demands for operating and the payment of interest, and be enabled to divide largely upon its stock. This the Atlantic and Great Western Railway will certainly do as soon as completed. For some short period, however, all surplus revenue will have to be used in construction and improvements, which will in the end enure to the real benefit of stockholders.

The local traffic which has thus proven so remunerative will probably equal that of any other line of equal extent in the United States.

Through its entire length the road traverses a country of great agricultural wealth, and its branches extend into the most valuable mineral regions south of the lakes, abounding in coal of superior quality, (for smelting and manufacture of iron,) iron ore, limestone, cement and fire-clay.

Its numerous connections with other railroads, open outlets for its local trade to every portion of the country. The Philadelphia and Erie, the Erie and Pittsburg, the Cleveland and Pittsburg, and the Pittsburg, Fort Wayne and Chicago Railroads afford direct communication with Philadelphia, Pittsburg, and Chicago, while its terminal connections at Salamanca, Cleveland and Dayton offer it the business of the seaboard at New York, the commerce of the lakes and the traffic of the valley of the Mississippi.

To fully appreciate the value of the future local trade of the line it is necessary to refer more particularly to its sources of supply. The main line, as stated, traverses a most fertile extent of country, affording a large transportation of agricultural and dairy products, and from which is drawn a large part of the supply of live stock for the eastern markets.

Its branches and connecting roads give, in addition to the traffic incident to agriculture, a large export of lumber, coal, iron, and other minerals.

The Oil Creek Railroad extends from Corry to the northern centre of the oil-producing district upon Oil Creek. This road, although not owned by the Atlantic and Great Western Companies, is nevertheless built of uniform gauge, and will, from the nature of location, be a source of permanent and valuable traffic. The Eastern Coal Fields Branch and Extension now completed to Franklin and being extended to Oil City, the southern centre of the oil district, will control the transportation of the petroleum produced on French Creek and the Alleghany River, in addition to its share of the Oil Creek product. For the more convenient transportation of the oil from the wells to the railroad, the Oil Creek Railroad Company, and the Atlantic and Great Western Railroad Companies are laying between the termini of their roads, iron pipes through which the petroleum will be forced from the tanks at the wells to the railroad termini by powerful steam pumps. It is estimated that by this means, if necessary, 10,000 barrels a day can be delivered to the roads at a cost greatly less than by the present means, thus reducing the cost of the petroleum to the consumer, and preventing the fluctuations in the amount transported from the effect of the seasons on the wagon roads. Although during the past year the Atlantic and Great Western Railway has carried the vast amount of 533,487 barrels, it has not transported one-third of the product of this wonderful region. Its limited number of cars has rendered it impossible to prevent a large accumulation at the wells, which has found its outlet by the Alleghany River from time to time when swollen by rains. The yield of the year 1864 will be greatly in excess of 1863, and it is expected that additional rolling stock will give a largely increased revenue from this traffic.

The Mahoning Division extending from Cleveland to Youngstown and Hubbard, developes a district abounding in coal of a superior quality

for the manufacture of iron. The coal is not only superior to any brought to the Cleveland market, but has a great advantage in proximity to the lake. Its adaptation for the manufacture of iron in its raw state, without coking, has induced the establishment of furnaces and iron mills throughout the district, which promises to become, at no distant time, the iron manufacturing centre of the country. The iron ore from Lake Superior even now affords a most valuable return freight from the lake. The average tonnage of coal and ore for 1860, -'61, -'62, was: coal 186,738 tons; ore, 52,462 tons, and iron for 1862, 25,024 tons. The earnings in 1862 were $375,209, and in 1863, $511,847.

A careful investigation shows that the present supply of coal for the lake commerce, (did the road possess the means of transportation,) would be more than 1,700 tons a day, or at the rate of 500,00 tons for the year. The ore required for iron manufacture will not fall short of 100,000 tons.

It is impossible almost to estimate the value and extent of this traffic which seems to be limited only by the means of transportation, and will without doubt keep pace with the most energetic measures for its development. Now in its infancy it foreshadows its future immensity. The Western Coal Field Branch will within the year 1864, connect the Pennsylvania Division with the Hubbard Branch and thus open up the coal lands of the Shenango, (which have hitherto sent their products to Erie,) to the Cleveland market, as also to the local demands on the Pennsylvania and New York, and the Oil Creek Railroads. A line has been located southward from the Mahoning Railroad through the lands of the Ohio Coal Company comprising, 22,000 acres of most valuable mineral territory, and also in Pennsylvania through the lands of the Mercer Coal Company, comprising over 47,000 acres of the most valuable coal lands of the western part of the State. It is evident that the vast resources of this region will yield to the line a lucrative and constantly increasing traffic for generations to come.

The demand for coal for steamers on the lakes, for railroad and manufacturing purposes, and for the supply of the cities and towns which encircle the lakes from each of which radiate railroad arteries into the interior, must far surpass all anticipations.

Thus far the success of the enterprise has been all that could have been anticipated by the most sanguine of its friends, yet its business has been very much limited by its insufficient accommodations and deficiency of rolling stock—obstacles which the year 1864 will in a great measure remove.

Its prosperity indeed must be a cause of congratulation to all who have contributed towards its construction. The additional elements of future valuable traffic not taken into estimate by its projectors—of petroleum, coal and iron—already so largely developed, leave no doubt that its vast local traffic as well as through business will prove most remunerative to the shareholders.

The following tabular statements exhibit in so far as practicable the business of the line, both in the aggregate and in the detail, and present likewise a general view of the condition of the capital account at the end of the year.

Statement of the Business of the Railroad.

	New York Division.	Penna. Division.	Eastern Coal Fields Br.	Ohio Division.	Cleveland Branch.	Mahoning Division.	Total of all lines.
	$	$	$	$	$	$	$
Freight	279,179 52	217,604 01	27,238 51	74,553 54	21,079 58	116,911 26	736,566 42
Passengers	67,867 86	78,801 99	15,181 23	40,080 84	4,184 65	24,234 05	230,350 62
Hire of cars	5,497 10	19,107 27	.....	38,874 38	.....	.....	63,478 75
Other sources	3,420 85	1,827 49	454 64	1,091 12	909 27	1,229 06	8,932 43
	355,965 33	317,340 76	42,874 38	154,599 88	26,173 50	142,374 37	1,039,328 22
Less rebate*	26,742 66	.....	.....	.....	.....	.....	26,742 66
Gross earnings	$329,222 67	317,340 76	42,874 38	154,599 88	26,173 50	142,374 37	1,012,585 56
Office & station exp.	22,083 30	27,477 65	2,896 31	14,767 88	2,795 99	9,783 26	79,774 39
Cost of running	48,706 05	42,704 13	5,774 58	18,110 93	2,152 88	19,076 12	131,524 69
General expenses	24,737 64	18,564 93	1,683 95	11,462 15	380 61	89 53	56,918 81
Rep'rs of engines & cars	14,242 73	9,664 07	1,397 19	3,702 24	374 15	14,940 46	44,320 84
Repairs of roadway	27,402 54	62,871 41	6,818 35	20,094 65	6,821 02	11,943 35	135,951 32
Rep'rs of structures	1,161 81	678 74	5 16	338 13	.....	2,153 57	4,337 41
Incidental	16,569 04	4,569 98	672 66	6,094 91	139 98	662 11	28,708 68
Miscellaneous	3,276 26	2,772 56	377 40	1,101 02	101 01	243 11	7,871 86
Total expenses	$153,179 87	169,303 47	19,625 60	75,671 91	12,735 64	58,891 51	489,408 00
Net earnings	$176,042 80	148,037 29	23,248 78	78,927 97	13,437 86	83,482 86	523,177 56

* Allowed contractors on freight and laborers carried.

The following tabulations show the financial condition of the affairs of the several companies on the 31st of December, 1864:

Revenue Account.

Showing the Receipts and Expenses on account of Revenue for the year ending 31st December, 1863.

Balance from 1862	179,234 71	.....	.....	.....	.....	.....	179,234 71
Transp. receipts	329,222 67	317,340 76	42,874 38	154,599 88	26,173 50	142,374 37	1,012,585 56
Total receipts	508,457 38	317,340 76	42,874 38	154,599 88	26,173 50	142,374 37	1,191,820 27
Bal. from capital ac't	91,064 50	.....	6,177 31	169 47	.....	.....	97,401 28
Transp. expenses	153,179 87	169,303 47	19,625 60	75,671 91	12,735 64	58,891 51	489,408 00
Profit and loss	23,027 17	.....	.....	.....	.....	.....	23,027 17
Car service	.....	.....	4,305 27	.....	1,442 38	.....	5,747 65
Rent	.....	.....	.....	.....	.....	68,458 00	68,458 00
Balances	241,185 84	148,037 29	12,766 20	78,768 50	11,995 48	15,024 86	507,778 17
Total expenses	508,457 38	317,340 76	42,874 38	154,599 88	26,173 50	142,374 37	1,191,820 27

Condensed Balance Sheet.

Cash	62,955 16	151,749 82	.....	38,145 70	.....	17,079 94	269,930 62
Revenue stamps	388 35	.....	.....	.....	.....	.....	388 35
Ac'ts & bills rec'v'ble	254,642 49	63,462 17	12,766 20	99,974 19	13,165 44	21,266 48	465,076 92
Real estate	.....	1,807 00	.....	.....	.....	.....	1,807 00
Construction	.....	.....	.....	346,924 74	.....	.....	346,924 74
Mad R. & L. E. R.R. stock	.....	.....	.....	1,100 00	.....	.....	1,100 00
Materials and fuel	.....	.....	.....	.....	.....	74,343 57	74,343 57
Rolling stock	.....	.....	.....	.....	.....	356,199 17	356,199 17
Total	317,986 00	217,018 99	12,766 20	485,944 63	13,165 44	468,889 11	1,515,770 33
Bal. from revenue	241,185 84	148,037 29	12,766 20	78,768 50	11,995 48	15,024 86	507,778 17
Ac'ts & bills payable	61,295 16	68,981 70	.....	407,176 13	1,169 96	453,864 25	992,487 20
Unpaid coupons	15,505 00	.....	.....	.....	.....	.....	15,505 00
Total	317,986 00	217,018 99	12,766 20	485,944 63	13,165 44	468,889 11	1,515,770 33

Capital Account.

Showing the Receipts and Expenditures on Capital Account to 31st December, 1863.

	New York Division.	Pennsylvania Division.	E. Coal Fields Branch.	Ohio Division.	Total of Companies.
Share capital authorized	$1,000,000 00	$2,000,000 00	$.....	$6,000,000 00	$9,000,000 00
Less amount not paid	91,004 32	236,493 59	.....	5,022,016 78	5,349,514 69
Share capital paid up	$908,995 68	$1,763,506 41	$.....	$977,983 22	$3,650,485 31
1st mortgage 7 per ct. bonds	980,000 00	2,500,000 00	400,000 00	717,000 00	4,597,000 00
2d " " "	593,665 00	956,000 00	.....	.....	1,549,665 00
Erie & N. Y. City R. R. Co., 7 per cent bonds	14,000 00	.....	.....	.....	14,000 00
Building fund (subscription)	.....	8,355 64	.....	.....	8,355 64
From Revenue account	91,064 50	.....	6,177 32	159 47	97,401 29
From balance sheet	.....	.....	.....	346,924 74	346,924 74
Total	$2,587,725 18	$5,227,862 05	$406,177 32	$2,042,067 43	$10,263,831 98
Construction	$2,420,703 57	$5,227,708 05	$406,177 32	$1,941,760 92	$9,996,349 86
Interest on share capital	.....	.....	.....	99,855 41	99,855 41
Interest on 1st mort. bonds	69,650 00	14 00	.....	451 10	70,115 10
" " on 2d "	79,832 90	140 00	.....	.....	79,972 90
" " on E. & N. Y. C. b'ds	980 00	.....	.....	.....	980 00
Premium on gold	16,558 71	.....	.....	.....	16,558 71
Total	$2,587,725 18	$5,227,862 05	$406,177 32	$2,042,067 43	$10,263,831 98

BALANCES OF GENERAL LEDGER (Central Department.)

To cash in hands of bankers		$11,637 36
To materials on hand		179,108 81
To accounts receivable:		
A. & G. W. R. Co. of Pa.	$7,832 46	
Cleveland Branch (Const'n).	59 50	
Other railway companies	21,857 07	
Agents, etc	30,787 38	
		60,536 41
		$251,282 58
By accounts payable:		
A. & G. W. R. Co. in N. Y.		$13,766 23
Eastern Coal Fields Br. and Extension		26,655 97
A. & G. W. Railway Co., Ohio		85,534 09
Cleveland Branch (Transportation)		13,165 44
Other railway companies		4,638 28
Agents and individuals		107,522 57
		$251,282 58

The officers of the companies for 1864 are as follows:

CENTRAL BOARD—Wm. Reynolds, John Dick, J. J. Shylock, (Meadville, Pa.,) Marvin Kent, (Franklin Mills, O.,) W. S. Streator, (Cleveland, O.,) and H. F. Allen, (Jamestown, N. Y.) *Chairman:* Wm. Reynolds; *Sec. and Treas.:* J. M. Dick; and *Auditor:* J. C. Calhoun. Office—Meadville, Pa.

NEW YORK DIVISION—Wm. Reynolds, President, (Meadville, Pa.,) and W. A. Bradshaw, Secretary and Treasurer, (Jamestown, N. Y.) Office—Jamestown, N. Y.

PENNSYLVANIA DIVISION—Wm. Reynolds, President, (Meadville, Pa.;) T. W. Kennard, Vice President, (New York City;) and Wm. Thorp, Secretary and Treasurer, (Meadville, Pa.) Office—Meadville, Pa.

OHIO DIVISION—Marvin Kent, President, (Franklin Mills, O.; Joel W. Tyler, Secretary, (Warren, O.,) and W. H. Grout, Assistant Secretary. Office—Franklin Mills, Ohio.

Bombay, Baroda and Central India R. W.

The 17th half yearly general meeting of this company was held on the 17th of June, in London, Col. P. T. French, presiding. The lines of road constructing by the Company commence at Bombay, of which we have on a former occasion spoken sufficiently. Baroda is another of those great East India cities with more than a hundred thousand inhabitants, the capital of a Mahratta chieftain who divides or at least a few years ago divided, with the British Government, the largest portion of Guzzerat. The present Northern terminus is at Ahmedabad, on the river Saburmutte, the line passing through Baroda.

The company has applied for sanction to a short extension from their present northern terminus at Ahmedabad, for a distance of about 2½ miles to the other side of the Saburmuttee river to be made with guaranteed capital. This is important as being the key of the country beyond in the direction of Deesa. Surveys have been made of the line to Deesa, of short branches from this Company's main line to Pitlaud. Dakore, and Veerumgaum, and also from Baroda to Neemuch, in addition to the line to Indore. When these shall have been received, together with the terms the Government will be prepared to concede to such undertakings, the Directors will take the necessary steps for bringing them before the Proprietors and the public. As stated in former reports, these extensions will have to be made with a capital entirely distinct from that of the existing Company.

By recent advices from India it appears that a further expenditure for sidings, station buildings, and other works and appurtenances on the line from Ahmedabad to Bolsar, and from Bolsar to Grant-road, to the extent of about £400,000, will be required, irrespective of the completion to Colaba, the Bombay terminus works, and the permanent workshops and storehouses of the Company.

While it appears from the report that 185¼ miles are open for traffic yet there is still a limit of 125 miles to be fully completed before Bombay, the southern terminus and chief port is connected with the part which is finished; and though no addition has been made to the open line during the half year ending the 31st of December last, the traffic has increased as appears from the following figures:

Comparing the half-years ending the 31st Decembe, 1862 and 1863, the following results are shown:

	Average mileage of open line.	Train miles run.	Gross Receipts. From pass., &c.	From Merch. live stock, &c.	Total.
1863	185¼	95,965¼	£37,239	£25,293	£62,532
1862	153¼	61,871¼	25,310	14,265	39,575
Increase.	32	34,094¼	11,929	11,028	22,957

This increase is equal to £79 9s, 2d. per railway mile, of which £35 19s. 2d. is due to passengers, and £43 10s. to goods. The comparison is as follows:

Rec'pts pr. R.W. mile:	Pass. £ s. d.	Goods. £ s. d.	Total. £ s. d.
1863	201 0 5	136 10 8	337 11 1
1862	165 1 8	93 0 8	258 1 11
Increase..	35 19 2	43 10 0	79 9 2

The result per train mile, is not materially altered, being 13s. 0.38d. to December, 1863, and 12s. 9.51d. to December 1862. The following statement shows the number of passengers and weight of merchandise carried in the two half-years respectively:

	Dec. 31, 1862. No.	Dec. 31, 1863. No.	Increase. No.
Passengers:			
1st class	1,025	1,770	745
2d	5,043	6,716	1,673
3d	402,656	436,961	34,305
Total	408,624	445,447	35,723
Merchandise:	Tons.	Tons.	Tons.
Public	17,636	36,810	19,174
Raily. materials	11,449	42,638	1,189
Total	29,089	49,448	30,363

The Directors think it may be interesting to the Proprietors to institute a similar comparison between the receipts for the years 1862 and 1863. They can thus mark the growth of the traffic over a longer period. The following is the result shown by such a comparison:

	Average mileage of open line.	Train miles run.	Gross Receipts. From pass., &c. £	From merchandise, &c. £	Total. £
1863	184¼	199,975¼	75,026	50,859	125,885
1862	142¼	117,296¼	43,019	21,764	64,783
Inc.	41¼	82,679	32,007	29,095	61,102

It thus appears that although the addition to the open line was only 41¼ miles, the traffic receipts are very nearly doubled. The increase is equal to £229 8s. 2d. per railway mile, which was contributed by passengers and goods traffic in the following amounts, viz., £105 16s 9d. and £123 11s. 5d. respectively, as shown in the subjoined table:

Gross receipts per railway mile:

Yr. ending Dec. 31.	From passengers.	From goods.	Total.
1863	407 3 11	276 0 8	683 4 7
1862	301 7 2	152 9 3	458 16 5
Increase.	105 16 9	123 11 5	229 8 2

The receipts per train mile were—In the year 1863 12s. 7.08d., do. 1862 11s. 0.55d., increase 1s. 6.53d. The number of passengers and weight of goods carried in the years 1862 and 1863, were as follows:

Passengers.	1862.	1863.	Increase.
1st class	2,062	3,458	1,396
2d class	10,759	13,458	2,699
3d class	820,704	837,877	17,173
Total	833,525	854,793	21,268
Merchandise:	Tons.	Tons.	Tons.
Public	29,171	74,595	45,424
R. W. materials	25,827	24,574	Less 1,253
Total	54,998	90,169	44,171

The working expenses during the half years ending Dec. 31, 1862 and 1863, have been as follows:

Working expenses.	Per ct. on Dec. 31, 1.62. Amnt. recpts.	Per ct. on Dec. 31, 1863. Amnt. recps.
Locomotive charges	7,407 18.72	10,459 17.72
Coach'g & merch. chgs.	3,305 8.35	4,668 7.46
Maintnce. of perm. way	3,993 10.09	8,818 17.11
General expenses	2,610 6.59	4,613 7.38
	£17,316 43.75	£28,558 45.67

The net revenue for the half year ending 31st Dec. last, was £33,974 which compared with the previous half-year to same date, viz. £22,259, shows an increase of £11,715, or £38 4s. 7d. per mile of open line. The rolling stock is generally in a satisfactory condition, but in consideration of the additional traffic to be expected when the line is completed to Bombay, ten additional engines are contracted for to be delivered in the months of November and December next, and further additions are expected to become necessary not only of engines but cars and wagons. By arrangement with the Government the existing rates for third class passengers is to be continued, of a half-penny or one cent per mile.

The total amount received on capital account up to 31st December last, was £4,435,785 10 of which £177,141 10 was paid up the last half-year. The total amount of audited expenditure of capital in England and India, including stores and materials was to the same period, £4,208,626, of which the sum of £587,354 8s. 9d. was expended during the half-year. In addition to this the further amount of £371,160 6s. 10d. was expended on the works in India to the 31st Dec. last, though not yet brought into the account as it has not yet been finally audited by the Government. The original share capital of £500,000 with a government guarantee of 5 per cent has all been taken up, and the Directors have also raised money on inconvertible debentures at 7 years, at the rate of £4. 10s. per cent. per annum, the principal and interest being guaranteed by the Government.

It would appear that while the remaining link to Bombay is not entirely finished, and not yet open to traffic, yet that construction trains have been running over it, and the Governor of Bombay has been actually transported over the whole line, to within 3¼ miles of the southern terminus.

To this report the Chairman added the following general statements:

So far as they had gone it may be considered that their line was now practically open from end to end; at least, so far as the carriage of materials was concerned it had been open since the end of December last; but the length available for traffic had not been increased. In one of the tables they would perceive that with an addition of only forty-one miles in the length of the railway from 1862 to 1863, the gross receipts had doubled. In 1863 the total receipts had been £125,885 on 184¼ miles, while in 1862 it had been only £64,783 on 143 miles, showing an increase of £61,102, or nearly as much again. The gross receipts per railway mile were also very satisfactory, and showed the progress they had made in that respect. The net revenue for the half-year ending December had increased from £22,259 in the corresponding half of 1862 to £33,974 in the past half year. This might be considered correct in the absence of the Government audit. The railway stock numbered 3,102 vehicles. This included forty-eight upper story third-class carriages, which were found very compact and useful.

Any gentleman acquainted with the position of Bombay would see it was of the utmost importance to complete the line to that point, and be able to run their trains to the harbor. The extension mentioned in the report was one of the most important subjects, next after the entrance into Bombay. Those extensions would have to be made either by this Company or by a new. He might mention that in Guzzerat alone and down to Bolsar, the district was capable of employing 1,000 miles of railway before all the traffic of that extensive country could be secured to the railway.

The Chairman called attention to the interest accounts. They would see that the Company had paid out of revenue £90,980 of the sum advanced by the government on interest account up to June, 1863. The whole amount of the government advance in respect of interest was £673,011 to the 31st Dec. 1863, less £90,980 paid to the 30th June, 1863, leaving £582,031, and from which the net revenue for the half-year ending Dec. 31, will have to be deducted when the accounts have been audited by the government auditor. The amount of interest repaid out of profits was from receipts upon 184 miles, while the interest paid was on the whole sum expended on 310 miles, including 125 miles not yet opened for traffic. If they looked at the receipts and expenses per train mile, they would compare favorably with any other line in India. The £90,988 paid off, the interest was 18¼ per cent. of the whole advance.

It appears the Government is constructing country cross roads to connect with the line, and immense amounts of cotton were expected to be transported to it in consequence. The wealthy people along the line were taking great interest in the work, and one native Prince was having railway carriages constructed for his own particular use. There were also 30 miles of double track to be made North from Bombay. One day's delivery of freight would require depots covering seven acres, and for the accumulating freight, stores covering 28 acres; various improvements in the engines and trains had been adopted. The report was deemed highly satisfactory and the usual vote of thanks was passed.

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 3d week in July:

	1864.	1863.
Passengers	$8,532 02	$2,359 58
Freight	10,042 67	923 60
Mail, express & telegraph	1,189 58	885 00
Total	$19,764 27	$4,168 18
This month to date	$57,869 11	$20,526 17
Total since Jan. 1	$515,272 07	$313,385 20

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 21, 1864, were:

	1864.	1863.
Passengers	$2,449 34	$2,105 27
Freight	8,853 41	3,644 94
Express	104 16	75 00
Mails	296 58	296 58
Total	$11,703 49	$6,121 79
Increase		$5,581 70

Receipts from January 1st to July 21:

1864	$306,566 56
1863	187,059 84
Increase	$119,506 72

The traffic of the Great Western Railroad for the week ending July 22, 1864, was as follows:

Passengers	$22,359 09
Freight and live stock	19,771 99
Mails and sundries	1,214 76
Total	$43,345 84
Corresponding week of 1863	39,547 69
Increase	$3,798 15

The earnings of the Grand Trunk Railway for the week ending July 23, 1864, were:

Passengers	$32,817 79
Express freight, mails and sundries	2,500 00
Freight and live stock	56,588 65
Total	$91,906 44
Corresponding week, 1863	74,374 10
Increase	$17,532 34

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in July, 1864, were $31,497 00
Corresponding week of previous year 16,242 00
Increase, 88 per cent $15,255 00

The increase since Jan. 1, 1864, is $396,521—72 per cent.

The earnings of the Chicago and Northwestern Railway for the week ending July 21:

Passengers	$27,388 44
Freight &c.	89,852 58
Total	$117,236 02
Corresponding week of previous year.	59,735 11
Increase, 96½ per cent	$57,500 91

The earnings of the Dubuque and Sioux City Railroad for the third week in July, 1864, were $6,629 87
Corresponding week in 1863 3,787 45
Increase $2,842 42

The earnings of the Chicago and Alton Railroad Company for the week ending July 23, were:

	1864.	1863.
Passengers	$18,601 51	$14,213 38
Freight	36,567 77	28,065 65
Sundries	2,475 20	1,374 61
Total	$57,644 48	$43,653 64
Increase 1864		$13,990 84

The earnings of the Montreal and Champlain Railroad for the week ending July 23, 1864, were $6,164 29
Corresponding week of previous year 5,414 12
Increase $750 17

Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund, we learn that the total funded debt of the State Nov. 15, 1863, was $13,464,809 93

During the six months ending May 15, 1864, there has been redeemed:

Of foreign loan of 1860	$4,000 00	
Of dom'stic loan of 1863	121,930 00	
Of the Union loan of 1866	500 00	
		126,430 00
Outstanding May 15, 1864		$13,338,379 93

The existing funded debt of the State consists of the following loans:

FOREIGN DEBT.

Loan of 1860, 6 per cent. interest	$1,258,279 04
" 1865, 5 " "	1,015,000 00
" 1868, 6 " "	379,866 00
" 1870, 6 " "	2,183,531 93
" 1875, 6 " "	1,600,000 00
" 1881, 6 " "	4,095,309 47
" 1886, 6 " "	2,400,000 00
Total Foreign Debt	$12,931,986 44

DOMESTIC DEBT.

Stock of 1849, not bearing interest	$1,765 00	
National road bonds not bearing interest	60 36	
Miami Extension Canal loan of 1863, not bearing interest	123,855 00	
Union loan of 1866, not bearing interest	1,500 00	
Union loan of 1868, 6 per cent. interest	279,213 13	
		406,398 49
Total debt May 15, 1864		$13,338,379 93

The receipts into the Sinking Fund during the six months ending May 15, 1864, were:

Balance in Treasury, Nov. 15, 1863.	$274,317 61
From taxes—sinking fund	813,686 88
" —war loan fund	203,345 74
From school lands	74,191 34
From surplus revenue	29,489 25
From dividends, assets, etc	18,227 94
Total receipts	$1,413,208 76

And the disbursements were:

For interest on foreign debt	$383,243 15
For interest on domestic debt	6,478 00
For interest on school or trust funds	180,134 40
For interest on Union loan	23,958 83
For redemption of domestic debt	121,930 00
For redemption of Union loan	500 00
For sundry expenses	3,241 94
Total disbursements	$719,486 32
Balance in treasury	$693,722 44
Add balance in New York	21,986 45
Total amount of sinking fund on hand May 15, 1864	$715,708 89

It will be noticed in the redemption report given above, that $121,930 of the Miami Extension Canal Loan of 1863, has been surrendered to the State. The amount yet outstanding upon which interest ceased after May 1, 1864, is $128,155.

☞ The State of Pennsylvania paid its semi-annual interest on Monday, in currency, according to the provisions of an act of the Legislature to that effect.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	2
Acton Vale ..... Ca	50,000	5	----	2
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	29
Algomah ..... "	20,000	----	2	5¼
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	5
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	4
Balt. and N. C. ..... N. C.	2.,000	5	----	20c
Bare Hill ..... "	----	----	----	4½
Bay State ..... L. S.	20,000	----	3½	21
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	1½
Black River ..... "	200,000	2½	----	27
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	20,000	5	1	----
Boston ..... L. S.	20,000	----	----	5½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1
Cabot ..... L. S.	20,000	----	¼	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	4½
Carp Lake ..... L. S.	20,000	----	----	3
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	63
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	25c
Collin ..... "	20,000	----	¼	----
Columbian ..... "	20,000	----	4½	8½
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	36
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	3½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	¼
Devon ..... "	20,000	----	1	----
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	½	----
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	30c
Eagle River ..... L. S.	20,000	----	3½	6
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	15½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	----	5*
Evergreen Bluff.. "	20,000	----	----	20
Flint Steel ..... "	20,000	----	----	11
Forest City ..... "	20,000	----	3	----
Forest Shepherd .. "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	53½
French Creek ..... Pa.	100,000	5	----	1
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	75c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	30c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	----
Grand Trunk ..... Ca.	100,000	5	----	69c
Great Western ... L. S.	20,000	----	2	4½
Green Mountain ... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	38c.
Hamilton ..... "	20,000	----	----	7
Hancock ..... "	20,000	----	6½	13½
Hanover ..... "	20,000	----	¼	3½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	10½
Hilton ..... "	20,000	----	----	5
Hope ..... "	20,000	----	¼	2½
Hudson ..... "	20,000	----	----	----
Hulbert ..... "	20,000	----	----	----
Humboldt ..... "	20,000	----	2	11
Hungarian ..... "	20,000	----	1	----
Huron ..... "	20,000	----	16	36
Indiana ..... "	20,000	----	----	7
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	2½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	9
Lafayette ..... Ca.	200,000	1	----	2½
Lake ..... "	200,000	1	----	13c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	6½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	9½
Marquette ..... "	20,000	----	----	4
Maryland ..... Md.	----	5	----	5
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	3
Merrimac ..... "	20,000	----	----	5
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	10½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	2½
Minnesota ..... L. S.	20,000	----	3½	37
Mississquoi ..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	31
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	----
New York ..... L. S.	20,000	----	----	1½
N. Y. & Passaic.. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	6½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western.... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	4½
Ontonagon ..... "	20,000	----	----	3
Ottawa ..... Ca.	200,000	1	----	53c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	9½
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	66½
Phila. & Boston.. "	20,000	----	15	----
Phœnix ..... "	20,000	----	----	28
Pittsburg & Boston "	20,000	----	5½	84
Pontiac ..... "	20,000	----	3½	6
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	2½
Quincy ..... "	20,000	----	10	102
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	5
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	15
Roscoe ..... Ca.	200,000	1	----	----
Rudisell ..... "	----	----	----	65a
St. Clair ..... L. S.	20,000	----	3	10
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	2½
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c.
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	4
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	7½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	10½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	2
Tremont ..... "	20,000	----	5*	2½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	62½
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	42c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	6
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	8½
East River	5,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin ..... Me.	5,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	5½
Tyson	20,000	10	----	----
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	¼
Canada ..... Ca.	50,000	5	----	----
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	4
Mineral Point	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1½
Placentia Bay ..... N. F.	----	----	----	3
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	90c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	2½
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	90
Ashburton ..... "	50,000	50	----	20
Atlantic & G. C ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	53
Bear Valley	40,000	12½	----	18
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	7½
Blackhall ..... N. S.	5,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	80,000	10	----	----
Broad Mountain ... "	20,000	10	----	----
Butler ..... "	----	----	----	22
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	----
Central ..... "	----	----	----	50
Clinton ..... "	----	----	----	¼
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	70½
Cumberland (pref.) Md.	50,000	100	----	62½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	90½
Fulton ..... "	----	----	----	5½
Gilbertson	5,000	100	----	111½
George's Creek ..... Pa.	10,000	----	----	90
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	5½
Hampton & Balt.. Md.	----	----	----	109½
Hazleton ..... Pa.	32,300	50	----	82
Henry Clay	5,000	100	----	65a
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain .. "	----	----	----	74
Lorberry ..... "	4,000	100	----	----
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	20
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	5,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn	100,000	50	----	225
Penn. Cannel ..... "	5,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	5,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	50
Princess Alex.... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	22½
Schuylkill Valley.. "	50,000	10	----	3½
Shawmut	5,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	53
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	5½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley.. Pa.	----	----	----	54

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	3½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	1½
Black Hawk (G.) .. "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Brigge (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	40a
Chebucto ..... N. S.	100,000	5	----	58a
Colonial (G.) ..... Ca.	100,000	2½	----	15a
Colorado (G.) ..... Col.	50,000	10	----	4
Consol. Greg'y (G.) Col.	50,000	100	----	26
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	4
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.)... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	5	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	4
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	¼
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) .... Cal.	100,000	100	----	47½
Massachusetts (G.) .. Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	30,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) .. "	50 000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	1½
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	100,000	100	----	13
Quicksilver ..... Cal.	40,000	25	----	80½
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	10½
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) .... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75a
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equi-val't in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.	....	
						MASSACHUSETTS.									
30 Nov. '63	3.96	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	46½
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	61
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	119
30 Nov. '63	4.74	—	—	—	—	Cliftondale	96,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	86,685	0,516	—	....	106
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	35.88	—	762	125	—	Metropolitan (Boston)	621,602	610,300	—	297,509	388,616	55,539	10	....	60
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	77
30 Nov. '63	5.09	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.82	—	—	—	—	Salem & South Danvers	57,100	78,300	—	1,800	9,780	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,635	1,711	5	....	....
30 Nov. '63	7.75	—	81	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	226,179	100,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.54	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	80,000	60,000	20,000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fair ev'n and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	....	....
30 Sep. '63	4.00	2.50	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	55	Brooklyn Central & Jamaica	844,870	492,150	327,150	44,778	146,218	7,216	—	—	42
30 Sep. '63	50.18	1.90	—	—	140	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	122,836	9	100	150
30 Sep. '63	10.50	4.25	—	—	58	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	54
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	....
30 Sep. '63	14.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N. Y.)	994,655	445,075	550,000	—	19,794	7,008	—	—	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,500	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	....
30 Sep. '63	17.38	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	—	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	....
30 Sep. '63	10.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,341	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	....
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,656	8 977	—	—	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,898	750,000	15,000	—	412,600	99,227	10	100	118
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	223,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	....
30 Sep. '63	2.60	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,603	310	—	—	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	600,000	0,000	5,150	4,582	752	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	—	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA.									
31 Oct. '63	7.80	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	60
31 Oct. '63	8.15	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	82,567	30,168	20	—	....
31 Oct. '63	4.12	—	18	4	—	Delaware County	30,729	24,080	6,500	2,850	5,068	—	—	—	....
31 Oct. '63	4.35	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	—	23½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	480,260	200,000	—	202,367	58,757	7	50	64½
30 Nov. '63	24.25	—	205	35	—	Germantown	309,446	112,245	250,000	—	133,500	26,745	6	—	61
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,632	9½	—	30
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	—	35
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	....
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	....
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	—	—	—	—	—	—	—	—	18
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	300,000	200,000	100,000	—	—	—	—	—	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	76,500	71,500	—	500	32,491	—	—	—	....
31 Oct. '63	7.04	—	104	13	6	Pittsb., Alleghany & Manch'r	86,447	100,000	17,000	—	24,102	1,918	—	—	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	86,418	67,875	12,000	9,823	49,638	7,066	—	—	....
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	62,952	42,000	22,000	5,369	40,526	16,184	9½	—	....
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	121,613	180,000	125,000	57,545	72,437	5,983	—	—	10
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	150,000	100,000	50,000	—	—	—	—	—	8
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	179,635	118,000	—	—	—	—	—	—	....
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	476,779	203,757	172,100	—	34,549	12,281	8½	20	20
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'n F.)	113,699	120,000	—	—	279,628	96,806	36	20	73
31 Oct. '63	7.85	1.51	175	36	3	10th & 11th st. (Citizens')	178,010	159,312	15,500	—	25,447	4,917	2½	—	16
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	171,776	192,750	—	6,000	75,906	18,417	17½	—	41½
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	100,000	100,000	—	—	126,622	45,960	16½	20	49½
						MARYLAND.	301,056	189,100	100,000	4,000	87,604	20,429	17½	—	28½
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	161,700	44,574	11	—	69
						OHIO.					239,059	21,058	—	—	22
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	60,000	—	—	—	—	—	—	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	....
						MISSOURI.									
30 Nov. '62	8.59	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	....
30 Nov. '62	4.45	—	—	—	—	People's (St. Louis)	85,875	70,000	—	—	—	—	—	—	....
30 Nov. '62	10.20	—	—	—	—	St Louis	266,004	266,004	—	—	—	—	—	—	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	—	—	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River: 1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg] 1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn: 1st Mortgage	13,000	7	J. & J.	1878	....
Delaware County: 1st Mortgage	6,500	7	—	—	....
Dorchester: Real Estate Mortgage	5,000	6	—	—	....
Dorchester and Roxbury: 1st Mortgage	7,800	6	J. & J.	—	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1872	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1888	107
Germantown: 1st Mortgage	250,000	7	J. & J.	1880	....
Green and Coates St.: 1st Mortgage	82,000	7	J. & J.	1870	110
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose: 1st Mortgage guarantied	60,000	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	12,000	6	—	—	....
Metropolitan: 1st Mortgage	36,625	6	—	—	....
Real Estate Mortgage	—	6	—	—	....
Middlesex: Malden & Melrose bonds	60,000	6	—	1870	....
Real Estate	6,210	—	—	—	....
Ninth Avenue: 1st Mortgage	57,000	7	—	—	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1889	....
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester: 1st Mortgage	54,200	—	—	—	....
Pittsburg & Birmingham: 1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & East Liberty: 1st Mortgage	22,600	7	J. & J.	1870	....
Quincy: Plain bonds	57,000	7	J. & J.	1871	....
Richmond and Schuylkill: 1st Mortgage	50,000	—	M. & S.	1905	....
Rochester City & Brighton 1st Mortgage	20,000	7	J. & J.	1870	....
Second Avenue: 1st Mortgage	66,000	7	J. & J.	—	....
Second and Third Street: 1st Mortgage	500,000	7	J. & D.	1887	....
2d Mortgage	125,000	7	J. & J.	1903	110
Sixth Avenue: 1st Mortgage	50,800	7	J. & J.	1869	....
Suffolk: 1st Mortgage	15,000	7	J. & J.	1875	....
Third Avenue. 1st Mortgage	21,900	6	M. & S.	1872	....
Real Estate bonds	340,000	7	J. & J.	1870	....
Union: Real Estate Mortgage	60,000	—	—	—	....
West Hoboken & Hoboken: 1st Mortgage	50,000	6	J. & D.	1888	....
West Philadelphia: 1st Mortgage	60,000	7	M. & N.	1872	....
	100,000	7	J. & J.	1889	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans.					
Loan of June 26, 1847.....registered	$9,416,250	6	Jan. & July.	1867	115
" " " ..... coupon		6	" "	1867	112
Loan of Dec. 31, 1848 .....registered	8,908,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	114
Texas Indemnity, of Sep. 9, 1850.....coupon	2,180,000	5	" "	1865	115
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	95
" " " ..... coupon		5	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	98
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of June, 1861.... coupon	1,016,500	6	" "	1861	105
" " " ... coupon		6	Yearly.	1861	110
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	105
" " " ..... coupon		6	" "	1881	106
Loan of July 17, 1861.....registered	71,421,700	6	" "	1881	102½
" " " ..... coupon		6	" "	1881	103½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	106½
" " " (5-20s)..... coupon		6	" "	1882	107½
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb. & Aug.	1864	103½
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	107½
Loan of 1864 (10-40s) .....coupon	70,239,250	5	Mar. & Sept.	1904	----
" " " .....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	44,500,000	5	----------	----	----
Two Year " " " " "	127,909,300	5	----------	----	----
Certificates of Indebtedness.....	151,998,000	6	On redemp'n	----	94½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
State Loans.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)...coupon	800,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" ").. "	38,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	161
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " ..... "		6	" "	'81-'82	105½
" — " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds.....coupon	143,000	7	----------	----	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.)..... "	525,000	7	" "	'02-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,987	6	Jan. & July.	1870	100
" — " " bonds ..... "	1,322,585	6	" "	1917	101
" —Interest stock.....	737,222	6	" "	1900	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'22-'32	106
" —War bonds..... "	2,000,000	6	" "	1870	97
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	102
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1896	80½
" — " " ..... "	2,058,173	7½	" "	1886	98
" —State Int. Imp bonds (not adjusted)	291,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	----	88
" — " " special stock "	1,216,787	5	" "	----	----
" — " Deferred stock ..... "	1,243,000	5	" "	----	----
" — " " special stock "	479,545	5	" "	----	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1865	----
" — " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1863	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'94-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	57,500	6	" "	'91-'99	105
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	----------	d'm'd.	73
" — " (R. R. etc.)... "	3,992,000	6	----------	'67-'99	----
" — " " (banks)..... "	5,298,533	6	----------	----	----
" — " " (war loan)... "	670,000	6	----------	----	----
Maine—State bonds .....coupon	----	6	Mar. & Sept.	'48-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	6	Chiefly quarterly.	1885	----
" — " (st'k'g conv.)... "	200,376	5		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'80-'90	104½
" — " " (st'k'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	100,000	6		1888	----
" — " " (")..... "	767,560	6		'42-'58	----
" — " " (")..... "	299,408	5		1850	----
" — " " (")..... "	148,711	5		'89-'90	103
" — " " (")..... "	123,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'65-'71	----
" — " " (T. & G.R.R.)... "	505,350	6	" "	'88 '90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	125½
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	120
" — " " (N.&W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'65-'77	125½
" — " " (" ") "	245,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'54-'56	----
" — " "	247,000	6	June & Dec.	'65-'72	----
" — "	58,000	5	" "	'58-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ..... "	600,000	5	" "	'77-'78	116½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan.... "	1,000,000	6	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	103
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1846	105
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1863	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1868	68½
" — " " " " "	199,000	6	" "	1863	97
" — " " " " "	100,000	6	April & Oct	1868	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	72½
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	86
" — " " N. Missouri... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'90	----
" —State Defense warrants	780,000	----	----------	----	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	----------	----	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,520	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1876	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1894	----
" " — " " " " "	65,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	109½
" " — " " " " "	15,589,025	6	" "	'64-'75	116
" " — " " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	94
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	105
" — " " (" ") ..... "	1,600,000	6	" "	1875	108½
" — " " (" ") ..... "	4,095,309	6	" "	1881	115
" — " " (domestic debt).....	125,680	6	" "	1886	114
" — " " (war loan).....coupon	1,500	----	" "	1863	108
" — " " (" ")..... "	279,313	----	" "	1900	----
" —Irredeemable debt (school funds, etc.)...	2,920,408	6	Yearly.	1905	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans.....	181,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	101
" — " " "	3,886,079	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,202	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,890	5	" "	1904	----
" — " " "	675,029	5	Feb. & Aug.	1854	----
" — " " "	1,045,629	5	June & Dec.	1854	----
" — " " "	1,558,673	5	Jan. & July.	1855	----
" — " " "	2,277,755	5	" "	1859	----
" — " " "	1,766,214	5	" "	1870	101½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	100½
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	100
" —State bonds.....coupon	660,000	6	Jan. & July.	1882	----
" —Bank Charter Loans.....	569,937	5	----------	----	----
" —Relief Notes in circulation...	97,360	----	----------	----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg)....coupon	434,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'66-'90	----
" " —State b'ds (railroads).coupon	1,810,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	56
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	45
" — " " (railroads) ... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	606,000	5	----------	1890	45
" — " " (Hermitage) .. "	45,000	6	----------	1890	50
Texas—Had no debt in 1861	----	----	----------	----	----
Vermont—Inscribed certificates	176,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" " — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" —" " (railroad) ...	18,264,642	6	Jan. & July	'83-'93	52
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----------	----	----
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67 '85	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'76-'82	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,455	103,635	94,928	107,788	73,751	64,937	935,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,189	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,226,001
1863	109,850	101,355	104,372	122,054	132,301	145,542	149,187	157,948	170,044	170,910	156,509	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1859	60,068	55,497	68,116	71,792	73,578	72,392	67,076	87,283	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,695	139,049	134,500	145,839	92,873	75,457	1,181,005
1861	83,030	63,975	77,007	76,809	102,163	90,621	88,410	130,542	154,084	162,537	123,319	118,783	1,261,060
1862	120,776	90,607	75,676	76,459	102,358	138,374	119,947	117,086	146,265	161,503	138,795	135,496	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,851	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,419
1860	32,192	33,408	46,546	48,919	62,292	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,958
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	103,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	163,522	1,488,197
1864	98,123	111,496	157,962	174,580	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,052	52,788	44,781	61,791	72,389	79,673	76,504	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,055	50,356	66,573	84,603	94,406	82,467	82,400	889,499
1861	86,239	76,918	85,663	90,324	65,302	63,137	52,269	60,255	84,840	98,528	88,401	105,263	995,989
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,339	165,780	121,278	103,607	90,589	90,882	95,134	130,551	160,397	143,536	155,920	1,579,509
1864	154,058	176,106	203,529	158,077	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,225	485,959	536,608	414,764	4,661,049
1860	354,000	345,000	433,311	467,161	393,409	393,409	319,965	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	455,550	547,174	506,610	450,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,162
1862	699,097	601,595	633,000	626,070	587,416	528,842	595,024	615,902	756,421	885,138	902,506	963,659	8,400,324
1863	845,695	859,949	906,445	948,059	848,783	770,148	731,243	687,092	816,801	905,294	1,024,649	1,035,321	10,460,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,298	1,021,976	------	------	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,653	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,380	150,359	200,276	221,328	172,700	122,309	1,720,390
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	208,575	159,530	148,522	1,777,541
1863	132,517	121,161	129,726	136,001	172,343	212,946	143,517	163,945	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,525	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,505	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,506	156,281	129,096	140,860	167,220	180,000	198,951	169,540	220,270	2,075,822
1861	228,157	205,343	157,500	139,751	150 808	122,983	114,804	135,299	146,424	173,261	197,762	246,253	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	238,911	270,063	403,571	2,922,970
1863	458,953	425,047	386,802	270,676	241,771	202,392	199,264	219,561	268,100	302,174	295,750	484,560	3,726,140
1864	501,281	472,240	356,026	278,540	250,000	200,000	------	------	------	------	------	------	------
Illinois Central:													
1859	132,036	134,311	154,690	153,814	144,894	149,592	139,102	161,612	246,829	245,592	250,742	192,372	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,843	321,059	243,103	225,196	2,664,848
1861	321,844	279,288	229,234	192,054	199,488	177,829	189,280	268,983	289,882	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	200,246	269,282	261,078	332,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,645	289,224	324,687	407,902	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	20,252	25,891	38,579	32,868	29,384	37,271	56,687	46,452	51,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,206	35,326	40,706	58,704	52,884	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	78,216	83,964	79,955	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,226	139,761	168,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	156,417	206,054	138,342	90,000	1,226,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,465	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,861	273,722	203,492	134,972	2,068,896
1861	140,925	116,939	153,170	186,951	170,262	161,391	120,555	178,773	235,690	276,181	221,205	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,926	181,983	180,915	226,819	276,100	325,818	305,284	279,539	2,647,833
1863	248,784	250,508	267,227	268,613	264,935	241,256	199,146	238,012	308,106	375,567	332,260	348,045	3,302,541
1864	256,600	304,445	333,058	327,209	264,818	311,717	------	------	------	------	------	------	------
Michigan Central:													
1859	101,288	102,959	151,864	143,143	127,145	119,770	108,393	150,366	210,827	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,884	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,544	307,333	242,089	200,134	2 124,314
1862	220,159	196,658	151,902	175,666	186,039	174,001	172,189	216,624	295,956	322,389	307,475	258,523	2,650,701
1863	242,073	245,857	226,432	238,495	236,453	206,221	215,449	215,449	308,169	376,487	339,793	306,186	3,158,664
1864	252,435	278,848	248,802	238,275	271,552	265,780	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	500,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	687,792	520,396	6,500,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	429,783	627,061	689,688	677,073	556,743	523,135	562,076	696,175	927,036	962,980	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,575	968,228	1,002,768	9,695,244
1863	920,272	790,167	857,590	911,397	839,126	841,195	818,512	840,460	1,079,851	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,619	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,496	88,201	98,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	80,671	1,110,066
1862	100,604	90,689	102,808	94,967	94,157	97,337	101,857	103,223	99,425	107,093	90,135	126,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,598	114,090	125,817	124,615	129,121	119,864	131,304	1,472,385
Philadelphia and Reading:													
1859	146,722	155,527	188,609	215,475	225,464	220,377	248,802	241,695	264,622	283,646	288,619	245,977	2,725,705
1860	163,551	171,841	257,410	248,110	266,911	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,316,501
1861	161,106	160,138	191,266	252,154	263,917	270,051	289,987	265,858	234,456	276,209	291,763	278,219	2,906,329
1862	192,216	217,161	244,423	258,674	283,966	254,285	388,725	414,707	448,994	463,873	466,567	454,826	4,088,837
1863	385,684	361,854	396,771	429,929	506,517	464,809	451,884	574,488	714,302	615,902	746,965	526,009	6,324,083
1864	436,741	532,786	617,021	662,383	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,258	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	298,420	274,258	295,778	282,695	277,009	261,210	249,419	277,340	307,525	401,209	364,334	370,963	3,745,310
1863	337,350	366,598	401,965	462,987	427,094	395,845	350,763	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	390,676	455,211	502,603	574,680	499,547	520,942	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,581	68,745	71,854	112,384	93,766	67,721	85,259	95,069	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,796	123,949	118,077	130,378	153,470	144,738	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,513	42,064	64,414	75,679	67,946	67,428	84,879	122,785	106,100	125,027	77,589	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,557	162,858	137,066	92,574	1,172,100
1862	82,235	47,142	55,000	85,582	106,846	113,578	115,214	168,219	170,880	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	102,056	132,111	134,272	152,585	103,554	116,370	120,695	151,062	134,563	111,239	1,430,798
1864	79,736	95,842	132,593	123,987	127,009	144,338	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	80
2d Mortgage	698,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	955,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	99½
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	117
" " " 1850	700,000	6	Jan. & July.	"	1880	114
" " " 1855	1,128,500	6	Jan. & July.	"	1875	114
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1868	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1895	102½
1st Mortgage	300,000	7	" "	New York.	1895	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	118
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'72-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,000	6	"	"	1870	111½
" " $675,000	675,000	6	"	"	1875	109
" " $1,700,000	1,700,000	6	"	"	1883	106½
" " $2,500,000	867,000	6	"	"	1889	107½
Consolid. Mort. Loan $5,000,000			"	"		116½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1855	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	118
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	55
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	130
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Fr'nkfort & M.	1920	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1865	
" " " Plain	25,000	8	March & Sept.	" "	1875	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	115
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	101
Income Bonds	1,100,000	7	May & Nov.	" "	1883	95
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1904	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	113
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage	3,600,000	7	" "	" "	1885	103
Bonds issued for coupons of do.	766,000	7	May & Nov.	" "	1893	102
2d Mortgage	2,000,000	6	" "	" "	1900	104
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	120
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1899	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	328,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	115
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	108½
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	89
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'84-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	110,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,250	7	April & Oct.	New York.	1865	70
C. and T. Mortgage (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	115½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,005,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	117
2d Mortgage	2,516,500		March & Sept.	" "	1881	121
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'93-'94	111
2d Mortgage (convertible)	596,000	5	Jan. & July.	London.	1872	96
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	796,988					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	109,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	119
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	113
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1928	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	92
Land Security	3,344,600	7	April & Oct.	" "	1881	101½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	119
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	130
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	131
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	124½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1875	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	120
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	108
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1878	121
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	965,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,000	†	" "	" "	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	108
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1883	110
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'83-'75	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1893	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	900,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	106½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1883	----
1st Mortgage	1,800,000	7	----------	----------	------	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	96
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	" "	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	130
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	138
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	102
Detroit and Toledo	734,000	7	" "	" "	1876	107
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	116½
2d General Mortgage	2,194,500	7	" "	" "	1877	103
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	800,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	114
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1863	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	500,000	7	----------	" "	------	----
1st Land Grant	2,000,000	7	----------	" "	------	81
2d Land Grant	700,000	---	----------	" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	302,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,419	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,655	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1896	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1866	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey:						
Company's (various)	647,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'83 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1888	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	500,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,145,104	6	May & Nov.	New York.	1883	123
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	102½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	125
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	149,000	6	" "	" "	1883	103½
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,592	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	102
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	125
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	115
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	120
4th Mortgage	5,120,000	7	April & Oct.	" "	1886	120
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	119
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	115
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	108
3d Mortgage	980,300	7	Jan. & July.	"	1897	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,068,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	----	----
2d Mortgage	224,500	---	----------	----------	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	104
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	104½
2d Mortgage	3,077,000	7†	" "	" "	1861	31
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	105½
Chattel Mortgage	250,000	10	" "	"	1887	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1850	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	2,720,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	73
State Loan (S. W. Branch)	1,258,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	125
2d Mortgage	2,621,000	6	April & Oct.	"	1875	121
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	...
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	750,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	375,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,800	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	498,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1850	103
" 1849, "	2,950,500	6	April & Oct.	"	1870	109
" 1851, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	120
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	87,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	121½
" 1856, "	1,442,000	7	" "	"	1896	136
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1903	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	120
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
1d " (series G)	860,000	7	Jan. & July.	" "	1912	116
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
1d "	2,000,000	7	April.	" "	1912	90
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'84-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	----	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	----	----
1st Mortgage (West'n Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----------	----------	1900	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	72
2d Mortgage	937,500	7	" "	"	1863	36
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	729,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1868	----
3d Mortgage	1,000,000	7	----------	----------	1876	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,955	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	133,333	6	----------	----------	1902	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	----	----
2d Mortgage	450,000	---	----------	----------	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	----	----
St. Louis County Subscription	1,000,000	---	----------	----------	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	114
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	96,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----------	----------	----	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	83
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	26
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	925,000	6	" "	New York.	1864	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	"	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	87½
" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1860	----
Western (Mass.):						
Sterling (£800,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	112½
Wilmington and Manchester:						
1st Mortgage	595,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	...
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1855	1144,400	5	----------	----------	1968	----
Company's endorsed by State	180,000	6	----------	----------	1872	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,461,536	*	—	877,963	503,500	105,258	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	20 2	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	336,010	109,500	21,63[illegible]	518,965	20.2	.....	55,791	31,852	—	....
31 May '60	109.0	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	256,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,885	636,370	—	....
29 Feb. '60	88.5	29.4	....	—	23	14	253	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,822	23,579	2,582,505	116.9	.....	505,156	250,295	6	....
								ARKANSAS.													
5 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,324	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,294	....	....
								CONNECTICUT.													
31 July '61	25.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,958	65 909	36,66	5	....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,102,356	302,511	—	2,037,940	1,936,740	213,876	4,204,568	122.4	283,457	408,810	154,33[illegible]	—	....
31 Aug. '63	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,094,144	369,283	141,706	2,350,000	927,000	—	4,161,255	72.8	404,297	958,459	46[illegible]	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	153,587	329,559	92,439	—	....
31 Dec. '63	57.0	—	1.3	—	7	16	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,674	205,387	13,968	8	....
29 Feb. '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,528	750,000	156.429	1,644,967	62.0	172,124	212,553	—	—	117[illegible]
30 Nov. '63	8.48	8.9	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	8[illegible]	....
31 Dec. '63	60.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	60.0	155,916	195,035	61,216	7	90
31 Mar. '64	61.1	1.0	63.8	—	29	75	405	New York and New Haven	4,721,982	764,877	—	3,572 800	2,000,000	—	6,612,367	117.4	570,110	1,424,772	720,462	12	186
30 Nov. '63	59.4	7.0	8.3	—	16	17	353	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	60.4	307,841	457,559	180,839	9[illegible]	110
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	54.3	136,631	138,970	41,46[illegible]	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,555	744,520	—	5,024	749,544	5.0	.....	27,285	10,29[illegible]	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	92.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,526	—	....
.. .. '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	88.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,240,000	126,000	—	1,567,385	88.7	.....	415,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,082,200	*	—	733,700	129,500	—	.....	53.0	.....	165,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	51.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	297	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,990,173	229.0	879,465	1,715,026	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	212.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404 618	212,676	12	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	569,250	249,000	—	1,026,568	50.0	.....	202,714	110,516	8	....
1 May, '58	68.7	—	....	—	3	4	38	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	150,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	395,500	19,913	3,822,913	228.8	.....	.....	.....	13	....
30 Sep. '59	138.0	—	....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	135.0	.....	832,343	454,547	—	....
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,295,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,886	5[illegible]	97
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,462	1,490,361	4,438,510	5,738,640	6,102 894	—	13,179,600	263.0	1,308,146	2,412,821	1,296,639	8	130
1 Apr. '63	242.0	—	—	29.0	86	23	705	Chicago and Northwestern	12,825,889	510,983	—	3,731,316	3,335,000	226,541	13,147,136	242.0	.....	1 043,064	445,500	—	57[illegible]
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,580,575	228.4	1,162,8[illegible]	2,143,875	1,103,414	6	114[illegible]
31 Dec. '63	121.0	138.7	80.0	—	74	51	1,459	Galena and Chicago Union	8,040,164	1,366,958	525,451	6,028,400	3,566,000	—	10,952,115	341.7	1,484,06[illegible]	2,201,481	1,279,40	6	....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65[illegible]
31 Dec. '63	464.8	252.6	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.8	3,010,697	4,571,028	2,118,847	6	129[illegible]
—	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
31 Dec. '63	195.0	14	12.2	—	31	50	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,660	—	55
								INDIANA.													
— — ..	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,005,125	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,223,412	*	—	986,081	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,34[illegible]	—	....
31 Dec. '62	72.4	—	....	—	19	17	299	Indiana Central	1,667,039	274,081	26,541	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,892	158,541	—	72
1 Dec. '58	82.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	445,858	230,934	9	100
1 Dec. '62	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	921,400	11,936	2,195,839	84.0	.....	450,979	247,339	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,516	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,156	—	....
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	.....	1,538,743	182 0	.....	285,974	104,951	—	100
— .. '58	288.0	—	....	—	....	....	.....	Louisv. N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	5,000,000	288.0	.....	645,827	371,40	—	50[illegible]
30 Nov. '63	78.0	—	—	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,965	72 0	387,302	774,618	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	—	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	702,733	665,000	92,663	1,542,708	55.0	.....	.....	.....	—	....
31 Dec. '59	80.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	.....	80 0	7 mo's.	85,239	46,771	—	....
31 Dec. '63	100.0	—	....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	500,000	37,020	3,529,922	100 0	124,811	276,197	155,889	—	....
1 Jun. '58	38.5	—	—	101.3	4	4	84	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	576,000	—	.....	38.5	11 mo's.	456,321	21,256	—	....
— .. '62	135.0	95.0	—	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,500,000	15,000	.....	230.0	.....	.....	.....	—	50
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,275,993	111.8	.....	428,408	227,594	—	....
30 Jun. '63	29.0	—	—	—	13	5	160	Lexington and Frankfort	597.950	52,300	—	514,573	106,000	—	741,051	29.0	181,683	9[illegible],320	53,285	4	80
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Frankfort	1,298,832	126,736	6,540	1,109,594	301,000	—	1,663,713	65.1		272,909	120,000	3	60
								Louisville and Nashville	9,128,757	*		5,892,199	2,997,500	76,715	9,797,911	268.0		696,258	1,777,983	1,062,168	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	5,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	150,304	451,922	225,641	—	....
31 Mar. '61	206.0	—	....	205.6	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	655 434	—	....
31 Aug '60	53.5	—	—	135.2	....	....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	840,898	.....	—	....
31 May '63	284.8	—	29.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	18	129[illegible]
31 Mar. '64	246.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18'407,655	527.0	2,171,477	3,384,284	1,830,777	—	90[illegible]
								MINNESOTA.													
31 Dec. '62	14.5	—	—	605.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	28	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	296,992	6,231,899	235.0	.....	884,342	328,00[illegible]	—	....
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	159,018	—	198,288	456,949	275,060	1,974,444	59.7	.....	176,462	116,437	—	....
31 Dec. '55	83.2	—	—	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	.....	250,047	121,454	....
								MISSOURI.													
31 Aug. '63	93.8	—	18.2	—	31	24	558	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,800	—	.....	206.8	579,324	1,047,867	420,036	—	18
31 Dec. '62	208.8	—	17.7	68.0	21	26	807	*North Missouri*	6,398,779	504,953	—	2,449,207	4,350,000	—	.....	166.5	.....	444,460	182,89[illegible]	—	....
31 Dec. '62	152.0	—	8.6	—	....	....	.....	*Platte County*	21,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '63	198.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,870	662,617	—	5,486,916	7,000,000	187,019	20,456,420	196.7	567,040	879,958	227,398	—	....
10 Feb. '63	77.0	—	3.0	206.0	—	—	—	*South-Western Branch*	4,775,736	116,883	—	71,513	4,500,000	—	.....	114.0	98,571	241,462	128,886	—	....
9 Sep. '62	86.5	3.0	3.2	—	18	13	219	*St. Louis and Iron Mountain*	5,231,498	344,164	—	1,971,127	3,501,000	67,361	5,996,277	90.1	223,631	283,236	85,230	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,554	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	807,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,968	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,260,308	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	134½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	788,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	666,070	31,541,011	296.8	.....	3,922,203	2,305,788	6	115
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,681	—	57
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.3	43.6	—	22	40	616	Boston and Lowell	2,245,243	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	119
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	137½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	150
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,257	9	157
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	881,866	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,588	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	117
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,000	56,500	4,894,100	89.0	477,753	812,566	390,594	6	109
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	129
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	327,595	30,276	—	200,000	75,000	3,961	367,496	—	—	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,348	71.0	167,154	225,794	59,077	8	126
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	87½
30 Nov. '63	33.0	—	0.7	—	4	8	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	52,233	—	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	506	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	436,407	722,068	413,544	7	135
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,412	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,205	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	115
30 Nov. '63	0.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	99.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,321,695	77.3	112,506	271,815	140,136	—	42
30 Nov. '63	[illegible]	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	14,746,504	218.0	1,275,929	2,439,838	1,232,831	10	167
30 Nov. '63	[illegible]	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	261,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	655,400	—	2,969,852	53.6	328,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	51.3	.....	470,078	125,286	7	70½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	130
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	163,718	4	85
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	12,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,562	2,080,500	173,982	3,261,344	76.0	.....	259,921	118,533	—	.....
31 Dec. '62	53.9	32.7	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	171
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,356	65,128	—	15
31 Dec. '63	54.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,616	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,620,202	*	57,000	1,167,800	540,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '63	53.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,897,800	642,500	400,017	5,739,574	53.8	.....	1,286,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	2	6	17	—	Northern New Jersey	422,297	*	.....	156,850	204,200	77,798	438,798	21.2	.....	90,614	29,592	—	170
31 Dec. 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,208,553	1,250,000	143,605	2,597,161	—	[2 mos.	90,588	24,242	—	35
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,907,750	800,000	—	1,907,750	24.0	.....	239,889	154 908	6½	110
31 Dec. '62	58.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	541,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,868	1,257,087	—	—	—	—	—	.....
31 Dec. '63	48.0	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '62	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	625,584	10	.....
31 Dec. '63	460.0	97.0	329.0	—	243	109	8,897	Erie	39,404,648	—	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	112½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	133½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	860,431	52,250	5	48
30 Sep. '63	297.8	258.1	460.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,297 631	3,994 999	7	130½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,662	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	87½
30 Sep. '62	118.0	5.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,802	738,706	—	3,077,000	1,494,900	—	4,588,500	121.8	411,399	573,512	183,900	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,990	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938 884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	169.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	268,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	5.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,355	—	.....
30 Sep. '63	13.0	—	0.8	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	51.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	134,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	156	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,226	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	152	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '58	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	225,201	8	.....
15 Mar. '60	81.0	5.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,560	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	66.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,993	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,128	3,376,255	118.2	.....	541,150	234,320	—	.....
31 Aug. '61	137.0	—	.....	—	41	59	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,710	230,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,036	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	154
31 May, '59	131.5	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.5	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.5	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	75,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,637	20	170
31 Dec. '63	67.0	—	.....	16.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	90.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	59	896	Cleveland and Pittsburg	7,836,044	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	114
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	698,257	55,025	4,664,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	134
31 Dec. '58	51.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	869,373	575,250	232,485	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,578	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,168	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,032,488	689,619	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	458	Marietta & Cincinnati, re-org.	10,722,622	*	—	10,370,554	373,487	83,095	11,164,820	226.6	445,157	620,025	299,930	—	.....
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,843,634	745,475	—	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,738	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	6,088,308	595,400	227,179	2,697,000	2,488,825	7,900	5,401,088	205.9	418,328	599,880	175,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	287	Sandusky, Mansfield & New'k	4,350,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 988	—	.....
31 Dec. '63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,960,936	*	75,000	3,814,774	5,661,800	88,272	10,152,982	250.0	1,279,950	1,439,798	640,921	—	64

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Railroad. Road in progress projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '62	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '63	24.5		24.9		19	3	1,303	Beaver Meadow	1,064,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	583,219	342,661	22½	97½
30 Sep. '63	55.0		6.0			11	359	Catawissa	3,624,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,667	11,465		19
31 Oct. '63	42.0		4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,248,381	152.0	165,712	276,338	118,193	8	
31 Oct. '63	110.7	2.6	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583		5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	286
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941		504,100	598,400	—	1,212,590	36.9	151,820	238,243	150,163	—	
31 Dec. '62	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to Northn Cen.			196,907	334,790	110,368	—	34
31 Oct. '63	18.6	—	4.5	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.6	144,571	423,858	189,258	10	—
31 Oct. '63	35.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	—	—		—	—	—	—	—	—	—	—	—	—
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,832,560	*		1,182,550	700,000	—	1,882,550	55.5	oper. by Penn.	R.R. Co.		7	77½
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,616,560	41,340		1,809,565	500,000	100,000	2,409,565	32.3	27,600	87,047	4,163	—	
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	1,927,246	*		922,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	35
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	2,802,846	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	—	
31 Oct. '63	28.3	5.5	5.6	—	10	—	61	Little Schuylkill	3,622,008	809,221		2,297,250	1,465,000	58,127	3,820,377	88.0	(386.844	1,320,058	774,074	10	132
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	1,371,868	*		2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	46
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	3,311 613	*		4,132,935	—	—	4 132,935	130.0	319.162	363,367	89,991	8	61½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	5,485,709	404,764		3,147,750	3,104,287	—	6,252,037	68.8	274 990	511,996	276,891	—	81
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	27,048,814	3,543,484	2,883,457	13,430,250	16,949,124	—	33,245,668	356.9	5,211,202	1,891,413	5,111,412	—	73½
31 Oct. '63	230.0	—	21.6	58.0	36	5	530	Phila. and (Sunbury) Erie	1,131,079	235,439	—	1,267,200	405,000	—	1,672,200	24.0	244.425	334,449	179,585	9	55
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	690,300	183,486	7½	33½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 3,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	614,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477,500	209 5	647,020	2,540 248	1,602,119	10	74½
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,520	3,565,629	72.0	209,746	215,587	105,356	9	15
31 Dec. '63	468.3	—	72.8	—	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,182,934	2,106,623	—	116½
31 Dec. '63	28.0	—	5.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to Northn Cen.			40.476	144.7.8	87.112	10	80
31 Oct. '63	29.0	—	3.1	—	5	4	196	Tioga	730,967	106,553	—	367,300	396,500	66,206	832,009	29.6	75,358	126,693	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,608,000	256,800	—	—	62.0	297,700	421,757	198,155	5½	129
30 Nov. '63	13.6	—	0.6	—	4	3	7	Providence, Warren & Bristol	42:,943	13,229	—	437,:17	8,500	—	—	13.6	2 4,9	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	2	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	....	—	18	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	.....	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	.....	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,838	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	836,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	.....	59.4	69,870	177,256	69,029	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	54.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,644	1,731,000	.....	.....	159.0	.....	734,118	537,384	6	.....
1859.....	—	—	.....	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.....	45.9	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595.922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	50.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	138.0	.....	.....	.....	Buffalo Bayou, Braz. & Colr'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....	.....	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,282,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,230,400	800,000	.....	.....	90.7	99,630	208,867	.....	—	68
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836.269	941 045	262,857	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	oper. by Vt.		Central		8	112
30 Jun. '63	23.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,888	23.7	48,995	61,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	oper. r.b. Troy		& Bost.	53,382	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,082	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,600,124	590,610	155,161	9 months	79.2	47,702	54,121	16,333	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,005	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	15
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,386,200	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	121	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,564	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	189,981	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	885,750	204,808	26,853	.....	43.5	1,058,064	163,763	79,586	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	23,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	624,081	359,120	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	871,958	10,233,271	214.9	480,193	740,489	347,997	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.0	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,341	234.4	.....	1,163,734	414,741	—	65½
10 May, '62	104.0	—	.....	—	8	11	376	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	384,331	344,769	83,839	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	225,796	67,852	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,963,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,122,430	54,750,610	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	66.0	—	92	126	1,689	Great Western	28,833,760	*	1,250,000	16,802,745	9,231,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	14	—
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.5	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,580,416	*	—	4,853,706	—	—	4,853,706	108 0	160,421	107,840	20,005	—	—
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,442,748	102,285	—	1,260,000	12,100	135,000	1,719,532	80.0	.....	182,556	58,970	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	15	160	Nova Scotia	4,078,401	*	—	4,078,381	—	—	4,078,381	99.0	158,418	109,107	87,161	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	.....	—	11	23	150	Panama	5,000,000	0	613,649	1,000,000	1,875,000	—	10,783,743	48.7	.....	1,743,994	1,218,444	18	324

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	---	70½
" " " (new pref.)	554,000	6	---	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	---	21
Catawissa (preferred)	1,150,000	7	---	30
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	55
Chicago & Alton (preferred)	2,422,596	7	3½	96½
Chicago & Northwestern (pref.)	2,400,000	7	1¾	90¾
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	---	----
" " " (pref.)	833,000	6	---	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	---	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	51
Erie (preferred)	8,535,700	7	7	111
Hannibal & St. Joseph (preferred)	5,309,528	7	---	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	---	----
" " (new pref.)	125,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	---	67
" " (2d pref.)	3,424,169	7	---	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	139½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	116
" " " (2d pref.)	1,014,000	7	7	96
Milwaukee & St. Paul (preferred)	2,255,000	7	---	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	5	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	---	99
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	---	77
Toledo & Wabash (preferred)	982,900	7	7	85
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Bonds guar. by Virginia	200,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	900,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1905	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,788,682	6	M. & S.	1870	114½
Monongahela Navigation:					
1st Mortgage	128,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	115
2d Mortgage	294,750	6			104½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	35
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103
2d Mortgage	3,980,670	6	J. & J.	1882	93½
Improvement	565,500	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,176	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	20
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	750,000	6	J. & J.	1878	105

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	40
Delaware and Hudson	100	7,500,000	7	109
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				----
Lehigh Navigation	50	2,479,950	6	84½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	3½	97
" (preferred)	100	1,175,000	10	134
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	29
" " (preferred)	50	2,722,607	—	38½
Susquehanna and Tide Water	50	2,048,200	—	18½
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	88

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	77 —	@ 80 —
Pig, American, No. 1		73 —	@ 74 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
Bar, English, Refined		220 —	@235 —
Bar, English, common		205 —	@220 —
Hoop, English, Common		260 —	@340 —
Sheet, Russia	per lb.	— 33	@ — 40
Sheet, English, Single, Double and Treble		— 11	@ — 13

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3¼ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 28	@ — 45
English Spring (1st & 2d qlty.)		— 18	@ — 24
English Blister (1st & 2d qlty.)		— 23	@ — 32
English Machinery		— —	@ — 29
American, Blister		— 20	@ — 25
American, Cast, Hammered		— —	@ — 32
American, Cast, Rolled		— 20	@ — 24
American Spring		— 20	@ — 24
German		— 24	@ — 36
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2¼; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3¼ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 72
Sheathing, &c. Old (cash)		— —	@ — 46
Sheathing, Yellow		— —	@ — 50
Pig, Chile		— —	@ — —
Bolts		— —	@ — 72
Braziers'		— —	@ — 72
American Ingot (cash)		— 50½	@ — 53

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¼ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish		16 50	@ 16 75
German Refined		16 50	@ 16 75
English		16 50	@ 16 75
Bar	per lb.	— —	@ — 20
Pipe and Sheet		— —	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 79	@ — 80
Straits		— 63½	@ — 64
English		— —	@ — 64
Plates, Charcoal I. C	per box	25 —	@ 26 —
Plates, I. C. Coke		22 —	@ 24 —
Terne, Coke		21 —	@ 22 50
Terne, Charcoal		23 —	@ 24 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	— —	@ 10 —
Clinch (cash)		— 11	@ 11 25
Horse Shoe, Forged (cash)	per lb.	— 45	@ — 51
Wrought English (cash)		— —	@ — —
Ausable Horse, Norway Iron, Forged		— 45	@ — 51
Zinc Nails (6 mos)		— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	— —	@ 1 40
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		— —	@ — 75
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 51	@ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 86½	@ — 87½
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 82	@ — 83
Naptha, Refined, (60@63 gravity)		— —	@ — 47½

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign (cash)	per lb.	— 17½	@ — 17½

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 3.

	Th 28.	F. 29.	Sat 30.	M. 1.	Tu. 2	W. 3.
American Coal Co.	----	95	----	90x	----	
Buffalo, N. Y. & E., 1M.	117	118	----	----	----	
California 7s	161	----	----	----	----	
Canton Co.	36½	39	38½	38	37	38½
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	95	98	----	97	----	97
" " pref.	97	----	96½	96	96½	----
" " 1 M.	----	116	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	130	130	----	----	130	131
" " 8 p.c	----	----	----	----	----	
Chic. & Northwest'n	55	56½	58	56	56½	57½
" " pref.	90	96½	93	90	90½	91
" " 1st M.	----	105½	106	----	103x	103
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	----	----	
Chicago & Rock Isl.	113½	114½	114¼	112½	113½	114½
" 1st M. '70	113	----	----	----	----	
Clev., Col. and Cin.	170	----	170	----	170	----
Clev. and Pittsburg	113½	114½	114½	112½	112½	114
" " 1 M.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	144	144	144	131x	----	134
" S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref.	65½	64½	60	61½	61	62½
Del. & Hudson Canal	210	----	210	210	----	210
Del., Lack. & West	----	----	----	----	265	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	112½	112½	112½	112½	112½	----
" pref.	110½	110	110	----	110½	112½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	130	----	----	----
" 3 M. 7 p.c. '83	----	----	129½	129	----	----
" 4 M. 7 p.c. '80	----	----	----	120	120	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1 M. 7 p.c. '82	----	----	----	----	----	----
" 2 M. 7 p.c. '76	113	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	131½	134	134	131	129½	133½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	130	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	130	130½	129½	128½	129	130
" full stock	131	----	----	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	131	----	----	131
Marietta & Cin. 1st pref.	----	----	----	----	67	----
" " 2d "	----	----	----	----	----	----
" 1st mort.	106½	----	----	----	----	----
Mariposa Mining Co.	48	47½	48½	48	47	48
Michigan Central	139½	140	141	139	138	----
" S F. 8 p.c. '82	----	138	----	----	138	138
" conv. 8 p.c. '69	----	----	----	----	----	----
Mil. S. and N. I.	91½	93½	92½	88½	89½	90½
" " guar'd.	----	137	137	----	----	----
" " 1 M. S. F.	116½	----	----	----	----	----
" " 2 M.	----	105	----	----	----	----
Mil. and P. du Chien	66½	70	70	68	68½	70
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	39	----
Miss. & Mo.	40	42	50	----	----	----
" L. G. bonds	62	----	----	----	----	----
Missouri 6s	----	----	67	----	----	----
" ins. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	75	----	72½	----	73
New York Central	135	135	134½	----	130½	131
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	132	135	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	123½	----	----	122
" " 6s, S. F. '87-120	----	----	118	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1 M. 7 p.c. '73	----	----	----	----	----	116
" " 2 M. 7 p.c. '64	----	----	----	----	----	----
" " 3 M. 7 p.c. '67	----	----	104	----	----	----
Ohio & Miss. cer.	52½	53	53½	51	51½	52½
Pacific Mail S.S. Co.	----	----	----	281½	----	281½
Panama	300	----	----	----	----	----
Penn's Coal Co.	----	----	220	220	223	----
Phila. and Reading	137½	137½	136½	136½	137½	137½
Pitts. Ft. W. & Chicago	114½	116½	117	114	115½	117
" " 1 M	130	130	----	130	----	----
" " 2 M	----	117	116	----	----	----
" " 3 M.	99	----	----	----	----	99
Quicksilver Mining Co.	77	77½	78½	82	79½	80½
St. L., Alton & T. H.	65	65	----	----	----	----
" " pref.	----	78½	79½	77	----	----
" " 1 M.	----	----	----	----	----	----
" " 2 M. pref.	----	----	92	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	57	----	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " 1 M. ex.	105½	----	----	----	----	----
" " 2 M.	85	----	----	86½	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 8.

	Th.28.	F.29.	Sat.30.	M. 1.	Tu. 2.	W. 3.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	98	----	----	
U. S. 5s, 1871, coup.	----	----	----	----	----	
U. S. 5s, 1874, reg.	----	----	----	----	----	
U. S. 5s, 1874, coup.	----	----	----	----	----	
U. S. 5s, 1865, coup.	----	----	----	----	----	
U. S. 6s, 1881, reg. —105¾	----	106¼	----	105	----	
U. S. 6s, 1881, cou. —106¼	106¾	106½	105¾	104¾	105¾	
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	
U. S. 6s, 1881, " 17.	----	----	----	----	----	
U. S. 6s, 1867, reg.	113	----	----	----	115	
U. S. 6s, 1867, coup.	----	----	----	----	----	
U. S. 6s, 1868, reg.	113	----	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	----	
U. S. 6s, 1 year certif. 95¾	95¾	95½	94¾	93¾	94¾	
U. S. 6s, 5-20s, coupon 109	109	108¾	107¾	107	107¾	
U. S. 6s, " reg. —107¼	108	----	106¼	----	----	
7.30 Notes, Feb. & Aug 108¼	----	----	----	----	----	
" " Ap'l & Oct. 107	107¼	----	----	107	108¼	
American Gold	253	255	----	256	----	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	W. 27.	Th.28.	F.29.	Sat.30.	M.	1.Tu.	2.
Beaver Meadow	----	----	----	----	----	----	
Cattawissa	----	----	----	----	----	----	
" preferred	39	39¼	----	40¾	----	40¾	
Camden & Amboy	----	----	170	----	173	----	
" " 6s, '67.	----	----	----	----	----	----	
" " 6s, '70.	----	----	----	----	----	----	
" " 6s, '75.	----	109	----	----	----	----	
" " 6s, '83.	109¾	----	----	----	----	----	
" " 6s, '89.	----	----	----	----	----	----	
" mort. 6s, '89.	----	----	----	----	----	116¼	
Ches. & Del. Canal 6s '86	----	----	----	----	----	----	
Del. Div. Canal	43	----	----	----	----	----	
Elmira & W'msport	----	----	----	----	----	----	
" " prof.	50	50	----	----	----	----	
" " 7s	113¾	----	----	----	----	----	
Harrisburg	----	----	----	----	----	----	
Lehigh Navigation	85	----	81¼	----	84¼	----	
" 6s	----	----	115¾	----	----	----	
Lehigh Valley R. R.	----	----	----	----	----	----	
" " scrip	----	----	----	----	----	----	
" " 6s	119	118	117	----	----	----	
Little Schuylkill R. R.	46¼	46¼	----	46	----	----	
" " 7s	----	----	----	----	----	----	
Long Island	----	----	----	----	----	----	
" " 6s	----	----	----	----	----	----	
Minehill	62	62	61	----	----	61¼	
Morris Canal	----	----	----	----	----	97	
" " prof.	----	----	----	----	----	----	
" " 6s '76	----	----	----	----	----	----	
North Pennsylvania	----	32¼	----	----	----	----	
" " 6s	----	----	----	----	104	----	
" " 10s	----	----	----	----	----	----	
Northern Central	----	----	----	----	----	----	
Pennsylvania R. R.	73¼	73¼	73¼	73	73	73¼	
" 1st m.	----	----	----	----	----	----	
" 2d m.	----	----	----	----	----	----	
Penn. State, 5s	101	----	----	----	----	----	
" " 6s, coupon	104	----	----	----	----	----	
" " 6s, "	----	----	----	----	----	----	
Philadelphia City, 6s	104	----	----	----	104¼	----	
" " new	106¼	106¼	106¾	106¾	106¾	106¾	
Philad., Germ. & Nor.	----	----	----	----	----	----	
Phila. & Reading	67¼	65	68¼	68	68¼	68¼	
" " 6s, '86.	----	----	----	----	----	----	
" " 6s, '70.	----	----	----	----	----	----	
Philadelphia & Erie	32¾	33¼	----	----	----	----	
" " 6s	----	----	----	----	----	----	
Philad. & Sunbury, 7s	115	----	----	----	----	----	
Schuylkill Navigation	28	----	----	----	----	----	
" " pref.	38	35¼	----	38¼	38¼	39	
" " 6s '82	93	----	90¼	----	----	----	
" " 6s '75	----	----	----	----	----	----	
" " 6s '72	----	----	----	----	----	----	
Sunbury and Erie, 7s	----	----	----	----	----	----	
Susq. Canal	----	----	----	----	----	----	
" " 6s '78	----	----	----	----	----	----	
" " scrip	----	----	----	----	----	----	
Union Canal, pref.	----	----	----	----	----	----	
" " 6s '83	----	----	----	----	----	----	
West Br. Canal 6s '78	----	----	----	----	----	----	
Wyoming Valley Canal	----	----	----	----	----	----	
" " bonds	----	----	----	----	----	----	
Arch street, (Horse)	24	----	24	24	----	----	
Chestnut & Wal. "	----	----	----	----	----	----	
Green & Coates, "	----	----	----	----	----	----	
Race and Vine, "	----	----	----	----	----	----	
2d and 3d streets, "	----	----	----	73	----	----	
Spruce & Pine, "	40¼	----	----	----	----	----	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.	1. Tu.	2.
Baltimore City 6s, 1875	----	----	----	----	----	108	
" " 1886	----	----	----	----	----	----	
" " 1870	----	108	----	----	----	----	
" " 1890	117	114	----	115¾	115¼	114¼	
Balt. and Ohio	117	----	----	----	----	----	
" " b'ds, '62	----	----	----	----	----	----	
" " " '67	----	----	----	----	----	----	
" " " '75	----	----	----	----	----	114	
" " " '80	----	----	----	----	----	114	
" " " '85	----	----	----	----	----	----	
Northern Central	----	----	----	----	----	----	
" " b'ds, '85	----	----	----	----	----	----	
" " " 90	----	----	----	----	----	----	

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 3.

	Th.28.	F.29.	Sat.30.	M.	1.Tu.	2.	W. 3.
Boston and Lowell	----	----	----	----	119	119	
Boston and Maine —137	137¼	----	----	----	----	----	
Boston and Providence	----	150	----	----	----	----	
Boston and Worcest.	107	----	----	----	----	----	
Cheshire, pref.	----	54	----	55	----	----	
Concord	----	----	----	----	----	----	
Connecticut River	----	----	----	----	----	117	
Eastern, Mass.	----	110	110	----	109	----	
Eastern, N. H.	----	----	----	----	----	----	
Fitchburg —126	----	127¼	129	129	129	----	
Manchester & Lawr'ce.	----	----	----	----	----	----	
Michigan Central	----	----	----	----	----	----	
Northern, N. H. —84	----	----	----	----	85	----	
Old Colony and Fall R.	----	----	----	----	----	----	
Ph., Wil. & Baltimore	74¼	74¼	74¼	----	74¼	----	
Portl'd, Saco & Porta.	----	----	115	----	114¾	----	
Vermont & Canada —112	----	112	----	----	----	----	
Vermont & Mass.	----	41	42	----	----	----	
Western	167	----	----	----	----	----	
Broadway (Horse)	----	----	----	----	----	----	
Cambridge "	----	----	----	----	119	----	
Metropolitan " —60¼	----	----	----	----	----	----	
Middlesex "	----	77	77	----	----	----	
Central Mining Co.	----	----	----	----	----	----	
Franklin " —58¾	----	58¾	58¾x	----	53¾	----	
Isle Royale "	20	20¼	----	21¼	----	----	
National "	----	----	----	----	81	----	
Minnesota " —37¼	40	41	40	39	----	----	
Pewabic " —63	63¼	64	65	65	66¼	----	
Pittsburg " —85	84	----	----	84	84	----	
Quincy " —102¾	102¾	----	101¼	----	----	----	
Rockland "	----	----	----	----	----	----	

American Railroad Journal.

Saturday, August 6, 1864.

Stock Exchange and Money Market.

The past week has been one of comparative quiet, the rampant spirit of speculation being checked by the intensely warm weather, and by a new condition of our foreign trade. This has taken an unexpected turn, quite favorable to the country; our exports rapidly increasing to seven and eight millions of dollars per week. Of these, the largest proportions were of our own products, though many foreign goods were re-exported to find a better market. This was commercially equivalent to just so much gold remitted, and exchange fell. So did gold for the same reason. The temporary reverse before Petersburg, however, more efficient in its influence on speculation than commercial laws, took it up again. Gold is no longer money in the real sense of the word. It is a commodity for which some men seem ready to give their country, and their souls if necessary. It does not circulate or exist in quantities sufficient to represent the transactions of a single commercial country of any extent at the present day, and it is shifting its locality every hour, as the fears, the wants, and even the caprices of men determine. It is therefore at present, so far as we are concerned, to be placed on the same footing as precious stones, and treated as such. It will be some time before it will jingle in our pockets as it once did, for all our financial operations are now made from another base.

The sooner we comprehend this fact, the better we shall be able to understand others.

It is the fashion to decry our paper money, we mean that of the Government particularly, in its relations to gold; but this is not correct, as will appear from a single example. If a legal tender dollar could obtain as much of any other article as a gold dollar did before the war, its value would be the same, and in respect to many articles the value of a paper dollar is not indicated by the price of gold. A very familiar example suggests itself at once. There are some articles which remain at a fixed price, and the number of dollars charged for them is very uniform. The ordinary silk hats worn by gentlemen were sold for five dollars, when paper was the same as gold, and the price is but little more now in legal tenders. The hat, then, according to the prevailing notion is really purchased at about one dollar and fifty cents in gold, as the paper dollar is only worth about 30 cents in gold. Does any one suppose that these hats ever were sold for $1 50, or $1 80, or ever will be again, and yet this is all they are worth according to the theory of the day. A large number of other articles which will readily suggest themselves to our readers may thus be reduced to their supposed cost and value in gold which will stand no such computation, and will hereafter cost as much in paper as they do now, at its depreciated value. This shows most clearly that the action of gold is not general even now. Its demand does not now carry up everything with it. Gold bonds, interest and principal payable in that commodity, do not bring in paper what the article itself in hand will produce. So that other considerations than the mere intrinsic character of the metal have their weight in gold transactions. If men would give the subject a little reflection it might save them much of the anxiety they now feel on a very trite subject, though little understood.

The truly great question of the times, is how much money will it cost to finish the war, and restore the Union and the nation to their once commanding position of honor and security. How is this to be raised, and what is the prospect of its repayment? Thus far about seventeen hundred millions of dollars have been expended to keep our territory whole, and our laws in force, and while the area, resources, numbers and money of the rebellious are contracted to a very narrow limit, so narrow that suffocation appears to be as probable a termination of the contest as any other, yet the desperation and suicidal efforts of the enemy will still demand on the part of the loyal States and people further grants of men and money. No such ferocity, no such brigandage, no such disregard for the usages of civilized nations has ever been encountered by a lawful Government as has been by ours. Such self-imposed infuriation, for so little cause was never before recorded in history. A revolt against a peaceful, liberal, tolerant, economical and happy Government, where the revolters actually held the power in their own hands, and had done so for sixty years, where their domestic institutions had in fact been protected even in their most degrading forms for the sake of peace, a revolt so shocking to the common sense and decency of mankind was never before undertaken. It is the question of finance as of patriotism, whether this attempt shall be put down, whether three or four millions of furious and unreasonable men shall destroy the institutions, business, nationality and repose of thirty millions.

This question has so far been answered triumphantly by the people themselves. We will not be destroyed by this rebellion. We will stand by the old flag and constitution. And though it has been our misfortune to have our political and military affairs conducted in so mysterious a manner as often to inspire the doubt of good faith on the part of some of our public men, the people at large have made no mistakes. They have seen right through the emergency, and have given

their aid without stint. That they will continue to do so no one can doubt, for they know the greatness of the inheritance they are defending, as well as the indestructible resources of the country, at their command.

We therefore predict that the calls from the Treasury Department will be met with the usual patriotic promptness. The subscriptions thus far average a million of dollars per day. And it is a great satisfaction to know that no real sacrifice is demanded of the people. They are in reality asked to return to the Government in the shape of a loan a portion of the very large sums which the Government has previously paid out to them. It is not an actual deprivation of one dollar of the capital or property of the people as it existed before the war. It is a call for some portion of the money expended since the war, some seventeen or eighteen hundred millions of dollars now afloat in one form or other. These loans of the Government are therefore no impoverishing drain upon the people, as in other countries they often are, but merely a sweeping up of their loose cash, funding it for them and paying them an interest for it, all referring to and founded on a final specie basis.

While these views operate with full force upon the American mind, we are glad to perceive the sensible view taken of our National securities by the continental capitalists. They, as well as our own people, understand perfectly well, that the cause for which the North is contending is worth all the money it costs, and they know many of them from actual inspection, that a National debt in America is a very different thing from a National debt in Europe. It has a broader base, covers more ground, more industry, a more rapidly increasing population, greater ingenuity, greater amount of education and practical knowledge, more generally diffused wealth, a more resolute and unconquerable spirit, and a greater future, than any Nation of Europe can pretend to.

They see in our decades of progress how enormously swift is our march in all material prosperity. Great, populous, commercial cities are seen to rise in a single brief generation, more prosperous than the majority of those of Europe of twelve centuries standing. They see how our western land pays its cost back to the purchaser every year that he tills it, and he observes that all our railways, canals and lake craft are not sufficient in power of transportation for the demand of production. He perceives that our present population, three millions at the close of the last century, is thirty-four millions now, and the increase of the National wealth 127 per cent. every ten years, and the half never reported to the officers charged with the inquiry.

When intelligent foreigners observe all this, particularly in Germany, Holland, and the free towns where commerce and finance are independent subjects, it is no wonder that our securities are especial favorites, and that orders come in with so much frequency, The American debt is the safest debt in the known world in all respects, and at present prices affords an opportunity to foreign investers, such as they never had before. However, therefore bad feeling, secret combination or bank influence may at present interfere with Mr. Fessenden's designs, he may feel pretty safe with a million a day from the internal revenue tax, and a third of a million a day from the customs, and a good credit for his stocks on the continent.

The arrival of the Secretary in the city has set the usual rumors afloat of his present intentions, with but little foundation for most of them. The subscriptions to the 7-30's are going on steadily and largely. It is reported that the balance of the 6s of 1881 are to be offered, but this is not certain.

In the meantime some of the very wise men who act as commercial editors in this city, and get their inspiration from friendly brokers with whom they occasionally make a hit, advise the Secretary to "buy his money," adding with great wisdom possibly, the sooner the Government adopts the plan the better for all concerned. Indeed! What kind of money do these wiseacres wish the Government to buy. Irredeemable bank paper, for which neither gold, nor legal tenders, nor even nickels can be obtained, bills of banks not known out of the cities and towns where they are made and totally worthless to pay an army or a navy at a few hundred miles distance from the place where they are issued. The Government is recommended to buy money, as this trash of the suspended banks is impudently styled, and pay 6 per ct. for the use of suspended rags, that will not pay a debt, or even taxes.

It is playing on the credulity of the public to talk in this manner, when it is well known that when the Secretary offered to take 50 millions of the Banks, they had no money to lend him, not even the much abused legal tenders, getting scarcer and scarcer every day.

So in the same absurd way other writers dress up their homilies with references to the Continental money, and of French assignats as furnishing illustrations of our own financial arrangements. While paper money inflates as we all know, we also know that funding it and paying interest on it, reduces it again to safe conditions.

Neither Continental money nor French assignets had any basis of commerce, taxation, or regular payment of interest, nor were the resources of their Countries at those periods what they are now. The introduction of steam alone, has made finance a new system in respect to its popular resources, and in short everything has changed monetarily, industrially and politically. It is about time to stop ringing these changes on these old bells which now jangle out of tune. They betray a profound ignorance of historical truths and parallels.

The Banks show a wholesome restriction in their loans, the reduction of the previous week having been as much as five millions. The Deposit line has increased by that amount. Seven per cent. is the ruling rate of interest, for whether paper money is or is not of value, the holders get the highest price they can for the use of it.

Government stocks declined under the rumors we have already alluded to. Railway shares have also a tendency that way, some however fluctuating more than others from special causes.

The balance of gold held by the Banks and the Sub-treasury on the 1st inst. was $31,843,916, being an increase since July 1st of $786,866.

The balance in the Sub-Treasury on the 1st of August was $16,007,880, and the gold and silver coin on hand was $10,798,020.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Norwich and Worcester R. R., 110; Illinois coupon bonds, 1862, 95; North Carolina 6s, 60; Illinois War Loan, 97; Atlantic and Gt. Western (Ohio div.) 1st mort., 99¼; Brooklyn City Water Loan, 116; Mariposa 1st mort., 90; Ashburton Coal, 20; Central Coal, 63½; Lehigh and Susq. Coal, 15¼; Wyoming Valley Coal, 54; Canada Copper, 4¼; Bucks Co. Lead, 5/8; Gunnel Gold, 4; Copake Iron, 8½; Park Bank, 137½; Bank of Commerce, 106½; Am. Ex. Bank, 116; Bank of the Commonwealth, 105.

Philadelphia.—Elmira and Williamsport, 5s, 78; Allegheny Valley 7s, 105½; Cincinnati Water Works 6s, 107; New Jersey State Loan, 1880, 111; Feeder Dam, Oil 1; Densmore, 7½; Phila. and Oil Creek, 1; Venango Oil, 3; Dalzell Oil, 7¾; McElheny Oil, 6⅝; Rock Oil, 3¾; Organic Oil, 1¼; Union Petroleum, 3⅝; Noble and Delamater, 12½; McClintock Oil, 5½; Maple Shade Oil, 12¾; Cherry Run Petroleum, 5¾; Petro. Central 3; Mineral Oil, 2; Oil Creek, 6; Egbert Oil, 3⅛; Preston Coal, 50; Big Mountain Coal, 7¾; Fulton Coal, 8⅞; New Creek, 1⅛; Keystone Zinc, 2¼; Penn. Copper, 9⅞; Girard Bank, 47; Kentucky Bank, 111; Farmers and Mech. Bank, 59; Mechanics Bank, 28¼. The latest quotations are: City 6s, 104¼@104½; do., new, 106½@106⅝; State 5s, 100½@101; do., coupon, 100¾@101; do., 6s, W. L., 104@104½; Phila., Wil. and Balt., 74½; Reading, 68¼@68⅜; do., 6s, 1870, 109@112; do., 1886, 136@137; Camden and Amboy, 171@174; Pennsylvania R. R., 73¼@73½; do., 1st mort., 125@126; do., 2d mort., 121@122; Little Schuylkill R. R., 46@46½; Morris Canal, 97@97½; do., pref., 134@136; do., bonds, 115@118; do., 2d mort., 104¼@105; Wyoming Valley Canal, 88@90; do., 6s, 105@105½; Susquehanna Canal, 18½@20¼; do., 6s, 61@63; Sch. Nav., 29@80; do., pref., 38¾@39½; do., 6s, 1882, 93¼@93¾; Union Canal bonds, 20@22; Delaware Div. Canal, 40@42; do., bonds, 104@104½; Elmira and Williamsport, 34@37; do., pref., 50½@51; do., 7s, 1878, 113@114; do., Chattle 10s, 78@78; Beaver Meadow, 95@98; Long Island R. R., 49@50; Lehigh Coal and Navigation, 84@85; North Pennsylvania, 32@32½; do., 6s, 103¾@104; do., 10s, 125@127; Philadelphia and Erie, 33@34; do., 6s, 111@111¼; Minehill, 61½@62; Catawissa, 19½@20¼; do., pref., 39¼@40; Lehigh Valley, 100@100; do., bonds, 117½@118; Fifth and Sixth streets, (horse,) 61@64; do., 7s, 107@108; Second and Third, 73@73½; do., 7s, 110; Race and Vine, 10@15; West Philadelphia, 69@72; Spruceand Pine, 41½@45; Green and Coates, 35@38; do., 7s, 110@110¼; Chestnut and Walnut, 60@61; Arch, 23¾@24; Thirteenth and Fifteenth, 28½@35; Seventeenth and Nineteenth, 16; Girard College, 30@31; Tenth and Eleventh, 49½@50¼; Norristown, 64⅞@65½.

Boston.—New York and Boston Air Line, 6s, 68; Northern (Ogdensburg,) 1st mort., 104½; do., 2d mort., 31; Rutland and Burlington 1st mort., 72; Vermont Central 1st mort., 83; Cheshire R. R. 6s, 101; Mad River and Lake Erie R. R. 7s, 1866, 70½; Eastern R. R. 6s, 1874, 107; Boston, Hartford and Erie R. R., 35; Mass. 5s, 1894, 115½ Maine 6s, 1868, 100; Boston 5s, 125; East Bos-

ton Co., 12⅛; Saco Water Power, 199; Boston Water Power, 41; Waverly Co., 2⅛; Short Mt. Coal, 53; Gilberton Coal, 111¼; Gilpin Co., Gold, $1.25; East Boston Gas, 28; Cambridge Gas, 100¼; Globe Bank, 130; City Bank, 103; Atlantic Bank, 100; Merchants' Bank, 104; Union Bank, 115½; Webster Bank, 103; Bank of Commerce, 102⅞; Rockland Bank, Roxbury, 110¾; New England Bank, 116; Shoe and Leather Dealers Bank, 130; Hide and Leather Bank, 109; Boston Bank, 72; Acton Mining Co., 2; Albany and Boston, 29; Allouez, 5; Albion Gold, 3⅝; Bay State, 21; Bedford, 1⅛; Copper Falls, 86; Canada, 4⅛; Concord, 4⅛; Chebucto Gold, 58c.; Dudley, 5¼; Dana, 3⅛; French Creek, 1; Gt. Western, 4⅛; Huron, 35; Hanover, 3½; Highland, 10½; Humboldt, 11; Hancock, 13; Lake, 12c.; Mesnard, 10¾; Manhattan, 9⅜; Macomb, lead, 4; Native, 1¾; New England, 2½; Nelson, 10; North Cliff, 6½; North Sutton, 1; Northwestern, 10; Ottawa, 53c.; Phœnix, 28; Pontiac, 6; Renfrew Gold, 160c.; Superior, 10⅛; St. Clair, 10; Star, 7¼; St. Marys, 10; Toltec, 2⅜; Wickham, 52c; West Minnesota, 2⅝.

Baltimore.—Western Md. bonds, 89; City Passenger R. R., 22; Santa Clara, 23; Md. Mining, 0.85; Mineral Hill 2.50; Bare Hill, 4.15; Canton Co., 88; Atlantic Coal, 1.45; Lake Chrome, 0.60; Union Bank, 70; Merchants' Bank, 106; Mechanics' Bank, 193¾; Bank of Baltimore, 103; Franklin Bank, 12½; Bank of Commerce, 25. The latest quotations are: Balt. and Ohio, 115@119; do., 6s, 1867, 108@110; do., 1875, 114@117; do., 1880, 114@115¼; do., 1885, 117@117; Northern Central, 57@58; do., bonds, 1885, 104@107; N. W. Va., 15@25; do., 1st mort., 113@116; do., 2d mort., 103@109; do., 3d mort., 37¼@40; do., guar., 112@112; Marietta and Cincinnati 7s, 1891, 102½@107; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 55@63; do., income 1857–'60, 40@46; Western Md. bonds, 89@90; do., guar., 116; Maryland 5s, 95@100; do., 6s, coupon, 1870, 115; do., Ins., 110@115; do., 1890, 115; Baltimore 6s, 1870, 108@112; do., 1873, 105@107; do., 1875, 115@115; do., 1886, 117½@118; do., 1890, 114@117; do., coupon, 115@118¼; do., 5s, 1838–'70, 96@96; City Passenger R. R., 22@22¼; Canton Co. 36½@37¾; Gardner, 0.70@0.95; Gas Coal, 2.30@2.75; Maryland, 0.80@0.85; North State, .10@.15; Rudisell, .65@.70; Silver Hill, .20@.30; Springfield, 1.75@1.95; George's Creek, 90@110; Santa Clara, 22½@23; Baltimore and Cuba Smelting and Mining, 220@225; Balt. and North Carolina, .20@.40; Balt. Chrome, 1.50@2.20; Bare Hill, 4.05@4.15; Atlantic Coal, 1.25@1.50; Mineral Hill, 2.40@2.70; Baltimore Coal, 85; Lake Chrome, 55@70.

Atlantic and Great Western Railway.

At the annual meeting of the Atlantic and Great Western Railway Co. of Ohio, held at Franklin Mills, on the 12th ult., the following gentlemen were elected direcctors: Marvin Kent, Ohio; T. W. Kennard, Samuel Wann, New York; Gaylord Church, Wm. Reynolds, Pennsylvania; William H. Upson, J. H. Chamberlin, Jacob Ribbet, John Sherman, Jacob Crall, S. S. P'Hommedieu, Joel W. Tyler, J. A. R. Rose, Ohio.

At a subsequent meeting of the directors, the following officers were chosen: President, Marvin Kent; Vice President, T. W. Kennard; Secretary, Joel W. Tyler; Treasurer, E. P. Brainerd; Assistant Secretary, W. H. Grant; Attorney, William H. Upson.

Northwestern Virginia Railway.

We have been informed that the Mayor and Commissioners of Finance of the city of Baltimore have closed the sale of the city's mortgaged interest in the Northwestern Virginia railroad company to the Baltimore and Ohio railroad company for the sum of $1,200,000, payable $200,000 in cash, $500,000 in sixty days, and $500,000 in eighty days. This is somewhat less than the original cost of the city's interest, but the corporation being a one-third owner of the stock of the Baltimore and Ohio railroad, secures by the sale a benefit in common with all the other stockholders. We have heard that a larger sum could have been obtained from other parties, but at a sacrifice of all other interests. The Mayor and Commissioners preferred the sale made, and have thereby protected the stock and bondholders, and creditors in the Northwestern Virginia railroad company, and secured to the city one-third of the benefits of the purchase. John W. Garrett, Esq., on the part of the Baltimore and Ohio Railroad, Senator Vanwinkle, of Western Virginia, on the part of the Northwestern Virginia Railroad Company, and Mayor Chapman, with the finance committee, on the part of the city of Baltimore, have been the negotiating parties. The Northwestern Virginia Railroad may now be regarded as a prolongation of the main stem of the Baltimore and Ohio Railroad, and the officers of the latter company are already at work putting that road in the very best condition for travel and traffic, both as regards the track and tunnels.

We understand that provision has already been made for a re-organization of said company—they to have all the advantages of the above purchase, and all holders of their stock and of their third unguaranteed mortgage, contractors' advance, and contractors' final estimate bonds, and all other creditors of that company, who will accept the same in full satisfaction of their respective claims, &c., will receive capital stock in said re-organized company to the amount of fifty per cent of the principal of their respective claims, and of the interest due thereon and remaining unpaid on the 1st of January, 1865. The $1,200,000 to be paid by the Baltimore and Ohio Railroad Company, as well as all bonds endorsed by them, and money advanced and to be advanced will be preferred stock, the balance common stock.

It is also stipulated that the construction of the bridge across the Ohio river, at Parkersburg, shall be pushed to completion at an early day. By this arrangement the Marietta and Cincinnati railroad will be greatly benefitted, as that road connects with the Northwestern Virginia railroad at the Ohio river.

☞ The aggregate value of the exports of produce and merchandise, exclusive of specie, from this port during the past week was $8,236,012, against $3,358,498 same week last year. The total value of the exports for the week previous was $8,040,364.

☞ The cash balance in the hands of the Assistant Treasurer of the United States in Boston, at the close of business July 30, was $8,959,502 99, a decrease of $591,942 01 as compared with the close of the previous week.

☞ The following will show the exports of specie from the port of New York for the week ending July 30, 1864, and since January 1st:

Total for the week	$401,812
Previously reported	30,612,893
Total since January 1, 1864	$31,014,205
Same time in 1863	$25,863,076
Same time in 1862	$25,074,186

☞ Mr. Cisco's resignation, as Assistant Treasurer of the United States at the Port of New York took effect on the 1st inst., and the responsible and arduous duties which he has performed for the past eleven years with honor to himself, and equal satisfaction to the Treasury department and to the financial community, are temporarily devolved on Mr. Jacob Russell, who has occupied positions of trust in the Sub-Treasury ever since its first formation in 1846. This appointment is regarded as the best arrangement that, under the circumstances, could have been made.

☞ In both branches of the Baltimore City Council, on the 1st inst., a resolution was adopted authorizing the city to institute suit against the Baltimore and Ohio Railroad Company for the recovery of $9,000 paid by the city to the Government on the interest of the $5,000,000 loan. It is alleged that instead of paying the regular interest, the railroad company paid only $291,000, reserving the balance as the Government tax.

☞ The total value of foreign goods imported into the port of Boston for the week ending July 29, was $948,257, against $491,485 for the corresponding week in 1863. The exports for the week ending July 29, were $682,555, against $172,209 80 for the corresponding week in 1863.

Michigan Southern and Northern Indiana Railroad.

A suit has been commenced in the Supreme Court, in this city, against the Michigan Southern and Northern Indiana Railroad Company, in behalf of the holders of the guaranteed stock of that corporation, who claim the sum of about two millions of dollars to be applied as fast as earned to paying up the arrears of dividends on that stock at the rate of ten per cent per annum. The guaranteed stock, amounting to three millions of dollars, was issued in 1857, and the company agreed to pay thereon an annual dividend of ten per cent. The plaintiffs aver that, with the exception of five per cent, which was paid in June, 1863, no dividend has been declared on said stock, and the present suit is brought to compel the company to redeem its pledge by paying up the back dividends.

☞ The Milwaukee and Prairie du Chien Railroad Co. paid their half-yearly dividend of 4 per cent on the First Preference Shares of the Road on the 1st inst. Into this Stock the mortgages of the Company are convertible for ten days after each half-yearly dividend. These mortgages bear only 7 per cent a year, and they are liable to be paid off at par by draft for the Sinking Fund on the 1st of October, and 1st of April, while the Preference Stock, into which they are convertible, command 18 and 20 per cent premium. Under such advantages the process of conversion is going on rapidly, and for the sufficient reason, that as the amount of Bonds outstanding is reduced, the chances of their being drawn for reimbursement at par are multiplied.

Death of Nathaniel Marsh.

Resolutions of the Board of Directors of the Erie Railway Company, passed July 26, 1864.

Whereas, the Vice-President has officially communicated to the Board the intelligence of the death of our late President, NATHANIEL MARSH, Esquire, therefore

Resolved, That in testimony of our appreciation of the great value of his services to this Company, and of our estimation of the excellence of his character, the following memorial be placed upon the Records of the Board, and a copy thereof be transmitted to the family of the deceased:

On the organization of the New York and Erie Railroad Company, under the Act of 1845, MR. MARSH, then a young man, first entered its employment as Secretary, and continued to hold this office until he was appointed Receiver. The success with which the construction and equipment of the road were steadily prosecuted, from 1845 to 1853, was partly due to his financial ability and the confidence reposed in him by the community. In August, 1859, he was selected by the Supreme Court to serve as the Receiver of the Corporation, pending the suits for the foreclosure of the mortgages. After a very successful administration as Receiver, during which he lent a hearty co-operation to the reorganization of the Company, he was unanimously elected the first President of the Erie Railway Company, and took charge of the line as such on the 1st day of January, 1862. He continued faithfully to perform his duties as President, though his health and strength were steadily failing, until he literally died at his work, as a candle goes out in the socket. During the five years of his administration, first as Receiver, and then as President, though the Common Stock of the Company was largely increased by conversions, yet its market value advanced from four dollars a share to a steadily maintained premium; the unsecured funded debt was changed into Preferred Stock; the floating debt was extinguished; the mortgage debt was reduced several millions of dollars; the traffic of the road was increased nearly threefold; the rolling stock was largely increased and improved; sixty miles of new line were added to the Western Division of the road; a long lease was taken of one hundred and fifty miles of road between Corning, Rochester and Buffalo; the Long Dock property was opened for use—thus giving our line independent termini at Buffalo, Rochester and New York; and by the construction of a few miles of road, the great business of the Pennsylvania Coal Company was secured. These facts are eloquent testimonials of the success of his administration; but they fail to convey an impression of the traits of character by which it was achieved. Of these we can speak from a long association with him. He was a prudent, sagacious man, of unquestioned probity, of uncommon energy, of faithful devotion to every interest placed in his charge, and of a judicial sense of justice, which made him ever ready to hear both sides of a question, and firm in maintaining himself when he had decided what to do. His indefatigable industry hesitated at no amount of details, his genial disposition and even temper turned casual business acquaintances into friends, his sound common sense instinctively probed the motives of those who approached him with designing purposes, and his rare tact gave him the power of being firm without making enemies. The Erie Railway Company was fortunate in having such a servant. His loss cannot easily be supplied. We who have been associated with him for so many years in friendly business intercourse, may well say that to us individually it can never be made good. We should do injustice to his memory should we omit also to say that in every sphere of life in which he moved the same traits of character that made him so valuable an officer to us, gave him a useful influence upon all with whom he came in contact. He was a good citizen, bountiful in his charities, a sympathizing neighbor, a faithful member of the Christian body with which he communed, and a kind and affectionate husband, father, and friend.

HORATIO N. OTIS, *Secretary.*

☞ Work on the Junction Railroad, Philadelphia, is progressing slowly. Considerable time will yet be required to complete it, as the tunnelling south of Market street has not yet been commenced. South of the point where the tunnel will begin, the road has been cut to the required depth, and the side walls of stone are now being constructed. Much delay has been occasioned by the difficulty in obtaining laborers.

☞ Ground has been broken near Greenough's pond, Yarmouth, Mass., for the construction of the Cape Cod Central Railroad.

The New Tariff of 1864.

The following is a complete alphabetical list of all the rates of duty imposed by the new tariff on foreign goods imported:

Continued from Page 751.

Iron over No. 16, and not over No. 25 wire gauge, per 100 lbs	$3 50 and 15 per ct.
Do., wire covered with silk, cotton, or other material, in addition to above rates, per lb	5 cts.
Do., smooth or polished sheet, by whatever name designated, per lb	3 cts.
Do., sheet iron, common or black, not thinner than No. 20 wire gauge, pr lb.	1¼ ct.
Do., thinner than No. 20, and not thinner than No. 25, per lb	1½ ct.
Do., thinner than No. 25 wire gauge, per lb	1¾ ct.
Do., steam, gas and water tubes and flues, of wrought iron, per lb	2½ cts.
Do., screws, commonly called wood screws, 2 inches or over in length, per lb	8 cts.
Do., less than 2 inches in length, per lb.	11 cts.
Do., screws other than wood screws	35 per ct.
Do., in pigs, per ton	$9
Do., vessels of cast iron, not otherwise provided, and on andirons, sadirons, tailors' and hatters' irons, per lb	1½ ct.
Do., stoves and stove plates, of cast iron, per lb	1½ ct.
Do., cast iron steam, gas and water pipe, per lb	1½ ct.
Do., cast butts and hinges, per lb	2½ ct.
Do., hollow ware, glazed or tinned, per lb	3½ ct.
Do., all other castings of, not otherwise provided for	30 per ct.
Do., all manufactures of, not otherwise provided for	35 per ct.
Do., old scrap, provided nothing shall be deemed old iron that has not been in actual use and fit only to be remanufactured, per ton	$8
Do., chains, trace chains, halter chains and fence chains, made of wire or rods, not less than ¼ of an inch in diameter, per lb	2½ cts.
Do., do., less than ¼ of an inch in diameter, and not under No. 9 wire gauge, per pound	3 cts.
Do., do., under No. 9	35 per ct.
Do., anchors, or parts thereof, per lb	2¼ cts.
Do., blacksmiths' hammers and sledges, axles, or parts thereof, and malleable iron, in castings, not otherwise provided for, per lb	2½ cts.
Do., wrought railroad chairs, per lb	2 cts.
Do., wrought nuts and washers, ready punched, per lb	2 cts.
Do., bed screws, per lb	2½ cts.
Do., wrought hinges, per lb	2½ cts.
Do., wrought board nails, spikes, rivets and bolts per lb	2½ cts.
Do., cut nails and spikes, per lb	1½ cts.
Do., horse shoe nails, per lb	5 cts.
Do., cut tacks, brads or sprigs, not exceeding 16 oz. to the 1,000, per 1,000	2½ cts.
Do., do., exceeding 16 ounces to the 1,000 per lb	3 cts.
Do., galvanized or coated with any metal by electric batteries, per lb	2½ cts.
Do., squares, marked on one side, per lb.	3 cts. and 30 per ct.
Do., do., all other per lb	6 cts. and 30 per ct.
Do., taggers	30 per ct.
Iron, acetate of, per lb	50 cts.
Istle, or Tampico fibre, per lb	1 ct.
Ivory or bone dice, draughts, chess men, chess balls, and bagatelle balls	50 per ct.
Jellies of all kinds	50 per ct.
Jute, all manufactures of, not otherwise provided for	30 per ct.
Jute yarns	25 per ct.
Kaoline, per ton	$5
Kid gloves	50 per ct.
Kirschenwasser, per gallon	$2
Knives, see "steel."	
Lastings, see "cloth."	
Lead, in pigs, per lb	2 cts.
Do., in bars, per lb	2 cts.
Do., old scrap, fit only to be remanufactured per lb	1½ ct.
Do., in sheets or pipes, per lb	2¾ cts.
Do., shot per lb	2¾ cts.
Do., ore, per lb	1½ ct.
Lead, white or red, dry or ground in oil, per lb	3 cts.
Do., acetate of, per lb	20 cts.
Lemons	25 per ct.
Lime, white, per lb	3 cts.
Liquorice root, per lb	2 cts.
Do. paste, per lb	10 cts.
Do. in rolls, per lb	10 cts.
Linens, brown and bleached, ducks, canvass, paddings, cotton bottoms, burlaps, diapers, crash, huckabucks, handkerchiefs, lawns or other manufactures of flax, jute or hemp, or of which flax, jute or hemp shall be the component material of chief value, not otherwise provided for, valued at 30 cents or less per square yard	35 per ct.
Do., do., valued above 30 cts. per square yard	40 per ct.
Do., yarns, for carpets, not exceeding No. 8 lea, and valued at 24 cts. or less per lb	30 per ct.
Do., do., valued above 24 cts. per lb	35 per ct.
Linen thread, twine and packthread, and all other manufactures of flax or of which flax shall be the component material of chief value, not otherwise provided for	40 per ct.
Liquors, spirituous, not otherwise enumerated	100 per ct.
Do. do., may be imported in bottles when the packages shall contain not less than one dozen, and all bottles shall pay a separate duty of, each	2 cts.
Liquors—No lower rate or amount of duty shall be levied on brandy, spirits, and other spirituous beverages, than that fixed by law for first proof, but shall be increased in proportion for any greater strength than first proof.	
Do., none under first proof to pay a less rate of duty than	50 per ct.
Liqueurs, of all kinds, per gallon	$2
Litharge, per lb	3 cts.
Mace, per lb	40 cts.
Maps	25 per ct.
Marble, white statuary brocaletta, sienna and verde antique, in block, rough or squared, per cubic foot	$1 and 25 per ct.
Do., veined, and all other not otherwise provided for, in block, rough or squared, per cubic foot	50 cts. and 20 per ct.
Mats, see "Carpets."	
Melado, per lb	2½ cts.
Mineral green	30 per ct.
Do., blue	30 per ct.
Mineral or medicinal waters, or waters from springs impregnated with minerals, for each bottle or jug containing not more than one quart	3 cts. & 25 per ct.
Do., containing more than one quart, for each additional quart or fraction	3 cts. and 25 per ct.
Mohair cloth, see "cloth."	

Molasses; from sugar cane, per gallon. 8 cts.
Do., concentrated, per lb 2½ cts.
Do., all syrups of sugar or sugar cane, cane juice, concentrated molasses or concentrated melado, entered under the name of molasses or any other name than syrup of sugar, or of sugar cane, cane juice, concentrated molasses or concentrated melado, shall be liable to forfeiture to the United States.
Morphine and its salts, per oz $2 50
Mosaics, not set 10 per ct.
Murexide 25 per ct.
Nickel 15 per ct.
Nitric ether, spirits of, per lb 50 cts.
Nutmegs, per lb. 50 cts.
Oil, croton, per lb. $1
Do., olive, in flasks or bottles, per gall. $1
Do., do. salad, per gallon $1
Do., castor, per gallon $1
Do., cloves, per lb. $6
Do., cognac or œnanthic ether, per oz. $4
Do., petroleum and coal illuminating, per gallon 10 cts.
Do., illuminating, refined or produced from the distillation of coal, asphaltum, shale, peat, petroleum or rock oil, or other bituminous substances used for like purposes, per gallon 30 cts.
Opium, per lb $2 50
Do., prepared for smoking, and the extract of. 100 per ct.
Oilcloths, for floors, stamped painted or printed, valued 50 cts. or less per square yard 30 per ct.
Oilcloths, valued over 50 cents per square yard, and all other except silk oilcloth 40 per ct.
Oranges 25 per ct.
Paddy, per lb. 1½ ct.
Palmleaf fans, each. 1 ct.
Pamphelets 25 per ct.
Parian ware, gilded, &c. 50 per ct.
Do., plain white. 45 per ct.
Paris white, per lb 1 ct.
Paris green. 30 per ct.
Pearls, not set 10 per ct.
Peanuts, or ground beans, per lb 1 ct.
Do., shelled, per lb 1½ ct.
Pentips and penholders, or parts thereof 35 per ct.
Pens, metallic, per gross. 10 cts. and 25 per ct.
Percussion caps. 40 per ct.
Petroleum, crude, per gallon 10 cts.
Pimento, per lb 15 cts.
Do., ground, per lb 18 cts.
Pepper, black, white and red or cayenne, per lb. 15 cts.
Do., ground, per lb 18 cts.
Perfumery, of which alcohol forms the principle ingredient, per gallon. $3 & 50 per ct.
Periodicals 25 per ct.
Philosophical apparatus and instruments imported for the use of any society incorporated for philosophical, literary or religious purposes, or for the encouragement of the fine arts, or for the use of, or by the order of any college, academy, school or seminary of learning in the United States 20 per ct.
Pine apples 25 per ct.
Pewter, old and fit only to be remanufactured, per lb. 2 cts.
Pipes, clay, common or white. 35 per ct.
Do., meerschaum, wood, porcelain, and all other tobacco smoking pipes, per gross. $1 50 and 75 per ct.
Do., cases, stems, mouthpieces and metallic mountings for pipes, and all parts of pipes or pipe fixtures, 75 per ct.
Platina, articles of, or of which platina is a component 40 per ct.
Plaintains 25 per ct.
Playing cards, costing not over 25 cts. per pack, per pack 25 cts.
Do., costing over 25 cts 35 cts.
Porcelain ware, gilded, ornamented or decorated in any manner, 60 per ct.
Do. plain white, not decorated in any manner 45 per ct.
Porcelain 40 per ct.
Porter, in bottles, per gallon. 35 cts.
Do., not in bottles, per gallon. 20 cts.
Precious stones, not set 10 per ct.
Prussian blue, dry or moist. 30 per ct.
Printed matter 25 per ct.
Pyroligenous acid, exceeding the specific gravity of 1,040 per lb 80 cts.
Do., not exceeding 1,040, known as No. 8, per lb 25 cts.
Pyrolignite of ammonia, per lb 70 cts.
Ratafia, and other similar spirituous beverages, not otherwise provided for, per gallon $2
Regulus of antimony 10 per ct.
Ribbons, silk 60 per ct.
Rice, cleaned, per lb. 2½ cts.
Do., uncleaned, per lb 2 cts.
Roman vitriol. 25 per ct.
Rubies not set. 10 per ct.
Rugs, see "Carpets."
Russia and other sheeting, of flax or hemp, brown and white 35 per ct.
Safflower, extract of 20 per ct.
Sail duck, or canvass for sails. 30 per ct.
Salt, in sacks, barrels or other packages, per 100 lbs. 24 cts.
Do., in bulk, per 100 lbs 18 cts.
Saltpetre, crude, per lb 2½ cts.
Santonine, per lb $5
Sardines. 50 per ct.
Satin white, per lb. 3 cts.
Saws, see "Steel."
Screens, see "Carpets."
Segars, see "Segars."
Screws of any other metal than iron and all other screws of iron, except wood screws. 35 per ct.
Do., wood, see "Wood screws."
Seines, per pound 6½ cts.
Shale, per ton (see coal) $1 25
Shawls, woollen (same as woollens).
Sheepskins, raw or unmanufactured, imported with the wool on, washed or unwashed 20 per ct.
Sheetings, of flax or hemp, brown or white 35 per ct.
Shirts, of wool, per lb. 20 cts. and 30 per ct.
Shoddy, per lb. 3 cts.
Shot, lead, per lb 2¾ cts.
Silk, spun, for filling in skeins or cops. 25 per ct.
Silk, in the gum, not advanced more than singles, tram, and thrown or organzine 35 per ct.
Do., floss. 35 per ct.
Do., all dress and piece of silk, or of which silk is the component material of chief value. 60 per ct.
Do., sewing, in the gum or purified 40 per ct.
Do., ribbons 60 per ct.
Do., velvets 60 per ct.
Do., do., or of which silk is the chief material 60 per ct.
Silk vestings, pongees, shawls, scarfs, mantillas, pelerines, handkerchiefs, veils, bonnets, hats, caps, turbans, chemisetts hose, mitts, aprons, stockings, gloves, suspenders, watch chains, webbing, braids, fringes, galloons, tassel fringes, lace cords and trimmings 60 per ct.
Do., all manufactures of, not otherwise provided for. 50 per ct.
Silver, articles of, or of which silver is a component 40 per ct.
Syrup of sugar cane juice, per lb 2½ cts.
Sisal grass, all manufactures of, not otherwise provided for. 30 per ct.
Size, gold and patent 20 per ct.
Skates, see "Steel."
Slates 40 per ct.
Slate pencils 40 per ct.
Slate chimney pieces 40 per ct.
Do., mantels. 40 per ct.
Do., slabs for tables 40 per ct.
Do., all manufactures of 40 per ct.
Smalt 20 per ct.
Snuff, manufactured of tobacco, ground, dry or damp, and pickled, scented or otherwise, of all descriptions, per lb. 50 cts.
Snuff, flour. Same as "Snuff."
Soap, fancy, perfumed, honey, transparent and all descriptions of toilet and shaving soap, per lb. 10 cts. and 25 per ct.
Do., all not otherwise provided for, per lb. 1 ct. and 30 per ct.
Spanish brown 25 per ct.
Spelter, in blocks or pigs, per lb 1¼ cts.
Spelter, in sheets, per lb 2¼ cts.
Spirits, see "Liquors."
Spirits other than brandy, manufactured or distilled from grain or other materials, first proof, per gallon $2
Spirits, imitations of, same as "Brandy."
Spirits of turpentine, per gallon 30 cts.
Starch, made of potatoes or corn, per lb 1 ct. and 20 per ct.
Do., made of rice or any other material, per lb 3 cts. and 20 per ct.
Steel, in ingots, bars, coils, sheets or wire, not less than one-quarter of an inch in diameter, valued at 7 cts. per lb., or less, per lb 2¼ cts.
Do., valued at above 7 cts. and not above 11 cts per lb., per lb. 3 cts.
Do., value above 11 cts. per lb., per lb 3½ cts. and 10 per ct.
Do., wire, less than one quarter of an inch in diameter and not less than No. 16 wire guage, per lb. 2½ cts. & 20 per ct.
Do., less or finer than No. 16, per lb 3 cts. and 20 per ct.
Do., in any form, not otherwise provided for 30 per ct.
Do., skates, costing 20 cts. or less pair, per pair. 8 cts.
Do., costing over 20 cts. per pair. 35 per ct.
Do., cross cut saws, per lineal foot 10 cts.
Do., mill, pit, and drag saws, not over 9 inches wide, per lineal foot 12½ cts.
Steel, handsaws, not over 24 inches in length, per dozen 75 cts. and 30 per ct.
Do., do., over 24 inches long, per dozen. $1 and 30 per ct.
Do., backsaws, not over 10 inches in length, per dozen 75 cts. and 30 per ct.
Do., do., over 10 inches long, pr doz. $1 & 30 per ct.
Do., files, file blanks, rasps and floats of all descriptions, not exceeding 10 inches in length, per lb. 10 cts. and 30 per ct.
Do., do., exceeding 10 inches in length, per lb. 6 cts. and 30 per ct.
Do., penknives, jackknives or pocket knives of all kinds. 50 per ct.
Do., needles, for knitting or sewing machines, per 1,000 $1 and 35 per ct.
Do., squares (not including iron squares marked on one side), per lb. 6 cts. & 30 per ct.
Do., all manufactures of, or of which steel shall be a component part, not otherwise provided for. 45 per ct.
Steel, all articles of, partially manufactured, or of which steel shall be a component part, not otherwise provided for, to pay the same as if wholly manufactured.
Stoneware, common 25 per ct.
Do., not ornamented. 25 per ct.
Stoneware, see "Earthenware," not otherwise provided for. 40 per ct.
Strychnine and its salts, per oz. $1 50
Strontia, acetate of, per lb 50 cts.
Sugar, not above No. 12, D. S. in color, per lb 3 cts.
Do., above No. 12 D. S., and not above No. 15 D. S., in color, per lb. 3½ cts.
Do., above No. 15, not stove dried, and not above No. 20 D. S., per lb 4 cts.
Do., refined in form of loaf, lump, crushed, powdered, pulverized or granulated, per lb. 5 cts.
Do., stove dried or other above No. 20, per lb 5 cts.
Do.—The standard by which the color

and grade of sugar are to be regulated shall be selected and furnished to the collectors of such ports of entry, as may be necessary, by the Secretary of the Treasury, from time to time and in such manner as he may deem expedient.	
Sugar candy, not colored, per lb	10 cts.
Sugars, see "Confectionery," after being refined, when tinctured, colored, or in any way adulterated, when valued at 30 cts. per lb. or less, per lb.	15 cts.
Sugar cane juice, syrup of, per lb	2½ cts.
Sulphate of copper	25 per ct.
Sulphur, flour of, per ton	$20 and 15 per ct.
Taggers iron	30 per ct.
Tampico fibre, per lb	1 ct.
Tannin, per lb	$2
Tannic acid, per lb	$2
Tarred cables or cordage, per lb	3 cts.
Teas, of all kinds, per lb	25 cts.
Terra Alba	20 per ct.
Teutenegue, manufactured in blocks or pigs, per lb	1½ cts.
Do., in sheets, per lb	2¼ cts.
Thread, pack	40 per ct.
Tica, crude	20 per ct.
Tin plates, galvanized, per lb	2½ cts.
Tobacco, in leaf, unmanufactured and not stemmed, per lb	35 cts.
Do., manufactured of all descriptions, per lb	50 cts.
Do., stemmed, not otherwise provided for, per lb	50 cts.
Do., snuff made of, per lb	50 cts.
Toys	50 per ct.
Turpentine, spirits of, per gallon	30 cts.
Twine, flax or linen	40 per ct.
Ultramarine	25 per ct.
Velvets, silk	60 per ct.
Vinegar, per gallon	10 cts.
Vitriol, blue or Roman	25 per ct.
Walnuts, per lb	3 cts.
Waste, per lb	3 cts.
Watches, gold or silver	25 per ct.
Wearing Apparel. Same as "Clothing."	
Whiting, per lb	1 ct.
Do., ground in oil, per lb	2 cts.
Wines, champagne and sparkling, in bottles, shall not pay a less rate of duty than $6 per dozen bottles, each bottle containing not more than one quart and more than one pint, or $6 per two dozen bottles, each bottle containing not more than one pint.	
Wines of all kinds, valued at not over 50 cts. per gallon, per gallon. 20 cts. &	25 per ct.
Do., do., valued at over 50 cts. per gallon and not over $1, per gallon. 50 cts. and	25 per ct.
Do., valued at over $1 per gallon, per gallon	$1 and 25 per ct.
Wines, imported by any name whatever, subject to the highest rate of duty provided for the genuine article, and in no case less than	$1
Wines, when imported in bottles, to pay on each bottle, additional 2 cts.	
Wire, covered with cotton silk, &c., see "Iron."	
Wood pencils, filled with lead or other materials, per gross	50 cts. and 30 per ct.
Wood screws, two inches or over in length, per lb	8 cts.
Do., less than two in length, per lb	11 cts.
Wool, unmanufactured, and all hair of the alpaca, goat and other like animals, unmanufactured, the value of which at the last port or place from whence exported to the United States, exclusive of charges in such ports, shall be 12 cts. or less per lb., per lb.	3 cts.
Do., exceeding 12 cts. and not exceeding 24 cts. per lb., per lb	6 cts.
Do., exceeding 24 cts. and not exceeding 32 cts. per lb. per lb	10 cts. and 10 per ct.
Do., do., exceeding 32 cts. per lb., per lb	12 cts. and 10 per ct.
Do., any, or hair, as above, which shall be imported in any other than the ordinary condition, as now and heretofore practised, or which shall be changed in its character or condition for the purpose of evading the duty, or which shall be reduced in value by the admixture of dirt or any foreign substance, shall be subject to a duty of, per lb	12 cts. and 10 per ct.
Do., when different qualities of are imported in the same bale or bag or package, and the aggregate value of the contents shall be appraised by the appraisers at a rate exceeding 24 cts. per lb., per lb	10 cts. and 10 per ct.
Do., when bales of different qualities are embraced in the same invoice, at the same price, whereby the average price shall be lessened by more than 10 per ct., the value of the whole shall be appraised according to the value of the bale of the best quality; and no bale, bag, or package shall be liable to a less rate of duty in consequence of being invoiced with wool of lower value.	
Wool, increased in value by being scoured, in lieu of the duties as above three times the amount of such duties.	
Woollen cloths, and all manufactures of wool of every description, made wholly or in part of wool, not otherwise provided for, per lb.	24 cts. and 40 per ct.
Do., lighter, value over $2 per square yard, in addition to foregoing	5 per ct.
Woollen, clothing, see "Clothing."	
Do., blankets, see "Blankets."	
Do., Balmorals, see "Balmorals."	
Woollen shawls, same as "Woollen Cloths."	
Woollens, composed of worsted, and weighing over eight ounces to the square yard, same duties as woollen cloths.	
Do., endless belts or felts for paper, and blanketing for printing machines, per lb	20 cts. and 35 per ct.
Woollen, flannels, see "Flannels."	
Woollen yarn, value 50 cts., and not over $1 per lb., per lb	20 cts. and 25 per ct.
Do., do., value over $1 per lb., per lb	24 cts. and 30 per ct.
Do., do., for carpets, value less than 50 cts., and not exceeding in fineness No. 14, per lb	16 cts. and 25 per ct.
Woollen, children's and ladies' dress goods, wholly or in part of wool, worsted, mohair, alpaca or goats' hair, gray or uncolored, not exceeding in value 30 cts., per square yard, per square yard	4 cts. and 25 per ct.
Do., do., exceeding 30 cts. per square yard, per square yard	6 cts. and 30 per ct.
Do., do., stained, colored or printed, not exceeding in value 30 cts. per square yard, per square yard	4 cts. and 30 per ct.
Do., do., exceeding 30 cts. per square yard, per square yard	6 cts. and 35 per ct.
Do., all manufactures of wools or of which wool will be a component material not otherwise provided for, per lb	20 cts. and 35 per ct.
Woollen hats, per lb	24 cts. and 35 per ct.
Woollen shirts, drawers and hosiery, or do. of which wool shall be a component material, not otherwise provided for, per lb	20 cts. and 30 per ct.
Worsted bunting	50 per ct.
Worsted, manufactures of, or of which worsted shall be a component material, not otherwise provided for	50 per ct.
Worsted yarn, same as "Woollen Yarn."	
Yarn, hemp, per lb	5 cts.
Yarn, coir, per lb	1½ ct.
Yarn, flax or linen, see "Linen."	
Yarn, see "Woollens."	
Yarns, jute	20 per ct.
Zaffre	20 per ct.
Zinc, manufactured in blocks or pigs, per lb	1¼ cts.
Zinc, in sheets, per lb	2¼ cts.
Do., acetate of, dry or ground in oil, per lb	50 cts.

Grain Trade of Buffalo.

The eastward movement of the flour and grain from the west through Buffalo from January 1 to July 1, 1864, shows a decrease as compared with the corresponding period of 1863, of 379,997 barrels of flour and 4,433,889 bushels of grain. The Buffalo *Express* gives place to the following statement showing the imports of flour and grain into Buffalo by lake and the Buffalo and Lake Huron Railway during the past six months, as compared with the preceding years:

	Flour, bbls.	Grain, bush.	Grain, includ- Flour, bush.
1864	811,560	13,950,163	18,007,863
1863	1,191,557	18,384,055	24,351,834
1862	1,037,347	13,908,908	20,095,653
1861	598,491	11,598,164	14,590,610
1860	387,056	6,543,256	8,175,236

Grain Trade of Oswego.

The following will show the receipts of flour and grain at Oswego, by lake, from the opening of navigation to July 1, in the years indicated:

	1862.	1863.	1864.
Flour, bbls	111,079	53,845	22,129
Wheat bush	3,413,490	2,023,766	2,139,818
Corn, bush	1,195,953	986,362	299,610
Oats, bush	4,000	37,784	159,279
Barley, bush	193,857	25,707	10,985
Rye, bush	88,044	36,676	116
Peas, bush	47,349	12,677	150,452
Total Grain, bu	4,942,695	3,122,972	2,780,210

Grain Trade of New York.

The following will show the receipts and shipments of flour and grain from New York for six months ending June 30:

RECEIPTS.

	1864.	1863.
Flour, bbls	1,964,370	2,104,610
Corn Meal, bbls	179,850	138,230
Wheat, bu	5,437,480	5,349,660
Corn, bu	1,917,430	5,247,940
Oats, bu	3,302,070	3,440,740
Barley, bu	688,350	377,380
Rye, bu	63,525	182,470

EXPORTS.*

Flour, bbls	1,129,085	1,247,264
Corn Meal, bbls	68,054	76,185
Wheat, bu	7,497,230	6,988,364
Corn, bu	149,395	5,188,789
Rye, bu	———	276,488

* Exclusive of Coastwise Shipments.

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STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, August 13, 1864.

The Special Income Tax.

REGULATIONS FOR ITS ASSESSMENT AND COLLECTIONS.

Secretary Fessenden has issued the following regulations for the assessment and collection of the Special Income Tax upon the income of 1863:

TREASURY DEPARTMENT,
WASHINGTON, July 2, 1864.

The joint resolution imposing a special income duty, approved July 4, 1864, provides that there shall be levied on the 1st of October, 1864, upon the gains, profits, or income for the year 1863, of all persons residing in the United States, or of citizens of the United States residing abroad, a duty of five per cent. on all sums exceeding $600. It is also provided that, in estimating income for this purpose, no deductions shall be made for dividends or interest received from any association, corporation, or company, nor shall any deduction be made for any salary or pay received.

In order to facilitate the assessment of this tax, assessors are directed to scrutinize carefully the returns of income heretofore made to them for the year 1863, by persons residing within the United States, and to select all such as have been made in detail, in the manner provided upon form No. 24, issued by the Commissioner of Internal Revenue, and with the accuracy and correctness of which they are thoroughly satisfied. When deductions have been made from any such return on account of dividends or interest received from any corporation, or on account of any salary or pay as an officer of the United States, the amounts thus deducted will be added to the amount heretofore assessed, and any income derived from interest upon United States securities will be included in the same total. The income thus determined may be entered in the list as the amount upon which the special duty of five per cent. is to be assessed.

Assessors will direct their assistants to procure returns from all persons residing in their several divisions who have heretofore made no return in detail, or with whose returns as heretofore made they have any reasons to be dissatisfied, and from the agents of all citizens of the United States residing abroad and belonging in their several divisions. Notice should be left with all such persons at least ten days before the 1st day of October, requiring them to make a return, under oath or affirmation, on or before said 1st day of October, in the manner provided by the act of June 30, 1864. By the terms of that act the return must state the sources from which the income is derived, whether from any kind of property, or the purchase and sale of property, rents, interest, dividends, salaries, or from any profession, trade, employment, or vocation, or otherwise. The distinction heretofore made between the incomes of residents and non-resident citizens is set aside, and the latter are to be treated in all respects in the same manner as the former.

Assistant Assessors will transmit the returns to the Assessors of their respective districts as rapidly as they are received, and in all cases within ten days after the 1st of October. If any person shall have neglected to give in a return in the form required, or if any person shall have given in a return which, in the opinion of the Assessor, is false or fraudulent, or contains any understatement or undervaluation, it will be the duty of the Assessor to summon such person, or his agent to appear and produce all books of accounts containing entries relating to the trade or business of such persons, and to summon any other persons as he may deem proper, to give testimony in the manner prescribed in section 14 of the act of June 30, 1864.

If upon such examination it shall appear that any person has made a false or fraudulent return, the assessor will estimate the income of such person according to the best information which he can obtain, and assess the duty thereon, and enter the same in the list, adding 100 per centum to such duty. The assessor will, in like manner, estimate the income of all persons who shall have neglected to make return on or before the first day of October, and assess the duty thereon, and, except in cases of sickness or absence, he will add 50 per centum to such duty. No return can be accepted which is not verified by oath or affirmation, and if any such return is transmitted to the assessor, he will proceed in the same manner as if no return had been received.

Immediately thereafter the assessor will make up an alphabetical list of all persons who have been assessed for the special income duty in each division of his district, and will then advertise in some newspaper published in each county of his district, if such there be—if not, in some newspaper nearest thereto in the same collection district—the time and place, within said county, when said list may be examined; and the list shall remain open for ten days for the inspection of all persons who may apply for the same.

No relief from assessments which are made after the examination of witnesses, as provided in section 14 of the act of June 30, 1864, can be given by the assessor; but any persons aggrieved will have a right of appeal to the Commissioner of Internal Revenue. In all other cases the assessor may revise any assessment, including those made upon the basis of returns heretofore received, at any time before the first day of November, 1864.

It is explicitly provided by the act of June 30, 1864, that copies of all lists returned to the collector shall remain in the office of the assessor, and shall be open to the inspection of all persons who may apply to inspect the same. It is of especial importance that assessors give full effect to this provision with reference to the lists heretofore made up, and containing the assessments upon the income for the year 1863, in order that the amplest opportunity may be given for the detection of any fraudulent returns that may have been made, and any omissions that may have occurred; and for this purpose, assessors should seek the co-operation of all tax paying citizens.

Assistant assessors will be particularly careful to obtain returns from persons employed in the service of the United States, whose names may not appear on the annual assessment list, as the special income duty upon their salaries, imposed by the joint resolution of July 4, is not to be withheld by paymasters, but must be assessed in the same manner as income from other sources.

Immediately after the 1st of November the lists made in accordance with these regulations will be returned to the several collectors in the manner provided by law, and the subsequent proceedings for the collection of the duty will be in all respects similar to those for the collection of taxes assessed in the annual list.

W. P. FESSENDEN, Secretary of the Treasury.

Cleveland, Columbus and Cincinnati R. R.

The earnings of this road for the year ending December 31, 1863, were as follows:

From passengers		$617,551 74
" freight		1,244,090 73
" express		35,983 56
" mail		31,243 00
" rents		84,086 17
" use of cars by other roads		18,114 46
" interest and dividends		119,823 80
" other sources		1,049 44
		$2,151,942 90

Expenses for operating the road:

Transportat'n expenses	$306,655 64	
General expenses	24,968 93	
Repairs of track	223,098 54	
" locomotives	70,923 78	
" cars	55,184 03	
" buildings	18,717 96	
" bridges	5,960 74	
" fences	3,929 18	
Fuel account	109,385 20	
Oil and waste	12,066 49	
Damages and gratuities	14,353 60	
Telegraph line	3,458 94	
Total working expenses	$848,703 03	
Duties and taxes	86,982 75	
		935,685 78
Net earnings		$1,216,257 12
Out of which a dividend of six per ct. was paid August 1	$299,772 00	
Also of five pr ct. Feb. 1	249,895 00	
		549,667 00
Leaving a surplus of		$666,590 12
To which add surplus of 1862		444,395 98
And also difference in value of Bellefontaine and Indiana and Indianapolis, Pittsburg and Cleveland R. R. Co., stock valued in report of 1862, at a nominal sum		201,674 91
Total surplus		$1,312,660 96
Deduct stock dividend 20 per cent.		999,580 00
Present surplus		$313,080 90
It might be proper to deduct from this surplus the value of certain bonds, which appear in the assets of the company at their par value, but which at this time have no determined value		163,399 80
Available and productive surplus		$148,681 16

Compared with the year 1862, the gross earnings show an increase of $427,025 97; with an increase in working expenses of $214,532 71. The per centage of expenses the past year has been 43.50; in 1862 it was 36.98—an increase of 6.57. The report says:

This increase is mainly due to the large advance in cost of material and labor, and also the increased business of the Road. It is also proper to state in this place, that the expenses of the Delaware and Springfield Branch is included in all accounts. The expense of maintaining Track for the year was largely in excess of the year 1862, both in material and labor. The following are the principal items for material:

451 Gross Tons, New Iron	$30,680 65
2,759 Gross Tons Re-rolled Iron	81,930 95
13,888 Repaired Rails	10,345 00
91,848 New Cross Ties	36,638 16
4,687 Chairs	2,708 20
218,033 lbs. Iron Joint Splices	10,250 59
235 Kegs Track Bolts and Nuts	4.902 77
824 Kegs R. R. Spikes	8,063 40
Frogs and Switches	10,000 00

Nearly three miles of new side track was laid during the year, including the stone-quarry track of one mile, at Berea, 4,000 feet at the new Stock Yards in Cleveland, and the balance on the Flats, at the new Freight House and Machine Shops. A new rail repair Shop was built at New London, working two fires.

Several of the stations are deficient in side-track room for passing trains conveniently.

Two new coal burning Locomotives were added to the equipment, one delivered in January and one in March. One Locomotive was sold to the Government in October, on a requisition from the Superintendent of Government Military Railroads, and one small Engine, not serviceable in our business, was sold to a Coal mining Company. The Company now own 47 Locomotives in all. Two of them are not fit for service, and have been condemned, as it will not pay to rebuild them. Several of the old class will require extensive boiler renewals, the coming year in addition to other general repairs. The service for the year was as follows:

Passenger service	280,071	miles.
Freight "	491,328	"
Fuel "	40,140	"
Graveling and repair service	48,894	"
Switching Service	151,702	"
	1,012,130	"

Increase over 1862, 85,502 miles.

Cost per mile run for repairs, 7 cents.

In addition to ordinary repairs, renewals were made and charged in repairs for three new tanks and tenders complete for one Passenger and one Freight Engine, and four new fire boxes. Also two new boilers for Freight Engines building. Two Freight engines were changed from wood to coal burners. The Company have now six coal burning Freight Engines working and two more nearly completed.

It is confidently expected that the completion of the new Repair Shops, the coming season, will enable the Company to economize repairs, and also give ample room for building new locomotives, as fast as required by depreciation and increased business.

The fuel account shows a large increase over former years. The increased mileage will account for it, but it is mainly due to the large advance in prices of wood and coal. 35,000 cords of wood and 5,000 tons of coal were consumed in transportation of Freight and Passengers.

The Freight equipment of the Road has been kept in good repair. 134 new House Cars and 45 platforms were added to the stock during the year. Six stock and five house cars sold the U. S. Government. Ten of our stock cars were changed to platforms. The number of cars December 31st was as follows: House Cars, 511; Stock Cars, 107; Platform Cars, 169—Total, 787.

An increase of 161 over the previous year. We were unable, with the increase, to supply the demand promptly.

The Passenger equipment was not fully maintained, owing to the increased demand for Government Transportation of troops and an increased passenger traffic. One first-class car was broken up and three sold to the Government. One new Baggage Car was built in the Company's Shops.

The number of Cars December 21st, was: First class, 24; second class, 4; mail and express, 3; baggage, 6.

It is expected that the enlargement of the Car Shops will enable the Company to build, the coming year, passenger equipment sufficient for the requirements of business.

The only addition to buildings on the line, is the new Rail Repair Shop, and Engine House for Boiler and Engine, at New London, for pumping water for Station, and running the blower for the shop, the expense being divided between repairs to track and building repairs. The water stations have required extensive renewals and increase in tubs, as also the enlargment and deepening of the wells.

Extensive renewals to platforms at Stations and repairs of Station buildings were also made during the year. The Piers and Buildings at Cleveland received extensive repairs.

There has been expended during the year for new Shops, Engine-House, Depots, Depot grounds and Track, $163,995; New and additional cars and engines, $102,160; Wood Lands, $28,000; Columbus, Piqua and Indiana (endorsed) bonds redeemed, $61,000; Bellefontaine and Indiana Railroad stock purchased, $201,995—Total, $552,150.

Number of through passengers carried, 59,268; way, do., 275,525; excursions at half-fare, 11,839; soldiers, 47,618; miscellaneous, 1,600—total, 395,850. Total passengers carried one mile, 25,597,400. The average rate received per mile was 2.41 cents. Tons of freight transported, 607,063. Do. carried one mile, 58,358,269.

The Assets and Liabilities of the Company are as follows:

ASSETS JANUARY 1, 1864.

Roads and Depots		$4,394,782 96
Equipment		825,285 04
		$5,220,058 00
Stocks and bonds:		
Columbus and Xenia R. R. stock	5,550 00	
Indianapolis, Pittsburg & Cleveland R. R. stock	311,025 00	
Bellefontaine & Indiana R. R. stock	530,650 00	
Indianapolis, Pittsburg & Cleveland R. R. bonds	6,000 00	
Cincinnati and Indiana R. R. Co., bonds	15,000 00	
Columbus, Piqua and Indiana R. R. Co. bonds	164,899 80	
Commercial Mutual Insurance Co. Scrip	2,905 00	
		$1,035,529 80
Cash and cash assets:		
Due from the U. S. and State of Ohio	10,905 01	
Bills receivable	68,183 75	
Cash on deposit and in hand of the Treasurer	583,743 26	
Cash in hands of Paymaster	16,465 16	
		$679,297 68
Materials:		
On hand for repairs of tracks	107,999 75	
On hand for repairs of cars and engines	73,501 26	
Fuel on hand	50,000 00	
		$231,501 01
Other assets:		
Real estate used for roads and depots	21,147 12	
Wood Lands, (balance due upon,)	20,979 32	
Loan to Cleveland and Mahoning Road	24,000 00	
		66,126 44
		$7,232,512 93

LIABILITIES.

Capital stock	$6,000,000 00
Mortgage bonds	510,000 00
Bills payable	150,000 00
Balances due other Companies	7,429 47
Divid'nds not called for	2,107 50
Dividend No. 25, payable Feb. 1st	249,895 00
Surplus earnings	313,080 96
	$7,232,512 93

President.—L. M. HUBBY.

Directors.—John M. Woolsey, David Dows, Erastus S. Prosser, Hosea Williams, John Miller, Amasa Stone, Jr., Stillman Witt, Samuel Williamson, Martin B. Scott, Joseph Perkins, Leander M. Hubby.

Superintendent.—E. S. FLINT.

Secretary & Treasurer.—GEORGE H. RUSSELL.

Railroads of New York.

A tabular statement of the railroads in the State, their capital and cost, length, earnings and expenses, dividends, etc., for the year ending 30th September, 1861; '62 and '63.

(Compiled from the Annual Reports of the State Engineer.)

Railroads.	Capital Account: Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipm't.	Length of Road	Gross Earnings: Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends: Am't.	Rate.
1861.	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Albany and Vermont	600,000	.....	.....	600,000	600,000	32.95	(Leased to Rens. & Sara.)		....	42,000	.....	42,000	42,000	7
Albany and West Stockbridge	1,000,000	1,388,559	.....	3,388,359	3,388,359	38.00	(Leased to and forming part of Western.)			.....	.....	80,000	80,000	8
Avon, Geneseo and Mount Morris	193,000	.....	2,224	195,224	205,417	15.50	9,772	3,025	860	14,457	7,846	6,611	.....	..
Blossburg and Corning	250,000	220,000	.....	470,000	496,661	14.83	2,889	28,169	488	31,546	14,676	16,870	.....	..
Broadway (Brooklyn)	200,000	35,960	521	236,481	234,549	5.38	44,772	.....	1,614	46,386	35,210	11,176	7,000	3½
Brooklyn Central and Jamaica	492,050	161,480	96,691	750,221	736,156	14.50	87,445	.....	34,659	122,104	84,592	37,512	9,411	2
Brooklyn City	1,000,000	174,000	30,000	1,204,000	1,348,627	28.31	504,233	.....	10,658	514,891	391,871	123,020	80,000	8
Buffalo Branch of Erie	.....	.....		(Included in New York and Erie.)				.....	.....	.....	.....	.....	.....	..
Buffalo, New York and Erie	850,000	2,412,534	212,072	3,474,606	3,165,147	142.00	128,552	439,102	26,190	593,844	406,140	187,704	.....	..
Buffalo and State Line	1,960,600	1,049,000	.....	3,009,600	2,789,214	68.34	380,391	545,851	13,800	940,042	528,117	411,925	216,000	10
Cayuga and Susquehanna	343,500	300,000	41,600	685,100	685,100	34.61	14,292	44,139	1,453	59,884	49,141	10,743	.....	..
Central Park, North and East River	344,920	600	2,027	347,547	342,145	....	.....	.....	.....	.....	3,449	.....	.....	..
Chemung	380,000	.....	.....	380,000	400,000	17.36	(Leased to Erie.)			30,000	.....	30,000	30,000	8
Eighth Avenue	800,000	.....	30,000	830,000	917,302	10.00	370,695	.....	.....	370,695	255,228	115,467	96,000	12
Elmira Jefferson and Canandaigua	500,000	.....	.....	500,000	500,000	46.84	(Leased to N. Y. and Erie.)			25,000	.....	25,000	25,000	5
Elmira and Williamsport	1,000,000	1,000,000	72,840	2,072,840	2,136,087	78.00	79,625	155,153	28,368	263,146	154,848	108,298	.....	..
Erie and New York City	464,954	.....	7,304	72,258	161,611	....	.....	.....	.....	.....	.....	.....	.....	..
Hicksville and Cold Spring	27,820	17,190	.....	45,010	45,262	4.00	(Operated by and included in Long Island.)						.....	..
Hudson and Boston	175,000	.....	.....	175,000	175,000	17.33	(Owned by and forming part of Western R. R.)				.....	14,000	14,000	8
Hudson River	3,758,466	9,137,000	733,411	13,628,877	12,049,600	144.00	1,037,656	892,570	58,788	1,989,014	1,422,553	566,461	.....	..
Long Island	1,852,716	777,997	2,681	2,633,394	2,920,949	96.50	163,300	115,691	18,655	297,646	160,300	137,346	.....	..
New York Central	24,000,000	14,613,005	.....	38,613,005	31,524,226	555.88	2,315,933	4,664,449	328,660	7,309,042	4,707,979	2,601,063	1,440,00	6
New York and Erie	(Not stated: re-organizing.)				35,796,902	575.00	1,136,046	4,351,464	103,406	5,590,916	3,749,908	1,841,008	.....	..
New York and Flushing	120,000	135,000	6,000	261,000	292,066	8.00	25,882	467	168	26,517	11,933	14,584	.....	..
New York and Harlem	6,717,100	5,537,664	43,788	11,298,552	10,036,543	132.87	448,193	533,658	163,129	1,144,980	753,727	391,353	.....	..
New York and New Haven	2,980,839	1,890,000	22,639	4,893,478	5,419,507	62.25	726,287	129,389	64,479	920,155	682,495	237,660	180,000	6
Niagara Bridge and Canandaigua	1,000,000	.....	.....	1,000,000	1,000,000	99.00	(Leased to and operated by N. Y. Central.)					60,000	60,000	6
Ninth Avenue	795,360	21,000	.....	816,360	413,948	5.00	95,304	.....	.....	95,304	75,431	19,873	.....	..
Northern (Ogdensburg)	.....	4,571,900	.....	4,571,900	4,816,751	121.75	69,366	338,424	17,847	425,637	335,576	90,061	.....	..
Oswego and Syracuse	396,340	213,500	4,875	614,715	809,914	35.91	58,250	54,455	3,597	116,302	53,749	62,553	30,378	6
Potsdam and Watertown	665,419	1,000,000	192,748	1,858,167	1,600,026	75.36	48,672	38,484	4,633	91,789	59,352	32,437	.....	..
Rensselaer and Saratoga	610,000	249,750	.....	859,750	920,028	25.22	146,161	86,390	35,128	267,682	193,961	73,721	18,300	3
Rochester and Genesee Valley	557,560	150,000	13,480	721,040	656,025	18.45	12,296	7,741	5,375	25,412	4,169	21,243	.....	..
Sackett's Harbor, Rome and N. Y.	30,889	.....	57,263	88,152	76,562	18.00	1,857	2,081	793	4,731	5,950	loss.	.....	..
Saratoga and Schenectady	300,000	73,000	.....	373,000	480,684	21.00	(Leased by and included in Renss. and Saratoga.)					15,000	15,000	5
Saratoga and Whitehall	500,000	376,000	15,398	891,398	902,207	47.52	73,420	60,073	8,699	142,192	110,563	31,689	.....	..
Second Avenue	650,000	350,000	121,600	1,121,600	1,093,240	8.00	231,537	.....	3,044	234,581	196,800	37,781	39,000	6
Sixth Avenue	750,000	25,000	.....	775,000	1,033,126	4.00	344,540	.....	.....	344,540	291,404	53,136	67,500	9
Staten Island	63,102	193,687	70,919	327,708	303,602	13.00	16,166	377	.....	16,543	7,649	8,894	.....	..
Syracuse, Binghamton and N. York	1,200,130	1,643,153	113,739	2,957,022	2,860,367	81.00	75,739	147,677	7,854	231,270	93,923	137,347	.....	..
Third Avenue	1,170,000	345,000	.....	1,515,000	1,601,844	8.00	591,246	.....	4,478	595,724	409,783	185,941	140,400	12
Troy and Bennington	75,350	172,100	2,340	249,790	255,967	5.38	(Leased to and operated by Troy and Boston.)					14,500	.....	..
Troy and Boston	606,911	808,500	271,097	1,686,508	1,570,514	34.91	118,122	139,536	13,500	271,158	207,427	63,731	.....	..
Troy and Greenbush	274,400	.....	.....	274,400	294,908	6.00	(Leased and operated by Hudson River Railroad.)					19,250	19,250	7
Troy and Rutland	325,000	190,000	.....	515,000	515,000	18.50	(Leased and operated by Rutland and Washington Railroad.)						.....	..
Troy Union	30,000	680,000	.....	710,000	752,602	2.14	.....	.....	.....	.....	37,445	.....	.....	..
Union (Ramapo)	.....	50,000	.....	50,000	50,000	34.94	33,071	29,938	2,335	65,344	38,638	26,706	.....	..
Utica and Black River	811,560	.....	.....	811,560	860,411	5.33	.....	.....	.....	.....	.....	.....	.....	..
Warwick Valley	96,000	45,500	11,625	153,125	141,748	0.25	(Leased and operated by Erie.)			.....		8,500	8,500	7
Watertown and Rome	1,499,000	730,000	101,948	2,330,948	2,275,909	96.76	128,897	192,290	32,254	353,441	188,769	164,672	89,940	6

Railroads of New York.

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(Compiled from the Annual Reports of the State Engineer.)

Railroads. 1862.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipm't.	Miles of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Am't.	Rate.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$
Albany and Susquehanna	891,575	200,000	8,500	1,100,095	1,051,281	3.00								
Albany and Vermont	600,000			600,000	600,000	32.75	(Leased to Rensselaer and Saratoga.)					42,000	42,000	7
Albany and West Stockbridge	1,000,000	1,389,559		2,389,559	2,388,359	38.00	(Leased to Western R. R. of Mass.)					80,000	80,000	8
Atlantic and Great Western	687,872	1,607,500	25,568	2,320,940	2,335,484	48.89	55,419	160,144	8,850	224,413	100,474	123,939		
Avon, Geneseo and Mount Morris	193,000	7,500		200,500	212,717	15.50	9,990	4,067	1,100	15,157	8,755	6,402		
Blossburg and Corning	250,000	220,000		470,000	498,217	14.83	2,811	40,811	487	44,109				
Broadway (Brooklyn)	200,000	27,500	324	227,824	236,036	5.38	50,187		2,140	52,327	36,096	16,231	6,000	8
Brooklyn Central and Jamaica	492,150	252,100	62,967	807,217	794,912	14.50	115,302		12,541	127,843	116,975	10,868		
Brooklyn City	1,000,000	170,000	10,000	1,180,000	1,332,506	29.87	476,847		14,782	491,629	373,239	118,390	80,000	8
Brooklyn City and Newtown	346,000	146,000	8,000	500,000	267,628	5.25	30,577		386	30,943	28,185	2,758		
Buffalo, Bradford and Pittsburg	250,634	239,000	59,488	549,122	412,768	12.00								
Buffalo, New York and Erie	850,000	2,426,714	135,547	2,412,261	3,188,461	142.00	135,872	651,468	36,085	823,425	547,939	275,486		
Buffalo and State Line	1,977,950	949,000		2,926,950	2,784,414	68.34	391,579	902,542	13,800	1,307,921	671,351	636,570	197,705	10
Cayuga and Susquehanna	343,500	300,000	8,200	651,700	651,700	34.61	16,207	59,727	1,772	77,706	45,206	32,500		
Central Park, East and North River	359,020	101,000	7,689	467,709	454,554						7,519			
Chemung	380,000			380,000	400,000	17.36	(Leased to Erie.)					30,000	30,000	8
Coney Island and Brooklyn	493,800	7,000	2,717	503,517	502,364	10.50	21,113		344	21,457	14,583	6,874		
Eighth Avenue	800,000		25,000	825,000	938,365	6.33	369,985			369,985	248,420	121,565	96,000	12
Elmira, Jefferson and Candaigua	500,000			500,000	500,000	46.84	(Leased to Erie.)					25,000	25,000	5
Elmira and Williamsport	1,000,000	1,000,000	42,155	2,042,155	2,083,607	78.00	122,047	178,183	47,592	347,822	214,322	133,500		
Erie and New York City	432,099		2,684	434,783	155,125									
Erie Railway	19,973,200	19,831,500	480,665	40,285,365	39,985,202	525.00	1,096,197	6,642,915	124,861	7,863,973	4,870,431	2,993,542	426,743	5
Hicksville and Cold Spring	27,820	17,190		45,010	45,262	4.00	(Operated by and included in Long Island.)					8,923		
Hudson and Boston	175,000			175,000	175,000	17.33	11,424	52,072	1,750	65,246			14,000	8
Hudson River	3,758,466	9,137,000	298,424	13,193,890	12,113,794	144.00	1,214,976	1,363,973	58,579	2,637,528	1,367,575	1,269,953		
Long Island	1,852,716	782,462	15,213	2,650,391	2,928,474	96.50	171,082	106,552	15,823	293,457	175,796	117,661		
New York Central	24,000,000	14,279,593		38,279,593	31,787,398	555.88	2,389,724	6,607,331	359,773	9,356,828	5,667,750	3,689,078	1,440,000	6
New York and Flushing	120,000	135,000	6,000	261,000	261,000	8.00	32,863	756		33,619	23,716	9,913		
New York and Harlem	5,717,100	5,565,487	84,708	11,367,295	10,036,543	132.87	411,684	573,742	168,577	1,154,003	697,305	456,698		
New York and New Haven	2,980,889	2,000,000	69,136	5,049,975	5,419,525	62.25	756,925	165,805	72,521	995,251	663,175	332,076	180,000	6
Niagara Bridge and Canandaigua	1,000,000			1,000,000	1,000,000	99.00	(Leased and operated by New York Central.)					60,000	60,000	6
Ninth Avenue	795,360	22,000		817,360	416,774	5.00	89,498			89,498	70,068	19,430		
Northern (Ogdensburg)		4,571,900		4,571,900	4,819,979	121.75	77,569	392,364	22,500	492,433	315,680	176,753		
Oswego and Syracuse	396,340	208,500	16,375	621,215	815,161	35.91	64,049	73,053	3,582	140,684	62,884	77,750	27,876	6
Potsdam and Watertown	(Now merged into the Rome, Watertown and Ogdensburg Railroad.)													
Rensselaer and Saratoga	610,000	244,750		854,750	920,028	25.22	166,099	83,970	26,207	276,276	199,431	76,845	39,650	6½
Rochester and Genesee Valley	557,560	150,000	10,311	717,871	656,026	18.45	13,934	8,934	6,657	29,525	8,693	20,832		
Rome Watertown and Ogdensburg	1,499,100	1,923,000	64,292	3,486,392	3,460,683	238.15	186,938	240,056	31,518	458,512	228,293	230,219	59,964	4
Sackett's Harbor, Rome & New York	30,889		57,263	88,152	76,562	18.00	1,857	2,081	793	4,731	5,950	(Loss.)		
Saratoga and Schenectady	300,000	65,000		365,000	480,684	21.00	(Leased to and operated by Rensselaer and Saratoga.)					15,000	15,000	5
Saratoga and Whitehall	500,000	376,000	6,337	882,337	902,207	47.52	80,820	56,444	8,963	146,227	93,969	52,258		
Second Avenue	650,000	450,000	42,500	1,142,500	1,101,873	8.00	238,560		4,506	243,066	191,567	51,499		
Sixth Avenue	750,000	25,000		775,000	1,089,317	4.00	347,782		10,250	358,032	269,848	88,184	75,000	10
Staten Island	63,102	193,687	70,919	327,708	303,602	13.00	35,811	803	396	37,010	19,114	17,896		
Syracuse, Binghamton and N. York	1,200,130	1,640,757	103,570	2,944,457	2,866,194	81.00	78,558	191,951	10,361	280,870	108,114	172,756		
Third Avenue	1,170,000	400,000		1,570,000	1,757,029	8.00	571,620		9,116	580,736	368,797	211,939	140,400	12
Troy and Bennington	75,300	172,100	120	247,520	253,978	5.38	(Leased to and operated by Troy and Boston.)					15,400		
Troy and Boston	606,911	808,500	370,000	1,785,411	1,710,013	34.91	127,283	165,940	15,663	308,886	146,965	161,921		
Troy and Greenbush	274,400			274,400	294,908	6.00	(Leased to and operated by Hudson River.)					19,250	19,250	7
Troy and Rutland	325,000	180,000		503,000	462,500	18.50	(Leased to and operated by Rutland and Washington R. R.)							
Troy Union	30,000	680,000		710,000	752,602	2.14					18,972			
Union (Ramapo)		50,000		50,000	50,000	0.25	(Leased to and operated by Erie.)					3,500	3,500	7
Utica and Black River	811,560			811,560	862,090	34.94	37,949	30,868	3,082	71,899	39,936	31,963		
Warwick Valley	97,755	92,050	1,009	190,814	168,938	10.33	2,135	7,494	15	9,644	4,519	5,125		
Watertown and Rome	(Now merged into the Rome, Watertown and Ogdensburg Railroad.)													

Railroads. 1863.	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm'nt.	Miles of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Am'nt.	Rate.
	$	$	$	$	$		$	$	$	$	$	$	$	
Albany and Susquehanna	978,670	120,000	34,888	1,133,558	1,257,037	35.00	(Commenced operations Sept. 16, 1863.)							
Albany and Vermont	600,000			600,000	600,000	32.75	(Leased to Rensselaer and Saratoga.)					42,000	42,000	7
Albany and West Stockbridge	1,000,000	1,389,559		2,389,559	2,388,359	38.00	(Leased to Western R.R. of Mass.)					80,000	80,000	8
Atlantic and Great Western	708,747	1,587,500	44,189	2,340,436	2,614,986	48.89	28,327	93,531		121,858	103,516	18,342		
Avon, Geneseo and Mount Morris	194,250	15,500		209,750	209,904	15.50	12,488	3,832	1,200	17,520	11,197	6,303	2,910	1½
Blossburg and Corning	250,000	70,000		320,000	547,900	14.83	(Leased to Fall Brook Coal Co. of Penna.)							
Broadway (Brooklyn)	200,000	27,500	408	227,908	216,918	5.38	53,614		2,166	55,800	40,290	15,510	12,000	6
Brooklyn, Bath and Coney Island	61,625	44,500		106,125	106,125	4.00	(Not in operation: total length 6½ miles.)							
Brooklyn Central and Jamaica	492,150	327,150	44,778	864,078	804,870	14.50	130,284	13,233	2,611	146,218	139,002	7,216		
Brooklyn City	1,000,000	170,000		1,170,000	1,331,358	29.22	530,426		12,215	542,641	409,805	132,836	92,783	9
Brooklyn City and Newtown	346,000	166,000	11,790	523,790	284,765	5.25	60,232		1,221	61,453	53,571	7,882	10,920	3
Brooklyn City and Ridgewood	53,500			53,500	51,327		(Not in operation.)							
Brooklyn City and Rockaway	6,500	5,500	1,737	13,737	13,737		(")							
Buffalo, Bradford and Pittsburg	250,634	239,000	59,488	549,122	412,768	12.00	(")							
Buffalo, New York and Erie	850,000	2,395,000	1,070	3,246,070	3,369,088	142.00	88,994	511,760	121,117	721,871	368,749	353,122	42,153	5
Buffalo and State Line	2,051,750	1,149,000		3,200,750	2,784,414	68.34	573,788	1,103,244	14,912	1,691,944	1,056,360	635,584	218,000	10
Cayuga and Susquehanna	343,500	292,000		635,500	635,500	34.61	20,650	71,122	1,759	93,531	79,242	14,289	10,305	3
Central Park, North and East River	446,073	550,000		996,073	994,655	8.00	19,793		2	19,795				
Chemung	380,000			380,000	400,000	17.36	(Leased to Erie Railway Company.)					30,000	30,000	8
Coney Island and Brooklyn	494,800	13,000	44,251	552,051	543,687	10.50	61,692		1,594	63,286	67,520			
Eighth Avenue	800,000		30,000	830,000	978,534	7.33	388,598			388,598	264,153	124,545	96,000	12
Elmira, Jefferson and Canandaigua	500,000			500,000	500,000	46.84	(Leased to Erie Railway Company.)					25,000	25,000	5
Elmira and Williamsport	1,000,000	1,000,000		2,000,000	2,027,652	78.00	93,997	119,064	33,181	246,242	162,089	84,153		
Erie Railway	19,973,200	20,093,000		40,066,200	39,328,661	525.00	1,670,083	8,432,234	143,800	10,246,117	6,302,228	3,943,889	1,398,148	7
Erie and New York City	352,064		2,481	354,545	160,041									
Forty-second St. & Grand St. Ferry	600,000	127,100	4,000	731,100	726,361	7.00	(Not in operation.)							
Hicksville and Cold Spring	27,820	17,190		45,010	45,262	4.00	(Operated by and included in Long Island).							
Hudson and Boston	175,000			175,000	175,000	17.33	16,460	74,968	1,750	93,178			14,000	8
Hudson River	4,422,023	8,938,750	4,167	13,364,940	12,616,309	144.00	1,550,226	1,951,044	78,381	3,581,901	1,748,425	1,833,476	287,163	7
Long Island	1,852,715	782,462		2,635,177	2,928,474	96.50	227,474	121,060	11,897	360,431	180,216	180,215	188,500	6
New York Central	24,209,000	13,779,648		37,988,548	32,740,068	555.88	2,930,341	7,498,509	468,781	10,897,631	6,902,633	3,994,998	1,730,400	7
New York and Flushing	120,000	135,000	6,000	261,000	261,000	8.00	33,981	1,067		35,048	24,918	10,130		
New York and Harlem	5,722,850	5,877,518	14,260	11,614,628	10,201,906	130.75	512,175	707,320	192,931	1,412,426	940,918	471,508		
New York and New Haven	2,980,839	2,000,000		4,980,839	5,451,939	62.25	1,030,433	187,804	80,352	1,298,589	741,641	556,948	360,000	12
Niagara Bridge and Canandaigua	1,000,000			1,000,000	1,000,000	99.00	(Leased and operated by New York Central.)					60,000	60,000	6
Ninth Avenue	795,360	57,000		852,360	447,598	6.00	97,241			97,241	73,762	23,479		
Northern (Ogdensburg)		4,571,900		4,571,900	4,588,509	121.75	100,206	454,178	19,128	573,512	419,543	153,969		
Oswego and Rome	18,990			18,990	3,696									
Oswego and Syracuse	396,340	204,000	22,667	623,007	823,480	35.91	85,814	69,211	7,732	162,757	79,697	83,060	33,567	8
Rensselaer and Saratoga	610,000	239,750		849,750	938,884	25.22	207,041	104,359	24,225	335,625	218,175	117,450	14,165	7½
Rochester City and Brighton	81,500	66,000	6,000	153,500	153,500	6.60	7,636			7,636	3,659	3,977		
Rochester and Genesee Valley	557,560	150,000	1,500	709,060	656,026	18.45			82	29,891	4,576	25,315		
Rome, Watertown and Ogdensburg	1,519,800	1,784,400	60,571	3,364,771	3,459,880	238.15	278,230	282,481	23,586	584,300	305,991	278,309	97,445	6½
Sacketts Harbor, Rome and Nassau	30,889		57,263	88,152	76,562	18.00				10,000	8,000	2,000		
Saratoga and Schenectady	300,000	55,000		355,000	480,684	21.00	(Leased and operated by Rensselaer and Saratoga.)					15,000	15,000	5
Saratoga and Whitehall	500,000	376,000		876,000	902,247	47.52	106,442	71,880	9,229	187,551	117,261	70,290		
Second Avenue	650,000	500,000	25,000	1,175,000	1,135,847	8.00	276,835		3,519	280,454	229,227	51,127		
Sixth Avenue	750,000	15,000		765,000	1,161,893	4.00	364,631		5,901	370,532	313,373	57,159	75,000	10
Staten Island	72,386	200,000	66,800	339,186	315,394	13.00	45,440	1,471	392	47,303	23,961	24,242		
Syracuse, Binghamton and N. York	1,200,130	1,621,037	97,371	2,918,538	2,903,084	81.00	106,435	206,312	11,046	323,794	138,886	184,908		
Third Avenue	1,170,000	400,000		1,570,000	1,819,308	8.00	661,040		21,091	682,131	449,052	233,079	140,400	12
Troy and Bennington	75,300	172,100	120	247,520	236,953	5.38	(Leased to Troy and Boston.)					15,400		
Troy and Boston	606,911	1,240,000	180,000	2,026,911	1,829,553	34.91	171,929	227,729	15,663	415,321	289,196	126,125		
Troy and Cohoes	30,000			30,000	30,000	3.00								
Troy and Greenbush	274,400			274,400	294,908	6.00	(Leased to and operated by Hudson River.)					19,250	19,250	7
Troy and Rutland	325,000	60,000		385,000	462,500	18.50	(Leased to and operated by Rutland and Washington.)					16,000		
Troy Union	30,600	680,000		710,000	752,601	2.14						13,528		
Union (Ramapo)							(Included in Erie Railway.)							
Utica and Black River	811,560			811,560	875,757	34.94	45,050	36,806	3,258	85,204	40,760	44,444		
Utica City	7,080			7,080	7,080	2.00	1,693			1,693	1,382	311		
Van Brunt street and Erie Basin	50,000	6,000	5,150	61,150	62,000	1.25	4,563		18	4,581	3,830	751		
Warwick Valley	98,100	92,650	200	190,950	169,627	10.33	5,673	17,905	324	23,902	13,900	10,002		

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	2
Acton Vale ..... Ca	50,000	5	----	50c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	30½
Algomah ..... "	20,000	----	2	3¼
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	5
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C. ..... N. C.	2,000	5	----	20c
Bare Hill ..... "	----	----	----	4½
Bay State ..... L. S.	20,000	----	3½	22½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	2½
Black River ..... "	200,000	2½	----	27
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	4½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1
Cabot ..... L. S.	20,000	----	¼	----
Caledonia ..... "	20,000	----	5	8
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	3½
Carp Lake ..... L. S.	20,000	----	----	3
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	63
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chandiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	25c
Collin ..... "	20,000	----	¼	----
Columbian ..... "	20,000	----	4½	8¼
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	33½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	3½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	¼
Devon ..... "	20,000	----	1	----
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	¼	5
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	30c
Eagle River ..... L. S.	20,000	----	3½	5½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	15½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	4
Evergreen Bluff ... "	20,000	----	----	20
Flint Steel ..... "	20,000	----	----	11
Forest City ..... "	20,000	----	3	----
Forest Shepherd ... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	54½
French Creek ..... Pa.	10,000	5	----	1¼
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	75c
Girard ..... "	20,000	----	----	8
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	30c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	----
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	4½
Green Mountain ... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	7
Hancock ..... "	20,000	----	6½	13½
Hanover ..... "	20,000	----	¼	3½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	10½
Hilton ..... "	20,000	----	----	5
Hope ..... "	20,000	----	¼	2½
Hudson ..... "	20,000	----	----	----
Hulbert ..... "	20,000	----	----	----
Humboldt ..... "	20,000	----	2	9½
Hungarian ..... "	20,000	----	1	----
Huron ..... "	20,000	----	16	31½
Indiana ..... "	20,000	----	----	7
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	21

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	9
Lafayette ..... Ca.	200,000	1	----	2½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	5½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	9½
Marquette ..... "	20,000	----	----	4
Maryland ..... Md.	----	5	----	¼
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	3	----
Merrimac ..... "	20,000	----	5	----
Meteor ..... "	20,000	----	----	----
Meenard ..... "	20,000	----	5½	10½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	2½	----
Minnesota ..... L. S.	20,000	----	3½	36
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	30
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	15c
New York ..... L. S.	20,000	----	----	1¼
N. Y. & Passaic.. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	6½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	4½
Ontonagon ..... "	20,000	----	----	3
Ottawa ..... Ca.	200,000	1	----	61c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	9½
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	65½
Phila. & Boston.. "	20,000	----	15	----
Phœnix ..... "	20,000	----	----	29
Pittsburg & Boston "	20,000	----	5½	84
Pontiac ..... "	20,000	----	3½	5½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	2½
Quincy ..... "	20,000	----	10	90
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	¼
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	13
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	10
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	5½	10
Salem ..... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	2½
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c.
Southampton ..... Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	4
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	8
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	10
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	2½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	60c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	52c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	5
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	5¼
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	5½
Tyson	20,000	10	----	----
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	8	----	----
Bucks County ..... Pa.	----	----	----	¼
Canada ..... Ca.	50,000	5	----	----
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	4½
Mineral Point	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1½
Placentia Bay ..... N. F.	----	----	----	3
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	90c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	2½
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	90
Ashburton ..... "	50,000	50	----	20
Atlantic & G. C ... Md.	----	----	----	1½
Baltimore	----	100	----	53
Bear Valley ..... "	40,000	12½	----	18
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	7½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	19
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	----
Central ..... "	----	----	----	90
Clinton ..... "	----	----	----	¼
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	61½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	90½
Fulton ..... "	----	----	----	8½
Gilbertson	5,000	100	----	111½
George's Creek ..... Pa.	10,000	----	----	100
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	5½
Hampton & Balt.. Md.	----	----	----	109½
Hazleton ..... Pa.	32,300	50	----	82
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	74
Locust Mountain .. "	----	----	----	----
Lorberry ..... "	4,000	100	----	----
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	20
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	214
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	45
Princess Alex ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	24
Schuylkill Valley .. "	20,000	10	----	3½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	53
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	5½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	----	----	----	5¼

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	3½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.).. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	35
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	1½
Black Hawk (G.) .. "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	400
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	15c
Colorado (G.) ..... Col.	50,000	10	----	4
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	4
Day & Bushnell (G.) C	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.)... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.)... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	4
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	¼
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	46
Massachusetts (G.) .. Ca.	500,000	5	----	5
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vieta (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) .. "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	1½
Nova Scotia (S.).... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	100,000	100	----	13
Quicksilver ..... Cal	40,000	25	----	79½
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10½
Sacramento (S.)... Nev.	----	----	----	----
San Antonio (S.).. A. T.	60,000	50	----	----
Santa Clara (Q.)... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.).. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.35	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	46½
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	61
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	119
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	35	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	105½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	30.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,589	10	....	64
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	77
30 Nov. '63	5.69	—	63	0	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	78,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,796	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fair ove nand Westville	100,000	100,000	—	—	—	—	2	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300 000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	....	....
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	100	69	....
30 Sep. '63	34.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	50.18	1.80	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	246,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.00	14.00	—	28	1	Centr'l P'k,N.&E.Riv. (N.Y.)	994,655	448,073	550,000	—	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	59
30 Sep. '63	—	6.00	—	—	—	East & North River (N.Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.25	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '63	4.03	—	—	—	—	Harlem Br.,Morris & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N.Riv.& Wall st. Ferry(N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	5.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	70
30 Sep. '63	5.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,000	99,227	10	100	117
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '63	2.00	2.50	—	—	—	Utica City	2,160	7,080	—	—	1,003	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V.Brunt st.& ErieBas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	59
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,000	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	23½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	64½
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	61
31 Oct. '63	5.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,420	19,682	5½	....	29½
31 Oct. '63	8.73	—	190	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	38
31 Oct. '63	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	22,491	—	—	....	20
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb.,Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,458	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,000	5,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,457	5,983	—	....	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,540	12,231	8½	....	20
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,503	36	20	71
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.18	—	120	17	5	Spruce & Pine (Phil.&Gr'nF.)	173,010	159,312	15,500	—	75,066	18,417	17	....	41½
31 Oct. '63	7.05	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,980	16	20	49½
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	53
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	71
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,540	229,059	21,058	—	....	22
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	....	....
31 Dec. '62	3.62	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,675	70,000	—	—	—	—	—	....	....
30 Nov. '62	10.20	—	—	—	—	St Louis	228,604	295,004	—	—	—	—	—	....	....

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6.500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	116
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.— Rate.	Interest.— Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	112
" " " .....coupon		6	" "	1867	112
Loan of Dec 31, 1848 .....registered	8,908,342	6	" "	1868	113
" " " .....coupon		6	" "	1868	107
Texas Indemnity, of Sep. 9, 1850.....coupon	2,169,000	5	" "	1865	215
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	95
" " " .....coupon		5	" "	1874	97
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	98
" " " .....coupon		5	" "	1871	97
Oregon War Debt of June, 1861.... coupon	1,016,600	6	" "	1881	108
" " " " " ....coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	106½
" " " .....coupon		6	" "	1881	107
Loan of July 17, 1861.....registered	71,421,700	6	" "	1881	102½
" " " .....coupon		6	" "	1881	103½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	107½
" " " (5-20s).....coupon		6	" "	1882	109½
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb. & Aug.	1864	108½
" " Oct. 1861 .....coupon		7.3	April & Oct.	1864	108
Loan of 1864 (10-40s) .....coupon	70,239,250	5	Mar. & Sept.	1904	----
" " " .....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	44,500,000	5	----------	-------	----
Two Year " " " "	127,909,300	5	----------	-------	----
Certificates of Indebtedness.....	151,993,000	6	On redemp'n	-------	95
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	599,000	6	No int'est	1868	----
" — " " (B'k of State).. "	610,000	6	paid for	1868	----
" — " " (" ").. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	163
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds.....coupon	143,000	7	----------	-------	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'83-'90	90
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	101
" —Interest stock..... "	737,222	6	" "	1880	100
" —Refunded stock ....coupon	2,187,000	6	" "	'65-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	97
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	102
" — " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	90
" — " "	2,068,173	2½	" "	1886	66
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	5	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	-------	86
" — " " special stock "	1,216,787	5	" "	-------	----
" — " Deferred stock..... "	1,243,000	5	" "	-------	----
" — " " special stock "	479,545	5	" "	-------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,296	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	6	Jan. & July.	'68-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'91-'96	----
" — " " (bank) ..... "	800,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	105
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	----------	d'm'd.	73
" — " (R. R. etc.).... "	3,902,000	6	----------	'67-'99	----
" — " " (banks)..... "	5,298,533	6	----------	-------	----
" — " " (war loan)... "	670,000	6	----------	-------	----
Maine—State bonds .....coupon	----------	6	Mar. & Sept.	'62-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g).....coupon	816,000	5		1895	----
" — " " (st'l'g conv.)... "	200,376	5		1895	----
" — " " (st'l'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.)... "	2,490,569	5		'89-'90	104
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly	1893	----
" — " " (") ..... "	767,560	5	quarterly.	'42-'58	----
" — " " (") ..... "	399,408	5		1850	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	135,600	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1895	----
" — " " (") ..... "	503,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	2,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)..... "	503,360	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	200,000	5	" "	1893	125½
" — " " (East'rn R.R.) "	500,000	6	Jan. & July.	'65-'71	110
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'se.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	125½
" — " " (" ") "	545,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	53,000	5	" "	'65-'72	----
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'78	120½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	116½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	103
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan .....(" ") "	537,000	7	" "	1846	105
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1881	----
Mississippi—State bonds (Banks) .....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1883	65½
" — " " "	199,000	6	" "	1883	68
" — " " "	100,000	6	April &, Oct.	1883	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	73½
" — " " S.W. Branch.. "	4,000,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	86
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'67-'69	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'84-'86	----
" —State Defense warrants	780,000	----	----------	-------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	----------	-------	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,320	6	" "	'66-'71	----
" " — " " ("). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1965	107
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,800,000	6	" "	'68-'78	115
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,898	5	----------	d'm'd	----
" " — " " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " " ..	421,003	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	65,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	109½
" " — " " "	15,889,025	6	" "	'64-'76	114
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,016,000	5	" "	1865	94
" — " " (" ") ..... "	374,666	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	105
" — " " (" ") ..... "	1,600,000	6	" "	1875	109½
" — " " (" ") ..... "	4,095,309	6	" "	1881	115
" — " " (" ") ..... "	2,400,000	6	" "	1886	114
" — " " (domestic debt).....	125,680	6	" "	1863	108
" — " " (war loan).....coupon	1,500	6	" "	1866	----
" — " " (" ") ..... "	279,313	6	" "	1865	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	-------	----
Oregon—State scrip	55,372	----	----------	-------	----
Pennsylvania—State Stock Loans.....	181,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	99½
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,090,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,283	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans	1,117,890	5	" "	1864	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,558,673	5	Jan. & July.	1905	----
" — " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	101½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	100½
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	460,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	300,937	5	----------	-------	----
" —Relief Notes in circulation....	97,500	----	----------	-------	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1865	----
" " —Inscribed certificates	1,708,017	6	----------	'89-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	56
" — " (interu. impr.) "	2,065,606	5	----------	Var.	45
" — " (railroads)..... "	12,709,000	6	----------	Var.	----
" — " (capitol) ..... "	608,000	5	----------	1890	65
" — " (Hermitage) .. "	45,000	6	----------	1896	54
Texas—Had no debt in 1861	----------	----	----------	-------	----
Vermont—Inscribed certificates	175,000	6	----------	'65-'84	----
" —State bonds (war loan) .....coupon	55,000	6	----------	'62-'63	----
" — " " (") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad)...	18,264,642	5	Jan. & July.	'83-'93	52
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'98	----
" — " " (sterling).....	1,865,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	-------	----
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war)	200,000	6	Jan. & July.	1867	----
" — " " (domestic)..... "	100,000	6	" "	1877	----
" — " " (") ..... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	868,641
1861	81,531	75,621	78,361	65,258	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,659	119,409	115,201	111,956	1,225,001
1863	109,850	101,355	104,372	122,084	132,201	145,542	149,137	157,948	170,044	170,910	155,589	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,383	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,006	24,326	28,536	51,340	55,931	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,564	675,754
1861	48,325	48,651	59,920	60,416	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,084	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	163,522	1,488,197
1864	98,123	111,495	157,962	174,589	125,000	100,000	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,216
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,405	82,467	82,400	882,499
1861	85,239	76,918	85,663	90,324	65,302	53,137	52,269	60,255	84,640	98,828	88,401	105,253	952,930
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,809
1864	164,058	176,105	208,329	158,077	------	------	113,615	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	556,608	414,764	4,851,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	450,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,806	963,850	8,600,224
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	------	------	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,523	252,108	142,658	94,880	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	208,575	159,580	143,632	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,303	155,164	156,973	170,157	157,443	232,013	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,025,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,340	356,626	278,540	260,000	200,000	273,726	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,529	245,392	250.742	192,322	2,126,066
1860	185,267	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,069	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	169,280	269,983	289,562	264,020	243,249	224,401	2,899,612
1862	190,130	238,637	181,084	191,648	206,246	269,252	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,801	38,570	32,008	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512.216
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 633	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,511	59,082	48,797	37,429	60,229	139,761	163,615	90,300	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,286	141,771	107,117	90,463	134,726	177,879	130,184	67,950	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,399	122,272	61,835	1,163.734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	158,417	200,054	138,342	90,000	1,224,343
1864	102,748	116,135	88,222	140,417	186,747	212,226	139,547	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,853	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,990	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,294	279,630	2,647,833
1863	248,784	230,508	557,227	268,613	264,065	241,236	189,145	238,012	308,106	375,567	332,360	348,648	3,302,541
1864	256,600	304,445	333,058	327,204	264,818	311,717	279,129	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	256,846	307,333	242,089	200,134	2 124,214
1862	230,159	159,655	151,902	175,896	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	306,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	------	------	------	------	------	------
New York Central:													
1859	280,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,296	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	680,088	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,987,344
1863	920,272	790,167	867,590	911,397	839,126	841,166	818,512	840,450	1,079,561	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,795	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,401	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,968	89,356	97,826	91,111	90,671	1,110,065
1862	100,604	90,089	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,360
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,473	225,464	230,377	248,862	241,695	264,622	283,646	288,619	246,977	2,735,386
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,286	252,154	263,917	270,051	259,987	265,358	234,456	276,209	291,763	278,219	2,905,239
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,473	466,557	454,826	4,088,837
1863	385,684	361,834	396,771	429,929	505,517	464,909	451,884	574,488	714,802	815,902	746,955	525,000	6,324,085
1864	436,741	532,786	617,021	609,383	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,705	154,032	209,553	245,828	256,544	221,253	191,138	2,295,754
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,056	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	461,296	364,331	370,983	3,745,310
1863	337,350	306,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	499,300	487,642	5,132,934
1864	290,676	455,211	602,603	574,680	490,547	520,942	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,831	68,748	71,854	112,384	93,766	67,721	85,059	95,969	118,887	128,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,578	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,856	155,730	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	42,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	922,754
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,527	162,258	137,086	92,574	1,172,490
1862	82,236	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,580	172,870	147,548	139,628	1,403 149
1863	86,321	91,971	108,056	132,111	134,272	152,555	105,554	116,379	120,695	151,062	134,563	111,239	1,439,798
1864	79,736	96,942	132,896	123,967	127,009	156,338	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1893	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	80
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	100
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	$88,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	117
" " " 1850.	700,000	6	Jan. & July.	"	1850	114
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	114
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1887	108
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1886	101½
2d Mortgage	150,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1895	102½
1st Mortgage	300,000	7	" "	New York.	1895	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	114
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	105
Income ½ in '99, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1890	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $900,000	790,600	6	"	"	1870	111½
" " $675,000	675,000	6	"	"	1875	109
" " $1,700,000	1,700,000	6	"	"	1883	106½
" " $2,500,000	867,000	6	"	"	1889	117½
Consolid. Mort. Loan $5,000,000						116½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	118
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1891	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1884	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1895	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	55
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	135
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort a.M.	1900	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1903	
" " " Plain	26,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	115
1st Mortgage pref. S. F.	585,000	7	April & Oct.	"	1877	101
Income Bonds	1,100,000	7	May & Nov.	"	1882	96
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1904	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	113
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage	3,600,000	7	" "	" "	1885	103½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	103½
2d Mortgage	2,000,000	6	" "	" "	1915	104
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	126
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,300	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1850	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	115
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	108½
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1856	89
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	599,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.		1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	114
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1441	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1870	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	117
2d Mortgage	2,516,500		March & Sept.	" "	1881	121
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1856	
3d Mortgage (convertible)	750,000	10	" "	" "	1862	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'93-'94	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107½
1st M. (State) $75,000 a y'r after 64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenne	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	200,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. " var ," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1982	119
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	113
Elgin and State Line	180,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1858	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	101½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1856	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	119
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	130
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	131
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	124½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	----
2d Mortgage	364,000	10	" "	----	----	120
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	65
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town).	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	200,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	300,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
eokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Musca.						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	117
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,500	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,785,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'62-'76	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1880	----
Lebanon Branch 1st Mortgage	400,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	500,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	272,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	103
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,600,000	7	----	----	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	131
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----	1882	----
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	140
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	120
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1853	81
Jackson Branch	77,000	7	" "	" "	1865	85
Goshen Air Line	693,000	7	" "	" "	1865	102
Detroit and Toledo	734,000	7	" "	" "	1876	107
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	116
2d General Mortgage	2,194,500	7	" "	" "	1877	105
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----	----	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	118
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	500,000	7	----	" "	----	----
1st Land Grant	2,000,000	7	----	" "	----	69
2d Land Grant	700,000	---	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1881	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1882	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----	----	----	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'61-'67	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1865	119
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	117
Exchanged St'k's (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	103½
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	110
Bonds of Dec. 1862, (S. F.)	----	6	June & Dec	" "	1887	118
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	130½
3d Mortgage	6,000,000	7	" "	" "	1883	131½
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	121½
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	119
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	115
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	103
3d Mortgage	950,300	7	Jan. & July.	"	1867	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1956	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	105
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	104½
2d Mortgage	3,077,000	7†	" "	" "	1861	31½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103½
Chattel Mortgage	360,000	10	" "	"	1887	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1878	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71- 87	73
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	124½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	120½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	--
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	109
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	120
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	135
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	128
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	114½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	99
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,763	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$880,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	75
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1889	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1893	72
2d Mortgage	937,500	7	" "	"	1903	35
3d Mortgage	440,000	7	" "	"	1903	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	35
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	460,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	114½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1905	102½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1868	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----------	----------	------	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	88
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	26
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1850	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1854	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1890	----
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'55-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	113½
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1868	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	85.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,286	*	—	877,953	503,500	105,956	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	109.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,637	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207.626	111,232	—	----
30 Jun. '59	87.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-----	-----	-----	-----	57.0	236,791	76,773	21,006	—	----
1 May, '61	109.2	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	-----	-----	-----	-----	-----	-----	1,402,858	695,370	—	----
29 Feb. '60	88.5	25.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	290,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,666	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,376	4,204,566	122.4	281,451	408,810	154,337	—	----
31 Aug. '63	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,094,414	369,283	141,706	2,350,000	927,000	—	4,181,255	72.8	404,297	954,459	461.40	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,539	92,439	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129.574	265,387	13,968	8	----
29 Feb. '64	62 0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,588	750,000	156.429	1,644,967	62.0	172,124	212,553	-----	—	117½
30 Nov. '63	8.48	5.8	9 3	—	3	3	----	New Haven and Northbampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	-----	-----	156,665	78,631	3½	----
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602.105	61,000	—	687,152	66 0	155,916	195 055	61,245	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	156
30 Nov. '63	59.4	7.0	8.3	—	16	17	353	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	---	---	----	Delaware	1,552,257	———	———	406,132	870,000	271.877	1,607,684	84.3	136,631	138.970	41,466	—	----
31 Oct. '62	16.2	—	----	—	---	---	----	Newcastle and Frenchtown	704,860	———	18,535	744,520	———	5,024	749,544	5.0	.....	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Flo., Atlantic and Gulf Central*	532,791	30,586	———	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	----
-- -- '62	59.0	—	5.0	—	---	---	----	*Pensacola and Georgia*	-----	-----	-----	-----	-----	-----	-----	59.4	-----	-----	-----	—	----
-- -- '62	100.0	3.9	10.0	153.6	---	---	-----	GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	———	1,597,385	86.7	.....	418,036	205,727	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	-----	-----	-----	-----	-----	-----	-----	30.0	-----	-----	-----	—	----
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	———	-----	53.0	-----	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	----	Brunswick and Florida	755,000	*	—	151,887	-----	-----	-----	31.0	-----	-----	-----	—	----
30 Nov. '60	191.0	—	----	—	58	62	597	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-----	-----	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	———	8,123,343	232.0	.....	1,159,198	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	———	12,295	1,658,976	102 5	226,241	404 618	212,676	10	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	———	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	65.1	—	----	—	1	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	-----	-----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	-----	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	703	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	———	138.0	.....	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	816	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	———	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	97½
30 Apr. '63	138.0	—	20.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	———	13,179,500	264.0	1,308,146	2,412,821	1,206,039	8	130
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,13	242.0	.....	1 083,054	448,503	—	57½
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	———	8,389,575	228.4	1,162,880	2,143,875	1,103,414	6	114½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	———	10,952,115	341 7	1 484,065	2,201,481	1,279,405	6	----
31 May, '63	174.5	5.5	14.3	—	21	23	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	———	4,214,342	150.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.0	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	———	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	129⅝
-- -- --	148.0	—	----	—	---	---	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-----	-----	148.0	-----	-----	-----	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	-----	-----	3,900,000	6,700,000	———	10,600,000	209.0	18 mos.	2,202,415	704,650	—	64
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	----	Cincinnati and Chicago	2,080,433	*	-----	1,106,679	1,006,125	-----	-----	108.0	-----	-----	-----	—	----
31 Aug. '57	109.0	—	----	—	---	---	----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448.858	230,834	9	100
1 Dec. '63	84.0	—	----	—	---	---	----	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,092	350,525	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	———	2,175,223	108.0	312,869	527,863	268,156	—	----
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	-----	1,538,743	132 0	.....	285,974	104,951	—	100
-- -- '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	———	2,326,955	73 0	357,302	774,618	307,527	13	126
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	----	*Burlington and Missouri*	1,514,257	*	—	702,733	665,000	92,663	1,542,766	50.0	-----	-----	-----	—	----
31 Dec. '59	86.0	—	----	—	---	---	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	-----	86.0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134.631	276.197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	54	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570.000	-----	-----	38.5	11 mo's.	458,821	21,356	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	----	Mississippi and Missouri	4,198,000	*	*	2,700,000	4,000,000	15,000	-----	230.0	-----	-----	-----	—	50
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276,024	———	1,582,169	2,030,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	----
30 Jun. '63	29.0	—	----	—	13	5	160	Lexington and Frankfort	597,950	52,300	———	514,573	106,000	———	741.051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	----	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	———	1,663,713	65.1		222,909	130,068	3	88
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595.258	1,777,983	1,062,165	—	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	———	3,242,818	566,000	339.297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	———	-----	2,665,000	1,150,717	-----	206.0	-----	1,232,024	565 434	—	----
31 Aug '60	53.7	—	----	135.3	---	---	----	*Vicksburgh, Shreveport & Texas*	1,662,601	*	———	1.253,015	248,969	108.434	1,710,819	53.7	-----	-----	-----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	----	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	-----	-----	-----	-----	-----	-----	—	----
30 Jun. '62	188.0	—	----	—	---	---	----	*Detroit and Milwaukee*	8,270,623	647,596	———	2,950,000	4,250,000	———	9,008,369	188.0	.....	340,898	-----	—	----
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6.3 5,905	7,740,989	———	15,066,822	329.3	1,558.2 7	3,417,1 5	1,697,080	12	139½
31 Mar. '64	246.0	281.0	----	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	———	18407,655	527.0	2,171,477	3,384,294	1,630,777	—	92½
								MINNESOTA.													
31 Dec. '62	14.5	—	——	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	———	———	-----	1,550,000	-----	-----	-----	-----	-----	-----	—	----
31 Dec. '62	——	—	——	190.0	---	---	----	*Southern Minnesota*	-----	-----	-----	-----	575,000	-----	-----	-----	-----	-----	-----	—	----
31 Dec. '62	——	—	——	114.0	---	---	----	*Minneapolis and Cedar Valley*	-----	-----	-----	-----	600,000	-----	-----	-----	-----	-----	-----	—	----
31 Dec. '62	——	—	——	268.0	---	---	----	*Minnesota Transit*	-----	-----	-----	-----	500,000	-----	-----	-----	-----	-----	-----	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	———	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	———	798,285	456,949	275,060	1,974,444	69.7	.....	176.462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	----	*Southern Mississippi*	2,750,000	*	———	1,000,000	1,400,000	-----	-----	83.2	-----	260,047	121,659	—	----
								MISSOURI.													
31 Aug '63	66.5	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	———	7,158,836	7,177,600	———	-----	206.8	579,324	1,047,567	420,026	—	35
31 Dec. '62	268.8	—	17.7	68.0	21	26	807	*North Missouri*	6,398,779	504,983	———	2,459,207	4,350,000	———	-----	168.8	-----	444,460	182,895	—	----
31 Dec. '62	152 0	—	3.6	-----	-----	-----	----	*Platte County*	1,200,000	*	———	500,000	700,000	-----	-----	52.0	-----	-----	-----	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	———	3,486,916	7,000,000	157,019	20,455,420	196.7	507,040	679,950	297,398	—	----
28 Feb. '63	77.0	—	5.0	206.0	---	---	----	*South-Western Branch*	4,775,796	116,883	———	71,513	4,500,000	-----	-----	114.0	98,877	241,492	128,896	—	----
30 Sep. '60	86.5	8.6	8.2	—	16	18	219	*St. Louis and Iron Mountain*	5,881,493	844,195	———	1,671,197	3,891,000	67,501	5,906,377	90.1	82,631	243,963	88,959	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,668	205,584	757,381	36.5	76,844	79,751	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	5,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2?	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,362	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,863	188,124	6	115
31 May, '63	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	568,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	115
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,280,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	57
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,063	503,718	167,051	6	118
30 Nov. '63	74.3	5.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	495,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,636	8	138
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,962,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	150
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	160
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	881,695	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	314,194	168,008	6	117
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,337,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	110
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	81.4	389,738	732,262	328,043	8	124½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,276	6	—
30 Nov. '63	14.6	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,536	71.0	167,184	223,794	59,077	8	120
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	28?,000	—	785,500	30.7	41,996	164,207	54,797	6	87½
30 Nov. '63	13.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	.....	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	135
30 Nov. '63	42.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	38,698	8	115
30 Nov. '63	8.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.0	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	43
30 Nov. '63	150.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,287,620	—	4,746,?04	218.0	1,275,929	2,439,538	1,234,531	10	168
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,270	124,406	—	62½
30 Nov. '63	53.6	—	5.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	538,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	70½
31 Mar. '63	29.2	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,004	operated	by	Concord	R. R.	83,624	7	130
31 Mar. '63	29.2	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	85
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	34.7	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,562	2,089,800	173,982	3,261,344	76.6	.....	259,921	113,532	—	.....
31 Dec. '62	61.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,000,200	5,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	169½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,093	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	79	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	84.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,296	4,397,800	642 500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	294 200	77,798	438,796	21.2	.....	90,618	29,592	—	170
31 Dec. 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600 000	—	1,907,750	24.0	.....	229,889	154 908	6½	110
31 Dec. '62	38 5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	581.893	212,800	31,743	821,984	—	82,936	90,122	44,622	—	.....
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	5	6	56	Albany & Susquehanna	1,192.179	64,858	—	978,670	120,000	34,888	1,257,087	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,685	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	517,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10.469.481	3,511.414	7½	112½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422.023	9,105,500	4,167	14,186,824	148.0	1,084,826	3,581,713	1,844,287	7	134½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	48
30 Sep. '63	297.5	288.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,618	284,411	42,859,880	654.9	5,692,223	10,897,631	3,994 960	7	131½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389.919	511,987	922,663	6,722,850	5,877,518	14,260	11,614,628	165.3	1,443,679	1,412,426	471,509	—	87½
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	2,849,863	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	55.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	102,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	2?	27	348	Rome, Watert'n & Ogdensb'g.	3,091.576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	1.9	—	8	15	80	Saratoga and Whitehall	824,622	77,586	—	500,000	376,000	—	902,207	51.3	110,055	187,661	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,278	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	342,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,588	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,984,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,809,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	225,201	8	.....
15 Mar. '60	51.0	8.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	.....	70,860	364,072	.....	.....	.....	.....	—	.....
								OHIO.													
31 Dec. '62	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	151,600	78,927	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,581	*	10,000	2,048,991	1,083,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,488	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '64	90.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	496,691	10	154
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	186.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,526	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,267	31	170
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,661	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,329	8,251,646	208.5	.....	1,436,317	552,800	—	113½
31 May '64	100.2	70.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,054,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	822,714	8	122
31 Dec. '58	61.4	—	.....	52.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	869,675	575,250	232,488	.....	61.5	75,120	65,128	19,703	—	—
31 Dec. '58	72.0	—	.....	31.0	6	9	105	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '63	84.6	—	11.9	—	13	45	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,187,857	ope	r. w. Lit.	Miami.	.....	296,581	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	28	38	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,006,520	138.0	1,002,647	1,948,778	791 382	10	140
30 Jun. '63	173.8	30.6	12.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,564	373,487	51,065	11,164,820	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	1,743,042	20,549,420	192.3	.....	829,902	119,082	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	252,179	2,897,000	2,488,925	7,800	5,401,088	206.9	418,328	880,880	115,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	19	287	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,810	2,608,237	125.0	214,404	239,995	82 988	—	.....
31 Dec; 63	242.4	—	.....	—	47	15	928	Toledo & Wabash	9,995,836	*	[illegible]	5,814,775	3,651,850	28,272	10,152,632	260.0	1,379,960	1,439,799	540,921	—	64

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oc.. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,080	584,219	342,661	22½	92
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	398,567	11,465	—	19
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	....
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,013,294	2,160,583	—	5,898,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	265
31 Oct. '63	35.9	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,243	150,163	—	....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to	North'n Cen.		196,907	334,790	110,368	—	34
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.6	144,871	423,556	169,268	10	....
31 Oct. '63	30.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	71½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	600,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	35
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,225,992	225,090	2,174,427	54.0	143,578	259,629	101,570	—	85
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,929,065	68,835	2,707,898	80.0	335,700	478,113	243,838	—	....
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	100
31 Oct. '63	25.5	5.5	8.0	—	10	....	61	Little Schuylkill	1,371,868	*		2,646,100	960,000	64,227	3,668,327	(Philla. & Re	ading	R. R.)		7	464
31 Oct. '63	24.5	106.0	65.3	—	31	....	51	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,935	—	—	4 132,935	130.0	319.162	363,367	89,991	8	61½
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,700	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274,990	511,396	273,391	—	32½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048 814	3,843,484	2,883,457	15,440,250	16,949 124	—	38,245,668	356.9	5,211,202	1,891,413	5,111,412	—	72½
31 Oct. '63	17.0	7.0	42.0	17.0	10	41	101	Phila., Germant'n & Norrist'n	1,151,079	235,439	—	1,267,200	405,800	—	1,672,200	24.0	244 425	652,457	179,565	9	65½
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5.010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,500	193,486	—	34
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211 228	10.667,328	—	26.613,228	403 0	2,721,689	6,252,902	3,706,900	7	68½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 13,882	—	28.2	999,200	250 000	—	1,249,200	28.2	137,074	644,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200 5	647.029	2,640 248	1,602,119	10	74½
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064.387	124,432	—	1,767,873	1,600,000	82,530	3,565,829	72.0	209,746	215,687	108,566	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,582	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	116
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791.597	Lease'd to	North'n Cen	29.6	75,358	128,693	79,976	7	45
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,600	65,205	832,009	29.6	75,358	128,693	79,976	7	45
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,188,000	*	—	1,508,000	256,800	—	----------	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	437,417	8,500	—	----------	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.0	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----------	----------	----------	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	----------	109.6	----------	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	....	—	—	—	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----------	164.5	----------	341,190	125,871	—	—
28 Feb. '59	102.0	—	....	—	—	—	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----------	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	----------	----------	----------	----------	2,643,333	----------	----------	—	----------	1,499,636	701,945	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,187	—	—
1859	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,873	2,020,000	200,000	----------	140.0	----------	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.2	160,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,707	291.0	----------	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	8.0	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	—	----------	----------	----------	—	—
1859	100.0	—	50.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	—	----------	----------	----------	—	—
1859	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	818,518	----------	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.6	----------	734,118	337,384	6	—
1859	----------	----------	....	—	—	—	—	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	—	----------	----------	----------	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	—
1859	36.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	----------	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	----------	----------	----------	----------	----------	----------	----------	32.0	----------	----------	----------	—	—
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	----------	----------	----------	----------	----------	----------	----------	56.0	----------	----------	----------	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	----------	275-000	240,000	171,560	----------	50.0	31,300	32,670	----------	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	----------	----------	----------	----------	----------	----------	----------	25.0	----------	----------	----------	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	----------	3,036,338	90.7	139,877	308,850	167,430	—	68
31 Aug. '63	119.6	—	16.0	—	28	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----------	----------	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	----------	----------	1,687,500	----------	----------	1,687,500	oper	r. by Vt.	Central	----------	8	110½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	616,164	793,200	----------	1,301,886	23.7	48,995	61,267	28,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----------	----------	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42.000	—	1,403,018	36,188	88,131	1,534,194	—	----------	----------	----------	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,092	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----------	----------	103.5	345,427	248,004	loss	—	15
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----------	----------	----------	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----------	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,758,685	143.2	224,014	560,904	242,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	—
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----------	240,446	121,053	7	....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,182,754	1,480,582	52,929	4,832,929	195.0	280 968	634,061	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	833,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,967	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	----------	55.0	----------	----------	----------	—	—
31 Dec. '61	199.0	—	24.9	27.8	....	....	....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----------	----------	199.9	----------	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,828,800	2,454,000	221,282	7,978,841	234.4	----------	1,163,734	414,741	—	69
10 May, '62	104.0	—	....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,760	83,830	—	—
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	----------	11,938,000	16.10	----------	236,798	67,652	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,464.989	*	15,311	1,631,130	911,029	22,964	2,663,376	49.0	----------	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----------	4,268,510	1,164,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,231,435	—	26,084,180	257.0	----------	3,011,860	1,649,410	1½	—
31 Dec. '62	95.0	1.6	....	—	17	20	237	Northern (O. S. & H.)	----------	----------	----------	----------	----------	----------	----------	96.6	----------	----------	----------	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	8.0	12.0	—	14	18	271	European & North American	4,569,415	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,729,232	60 0	----------	132,555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	166	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	57,181	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	11	22	120	Panama	5,000,000	*	615,658	5,000,000	3,375,000	—	10,763,723	48.7	----------	2,027.438	1,285 924	10	297

PREFERRED AND GUARANTIED R. R STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$50,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	39½
Chemung (guarantied)	380,000	--	--	----
Cayuga & Susquehanna (guarant.)	343,500	--	--	----
Cheshire (preferred)	2,017,825	7	—	55½
Chicago & Alton (preferred)	2,422,596	7	7	91½
Chicago & Northwestern (pref.)	2,400,000	7	3½	90½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	--	--	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	--	—	----
Elmira & William-port (preferred)	500,000	--	—	50½
Erie (preferred)	8,535,700	7	7	111
Hannibal & St. Joseph (preferred)	5,309,528	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	70
" " (2d pref.)	3,424,163	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	142
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	116
" " " (2d pref.)	1,014,000	7	7	93
Milwaukee & St. Paul (preferred)	2,236,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	--	4	----
New York & Harlem (preferred)	1,500,000	8	—	105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	--	8	----
Paterson & Ramapo (guarantied)	248,000	--	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	--	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	--	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	99
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	78
Toledo & Wabash (preferred)	982,900	7	7	85
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Bonds guar. by Virginia	200,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1885	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,900	6	" "	1865	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	114½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	115
2d Mortgage	294,750	6			104½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	98
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103
2d Mortgage	3,980,670	6	J. & J.	1882	93½
Improvement	585,500	6	M. & N.	1876	95
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	105

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	40
Delaware and Hudson	100	7,500,000	10	210
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				----
Lehigh Navigation	50	2,479,950	6	84½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	97½
" (preferred)	100	1,175,000	10	135
North Branch	100		—	----
Sault Ste Marie	100			----
Schuylkill Navigation (consolid.)	50	1,932,457	—	29
" " (preferred)	50	2,722,607	—	38½
Susquehanna and Tide Water	50	2,048,200	—	20½
Union (preferred)	50	2,750,000	—	2½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	88

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton	77 — @ 80 —
Pig, American, No. 1			70 — @ 72 50
Bar, Swedes, assorted sizes (in gold)			— — @ 92 50
Bar, English, Refined			220 — @ 235 —
Bar, English, common			205 — @ 220 —
Hoop, English, Common			200 — @ 340 —
Sheet, Russia		per lb.	— 33 @ — 40
Sheet, English, Single, Double and Treble			— 11 @ — 13

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb.	— 28 @ — 45
English Spring	(1st & 2d qlty.)		— 18 @ — 24
English Blister	(1st & 2d qlty.)		— 23 @ — 32
English Machinery			— — @ — 29
American, Blister			— 20 @ — 25
American, Cast, Hammered			— — @ — 32
American, Cast, Rolled			— 20 @ — 24
American Spring			— 20 @ — 24
German			— 24 @ — 36
Milan (in bond)			— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb.	— — @ — 72
Sheathing, &c. Old	(cash)		— — @ — 46
Sheathing, Yellow			— — @ — 50
Pig, Chile			— — @ — —
Bolts			— — @ — 72
Braziers'			— — @ — 72
American Ingot	(cash)		— 50 @ — 53

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb.	— @ 16 50
Spanish			16 50 @ — —
German Refined			16 50 @ — —
Eng lish			16 50 @ — —
Bar		per lb.	— — @ — 20
Pipe and Sheet			— — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb.	— 79 @ — 80
Straits			— 63½ @ — 64
English			— — @ — 64
Plates, Charcoal I. C		per box	24 — @ — —
Plates, I. C. Coke			20 50 @ 22 —
Terne, Coke			20 50 @ 21 50
Terne, Charcoal			22 — @ 23 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash)	per 100 lb.	— — @ 10 —
Clinch	(cash)		11 — @ 11 50
Horse Shoe, Forged	(cash)	per lb.	— 45 @ — 51
Wrought, English	(cash)		— — @ — —
Ausable Horse, Norway Iron, Forged			— 45 @ — 51
Zinc Nails	(6 mos)		— — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine		per lb.	1 40 @ 1 50
Para, Coarse and Medium			— — @ — —
Carthagena, &c			— — @ — 75
Guayaquil			— — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 51½ @ — 52
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 87 @ — 87½
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 84 @ — 85
Naptha, Refined, (60@63 gravity)		— 45 @ — 47½

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign	(cash)	per lb.	— 17½ @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

	Th 4.	F. 5	Sat. 6.	M. 8	Tu. 9.	W. 10.
American Coal Co.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	114	----	----	----	----
California 7s	101	----	----	103	----	----
Canton Co.	38½	37½	37½	37½	----	----
Central Am. Transit	----	102	----	----	----	----
Chicago & Alton	97½	----	97½	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	115	----	115	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	131	----	----	130½	130	----
" " " 8 p.c	----	135	----	----	----	----
Chic. & Northwest'n	57½	57½	57½	57½	57½	----
" " pref.	91½	91	91½	91½	91½	----
" " 1st M.	103	103	103	103½	103½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	103½	103½	----	----
Chicago & Rock Isl.	114½	113½	114	114½	114½	----
" '1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	170	170	----	----	----	----
Clev. and Pittsburg	113½	112½	113½	113½	113½	----
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	133	132	133½	133	----	----
" S. F. 7 p.c.	----	115½	115	115	114	----
Cumberland Coal, pref	61½	5-½	59½	61½	62	----
Del. & Hudson Canal	209	208	209	209	210	----
Del., Lack. & West.	----	----	----	----	205	----
" 1 M. 8 p.c. '71-6	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	112½	112½	112½	113½	113½	----
" pref.	111	110½	----	111	----	----
" 1 M. 7 p.c. '67	----	----	115	116	----	----
" 2 M. 7 p.c. '79	----	130½	----	----	----	----
" 3 M. 7 p.c. '85	----	----	131	----	130½	----
" 4 M. 7 p.c. '80	----	----	----	----	121½	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	39	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	131½	130½	132½	132½	135	----
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	129½	129½	129½	131	130	----
" full stock	----	----	131	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin 1st pref.	----	68	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	103	103	----
Mariposa Mining Co.	49	46½	47	46½	46½	----
Michigan Central	140	139½	139½	140	139½	----
" S F. 8 p.c. '82	137½	139	139	----	139	----
" conv. 8 p.c. '69	----	----	----	131	----	----
M. S. and N. I.	90½	89½	91½	91½	91½	----
" " guar'd.	140	----	----	142	142	----
" " 1 M. S. F.	----	----	----	115½	116	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	64½	----	69	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	91	----	92	----
" " 1st M.	----	----	----	117	----	----
Minnesota Mining Co.	----	----	----	36	56	----
Miss. & Mo.	----	46	49	----	----	----
" L. G. bonds	64	----	66	----	66	----
Missouri 6s	----	----	67	----	----	----
" 1st. to H. & St. J. R.	----	85	----	----	----	----
" " Pacific	73	----	----	----	73	----
New York Central	131	131	131	131½	132	----
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	100	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	118	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '78	----	----	----	119	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	52	50½	51	51½	51½	----
Pacific Mail S.S. Co.	----	----	280	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	214	----	----
Phila. and Reading	137	135	136½	136½	136½	----
Pitts. Ft. W. & Chicago	115½	114½	115	116½	116½	----
" " 1M.	----	----	126	----	----	----
" " 2M.	114	----	----	114½	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	80½	79½	80	80	79½	----
St. L., Alton & T. H.	63½	63½	----	64	64	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	114½	----	----
" " 2M. pref.	----	92	----	----	----	----
" Inc. b'ds.	----	----	----	----	85	----
Tennessee 6s, 1890	----	----	57	----	55	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	102½	102½	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

	Th 4.	F.5.	Sat.6.	M. 8	Tu. 9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	97	----	----
U. S. 5s, 1885, coup.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	105¾	----	106	106¼	----	----
U. S. 6s, 1881, cou.	106¼	106¼	106¼	106¾	106¾	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1861, " ly	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	115	----	115¼	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	107	----	----
U. S. 6s, 1 year certif.	----	94¾	94¾	96	95¼	95¾
U. S. 6s, 5-20s, coupon	----	110	105¾	110	104¾	109¾
U. S. 6s, " reg.	----	106¼	----	106¼	107	107¼
7.30 Notes, Feb. & Aug.	----	----	----	----	108¼	----
" " Ap'l & Oct.	----	107¼	----	----	107	----
American Gold	----	----	259¼	----	----	255

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	W. 3.	Th.4.	F.5.	Sat.6.	M.8.	Tu. 9.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	21
" preferred	----	----	40¼	40½	40	39¾
Camden & Amboy	----	----	171	----	----	170
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	109
" " 6s, '83	----	----	----	----	----	106¾
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	117	----	----
Ches. & Del. Canal os '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	40
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	83¼	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	46¼	46¼	46¼	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	62	----	----	62	62	62
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	135¼
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32	----	----	----	33	----
" " 8s, 104	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	73¾	----	73	72	72	72
" 1st m.	----	----	----	125	125	125
" 2d m.	----	----	----	----	----	121
Penn. State, 5s	----	----	100	----	----	99¾
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	----	----	----	----	----
" " new	106¾	----	106¼	106¼	----	----
Philad., Germ. & Nor.	----	----	----	----	----	55
Phila. & Reading	68¾	----	68¼	67¾	68¼	68
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	----	----	----	----	33¼	33¼
" " 6s, 110	----	----	----	----	----	----
Philad. & Sunbury, 7s.	111¼	----	----	112	----	----
Schuylkill Navigation	31	----	30¾	----	----	----
" " pref.	40¼	----	----	40	40	39¾
" " 6s '82	----	----	93	93	93	93¼
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	----	30¾	----	----
" " 6s '78	----	----	----	61¼	----	----
" " scrip	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	3½
" " 6s '83	----	----	21	22	----	22¼
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	88	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	24	24	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 9.

	W.3.	Th 4.	F.5.	Sat.6.	M 8	Tu. 9
Baltimore City 6s, 1875	----	----	----	114¼	114¼	----
" " 1886	----	----	----	----	----	----
" " 1870	103	----	----	----	----	----
" " 1890	114¼	----	114¼	114¼	115¼	----
Balt. and Ohio	----	----	----	115	----	----
" " b'da, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	116¼	117	----
Northern Central	----	----	----	----	----	57
" " b'da, '85	----	----	----	----	----	105
" " " 93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

	Th.4.	F.5.	Sat.6.	M. 8	Tu. 9.	W. 10.
Boston and Lowell	----	----	----	----	----	118
Boston and Maine	----	137½	138	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest	----	----	----	----	100	----
Cheshire, pref.	----	----	----	----	55½	----
Concord	----	----	----	----	----	----
Connecticut River	----	117	----	----	----	----
Eastern, Mass.	----	109	109	109½	110	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	128	----	----	128½	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	85	----
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	----	----	----	74¼	74¾	----
Portl'd, Saco & Porta	----	115	115	----	----	----
Vermont & Canada	----	115	----	115¼	115½	----
Vermont & Mass.	42¾	43	42¾	43	----	----
Western	----	168	168	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	62	----	----	63	64	----
Middlesex "	----	77	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	54	55	54¾	54¾	54¾	----
Isle Royale "	----	21¼	21¾	21	21	----
National "	----	----	30	----	----	----
Minnesota "	39	38	----	----	----	----
Pewabic "	66	66	66	----	65¼	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	94x	95	----	96	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 30th of July:

Maryland 6s	65	to	68
United States 6s, 1881	50	"	60
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	30	"	32
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	76
Do., Pennsylvania do. do.	72	"	74
Erie shares, $100 (all paid)	41	"	42
Do., 7s, preference	40	"	55
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	43	"	48
Do., 7s, 5th mort.	43	"	48
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	44
Do. do. $100 shares, all paid	51	"	52
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82, x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1805	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	50	"	55
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, August 13, 1864.

Stock Exchange and Money Market.

"If the country is fated to be governed by lawyers, in all its departments, perhaps MR. FESSENDEN is as good a choice as may be made.

He has, however, a terrible task before him, to assume what may be called the *debris* of the splendid patrimony of the country, which, with *carte blanche*, was put into MR. CHASE's hands, but has, with his manipulation, been so wasted as to leave the nation now, we might almost say, in a state of bankruptcy.—*Hunt's Merchants' Magazine.*"

We confess to considerable astonishment on reading the above extract from a late number of the *Merchants' Magazine*, not HUNT's as is supposed by some people, for the astute person who once conducted that periodical under his own name has long since paid the debt of nature, but another's, who by purchase stepped into the shoes of a really clever man. If the Country is "fated to be governed by lawyers," then it is because these persons are forever pushing themselves forward into positions to which they are not always competent, whether in politics, or as teachers of merchants, and judges in political economy and finance. Yet it must be admitted they are sometimes very brilliant in other departments than those of the law, as in the instance of our first Secretary of the Treasury, Alexander Hamilton, the father of our financial system, and one of the ablest men of his day. But what we notice with still more surprise is the statement that follows, viz. that the present Secretary MR. Fessenden, is called upon "*to assume* the *debris* of the splendid patrimony of the Country." *Assuming* the *ruins* of anything is no doubt a very difficult performance, and though a figure of speech which does not give us a very high idea of the literary merit of its author, is intelligible in connection with the assertion following, viz. that the splendid "*patrimony*" of the country was put with carte blanche into Mr. Chase's hands, and that he has wasted it and the nation is now in a state of bankruptcy.

We undertake to say that this statement is wholly destitute of foundation. The patrimony of this country was never put into Mr. Chase's hands at all. The goods and chattels, lands and tenements, the soil, the acres, the cities, towns, rivers, lakes, canals, railways and everything else which make up the wealth of the nation remain just where they did, and are this day worth more money whether in gold or currency than they were when the rebellion broke out. As yet, this patrimony has scarcely felt the weight of taxation, the taxes having been tardily imposed by Congress, and more tardily collected. The capital has not been touched; it is the credit of the patrimony based on its enormous wealth and resources, which has alone been used. That it has been used in all respects in the discreetest manner is what we are not disposed to affirm, nor do we suppose that any perfection of discretion could have been expected from any other Secretary of the Treasury, for the war was a surprise, a calamity; we could scarce believe there were any Americans, who could be so false to the country, and the constitution they had so often sworn to defend and preserve, as thus to attempt their destruction. Our wisest public men did not comprehend the extent of the treason, nor the greatness of the danger.

The idea of raising a million of soldiers, and seventeen or eighteen hundred millions of dollars to carry on the war for our Nationality, did not enter into the minds of any member of the administration, nor of the President himself, nor would it probably have been received with much favor by the people themselves. The finance of the country was affected by the doubt as to the character and duration of the struggle. Mr. Seward and Mr. Chase both considered it would be a short one, and wrote and financiered accordingly, and if there were any great and sagacious men in Congress, they did not show themselves, for its legislation was no more far seeing than was that of the administration of the Government. Very great allowances were therefore to be made for any financial minister who was called on to provide vast and unusual sums of money in a country which was totallyunaccustomed to taxation and a national debt, and to have succeeded, without having wasted or even touched the patrimony of the country, is a proof of extraordinary ability. We are not

speaking of the varieties of securities designed by the Treasury, nor of their tenor, nor of their interest, about which there has been great difference of opinion, and about which Mr. Chase might be easily mistaken like any other man. What we mean to say and maintain is, that as he found the expenditure of money became greater and greater by the Departments of Government, which took no thought nor care of how it was to be met, the Secretary grasped the real position of the country and its affairs, and secured without any difficulty the funds he required, while he retained the confidence of the people from whom he obtained them, in a manner unprecedented in history. It is not in the manipulation or details of his loans that Mr. Chase was so much to be admired, but in the conceptions realised of the difficulties before him, and his unexampled success in overcoming them. No other Secretary of the Treasury was ever before able to state a year in advance what was to be the debt of the nation on a particular day, and the cleverest guesser could not have done so unless his books and accounts were all in the best condition.

A reply to the unjust and unfair criticism of the *Magazine* referred to, can perhaps be best made in the following extract from the *London Morning Star*, a journal which has the promptings of JOHN BRIGHT, and good and great men like him:

To lay the responsibility of the war expenditure upon Mr. Chase, as if he had created the necessity for his own measures, in place of merely providing the means to enable his country to meet a crisis, and to stigmatise him as the destroyer of the national prosperity of his country, and a mighty master in the art of ruin, is most unjust to a statesman of unquestionable ability and high character.

The best answer to the croaking prophets of evil who are constantly uttering these doleful vaticinations is to quote the language of Lord Macaulay in relation to the contracting of debt by his nation. He says:

"At every stage in the growth of that debt it has been seriously asserted by wise men that bankruptcy and ruin were at hand. At every stage of the growth of that debt the nation has set up the same cry of anguish and despair. Yet still the debt went on growing, and still bankruptcy and ruin were as remote as ever." And he adds: "The beggared, the bankrupt society not only proved able to meet all its obligations, but while meeting them grew richer and richer so fast that the growth could almost be discerned by the eye."

"Mr. Chase having been called suddenly to provide for the means to carry on a war of stupendous magnitude, adopted the method of obtaining on the credit of his Government the amounts which it was vain to expect from any other source. Such is the financial crime for which he is held up to odium or ridicule in England at the very moment that a loan bill is passing through parliament to provide a million sterling for carrying on a trumpery war against a handful of Maories in New Zealand! It is true that Mr. Chase was compelled to borrow money and issue greenbacks, but he at least confined his operations to his own country. He did not come to England for gold to pay his soldiers, or to satisfy the rapacity of those who in all countries and in all ages have followed in the wake of armies."

The *Star* comprehends what the *Merchants' Magazine* is unable to comprehend, and we submit whether it can claim of its countrymen their further confidence, after so weak and uncalled for criticism as that to which we have directed the attention of our readers to-day.

From this doleful picture let us turn to a brighter one with much more of a truthful element in its composition.

In the first place the public mind has recovered its equanimity since the temporary disaster at Petersburg. In the meantime General Grant continues to execute his purpose, reminding us of the persistency and resolution of Gen. Jackson.

"Patient of toil, serene amidst alarms,
Inflexible in faith, invincible in arms."

The operations in Maryland have also assumed a more promising form, under his immediate direction, and his able subordinate Gen. Sheridan. Those in Georgia appear to be approaching a finale, certain to be expected, as an inevitable checkmate, which the lookers on observe more clearly than the players themselves. The army in Atlanta has been reduced by the recklessness or bravery of its commander, full one half in numbers, and now to this misfortune is added the destruction of the rebel fleet in Mobile Bay. So much for the military position.

The receipts from internal revenue now average one million of dollars per day, and from all other loans and customs sources, two millions per day. So that just as soon as the war closes, the Treasury will want no more loans, but will be able to manage from its receipts and place the securities of the country on the firmest condition. And the country has only to stand by its flag a few months longer and resist all attempts to break up the Union, now no longer possible except by treachery and cowardice on our part, and the people will wake out of a dream of fearful apprehensions into the full consciousness of new life, strength, greatness and happiness. Let not the people be deceived by the persistent and fraudulent efforts made to them by journals, in the interest if not the pay of the rebellion; for in all countries there are men who will for a price betray their countrymen, and are constantly assailing their financial policy no matter who is at its head. And here we would notice that Mr. Fessenden has not escaped the censure of those critics who place themselves in charge of the public credit and the public securities. Mr. Fessenden has been gravely censured for leaving his post in this time of danger.

Mr. Fessenden went home on private business of a most imperative character after a long absence, and if he made time to do so, it shows that he is by no means in any such strait as is pretended. They are poor observers who do not perceive that by this very act of relaxation on the part of Mr. Fessenden, he feels that he is master of the situation, as beyond all question he is.

All the money wanted to put down this rebellion, and to save the life of this republic, is sure to come. But what we would particularly notice in this connection, is the fact that instead of an expansion of issues *there has been actual contraction of over fifty millions*, from the maximum of last Spring:

	April.	August.
Greenbacks	$449,300,202	$433,166,553
Legal tender 5s, coup'ns	150,000,000	89,993,602
Legal tender 5s, plain	61,000,000	61,000,000
Legal tender 6s, comp'd		82,883,760
Total legal tenders	$660,300,202	$608,043,915
Decrease since April		$52,256,287

This total includes the currency of all denominations, even of the 6 per cent. compound Treasury notes. It is very remarkable that while we have newspapers among us which are resolved to destroy our currency, and damage our National credit as much as possible, the leading journals of England are congratulating themselves on the flourishing condition of their trade with us, its value to them, and the consumption of the country to which in the words of the London *Star*, they must continue "to look for a large portion of the food of our people."

The money market is not very active. Seven per cent is the rate to borrowers on ordinary security, but on the best collaterals it is said only five is paid. Foreign Exchange is dull, and is at about par for gold, but sellers are offering it on credit, so as to make up in interest what they cannot get in premiums. It is charged in a morning cotemporary, that the English agencies pursue a persistent policy of keeping most of their balances on the other side. They are willing, individuals and companies, to make as much money as possible in the United States, but will do not the least thing to forward our political or financial interests. This conduct is unjustifiable on the part of those agents who are accumulating fortunes in this country, which by no possibility would be within their reach at home. The sale of the 7-30s is increasing daily, averaging a million a day. This with the receipts from customs and revenue would be equal to three millions a day, and this if continuing for the year, would give the Government, the enormous sum of nine hundred millions and more per annum. Where is the sceptic or enemy who after such an exhibition of the credit and resources of the country dares doubt of its inherent greatness and power.

The share market is firmer, but railway securities are evidently not bringing their value as compared with other commodities. Our tables will show accurately their condition during the past week. The demand for Governments is improving. The Sub-Treasury showed a balance on Tuesday of $17,490,133.

The aggregate value of the exports of produce and merchandise, exclusive of specie, from this port during the past week was $6,468,846. The exports of the previous week amounted to $8,236,012.

The Boston imports for the week ending August 5 were $204,454, against $366,032 for the corresponding week in 1863. The exports were $361,816, against $109,219 64 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week amounted to $47,598.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1870, 101; Inbiana 5s, 90; North Carolina 6s, 60; Brooklyn City Water Loan, 116½; Atlantic and Gt. Western (Ohio div.) 1st mort., 100; Peninsula R. R. 1st mort., 98; Sixth Avenue R. R., 117; Stonington R. R., 135; Mariposa 1st mort., 94; do., 2d mort., 53; Atlantic M. S. S. Co., 182½; Pittsburg, Fort Wayne and Chicago scrip, 115½; Central Coal, 60; Lehigh and Susq. Coal, 15; Ashburton Coal, 20; Gunnel Gold, 4; Canada Copper, 4¼; Metropolitan Gas, 130; Continental Bank, 101; Bank of Commerce, 106; Bank of Commonwealth, 101½; Merchants Ex. Bank, 98.

Philadelphia.—Allegheny Valley 7s, 105; Allegheny Co. coupon 5s, 80; Pittsburg coupon 5s, 79; ; New Jersey Loan, 112; Mt. Carbon R. R., 50; Elmira and Williamsport, 5s, 78; West Philadelphia, horse, R. R., 72; Chesapeake and Delaware Canal, 70; Big Mountain Coal, 7½; Fulton Coal, 8¾; Preston Coal, 45; Butler Coal, 19; Cherry Run Petroleum, 5⅝; Petro. Central, 3; Densmore Oil, 7½; McClintock Oil, 5; McElheny Oil, 6; Union Petroleum, 2⅝; Organic Oil, 1½; Dalzell Oil, 7⅜; Oil Creek, 7; Mineral Oil, 2¼; Noble and Delamater Oil, 14; Olmstead Oil, 2¾; Maple Shade, 14⅞; Perry Oil, 5½; Rock Oil, 3½; Curtin Oil, 1½; Corn Cl. Oil, 3¼; Boge Island, 1; Lehigh Zinc, 50; Keystone Zinc, 2; Louisville Bank, 118; Mechanics Bank, 28½; Manuf. and Mech. Bank, 28; Kentucky Bank, 111. The latest quotations are: City 6s, 104@104¼; do., new, 106¼@106½; State 5s, 99@99½; do., coupon, 100@100½; do., 6s, W. L., 105@105; Phila., Wil. and Balt., 74½; Reading, 68⅛@68¾; do., 6s, 1870, 109@112; do., 1886, 135@135; Camden and Amboy, 169½@170; Pennsylvania R. R., 72¼@72⅜; do., 1st mort., 124½@125; do., 2d mort., 120½@121; Little Schuylkill R. R., 46½@47; Morris Canal, 97½@100; do., pref., 135@136; do., bonds, 115@120; do., 2d mort., 104¼@105; Wyoming Valley Canal, 88@89; do., 6s, 105@105¼; Susquehanna Canal, 20¾@21; do., 6s, 62½@63; Sch. Nav., 30½@31½; do., pref., 40@40⅛; do., 6s, 1882, 93@93¼; Union Canal bonds, 22@22½; Delaware Div. Canal, 40@41; do., bonds, 104@104½; Elmira and Williamsport, 34@37; do., pref. 50½@51½; do., 7s, 1873, 113¼@114; do., Chattle 10s, 78@78½; Beaver Meadow, 92@98; Long Island R. R., 48@50; Lehigh Coal and Navigation, 82@84; North Pennsylvania, 32@33½; do., 6s, 103@103¾; do., 10s, 125@127; Philadelphia and Erie, 34@34½; do., 6s, 110@112; Minehill, 61⅞@62; Catawissa, 19@20; do., pref., 39½@40; Lehigh Valley, 100@100; do., bonds, 116@117; Fifth and Sixth streets, (horse,) 61@64; do., 7s, 107@108; Second and Third, 71@72; do., 7s, 110; Race and Vine, 10@14; West Philadelphia, 71@73; Spruce and Pine, 41¼@41½; Green and Coates, 36@38; do., 7s, 110@110¼; Chestnut and Walnut, 59@61; Arch, 23¾@24; Thirteenth and Fifteenth, 23@35; Seventeenth and Nineteenth, 16; Girard College, 29¼@31; Tenth and Eleventh, 49½@50¼; Norristown, 65⅛@65¾.

Boston.—Connecticut and Passumpsic Rivers R. R. 6s, 100¾; Rutland and Burlington 1st mort., 72; Northern (Ogdensburg,) 1st mort., 104¼; do., 2d mort., 81½; Vermont Central 1st mort., 83; Eastern R. R. 6s, 1874, 107¾; Sandusky, Dayton and Cin. 6s, 1900, 69; Vermont and Mass. R. R. 1st mort., 100; Maine 6s, 1877, 100¼; New Hampshire 6s, 99¾; Vermont 6s, 1871, 100½; Rhode Island 6s, 1882 100¼; Augusta 6s, 1870, 101¼; Boston, 5s, 1886, 125; Boston and Lynn horse, 105½; Cary Imp. Co., 12¾; Essex Co., 99¾; Boston and Roxbury Mill, 53; Boston Water Power, 38; East Boston Co., 12; Franklin Coal, 83⅛; Short Mt. Coal, 50; Gilberton Coal, 100; Colorado Gold, 3⅞; Union Steamship Co., 150; Suffolk Coal, 90; Merchants' Bank, 103; Market Bank, 75; Traders Bank, 97; Suffolk Bank, 157; Maverick Bank, 93; Union Bank, 117¼; Webster Bank, 103¾; Bank of North America, 100¼; Bank of Commerce, 103; Boston Bank, 73½; Acton Mining Co., 2; Allouez, 5; Albany and Boston, 30½; Albion Gold, 3⅝; Aztec, 7; Acton Vale, 50c.; Bay State, 22½; Boston, 4⅞; Bedford, 1½; Copper Falls, 33½; Canada, 3¾; Concord, 4⅞; Chebucto Gold, 65c.; Dana, 3⅛; Dudley, 5; Eagle River, 5¼; French Creek, 1½; Gt. Western, 4½; Hanover, 3½; Huron, 31½; Humboldt, 9⅞; Hancock, 13½; Lake, 14c.; Massachusetts Gold, 3; Mesnard, 10½; Macomb, lead, 4¼; Manhattan, 9¾; Newton, 15c.; North Cliff, 6¾; Native, 1¾; Northwestern, 10; Nelson, 10; Ottawa, 65c.; Phœnix, 29; Pontiac, 5⅞; Superior, 10; Star, 8; Sutton 1½; Tremont, 2¾; Toltec, 2¼; Waterloo, 60c.

Baltimore.—Western Md. bonds, 90; N. W. Va. 1st mort., 113½; City Passenger R. R., 22; Atlantic Coal, 1.45; Santa Clara, 24; George's Creek, 100; Am. Gas Coal, 2.35; Mineral Hill 2.50; CantonCo., 37½; Md. Copper, 0.85. The latest quotations are: Balt. and Ohio, 113@118; do., 6s, 1867, 108@110; do., 1875, 114@117; do. 1880, 115@117; do., 1885, 116@117; Northern Central, 57@58; do., bonds, 1885, 104@105; N. W. Va., 15@23; do., 1st mort., 113@114½; do., 2d mort., 104@109; do., 3d mort., 35@39; do., guar., 112@112; Marietta and Cincinnati 7s, 1891 103½@105; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 55@63; do., income 1857–'60, 40@45; Western Md. bonds, 89¾@90; do., guar., 116; Maryland 5s, 95@100; do., 6s, coupon, 1870, 115; do., Ins., 113@115; do., 1890. 115; Baltimore 6s, 1870, 109½@110; do., 1873, 105@107; do., 1875, 114½@115; do., 1886, 113@113; do., 1890, 114½@115; do., coupon, 115@118¼; do.,5s, 1838–'70, 96@96; City Passenger R. R., 21¾@22; Canton Co. 37⅛@39; Gardner, 0.50@0.90; Gas Coal, 2.20@2.55; Maryland, 0.75@0.85; North State, .10@.20; Rudisell, .65@.70; Silver Hill, .20@.30; Springfield, 1.50@2.00; George's Creek, 95@110; Santa Clara, 23¾@23; Baltimore and Cuba Smelting and Mining, 220@225; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.50@2.25; Bare Hill, 4.05@4.20; Atlantic Coal, 1.40@1.50; Mineral Hill, 2.25@2.50; Baltimore Coal, 85; Lake Chrome, 50@60.

Immigration.

It is with little patience that we read some of the leading journals which come to us from English or French presses. The persistence with which everything American is distorted and misrepresented, to shake the confidence of the people of Europe in our progress and prosperity, is naturally enough giving rise to a deep-seated feeling of resentment. Our military position offers the most tangible object of attack at present; but new attempts are being made to discourage emigration, which offers us just what we most want additional labor. It is no longer asked by these detractors: Who reads an American book? for American books and American authors have made their way to world wide renown in spite of the sneers of the foreign reviewers.

The "bit of bunting" at the mast head of "a fir built frigate," now flies at the mast heads of more than six hundred ships, many of them iron clad and impregnable. In the British channel, it has been recently demonstrated that the men who defend it have lost none of their skill or valor. American machinery is shipped to all parts of the world, as being the most ingenious and effective of any in use. Our cotton gins convert an article of modern production into almost the value of coin of equal weights; our sewing machines have emancipated the hard working seamstresses of every land, and brought them into a thriving and prosperous condition. Our agricultural implements are preferred in all forests for clearing them away; our ploughs take the lead for their lightness, strength and ease of management wherever the soil is to be upturned; our inventions are constantly reproduced in all civilized countries, and our patent laws and patent office have just been pronounced by a special British commission sent to examine them, superior in all respects to their own. Even our cannon are found to be more effective than any other ordnance in use, and are being imitated in foreign foundries, and feared by foreign enemies. In short, in all that we undertake, we are second in mechanical contrivance to no other people, and in most things are indisputably *primus inter-pares*, the first among our peers.

Is it strange that as these facts come to the knowledge of the real people of the old countries, they should show a strong interest in our career, or a desire to come to us and share our lot; to partake of our material prosperity, and rise with us to competence and happiness. At the present moment, these favorable opinions are strengthened by the reports which have reached the other side of the water, with regard to the increased prices paid for labor, and agricultural laborers and machine operators are naturally attracted here by the wages they are able to earn in the United States with ten hours daily work.

Notwithstanding the acres of our improved land in 1860, (the date of the last census,) amounted to 163,261,389, the unimproved were 246,508,244, and among the latter is to be found our most fertile and productive soil. By the homestead law passed by Congress, every actual settler may obtain a farm and homestead of 160 acres for nothing; a liberality no other nation has ever yet shown to its own or to foreign people. In the same year, 1860, the products of our manufacturing establishments were $1,900,000,000, and all these require a constant supply of experienced workmen. Our coal mines are so prolific and are so well worked under an increasing demand, that their profits allow the proprietary companies to pay such wages as were never before known. In Pennsylvania, we are informed that four hundred dollars per month have been recently paid to the best miners.

As these facts become known in Europe, the consequences are inevitable, and though the foreign newspapers are not very much disposed to give them publicity, there is a channel of information which they cannot cut off, and this is the mails. Notwithstanding the high rate of ocean postage which should be reduced to as low a rate as possible, and at the earliest opportunity by our Government, thousands of letters continually reach Great Britain and Germany which tell the truth, and are answered by foreign correspondents in person. Thus emigration has always been constant and large to this country, but it is increasing in a still more remarkable manner. Two hundred and forty-eight thousand have landed on our shores during the present year. The class of immigrants is of a better and more desirable character than

has been usual. Wages even when reduced to the standard of gold and silver are as a rule, three or four times greater than in any part of Europe, in the same employments, and while the expense of living is somewhat enhanced by the war and the currency, there are a vast many articles which are not proportionally enhanced in price, and those who are able to use their own hands, or those of their sons and daughters even for a short time, and raise what they eat from their own land, are perfectly independent of most of this advance in prices. At the present moment there is no class of persons who are so prosperous, and who are so little directly taxed as our farmers.

As our institutions favor individual liberty and choice of labor, there being no prescriptive rights such as those of Guilds, which so control in Europe the direction of most artizan work, there is room for every emigrant who comes here to exercise his calling without a hindrance from any corporation or authority, and the population of the country is increasing so fast, that the consumption for each possible variety of human industry must go on with renewed force. The annual increase of the United States since 1790, has been four times as great as that of Russia, six times as great as that of Great Britain, nine times as great as that of Austria, and ten times as great as that of France. If the ratio of increase of our population from 1840 to 1850, should continue to 1890, and there is no reason to doubt it, for the amount of emigrants since the war commenced has been more than double our actual losses in the field, and going on the present year in a ratio unprecedented in former periods, we shall in that year have a population of one hundred and three millions of people. And if we retain our liberties and our Union, we shall present a spectacle of individual and national prosperity such as the globe has never yet witnessed. And as all this labor will be free, and honorable, it is plain to be seen that no other form of industry or labor of an involuntary character can maintain itself on the same soil in antagonism of any kind. Let those who believe in the strength of present political minorities calculate what they will amount to in competition hereafter of war or peace with such a population as shall then exist in this country.

The following interesting table shows the occupations of the immigrants who came to our shores to reside with us from 1820 to 1860, only forty years:

Merchants, 231,852; farmers, 764,837; mechanics, 407,524; mariners, 29,484; miners, 39,967; laborers, 872,317; shoemakers, 3,474; tailors, 3,634; seamstresses and milliners, 5,246; actors, 588; weavers and spinners, 11,557; clergymen, 4,326; clerks, 3,882; lawyers, 2,676; physicians, 7,109; engineers, 2,016; artists, 2,490; teachers, 1,528; musicians, 729; printers, 705; painters, 647; masons, 2,310; hatters, 256; manufacturers, 3,120; millers, 631; butchers, 945; bakers, 1,272; servants, 49,494; other occupations stated, 26,206; others not stated or known, 2,978,599—total, 5,459,421.

Our foreign readers will be able to perceive from this list, how various is the field of employment open to immigrants.

And yet there are specialities not included in this list by name, which are quite as important. We mean of metallurgists, vine growers, and silk spinners and weavers. Indeed there is open a large opportunity in many of the arts which has not been taken advantage of by skilled artizans from abroad.

In the full confidence of more prosperous and peaceful times, in view of the high prices of labor, not likely for some years to be reduced, and of the immense social and political advantages which every respectable and industrious emigrant may obtain for himself and his family, with his entire exemption from military duty in the Northern and Western States, we can only express our astonishment that every man, woman and child in the old world, who is not fully as successful and happy in its state and prospects as he or she may desire or deserve, should not at once join the caravan of hopeful pilgrims who are now hastening annually to the promised land, where food, land, wages, clothing and liberty are at the absolute command of all the industrious and virtuous of mankind.

Interest and Dividends.

The Northern Central Railroad Company has declared a dividend for the quarter ending June 30th of 2 per cent, free of National and State taxes, payable on the 25th of August.

The Chicago and Alton Railroad Company will pay August 20, a dividend of three and a half per cent, free of tax, on the preferred and common stock; also a dividend of two and a half per cent on the common stock, in lieu of the dividend deferred in January.

The Shamokin Valley and Pottsville Railroad Company have declared a dividend of one and a-half per cent., free from State tax, payable on demand.

The Cleveland and Toledo Railroad Company have declared an extra dividend of ten per cent., free of Government tax, to be paid to the stockholders on the 20th day of August, at the Continental Bank, New York, until the 20th day of September, and after that date at the Company's office in Cleveland.

The Oswego and Syracuse Railroad Company will pay, 20th August, its Twenty-second semi-annual dividend of four per cent., free of tax.

The Naugatuck Railroad Company have declared a half-yearly dividend of five per cent., free from Government tax, payable 15th inst.

The Delaware Division Canal Company of Pennsylvania, have declared a dividend of three per cent. on their capital stock, clear of all taxes, payable August 15th.

The Pacific Mail Steamship Company have declared a dividend of five per cent. out of the net earnings of the last three months, payable on the 17th instant.

The Quincy Mining Company have declared a dividend of eight dollars per share from the earnings of the past six months, payable on and after Monday, the 15th of August next.

The Briggs Gold Company have declared a dividend of one per cent. for the month of July, payable Aug. 16th.

The Gould and Curry Silver Mining Company has declared a dividend for July of fifty dollars per foot in gold, payable at the office of Eugene Kelly & Co., No. 36 Wall street.

The Hampshire and Baltimore Coal Company will pay, 15th inst., a semi-annual dividend of 5 per cent., free of tax.

The Pennsylvania Coal Company will pay, 12th August, a dividend of 7½ per cent.

The Union Petroleum Company announces its fourth monthly dividend of two per cent., payable on the 16th instant.

The United States Petroleum Company will pay 15th inst., a quarterly dividend of 3 per cent, free of tax.

The McClintock Petroleum Company, a fourth monthly dividend of one per cent., payable August 6th.

The Story & McClintock Petroleum Company will pay, 15th inst., a dividend of one per cent. for the month of July.

☞ Mr. Henry L. Pierson has been elected Director of the Erie Railroad Company to fill a vacancy.

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week in July:

	1864.	1863.
Passengers	$18,043 51	$30,960 44
Freight	12,812 27	6,322 19
Mail, express & telegraph	808 63	895 27
Total	$31,664 41	$38,177 90
This month to date	$89,533 52	$58,704 07
Total since Jan. 1	$546,936 48	$351,563 10

The traffic of the Great Western Railroad for the week ending July 29, 1864, was as follows:

Passengers	$22,212 78
Freight and live stock	20,477 47
Mails and sundries	1,202 87
Total	$43,893 12
Corresponding week of 1863	43,371 93
Increase	$521 19

The earnings of the Chicago and Alton Railroad Company for the week ending July 31, were:

	1864.	1863.
Passengers	$18,789 88	$14,182 22
Freight	34,460 43	28,354 92
Sundries	2,231 69	1,374 61
Total	$55,472 00	$43,911 75
Increase 1864		$11,560 25

The earnings of the Grand Trunk Railway for the week ending July 30, 1864, were... $91,002 51
Corresponding week, 1863 ..... 75,631 69
Increase $15,370 82

The Company are now working the Buffalo and Lake Huron line, which, by an agreement between the two Companies, passed into the hands of the Grand Trunk Company on the 1st of August.

Railroad Earnings--Monthly.

The following shows the gross receipts of the Chicago and Alton Railroad during the month of July, compared with the earnings for the same time last year:

July, 1864	$215,680 05
July, 1863	164,102 35
Increase	$51,577 70

The earnings of the Hudson River Railroad for the month of July, 1864, were..... $273,726 03
Corresponding month of previous year 190,363 87
Increase $83,362 16

The earnings of the Michigan Central Railroad for the month of July, 1864, were ... $263,244 00
Corresponding month of previous year 193,328 00
Increase $69,916 00

The earnings of the Chicago and Northwestern Railroad for the month of July, were: $482,054 00
Same period last year 275,506 00

Increase $206,548 00

The earnings of the Dubuque and Sioux City Railroad Company for the month of July, 1864, were $28,606 53
Corresponding month of previous year 14,582 76

Increase $14,023 77

The earnings of the Milwaukee and St. Paul Railway for July, 1864, were $168,307 00
Corresponding month of previous year 105,397 00

Increase $62,910 00
From Jan. 1, 1864, to 31 July. $1,108,279 00
From Jan. 1, 1863, to 31 July. 787,066 00

Increase $321,213 00

The earnings of the Cleveland and Toledo Road for July, 1864, were $113,515 00
Corresponding month of previous year 91,308 00

Increase $22,207 00

The earnings of the Philadelphia, Wilmington and Baltimore Railroad Company for June, 1864, were $262,366 86
Corresponding month of previous year 199,304 85

Increase $63,062 01
For six months from Jan. 1, 1864 ... $1,614,786 01
" " " " 1863 ... 1,285,766 61

Increase $279,109 40

The business of the Illinois Central Railroad for the month of July, 1864:

LAND DEPARTMENT.

Acres construction lands sold	13,887.36	for	$147,694 91
Acres Interest Fund Land sold	595.80	"	8,155 64
Acres Free Lands sold ..	3,775.52	"	40,704 09
Total sales during month of July, 1864	18,258.68	for	$196,554 65
To which add town lot sales			3,574 50
Total of all			$200,129 14
Acres sold since Jan. 1, 1864	163,473.82	for	$1,737,270.89
Cash collected in July.			$175,758 36

TRAFFIC DEPARTMENT.

Receipts from passengers	$127,667 80
" freight	260,170 85
" mails	6,358 33
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in month of July, 1864 .	$404,196 08
Total receipts in month of July, 1863 .	343,928 61
Increase	$90,268 37

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of July, 1864 were $139,547 00
Corresponding month of previous year 71,587 00

Increase (over 90 per cent) $67,960 00

The earnings of the Rome, Watertown and Ogdensburgh Railroad for the month of July, 1864 were:

	1863.	1864.
From passengers	$25,450 55	$33,119 62
" freight	22,341 99	36,153 09
" other sources	1,681 15	2,029 84
Total	$49,673 69	$71,302 55
Increase 1864		$21,628 86

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of July, 1864, were $279,129 00
Corresponding month of previous year 188,141 00

Increase $90,088 00

The earnings of the Chicago and Rock Island Railroad Company for the month of July, 1864, were $195,103 60
Corresponding month of previous year 140,563 00

Increase $54,535 00

Liability of Company for Injuries Occurring within the Limits of their Track.

The right of parties to use or walk within the limits of a railroad track has been a fruitful source of litigation. The law, however, is now pretty well settled, that the use of a railroad track, cutting or embankment, except at lawful crossings of public roads or highways, is exclusively for the company and their employees; and a person on such track is where he has no right to be, and if he sustains an injury by being there, the said road company are not liable, where want of ordinary care by the company is not shown.

What is ordinary care and what is negligence are inquiries, in most cases, to be answered by a jury; but negligence is not to be found without evidence. There is always a presumption against it, and therefore a plaintiff who asserts it and avers that he has received an injury in consequence of it, must adduce proof that the defendant did not exercise ordinary care. These principles are fully sustained by the case of the Philadelphia and Reading Railroad Company *vs.* Hummell, in the Supreme Court of Pennsylvania, lately decided. In that case the accident by which the party was injured occurred on a railroad, not at any street or crossing, but where neither the plaintiff nor any other persons, except the agents of the railroad company had any right to be.

Judge STRONG, in delivering the opinion of the court says:

It is time it should be understood in this State, that the use of a railroad track, cutting or embankment, is exclusive of the public everywhere, except where a way crosses it.

This has more than once been said, and it must be so held, not only for the protection of property, but what is far more important for the preservation of personal security, and even of life. In some other countries it is a penal offence to go upon a railroad. With us, if not that, it is a civil wrong of an aggregated nature, for it endangers not only the trespasser, but all who are passing or transporting along the line.

As long ago as 1852, it was said by Judge Gibson, with the concurrence of all the court, that "a railway company is a purchasery in consideration of public accommodation and convenience of the exclusive possession of the ground paid for to the proprietors of it, and of a license to use the highest attainable rate of speed, with which neither the person nor property of another may interfere."

The company on the one hand, and the people of the vicinage on the other, attend respectively to their particular concerns, with this restriction of their acts, that no needless damage be done.

But the conductor of a train is not bound to attend to the uncertain movements of every assemblage, of those loitering or roving cattle by which our railways are infested. Railway Company *vs.* Skinner, 7 Harris, 298. So in Railroad *vs.* Norton, 12 id., 465, it was said, "That until the Legislature shall authorize the construction of railroads for something else than travel or transportation, we shall hold any use of them for other purposes to be unlawful, if not indeed a public offence punishable by indictment."

But if the use of a railroad is exclusively for its owners, or those acting under them; if others have no right to be upon it; if they are wrong-doers whenever they intrude, the parties lawfully using it are under no obligations to take precautions against possible injuries to intruders upon it. Ordinary care they must be held to, but they have a right to presume and act on the presumption that those in the vicinity will not violate the laws; will not trespass upon the right of a clear track; that even children of a tender age will not be there, for though they are personally irresponsible, they cannot be upon the railroad without a culpable violation of duty by their parents or guardians. Precaution is a duty only so far as there is reason for apprehension. No one can complain of want of care in another where care is only rendered necessary by his own wrongful act.

It is true that what amounts to ordinary care under the circumstances of a case is generally to be determined by the jury. Yet a jury cannot hold parties to a higher standard of care than the law requires, and they cannot find anything negligence which is less than a failure to discharge a legal duty. If the law declares, as it does, that there is no duty resting upon any person to anticipate wrongful acts in others, and to take precaution against such acts, then the jury cannot say that a failure to take such precautions is a failure in duty and negligence. Such is this case. The defendants had no reason to suppose that either man, woman or child, might be upon the railroad where the accident happened. They had a right to presume that no one would be on it, and to act upon the presumption.

Blowing the whistle of the locomotive, or making any other regard, was not a duty owed to the persons in the neighborhood, and consequently the fact that the whistle was not blown, nor a signal made, was no evidence of negligence.

Were it worth while, abundant authority might be cited to show that the law does not require any one to presume that another may be negligent, much less to presume that another may be an active wrong-doer. The principle was asserted in Brown *vs.* Lynn, 7 Casey 510, and in Reeves *vs.* The Delaware, Lackawanna and Western Railroad Company, 6 id., 454. It is too well founded in reason, however, to need authority. We act upon it constantly, and without it there could be no freedom of action.

There is as perfect a duty to guard against accidental injury to a night intruder into one's bed chamber, as there is to look out for trespassers upon a railroad where the public has no right to be.

And the rule must be the same whether the railroad is in the vicinage of many or few inhabitants. In the one case as in the other, going upon it is unlawful, and therefore need not be expected.

In this case it appears that there are fifteen houses between the railroad and the public high-

way, all but two of them built since the railroad was constructed. The danger of trespassing may have been increased by the increase of the population, but the standard of duty in the use of one's property is not elevated or depressed by a varying risk of unlawful intrusions upon his rights.

Of course we are not speaking of the duties of railway companies to the public at lawful crossings of their railways.

We refer only to their obligations at points where their right is exclusive; and as we find no evidence of any negligence of the defendants which caused an injury to the plaintiff, we think the jury should have been so instructed, and the third and fifth points of the defendant should have been affirmed.

Judgment reversed, and a new *venire* ordered.

The New Government Loan.

SECRETARY FESSENDEN'S APPEAL TO THE PEOPLE.

Accompanying Secretary Fessenden's announcement of the new loan, which we publish elsewhere, is an appeal to the people of the United States. It says:

The circumstances under which this loan is asked for, and your aid invoked, though differing widely from the existing state of affairs three years ago, are such as afford equal encouragement and security. Time, while proving that the struggle for national unity was to exceed in duration and severity our worst anticipations, has tested the national strength and national resources to an extent alike unexpected and remarkable, exciting equal astonishment at home and abroad. Three years of war have burdened you with a debt which but three years since would have seemed beyond your ability to meet. Yet the accumulated wealth and productive energies of the nation have proved to be so vast that it has been borne with comparative ease, and a peaceful future would hardly feel its weight, as a price paid for national existence and the preservation of free institutions. It does not deserve a moment's consideration.

Thus far the war has been supported and carried on as it only could have been by a people resolved, at whatever cost of blood and treasure, to transmit unimpaired to posterity the system of Free Government bequeathed to them by the great men who framed it. This deliberate and patriotic resolve has developed a power surprising even to themselves. It has shown that in less than a century a Nation has arisen, unsurpassed in vigor and exhaustless in resources, able to conduct, through a series of years, war on its most gigantic scale, and finding itself, when near its close, almost unimpaired in all the material elements of power. It has, at the present moment, great armies in the field, facing an enemy apparently approaching a period of utter exhaustion, but still struggling with a force the greater and more desperate as it sees, and because it sees the near approach of a final and fatal consummation. Such, in my deliberate judgment, is the present condition of the great contest for civil liberty in which you are now engaged. Up to the present moment you have readily and cheerfully afforded the means necessary to support your Government in this protracted struggle. It is your war. You proclaimed it, and you have sustained it against traitors everywhere, with patriotic devotion unsurpassed in the world's history. The securities offered are such as should command your ready confidence. Much effort has been made to shake public faith in our national credit, both at home and abroad. As yet we have asked no foreign aid.

Calm and self-reliant, our own means thus far have proved adequate to our wants. They are yet ample to meet those of the present and future. It still remains for a patriotic people to furnish the needful supply. The brave men, who are fighting our battles by land and sea, must be fed and clothed. Munitions of war of all kinds must be furnished, or the war must end in defeat and disgrace. This is not the time for any lover of his country to inquire as to the state of the money market, or ask whether he can so invest his surplus capital as to yield him a larger return. No return and no profit can be desirable if followed by national dissolution or national disgrace.

Present profit thus acquired is but the precursor of future and speedy destruction. No investment can be so surely profitable as that which tends to insure the national existence. I am encouraged in the belief that by the recent legislation of Congress, our finances may soon be placed upon a sounder and more stable footing. The present deranged condition of the currency is imputable in a great degree to the disturbances arising from the withdrawal of necessary checks often inevitable in time of war, when the expenditures must largely exceed any possible supply of coin.

The opportunities thus presented to acquire sudden wealth have led to vicious speculation, a consequent increase of prices, and violent fluctuation. The remedy is to be found only in controlling the necessity which begets the evil. Hitherto, we have felt the need of more extensive and vigorous taxation. Severe comment has been made upon what seemed to many timidity and tardiness of action on the part of Congress in this regard. I deem it but just to say that very great misapprehension has existed, and perhaps still exists, upon this point.

Legislators, like all others, have much to learn in a new condition of affairs. An entirely new system was to be devised, and that system must necessarily be the growth of time and experience. It is not strange that the first efforts should have proved imperfect and inadequate. To lay heavy burdens on a great and patriotic people in such a manner as to be equal and so as to occasion the least amount of suffering or annoyance requires time and caution, and vast labor; and with all these experience is needful to test the value of the system and correct its errors.

Such has been the work that Congress was called upon to perform. I am happy to say that daily results are proving the Internal Revenue act to exceed in efficiency the most sanguine expectations of its authors. For the month of June, 1863, it yielded about $4,500,000, while the corresponding month of this year returned about $15,000,000 under the same law, which went into operation on the first day of the present month, the Treasury frequently receives $1,000,000 in a single day.

As time and experience enable the officers employed in collecting the revenue to enforce the strength of the provisions of the new law, I trust that a million per day will be found the rule and not the exception. Still, much space is undoubtedly left for improvement in the law and in its administration. As a great amount of necessary information is acquired, the proper sources of revenue and the most effective mode of obtaining it are best developed in the execution of the existing laws, and I have caused measures to be initiated which will, it is believed, enable Congress so to improve and enlarge the system as, when taken in connection with the revenue from customs and other sources, to afford an ample and secure basis for the national credit.

Only on such a basis and on a steady and vigorous restraint upon the currency, can a remedy be found for existing evils. Such restraint can only be exercised when the Government is furnished with means to provide for its necessities. But without the aid of a patriotic people, the arm of the Government is powerless for this or any other desirable end. The denomination of the notes proposed to be issued ranging from $50 to $5,000, place these securities within the reach of all who are disposed to aid their country.

For their redemption the faith, and honor, and property of that country are solemnly pledged. A successful issue to this contest, now believed to be near at hand, will largely enhance their value to the holders, and peace once restored, all burdens can be lightly borne. He who selfishly withholds his aid in the hope of turning his available means to greater immediate profit, is speculating upon his country's misfortunes, and may find what seems to be present gain leads to future loss. I appeal, therefore with confidence to a loyal and patriotic people, and invoke the effort of all who love their country, and desire for its glorious future, to aid the Government in sustaining its credit, and placing that credit upon a stable foundation.

W. P. FESSENDEN,
Secretary of the Treasury.

American Securities in Germany.

Our Paris correspondent mentioned, yesterday, a pleasing circumstance connected with a hasty visit he had just made to Germany. Going from Paris, where little or no sympathy is heard for the Union cause, where the imperialist journals teach the people that the American Government is on the verge of ruin, and where American stocks are unknown, it was like a sudden change from darkness into light to find himself in the midst of many hundreds of bankers and brokers screaming themselves hoarse over American stocks, in a place (Frankfort-on-the-Main) where more American stocks are bought and sold in one day than all the European stocks combined, and where such an interest is felt in the national cause that the agency of the Erlangers in the Confederate Loan is charged against that house as almost a crime! These Federal bonds were bought in most part by permanent holders, and not by speculators—by people who pay little attention to the fluctuations of war, because they have confidence in the future of the Union, and find this the best investment for their surplus funds. Nevertheless, the "bulls" and "bears" of the Frankfort Bourse speculate largely in these stocks on their own account, and appear to be quite as sensitive to small events as the same class of gentlemen on other Exchanges. Our correspondent went on to give the assurance that in the present situation of affairs at Frankfort, a loan of a hundred millions could be negotiated there by the American Government at a day's notice.

This is certainly gratifying. It but bears out what we have heard from many other sources, and what, indeed, appears by the demand for American Stocks in this market on foreign account. Nearly the whole of the European demand is from Germany. Our correspondent said that the pains taken by our efficient Consul-General at Frankfort (Mr. Murphy) "to keep the German public well-informed on the progress of events in the United States, has contributed powerfully to this popularity of American stocks at the leading German Exchange, and we are taught by his efforts how easy it is, with a little well-directed and truthful publicity, to keep public opinion in the right track." This compliment we believe to be justly paid; but the popularity of our stocks among the middle-class people of Germany, is also due in a great measure, we fancy, to the favorable representations of the strength and resources of the United States sent from this country by the patriotic and true-hearted Germans who have a residence and a home among us.

While such a noble confidence in the future of this republic and its financial honor is exhibited in Germany, we are almost ashamed to think of the lack of manly faith exhibited by American-born people in our own midst.—*N. Y. Times, August 7th.*

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 18, 1864.

TWENTY-SECOND SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Four per Cent. on the capital stock thereof, free of the United States Income Tax, payable on the 20th day of August next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK.

The transfer books will be closed at the close of business on Saturday, the Thirtieth day of July instant, and be reopened on the morning of Wednesday, the twenty-fourth day of August next.

8t-30 JOHN V. L. PRUYN, Treasurer.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, August 20, 1864.

Steel Tyres.—Krupp's.

There is no part of a locomotive, tender, or car, which is of greater consequence than the wheels, and of these no part in detail is of more practical importance than the tires. In the wheels then and their tires are two very great principles at stake, to wit., economy and safety, and it is not strange that these have accordingly received continual attention from inventors and manufacturers, or that the modifications of their parts, and the selection of the best iron ores have been the constant study of railway engineers.

Wheels wholly of cast iron in the infancy of railways were used universally, and even now are so in street railways, but they were abandoned on the great railways just as soon as the method of constructing them of malleable iron was attained at the best shops. All locomotive wheels are made of this article; the only part admissible of cast iron is the nave, or central part of the wheel, but in the best modern wheels the nave is formed of the ends of the spokes welded together at the centre. "When cast iron naves are adopted the spokes are forged out of flat bars with T-formed heads, and are arranged radially in the founder's mould, the cast iron when fluid being poured among them. The ends of the T-head are then welded together to constitute the periphery of the wheel or inner tire, and little wedge form pieces are inserted where there is any deficiency of iron. In some cases the arms are hollow though of wrought iron, and there are considerable varieties of arrangement approved by engineers and in use."

Though it might appear a very simple thing to add a tire to a wheel after it is put together, it is quite the reverse. It requires calculation, reference to accurate tables of circle circumferences, calculations for flanges, necessary breadth of the bars, curves of the face which are double with concave and convex lines, sections of a cone, in short, many problems have to be practically solved before a good tire and flange are ready to be placed on the wheel, the swaging, welding, bending and turning being all very nice jobs for the shops. Attaching them to the wheels is also an operation requiring care, calculation and dispatch, not necessary to be enlarged upon.

The greatest improvement was yet to be made, viz., in the application of the steel tire made of superior metal, from the finest ores, for it was found on experiment that the cohesive power of steel is twice as great as that of wrought iron, its ultimate tensile strength being about 130,000 lbs., to the square inch of section. This fact being fully established a new impulse was given to the manufacture of tires, and several European establishments have become celebrated for their production of the article. The works of Mr. F. KRUPP, at Essen, Rhenish Prussia, have accordingly become celebrated throughout Europe, and are beginning to be equally well-known in this country. The business at his factory is so large as to require buildings which cover three hundred acres of land, one-tenth of these are under roof, and the number of his employees is nine thousand. His patent cast steel tires are being extensively used in the United States. We have before us some curious drawings illustrating the amount of wear and tear of the Krupp tire as tested on some of our principal railways. That of a tire used on the Chicago, Burlington and Quincy road shows, after having worn on a driver of an engine weighing 34 tons, and running 18 months in heavy freight service 29,500 miles, was but 3-32ds of an inch.

Those used on the Naugatuck after running 100,181 miles for 2 years and six months, were only worn about 6-32ds of an inch. On the Erie Railway the tires of some heavy freight engines running 21,450 miles do not yet show a wear of 1-16th of an inch, and are expected to run 100,000 miles before being worn down to their first turning. Upwards of twenty-three other principal roads, such as the Michigan Southern, Michigan Central, Hudson River, New Haven and Hartford, Northern New Jersey, Grand Trunk of Canada, &c., use these tires, and not only do they wear well throughout, but they have never been known to burst or crush, a fact of the utmost importance, as an additional guarantee of safety to travelers. The same results have been ascertained by an extended use and trial of these tires in Europe. The conclusion is therefore obvious that these steel tires must come into general use, indeed no others can be safely trusted. They wear well from first to last, and are made of metal so prepared as to be practically indestructible.

THOMAS PROSSER & SON, 28 Platt street, New York, are the sole representatives of Mr. Krupp in this country, and are ready not only to give every information on the subject, but to supply any demand, no matter to what extent.

Morris and Essex Railroad.

The capital stock of the Morris and Essex (N. J.) Railroad has been increased to $3,100,000 to cover the cost of the extension from Hackettstown to Phillipsburg, which is now in progress, and for other purposes. Preparations are nearly completed for issuing seven per cent coupon bonds, redeemable in fifty years, to be secured by a first mortgage on the works and property of the Company extending from the Hudson to the Delaware, and with provision for a sinking fund for the redemption of the bonds at maturity. The issue of bonds will be to provide for the purchase of additional equipment, and to complete the necessary double track, erect engine, car and machine buildings, with other improvements the Company have in view, to make the road a first-class through route for passengers, coal, and other transportation.

Michigan Central Railroad.

The earnings and expenses of this road for the years ending May 31, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From freight	$1,983,757 35	$2,073,274 71
" passengers	889,682 28	1,262,415 97
" miscellaneous	73,120 92	98,858 85
	$2,946,560 55	$3,434,548 63
Expenses, viz:		
Repairs of road	$273,759 17	$306,699 65
" buildings	100,923 24	247,895 61
" locomotives	107,096 09	158,915 49
" cars	122,107 28	137,439 91
Locomotive service	62,099 04	84,944 20
Train "	47,176 71	59,941 63
Station "	276,741 57	346,508 18
Fuel	110,239 42	161,178 10
Oil and waste	24,126 78	41,277 24
Stationery, etc	15,594 27	17,452 28
Local taxes	82,386 20	85,617 81
Telegraph	12,025 80	61,745 57
Miscellaneous	38,084 15	10,509 34
	$1,272,359 72	$1,720,125 05
Net earnings	$1,674,200 83	$1,714,423 58

Compared with the previous year, the gross earnings of 1863-'4 show an increase of $487,988 08; with an increase in expenses, including taxes, of $447,765 33—making the increase in net earnings $40,222 75.

The expenses of operating the road (not including taxes,) are $1,634,507 24, or about 47.6 per cent. of the gross earnings. In 1863 they were 40.4. In 1862, 45.1. In 1861, 51. In 1860, 53.7. In 1859, 53.4. In 1858, 59.6 In 1857, 64.6.

Deducting from the above the expenditures on new grain elevator at Detroit, which is properly a charge to construction, were that account not closed, amounting to $86,433 06 would leave the sum of $1,548,047 18 as properly chargeable to operating the road, being about 45 per cent. of gross earnings.

The increase in the earnings of the past over those of the preceding year is equal to 16.56 per cent. The increase in expenses (less taxes) 37.35 per cent.

The earnings from passengers show an increase of $372,732 79, or 41.89 per cent. over the last year; while the earnings from freight have increased only $89,517 36, or 4.51 per cent. The increase in earnings from miscellaneous sources has been $25,737 93, or 35.19 per cent.

The small aggregate gain in freight earnings is in consequence of the falling off of about 25 per cent. in earnings from the important staples, wheat and flour, by reason of the crop of last year having been much below the average. The gain on westward bound freight both through and way was quite large, being 47 per cent. on through, and 23 per cent. on local.

The large gain in passenger business is attributed in part to the "improved financial condition of the people of the Western States, whose late years of great prosperity have placed them in a condition of comparative independence." The report says:

The very rapid settlement of the Western States, and consequent land speculations, gave to the years before 1857 a larger passenger business, as compared with the freight traffic, than subsequent experience has seemed to indicate as a healthy condition of the business upon the East and West trunk lines. These settlements, if they have not already, soon will render these States the largest food-producing regions of the world, and make them exporters and importers through the seacoast of a tonnage sufficiently large to employ all the avenues in this line of traffic.

We therefore look upon our business as having become of late years more permanently established than heretofore, and as promising in the future a steadier prosperity.

Our grain traffic has for several years suffered for the want of more accommodation at the Detroit terminus. To remedy this, and give us the power of further developing this branch of our business, we are now constructing an elevator capable of storing 700,000 bushels, which it is expected will be ready for use the coming fall. The expenditures thus far made upon it amount to $86,433 06, and have been charged to expense account. Its completion will cost about as much more. If this amount was excluded from operating accounts it would leave the cost of working the road at about 45 per cent of its gross earnings, a larger proportion than the cost of the previous year, from the fact that thus far we have not been able to raise the tariff rates as rapidly as the cost of materials and labor have advanced. An early increase in rates upon most of the local traffic is anticipated.

Beside the amount expended upon the elevator, there are other considerable expenditures, detailed in the Superintendent's Report, a part being for improvements and additions to the property, and such as quite generally are charged to construction, but all of which are, as usual with us, charged to working expenses.

A moderate increase in our stock of freight cars, and some further additions to our depot accommodation, will be required the coming season to provide for that increase in our freight traffic which we think it but reasonable to anticipate.

Considering the moderate increase of working expenses, as compared with the large advance in the prices of material and labor, the handsome increase of earnings without the aid of Government patronage, which upon our line, from its position, is insignificant, and the good order of the property at the close of the year, we think the stockholders cannot but regard the result of the year's work as quite satisfactory.

The total number of tons of freight moved has been 542,410. Average number of tons carried per train per mile, 126.07. Average distance freight is carried, 169.48 miles. Freight earnings per mile, 2.25 cents. Tons carried one mile eastward, 60,867,177; do., westward, 31,061,968—total tons carried one mile, 91,929,145. The proportion of tonnage carried eastward was 66.23 per cent.; do., westward, 33.77.

The total number of passengers carried was 645,759, of which 556,206 were way, 81,973 through, and 7,580 emigrants. Of the way passengers, 276,003 went east, and 280,203 west. Of the through passengers, 39,925 went east, and 42,047 west. Average number of miles traveled by each passenger, 79.94. Passengers carried one mile, 51,627,391.

INCOME ACCOUNT.

Balance from previous year		$772,636 52
Receipts from freight	$2,049,084 09	
" pass.	1,262,621 05	
" miscel.	105,480 51	
		3,417,185 65
Total		$4,189,822 18
Expenses (including local taxes)		$1,720,125 05
Dividend 6 per cent. July 1, 1863		363,432 00
" " Jan. 1, 1864		363,432 00
U. S. tax on dividend		21,752 91
" passengers		33,469 39
Annual payment to sinking fund		84,500 00
Interest and exchange account		600,216 77
Balance to new account		1,002,894 06
		$4,189,822 18

The receipts as stated above are $17,362 98 less than the earnings—showing that amount more of earnings to be outstanding at the close of the year.

The balance to credit of income account is $1,002,894 06—showing a net increase of $230,257 53.

The bonded debt has been decreased during the year by the conversion of $258,500 convertible bonds into stock. The capital stock has been reduced $30, by the purchase of fractional scrip to that amount; and increased by conversion of bonds, $258,500.

The contract between this company and the Louisville, New Albany and Chicago Company expired on the 30th of September last, and a new one was entered into at that time for two years, by which the Michigan Central only work the passenger trains between Michigan City and Lafayette.

The property of the company is in all respects in as general good condition as at the commencement of the year, being as fully equipped for business in every way as it has ever been.

The equipment of the road consists of 97 locomotives; 79 passenger, 18 baggage, 1,289 freight, and 269 hand and rubble cars.

The number of miles run by locomotives with passenger trains is 591,994; with freight trains, 729,182; with working trains, 110,038; with training trains, 127,068—total, 1,558,277.

GENERAL ACCOUNT.

Construction account		$18,805,576 16
Available as cash, viz:—		
Cash on hand	$125,034 91	
Loaned on call	343,853 17	
U. S. Government certificates of indebtedness	44,000 00	
U. S. Government 5-20 bonds	256,809 00	
Bonds purchased	37,643 81	
		807,340 89
Accounts and bills receivable		209,444 08
Assets in hands of Gen'l Receiver		21,140 67
Assets in hands of General Sup't		54,596 55
Joliet and N. Indiana R. R. stock		168,225 00
		$15,066,822 35
Capital stock		$6,315,906 00
Bond account, $7,740,988.89, viz:		
6 per cent. sterling bonds, unconvertible, 1st mortgage, payable Jan. 1, 1872		467,488 89
8 per cent. sterling bonds, convertible, 1st mortgage, payable Sept. 1, 1869		500,000 00
8 per cent. bonds, convertible, 1st mortgage, payable $2,230,500 Sept. 1, 1869, $215,000 Oct. 1, '82		2,445,500 00
8 per cent. bonds, convertible, 1st mortgage, sinking funds, payable Oct. 1, 1882		4,328,000 00
Amount due U. S. Government for tax on coupons paid since April 1		5,435 40
Unpaid dividends		1,598 00
Income account, bal. of this acc'nt		1,002,894 06
		$15,066,822 35

President.—JOHN W. BROOKS.

Directors.—John W. Brooks, Nathaniel Thayer, R. B. Forbes, H. H. Hunnewell, J. M. Forbes, Boston; Elon Farnsworth, Detroit; Erastus Corning, Albany; D. D. Williamson, George F. Talman, New York.

Vice President.—H. H. HUNNEWELL.

Treasurer.—ISAAC LIVERMORE.

Superintendent.—R. N. RICE.

Auditor.—WILLIAM BOOTT.

Railroads of Massachusetts.

An Abstract of the Reports for the year ending November 30, 1861.

Railroads. 1861.	Capital. Share Capital. $	Bonded Debt. $	Floating Debt. $	Total Capital. $	Cost of Road and Equipm't. $	Length of Road M.	Gross Earnings. Passenger. $	Freight. $	Mails, etc. $	Total. $	Operating and Repairs. $	Earnings less Expenses. $	Dividends. Am'nt. $	Rate. p. c.
Agricultural Branch	202,088	97,100	.....	299,188	350,423	15.03	(Operated by B. and W.)			12,007	.....	12,007	8,600	6
Amherst, Belchertown & Palmer	85,000	.....	4,000	89,000	89,000	19.50	10,301	14,172	1,544	26,017	23,018	2,999	2,550	3
Berkshire	600,000	.....	.....	600,000	600,000	21.01	(Operated by Housatonic.)			42,000	.....	42,000	42,000	7
*Boston and Lowell	1,830,000	440,000	22,382	2,292,382	2,428,593	28.61	187,055	279,089	13,442	479,256	333,949	145,302	128,100	7
†Boston and Maine	4,076,974	.....	86,655	4,163,629	4,303,849	88.05	492,777	251,574	31,714	776,065	460,994	315,071	264,998	6½
†Boston and Providence	3,160,000	132,720	.....	3,292,720	3,160,000	54.00	297,474	252,831	38,566	588,871	316,442	272,429	252,800	8
†Boston and Worcester	4,500,000	.....	126,104	4,626,104	4,500,000	68.63	472,729	414,684	41,519	928,932	520,338	408,594	360,000	8
Cape Cod	681,651	163,400	.....	845,051	1,031,625	47.05	78,904	20,878	6,089	95,871	61,799	34,072	.....	..
Cheshire	2,085,925	843,500	.....	2,929,425	3,073,535	53.65	76,981	166,307	12,558	255,846	185,395	70,551	.....	..
Connecticut River	1,591,100	300,000	.....	1,891,100	1,801,944	52.35	134,102	106,593	10,161	250,836	127,880	125,956	95,466	6
Danvers	65,580	125,000	35,713	226,293	236,277	9.20	(Included in Boston and Maine.)				.....	.....	.....	..
Dorchester and Milton Branch	73,340	36,900	12,751	122,991	136,789	3.20	(Included in Old Colony and Fall River.)				.....	.....	.....	..
†Eastern	2,853,400	1,885,000	34,000	4,772,400	4,300,849	74.62	431,162	100,196	34,581	565,939	319,537	246,402	114,136	4
Easton Branch	49,325	.....	2,800	52,125	55,894	3.78	2,971	2,418	.....	5,399	2,552	2,847	1,479	3
Essex	299,107	280,262	197,428	776,797	747,008	21.18	16,927	30,317	8,816	56,060	45,872	10,188	.....	..
Fairhaven Branch	(Included in New Bedford and Taunton.)				252,135	15.11	(Operated by New Bedford and Taunton.)				.....	.....	.....	..
†Fitchburg	3,540,000	.....	.....	3,540,000	3,540,000	81.80	214,518	307,134	21,506	543,158	326,004	217,154	212,400	6
Fitchburg and Worcester	217,826	55,450	5,900	279,176	275,000	13.99	12,108	18,391	3,321	33,820	26,157	7,663	13,069	6
Hampshire and Hampden	292,951	303,014	97,706	693,671	596,671	29.78	(Operated by N. H. and Northamp.)			28,600	28,600	.....	.....	..
Hartford and New Haven	235,000	.....	.....	235,000	309,218	5.87	(Included in H. & N. H. of Conn.)				.....	.....	28,200	12
Horn Pond	2,000	.....	13,238	15,238	18,075	0.66	(Included in Boston and Lowell.)				.....	.....	80	4
Lexington and West Cambridge	241,200	.....	.....	241,200	251,258	6.64	13,829	6,191	509	20,529	15,417	5,112	.....	..
Lowell and Lawrence	200,000	75,000	15,655	290,655	363,158	12.35	(Included in Boston & Lowell.)			21,780	5,951	15,829	12,000	6
Marlboro' and Fentonville	27,500	.....	.....	27,500	27,500	8.90	(Included in Fitchburg.)			2,534	468	2,066	.....	6
Medway Branch	29,000	.....	4,012	33,012	37,909	3.60	(Included in B. and Prov.)				.....	.....	.....	..
Middleboro' and Taunton	148,592	.....	11,600	160,193	153,943	8.55	8,709	10,371	492	19,572	19,655	Loss.	.....	..
Midland	.....	.....	.....	.....	.....	61.50	(Norfolk County.)				.....	.....	.....	..
Nashua and Lowell	600,000	.....	.....	600,000	654,603	14.57	87,779	107,218	8,277	204,374	155,832	48,542	48,000	8
New Bedford and Taunton	500,000	213,000	108,500	821,500	553,014	21.59	70,192	45,495	7,328	123,015	98,108	24,907	10,000	2
Newburyport	220,340	234,900	140,903	596,143	597,386	26.98	(Included in Boston and Maine.)				.....	.....	.....	..
New London Northern	602,152	84,600	.....	686,752	687,152	66.00	54,972	63,714	8,255	116,941	102,766	14,175	12,043	2
New York and Boston	283,038	459,693	133,686	876,317	744,130	25.00	.....	.....	.....	18,291	.....	Loss.	.....	..
Norfolk County	.....	.....	.....	.....	.....	26.00	32,199	18,503	4,302	55,004	45,924	9,082	16,457	4
†Norwich and Worcester	2,122,500	809,300	62,477	2,994,277	2,613,694	66.10	113,719	156,301	18,492	288,512	179,876	108,636	.....	..
Old Colony and Fall River	3,015,100	81,000	121,778	3,217,878	3,434,165	87.25	315,086	151,074	39,161	505,321	296,586	208,735	170,194	6
Pittsfield and North Adams	450,000	.....	.....	450,000	443,615	18.65	(Leased to Western Railroad.)			36,589	17,478	19,060	27,000	6
Providence and Worcester	1,600,000	147,000	.....	1,747,000	1,698,991	43.41	120,082	175,615	12,631	308,228	173,939	134,289	128,000	8
Rockport	62,480	.....	.....	62,480	62,480	3.60	.....	.....	.....	.....	.....	.....	.....	..
Salem and Lowell	243,805	226,900	270	470,475	464,013	16.88	(Operated by B. and Lowell.)			17,634	13,963	3,671	.....	..
South Reading	209,533	.....	.....	209,533	299,468	8.26	(Leased to Eastern R. R.)			16,756	18,438	Loss.	.....	..
South Shore	259,685	150,000	2,769	412,454	501,592	11.50	46,723	2,108	1,324	50,155	39,577	11,578	.....	..
Stockbridge and Pittsfield	448,700	.....	.....	448,700	448,700	21.93	(Leased to Housatonic.)			31,409	.....	31,409	31,409	7
Stoneham Branch	15,000	.....	.....	15,000	.....	1.68	(Not in operation.)			.....	.....	.....	.....	..
Stony Brook	267,300	.....	.....	267,300	267,383	13.16	(Leased to N. and Lowell R.R.)			17,700	.....	17,770	17,375	6½
Stoughton Branch	85,400	.....	.....	85,400	100,385	4.04	(Leased to Boston and Providence R. R.)				.....	.....	5,978	7
Taunton Branch	250,000	.....	.....	250,000	250,000	11.10	69,172	58,981	1,938	129,091	112,888	16,203	17,500	7
Troy and Greenfield	928,615	979,308	42,352	1,945,275	1,756,370	42.55	(In course of construction.)				.....	.....	.....	..
Vermont and Massachusetts	2,214,225	991,125	.....	3,205,350	3,516,910	77.33	55,807	90,931	53,810	200,658	102,910	97,738	.....	..
*Western	5,150,000	6,269,520	6,000	11,425,520	11,218,476	173.19	613,365	1,164,820	116,883	1,894,568	1,420,524	474,044	412,000	8
West Stockbridge	39,600	.....	.....	39,600	39,600	2.75	(Leased to Berkshire, and Hudson and Boston.)				.....	.....	1,584	4
Worcester and Nashua	1,141,000	150,000	812	1,291,802	1,270,398	45.69	84,675	108,118	7,877	196,670	120,674	74,996	60,889	5½

* Double track railroad.

† A large portion double track railroad.

Railroads of Massachusetts.

An abstract of the Reports for the year ending November 30, 1862.

Railroads. 1862.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total Capital.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Am't.	Rate p. c.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	
Agricultural Branch	202,088	120,000	.....	299,188	352,579	15.03	(Operated by B. and Worc.)			12,404	.....	12,404	3,600	6
Amherst, Belchertown & Palmer	85,000	.....	4,000	89,000	85,000	19.50	10,136	16,633	2,264	29,033	29,158	.....	.....	..
Berkshire	600,000	.....	.....	600,000	600,000	21.01	.....	.....	.....	42,000	.....	42,000	42,000	7
* Boston and Lowell	1,830,000	440,000	21,045	2,291,045	2,428,593	28.61	175,818	225,906	20,245	421,969	285,778	136,191	50,325	2¾
† Boston and Maine	4,076,974	.....	.....	4,076,974	4,277,184	88.05	516,430	281,367	37,340	835,137	457,014	378,123	250,899	7
† Boston and Providence	3,160,000	122,720	.....	3,282,729	3,160,000	54.00	349,861	310,698	41,662	702,221	346,860	355,361	262,800	8
† Boston and Worcester	4,500,000	.....	93,654	4,593,654	4,500,000	68.63	[967,718]		38,412	1,006,130	515,826	490,304	365,567	8
Cape Cod	681,653	141,600	.....	823,253	1,031,625	47.05	77,037	19,550	6,040	102,727	52,575	52,052	13,968	2½
Cheshire	2,085,925	803,700	.....	2,889,625	2,889,713	53.65	87,461	196,388	14,207	298,056	193,413	94,643	.....	..
Connecticut River	1,591,100	250,000	.....	1,841,100	1,801,944	52.35	139,331	117,053	11,767	268,152	134,298	133,854	95,466	6
Danvers	65,685	125,000	35,718	236,293	236,287	9.20	(Included in Boston and Maine.)					.....	.....	..
Dorchester and Milton Branch	73,340	26,000	14,756	124,996	136,789	3.26	(Included in Old Colony and Fall River.)					.....	.....	..
† Eastern	2,853,400	1,912,600	30,000	4,796,000	4,227,372	74.62	476,551	127,839	33,239	635,629	315,573	320,056	.....	..
Easton Branch	49,325	.....	2,000	51,325	55,894	3.78	3,180	2,482	.....	5,512	2,397	3,215	3,500	7
Essex	299,127	280,262	184,750	764,139	747,008	21.16	16,733	29,764	9,104	55,601	40,320	15,281	.....	..
Fairhaven Branch	(Included in New Bedford and Taunton.)				252,135	15.11	46,618	19,946	17,588	84,152	59,170	24,982	.....	..
† Fitchburg	3,540,000	.....	.....	3,540,000	3,540,000	93.43	227,746	331,609	21,225	580,580	326,434	254,146	212,400	6
Fitchburg and Worcester	219,826	64,100	5,846	289,772	275,000	13.99	13,953	20,013	3,722	38,588	33,969	4,619	11,778	6
Hampshire and Hampden	292,951	303,014	.....	595,965	606,681	29.78	6,157	8,558	1,629	16,344	15,111	1,233	.....	..
Hartford and New Haven	235,000	.....	.....	335,000	309,218	5.87	(Included in H. and N. H. of Conn.)					.....	28,200	12
Horn Pond	2,000	.....	13,238	15,238	13,075	0.66	(Included in Boston and Lowell.)					.....	80	4
Lexington and West Cambridge	241,200	.....	.....	241,200	251,258	6.64	13,726	7,359	500	21,585	15,468	6,117	1,800	3
Lowell and Lawrence	200,000	75,000	11,751	286,751	363,158	12.85	(Included in Boston and Lowell.)			21,780	403	21,377	12,000	6
Medway Branch	29,000	.....	4,012	22,012	37,909	3.60	(Included in Boston and Providence.)					.....	.....	..
Middleboro' and Taunton	148,502	.....	11,666	160,258	152,318	8.55	11,013	16,262	553	27,828	26,485	1,343	.....	..
Midland	273,300	.....	59	273,359	4,537,835	61.50	(Norfolk County.)			.....	8,101	.....	.....	..
Nashua and Lowell	600,000	.....	.....	600,000	654,603	14.57	78,991	101,494	7,698	188,183	141,643	46,540	48,000	8
New Bedford and Taunton	500,000	300,000	.....	800,000	556,974	21.59	74,736	50,976	8,456	135,178	88,285	45,803	25,000	5
Newburyport	220,340	234,800	140,902	596,142	597,386	26.98	(Included in Boston and Maine.)				.....	.....	.....	..
New London Northern	602,152	84,600	.....	686,752	687,152	66.00	64,503	59,252	26,487	150,242	108,957	41,285	24,086	4
New York and Boston	593,701	550,000	175,672	1,019,373	878,733	25.00	25,604	8,738	10,847	44,589	34,936	9,653	.....	..
Norfolk County	.....	.....	.....	.....	.....	26.00	29,915	17,266	4,363	51,544	36,545	14,999	16,457	4
† Norwich and Worcester	2,122,600	799,300	9,297	2,931,197	2,613,694	66.40	141,868	196,321	15,476	353,665	194,747	158,918	.....	..
Old Colony and Fall River	3,015,100	350,000	134,058	3,499,158	3,362,948	87.25	354,901	200,317	25,742	580,150	268,119	312,031	170,194	6
Pittsfield and North Adams	450,000	.....	.....	450,000	443,678	18.65	16,883	23,684	2,595	43,142	19,465	23,677	27,000	6
Providence and Worcester	1,600,000	97,000	.....	1,697,000	1,671,910	43.41	131,364	188,811	7,281	327,456	166,100	161,356	128,000	8
Rockport	88,200	.....	.....	88,000	90,263	3.60	.....	.....	.....	5,464	1,860	3,604	.....	..
Salem and Lowell	243,305	226,900	464	470,669	464,013	16.88	(Included in B. and Lowell.)			17,500	687	16,813	9,732	4
South Reading Branch	207,533	.....	.....	209,533	299,468	8.36	12,535	1,573	270	14,378	17,217	(Loss.)	.....	..
South Shore	259,685	150,000	1,456	411,141	501,592	11.50	58,543	3,834	2,047	64,425	43,941	20,484	.....	..
Stockbridge and Pittsfield	448,700	.....	.....	448,700	448,700	21.93	(Included in Housatonic.)			31,409	.....	31,409	31,409	7
Stoneham Branch	15,285	17,360	873	33,528	30,574	1.62	.....	.....	.....	.....	1,855	.....	.....	..
Stony Brook	267,300	.....	.....	267,300	267,383	13.16	(Included in Nash. and Lowell.)			17,700	185	17,515	17,643	6½
Stoughton Branch	85,400	.....	.....	85,400	100,385	4.04	6,549	5,566	1,188	13,303	6,362	6,941	5,978	7
Taunton Branch	250,000	.....	.....	250,000	250,000	11.78	71,746	60,478	1,754	134,018	110,642	23,376	22,500	9
Troy and Greenfield	923,810	979,308	42,352	1,945,480	1,756,370	6.00	.....	.....	.....	.....	.....	.....	.....	..
Vermont and Massachusetts	2,214,225	990,525	.....	3,204,750	3,516,910	77.33	60,957	99,900	55,208	216,065	100,824	115,241	.....	..
* Western	5,150,000	6,417,520	47,000	11,614,520	11,218,476	173.65	634,656	1,351,862	109,404	2,095,922	1,111,358	984,564	412,000	8
West Stockbridge	39,000	.....	.....	39,600	39,600	2.75	(Leased.)			1,500	21	1,479	1,584	4
Worcester and Nashua	1,141,000	141,500	1,130	1,283,630	1,270,379	45.69	91,222	101,799	7,723	200,447	107,765	92,979	60,888	5½

* Double track railroad.

† A large portion double track railroad

Railroads of Massachusetts.

An abstract of the Reports for the year ending November 30, 1863.

Railroads. 1863.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm'nt.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Am'nt.	Rate.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Agricultural Branch	202,088	97,500	.....	299,188	351,900	15.03	(Included in Boston and Worcester.)			13,166	.....	13,166	3,600	6
Amherst Belchertown and Palmer	85,000	.....	5,000	90,000	85,000	19.50	4,158	5,977	15,421	25,556	21,029	21,029	4,250	5
Berkshire	600,000	.....	.....	600,000	600,000	21.01	(Included in Housatonic.)			42,000	.....	42,000	42,000	7
Boston, Hartford and Erie	8,500,000	634,000	.....	9,134,000	(Purchased Southern Midland and Providence, Hartford and Fishkill Railroads.)									..
* Boston and Lowell	1,830,000	440,000	5,629	2,275,629	2,428,593	28.61	215,250	268,285	20,183	503,718	336,668	167,050	133,072	7
† Boston and Maine	4,076,974	.....	.....	4,076,974	4,326,907	83.05	616,855	317,376	84,195	1,018,326	535,669	482,657	340,614	8
† Boston and Providence	3,160,000	87,720	.....	3,247,720	3,160,000	54.00	437,333	374,596	41,717	853,727	455,997	397,730	252,800	8
† Boston and Worcester	4,500,000	.....	247,921	4,747,921	4,500,000	68.63	[1,149,243]		53,411	1,202,654	714,296	488,385	417,526	9
Cape Cod	681,666	121,000	.....	802,666	1,031,625	47.05	96,772	27,271	6,015	130,058	60,867	69,191	32,608	6
Cheshire	2,085,925	685,400	.....	2,771,325	2,798,112	53.65	111,866	254,636	15,682	382,184	251,538	130,646	42,092	2
Connecticut River	1,591,100	250,000	.....	1,841,100	1,801,944	52.35	178,266	154,102	11,826	344,194	176,185	168,009	98,418	6
Danvers	66,780	145,000	33,298	245,078	243,736	9.20	(Included in Boston and Maine.)					.....	.....	..
Dorchester and Milton	73,340	42,807	15,641	131,788	136,373	3.26	(Included in Old Colony and Newport.)					.....	.....	..
† Eastern	3,000,000	1,887,600	56,500	4,894,100	4,322,433	74.62	569,906	160,837	81,813	812,556	421,962	390,594	212,078	6
Easton Branch	49,325	.....	1,000	50,325	55,894	3.78	3,770	3,015	.....	6,785	2,662	4,123	3,000	6
Essex	299,107	280,262	183,768	763,137	747,008	21.18	22,540	30,634	9,126	62,300	48,454	13,846	.....	..
Fairhaven Branch	(Included in New Bedford and Taunton.)				243,000	15.11	53,819	21,491	5,623	80,933	61,591	19,341	.....	..
Fall River, Warren and Providence	20,000	.....	.....	20,000	.....	.....	(Length 5.78 miles: being built.)						.....	..
† Fitchburg	3,540,000	.....	.....	3,540,000	3,540,000	93.43	270,778	427,449	34,035	732,262	404,219	328,043	218,969	6
Fitchburg and Worcester	266,127	19,600	616	286,343	175,000	13.99	17,650	15,974	3,844	47,468	22,415	25,045	13,338	6
Hartford and New Haven	235,000	.....	.....	235,000	309,217	6.87	(Included in Hartford and New Haven, Conn.)						39,956	17
Horn Pond	2,000	.....	13,238	15,238	13,075	0.66	(Included in Boston and Lowell.)						.....	..
Lexington and West Cambridge	241,200	.....	16,200	257,400	251,258	6.64	14,343	3,712	579	18,634	16,674	1,960	3,600	6
Lowell and Lawrence	200,000	75,000	7,790	282,790	367,496	12.35	(Included in Boston and Lowell.)			21,780	505	21,275	12,000	6
Medway Branch	20,000	.....	4,012	24,012	37,909	3.60	(Included in Boston and Providence.)					.....	.....	..
Middleboro' and Taunton	148,392	.....	8,100	156,692	152,418	8.55	14,783	18,158	600	34,541	31,045	3,496	.....	..
Nashua and Lowell	600,000	.....	.....	600,000	654,603	14.57	96,706	120,534	6,554	223,794	164,717	59,077	48,000	8
New Bedford and Taunton	500,000	285,500	.....	785,500	532,658	21.59	89,709	66,432	5,068	164,209	109,410	54,798	30,000	6
Newburyport	220,840	234,009	140,902	596,142	597,386	26.98	(Included in Boston and Maine.)					.....	.....	..
New Haven and Northampton	1,010,000	753,014	.....	1,763,014	2,305,205	93.75	(Leased to N. Y. & N. H.)			158,938	43,081	115,857	35,350	3½
New London Northern	602,152	75,200	.....	677,352	687,152	66.00	83,138	79,177	27,110	189,425	128,718	61,707	30,140	6½
New York and Boston	357,155	662,900	206,502	1,226,557	1,129,609	33.00	32,431	12,593	8,209	53,233	61,341	.....	.....	..
Norfolk County	.....	.....	.....	.....	.....	26.90	37,533	26,417	8,840	72,790	46,906	25,884	25,217	6
† Norwich and Worcester	2,122,000	764,300	21,126	2,907,426	2,613,694	66.40	179,414	236,873	16,273	432,560	251,720	180,840	119,701	5½
Old Colony and Newport	3,015,100	416,000	339,915	3,771,015	3,434,165	87.25	460,914	234,704	26,450	722,068	310,523	411,535	159,482	6
Pittsfield and North Adams	450,000	.....	.....	450,000	443,678	19.35	21,864	34,777	2,577	59,218	28,090	31,128	27,000	6
Providence and Worcester	1,650,000	26,000	.....	1,676,000	1,622,810	44.42	159,914	213,326	11,272	384,512	215,367	169,145	132,000	8
Rockport	88,300	.....	2,118	90,418	90,963	3.60	6,229	1,370	200	7,799	2,249	5,550	5,298	6
Salem and Lowell	243,305	226,900	1,387	471,592	464,013	16.88	(Included in Boston and Lowell.)			17,510	268	17,242	4,258	1¾
Southern Midland	438,921	152,000	1,375	592,297	.....	61.00	(Includes Norfolk County etc.						.....	..
South Reading Branch	209,533	.....	.....	209,533	298,468	8.36	9,529	1,954	30	11,513	17,685	(Loss.)	.....	..
South Shore	259,685	150,000	200	409,885	501,593	11.50	55,471	4,785	1,362	62,818	54,058	8,760	7,500	3
Stockbridge and Pittsfield	448,700	.....	.....	448,700	448,700	21.93	(Included in Housatonic.)			31,409	.....	31,409	31,409	7
Stoneham Branch	31,080	17,368	250	48,698	39,677	2.37	(Included in Boston and Lowell.)				5,521	.....	.....	..
Stony Brook	267,300	.....	.....	267,300	267,383	13.16	(Included in Nash. and Lowell.)			17,700	227	17,473	17,922	6½
Stoughton Branch	85,400	.....	.....	85,000	100,598	4.04	7,939	5,737	1,412	15,086	6,272	8,814	6,832	8
Taunton Branch	250,000	.....	.....	250,000	250,000	11.78	91,558	72,298	1,549	165,405	131,707	33,698	20,000	8
Troy and Greenfield	923,942	979,308	.....	1,903,250	1,754,370	6.00	.....	.....	.....	.....	.....	.....	.....	..
Vermont and Massachusetts	2,214,225	925,760	.....	3,139,985	3,516,910	77.33	89,420	125,876	56,520	271,816	131,680	140,135	.....	..
* Western	5,150,000	6,267,520	.....	11,417,520	11,262,856	173.65	837,610	1,479,875	118,227	2,435,712	1,207,007	1,228,705	463,500	9
West Stockbridge	39,600	.....	.....	39,600	30,600	2.75	(Included in Housatonic.)			1,877	31	1,946	1,980	5
Worcester and Nashua	1,141,000	103,700	39,891	1,284,591	1,238,598	45.69	111,156	132,128	7,740	251,024	118,872	132,152	68,499	6

* Double track railroad.

† A large portion double track railroad.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	2
Acton Vale, ... Ca.	50,000	5	----	1
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	30½
Algomah ..... "	20,000	----	2	3½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	5
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50, 00	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas "	20,000	----	1	7
Aztec ..... "	20,000	----	1	5
Balt. and N. C. ..... N. C.	2.,000	5	----	20c
Bare Hill ..... "	----	----	----	4½
Bay State ..... L. S.	20,000	----	3½	25
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	12.,000	5	----	1½
Black River ..... "	200,000	2½	----	30c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	1
Boston ..... L. S.	20,000	----	5*	4½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1
Cabot ..... L. S.	20,00.	----	½	----
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,0.0	1	----	3½
Carp Lake ..... L. S.	20,000	----	----	½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	65
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Chetlecamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	25c
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	8½
Consolidated ..... "	20,000	----	½	5c.
Copper Falls ..... "	20,000	----	24½	34½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,0.0	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S.	20,000	----	----	5
Dana ..... "	20,000	----	3½	8
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	¼
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	½	3½
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	4½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	15½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	20
Flint Steel ..... "	20,000	----	----	11
Forest City ..... "	20,000	----	3	----
Forest Shepherd ... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	53½
French Creek ..... Pa.	10.,000	5	----	87c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	75c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	30c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	----
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	4½
Green Mountain ... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	25c
Hamilton ..... "	20,000	----	----	6
Hancock ..... "	20,000	----	6½	13½
Hanover ..... "	20,000	----	3½	----
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	10½
Hilton ..... "	20,000	----	----	4
Hope ..... "	20,000	----	½	2½
Hudson ..... "	20,000	----	----	2½
Hulbert ..... "	20,000	----	----	----
Humboldt ..... "	20,000	----	2	9½
Hungarian ..... "	20,000	----	1	----
Huron ..... "	20,000	----	16	32
Indiana ..... "	20,000	----	----	8½
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S	20 000	5	10	20½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	10½
Lafayette ..... Ca.	200,000	1	----	3
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,.00	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	5½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	9½
Marquette ..... "	20,000	----	----	4
Maryland ..... Md.	----	5	----	½
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	----
Merrimac ..... "	20,000	----	----	5
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	10½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	----
Minnesota ..... L. S.	20,000	----	3½	36
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	31
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	1½
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	6½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	6
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	3
Ottawa ..... Ca.	200,000	1	----	40c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	9½
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	65½
Phila. & Boston .. "	20,000	----	15	----
Phœnix ..... "	20,000	----	----	27
Pittsburg & Boston "	20,000	----	5½	84
Pontiac ..... "	20,000	----	3½	6½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	2½
Quincy ..... "	20,000	----	10	100
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	30,000	----	----	3
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	11
Roscoe ..... Ca.	200,000	1	----	----
Rudisell ..... "	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	10
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	3	----
Sheldon ..... "	20,000	----	16	----
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c.
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	4
Springfield ..... Md.	----	5	2½	----
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	7
Stark ..... Vt.	100,000	2	----	----
Strafford ..... "	30,000	10	2½	----
Superior ..... L. S.	20,000	----	4	10
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	1½	----
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	40c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	62c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	----	3½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	8½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	115
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	5½
Tyson ..... "	20,000	10	----	----
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	----
Clute	----	----	----	1½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	4½
Mineral Point	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1½
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	90c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	2½
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	90
Ashburton ..... "	50,000	50	----	20
Atlantic & G. C ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	85
Bear Valley ..... "	40,000	12½	----	18
Beaver Meadow ..... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	9
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler	----	----	----	15
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	----
Central ..... "	----	----	----	60
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	62½
Daniel Webster ...	5.000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	90½
Fulton ..... "	----	----	----	10½
Gilberteon	5,000	100	----	98½
George's Creek ..... Pa.	10,000	----	----	100
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	4½
Hampton & Balt .. Md.	----	----	----	100
Hazleton ..... Pa.	32,300	50	----	82
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain ... "	----	----	----	74
Lorberry ..... "	4,000	100	----	----
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	20
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne . "	----	----	----	----
Penn ..... "	100,000	50	----	110
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	50
Princess Alex ..... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	230
Schuylkill Valley ... "	20,000	10	----	3½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	48½
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	54
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ... Pa.	----	----	----	54

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	3½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) . "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
Atl. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	1½
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chandiere (G.) ... Ca.	100,000	5	----	40c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	15c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinahe (G.) ... "	200,000	20	----	----
Corisannie (G.) ... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	4
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.)	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	3½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	½
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	42½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	1
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50.000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	100,000	100	----	11
Quicksilver ..... Cal.	40,000	25	----	84½
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10½
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	80,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50.000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	80,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) . "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.50	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	46½
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	61
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,800	150,000	94	—	—	9	....	121
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,500	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	196	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,618	—	....	105½
30 Nov. '63	5.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,225	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	—
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	65½
30 Nov. '63	7.50	—	218	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	79
30 Nov. '63	5.89	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,847	6,012	—	....	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	—
30 Nov. '63	2.69	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	30
30 Nov. '63	2.90	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	—
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	—
30 Nov. '63	1.56	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	—	—	—
31 Dec. '63	8.0	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	8	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	....	—
30 Sep. '63	4.00	2.50	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	43	Brooklyn Central & Jamaica	8 4,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	140	2	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '64	10.50	4.25	—	50	—	Brooklyn City and Newtown	284,765	346,000	1 6,000	11,790	61,468	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	44 8,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	5.00	—	—	—	East & North River (N. Y.)	550	550	—	—	—	—	—	—	—
30 Sep. '63	17.85	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	680,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '64	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	2 0,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,619,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,003	310	—	—	—
30 Sep. '64	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	50,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	6	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.80	—	—	6	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	60
31 Oct. '63	8.13	—	120	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	8 .867	30,168	20	—	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	23,459	14,824	7½	—	24½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,387	58,757	7	50	64½
30 Nov. '63	24.25	—	305	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	61
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	140,000	160,000	—	—	76,430	19,682	9½	—	32
31 Oct. '63	8.73	—	190	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	1 3½	—	35
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,791	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	103	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	—	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	—	20
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	2 9,628	96,803	36	20	73
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,694	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	159,312	15,500	—	75,066	18,417	17½	—	41
31 Oct. '63	7.63	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	128,623	45,960	16½	20	50
31 Oct. '63	0.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,600	20,428	17½	—	33
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	71
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	21½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.07	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,337	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '63	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '63	3.23	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '63	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov. '63	10.20	—	—	—	—	St. Louis	296,604	296,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1882	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1887	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1876	....
Citizens' (Pittsburg):					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorche-ter:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-secon street:					
1st Mortgage	127,150	7	J. & J.	1872	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1880	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	110
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	87,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1886	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton:					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1879	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	115
" " " .....coupon		6	" "	1867	122
Loan of Dec. 31, 1848.....registered	8,908,342	6	" "	1868	113
" " " .....coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850.....coupon	2,189,000	5	" "	1865	215
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	95
" " " .....coupon		5	" "	1874	97
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	100
" " " .....coupon		5	" "	1871	99½
Oregon War Debt of June, 1861.....coupon	1,016,500	6	" "	1881	108
" " " .....coupon		6	Yearly.	1861	102
Loan of Feb. 9, 1861.....registered	18,415,000	6	Jan. & July.	1881	108½
" " " .....coupon		6	" "	1881	108½
Loan of July 17, 1861.....registered	71,421,700	6	" "	1881	102½
" " " .....coupon		6	" "	1881	102½
Loan of Feb. 25, 1862 (5-20s).....registered	510,750,000	6	May & Nov.	1882	108
" " " (5-20s).....coupon		6	" "	1882	109½
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb. & Aug.	1864	110
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	109½
Loan of 1864 (10-40s).....coupon	70,239,250	6	Mar. & Sept	1904	103½
" " " .....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	44,500,000	5	----------	------	----
Two Year " " "	127,909,300	5	----------	------	----
Certificates of Indebtedness.....	151,993,000	6	On redemp'n	------	94½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
State Loans.					
Alabama—State bonds.....coupon	3,425,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	599,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	103
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds.....coupon	143,000	7	----------	------	----
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds..... "	1,822,085	6	" "	1877	101
" —Interest stock..... "	737,222	6	" "	1880	100
" —Refunded stock.....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	97
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	102
" — " " (dollar)..... "	1 969,397	6	" "	1870	100
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	87
" — " " ..... "	2,068,173	2½	" "	1886	68
" —State Int. Imp bonds (not adjusted)	391,000	--	----------	d'm'd.	----
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	86
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock..... "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan)..... "	500,000	7	" "	'81-'82	----
" — " bonds to School Fund..... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	55,000	6	July.	1865	----
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'66-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'94-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'99	105
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	----------	d'm'd.	73
" — " " (R. R. etc.)... "	3,902,000	6	----------	'67-'99	----
" — " " (banks)..... "	5,188,333	6	----------	------	----
" — " " (war loan)... "	670,000	6	----------	------	----
Maine—State bonds.....coupon	-------	6	Mar. & Sept.	'63-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'88	101½
Maryland—State bonds (st'k'g).....coupon	818,000	5	Chiefly quarterly.	1865	----
" — " (st'k'g conv.)...	200,376	5		1865	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.)...	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	600,000	3		1890	----
" — " " (")..... "	10 ,000	4½		1885	----
" — " " (")..... "	767,560	5		'42-'68	--
" — " " (")..... "	209,408	5		1890	----
" — " " (")..... "	143,711	5		'89-'90	103
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	5	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.)..... "	593,380	5	" "	'88 '90	----
" — " " (" ").dollar	418,500	6	" "	'90-'91	121
" — " " ("). "	200,000	5	" "	1893	126½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'ss.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	245,000	5	April & Oct.	'66-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'66-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	119½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	103
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	18-6	105
" —Redemption Fu (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1885	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1862	68
" — " " "	199,000	6	" "	1863	68
" —Capitol Loan of 1857.....	100,000	6	April & Oct.	1863	----
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1903	----
" —R. R. Loans: Pacific R. R.	200,000	6	" "	1883	----
" — " " S. W. Branch.. "	7,000,000	6	" "	'72-'88	74
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri .. "	3,000,000	6	" "	'78-'87	85
" — " " Iron Mountain "	4,550,000	6	" "	'72-'87	----
" — " " C. & Fulton .. "	3,601,000	6	" "	'73-'92	----
" — " " Platte Co. .... "	650,000	6	" "	'87-'92	----
" —Revenue bonds..... "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds.....coupon	780,000	---	----------	------	----
" — " —Notes.....	535,100	6	Feb. & Aug.	1870	100
New Jersey—State stock .....registered	200,000	6	" "	------	----
" " " —State bonds (war loan)..coupon	96,000	6	Jan. & July.	Var.	----
" " " " (" "). "	531,920	6	" "	'85-'71	----
New York—General F'd: Astor Debt.....	200,000	6	" "	1871	----
" " — " " Deficiency Loans...	861,500	6	Jan. & July.	pleas.	----
" " — " " " " ...	348,107	5	" "	pleas.	----
" " — " " " " ...	900,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1868	107
" " — " " " " ...	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ...	1,300,000	6	" "	'68-'78	115
" " — " " " " ...	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " ...	11,050	5½	----------	d'm'd.	----
" " — " " " " ...	14,230	6	----------	d'm'd.	----
" " — " " " " ...	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	29,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	109½
" " — " " "	15,889,025	6	" "	64-'75	114
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1850	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	96
" — " " (" ") ..... "	378,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,592	6	" "	1870	110
" — " " (" ") ..... "	1,600,000	6	" "	1875	107
" — " " (" ") ..... "	4,095,309	6	" "	1881	114½
" — " " (" ") ..... "	2,400,000	6	" "	1886	113
" — " " (domestic debt).....	125,680	6	" "	1863	108
" — " " (war loan).....coupon	1,500	---	" "	1866	----
" — " " (" ")..... "	270,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----------			
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	99
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,860,614	5	Mar. & Sept.	due.	----
" — " "	3,241,598	5	June & Dec.	due.	----
" —Interest Certificates	210,963	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,890	5	" "	1904	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,568,678	5	Jan. & July.	1865	----
" — " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	100½
" — " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
" —State bonds.....coupon	650,000	5	Jan. & July.	1892	----
" —Bank Charter Loans.....	360,937	5	----------	------	----
" —Relief Notes in circulation...	97,860	----------			
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (st'g)....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'66-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	56
" — " " (interm. impr.) "	2,063,606	5	----------	Var.	48
" — " " (railroads) .... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	608,000	5	----------	1890	45
" — " " (Hermitage) - "	45,000	6	----------	1890	55½
Texas—Had no debt in 1861	-------	----------			
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	53,000	6	----------	'62-'63	----
" — " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" " " (railroad)	18,264,642	6	Jan. & July.	'83-'93	53
" —State bonds (railroad) .....coupon	12,674,500	5	" "	'85-'90	----
" " —(sterling)..... "	1,866,000	6	" "	1892	----
West Virginia—No interest	-------	----------			
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (" ").... "	1,109,000	6	" "	'78-'92	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,905	86,211	76,426	81,463	103,635	94,928	107,758	73,751	64,967	908,641
1861	81,531	75,521	78,361	65,358	75,250	83,761	73,474	136,897	141,174	122,487	104,254	80,296	1,068,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,226,001
1863	109,860	101,355	104,372	122,084	132,301	146,542	149,137	157,948	170,044	170,910	150,569	153,294	1,673,706
1864	100,991	154,418	158,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	78,578	72,392	67,076	87,233	120,053	126,090	109,440	82,252	984,577
1860	72,834	66,763	77,408	89,170	104,272	100,403	82,895	139,049	134,500	146,329	92,873	76,457	1,181,003
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,060
1862	120,776	90,907	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,895	1,425,439
1863	140,024	130,225	122,512	126,798	144,995	170,987	139,142	160,308	210,729	216,080	190,425	201,134	1,869,267
1864	158,735	175,482	245,150	175,828	188 565	208,866	195,103	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,240	55,581	55,003	42,101	400,459
1860	32,192	32,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,787	74,321	53,554	676,764
1861	48,826	48,651	59,920	60,410	84,891	83,229	76,597	60,527	87,167	106,146	81,296	55,199	852,958
1862	46,606	49,103	59,249	54,725	84,706	104,815	95,240	71,306	104,094	124,787	105,956	90,961	994,677
1863	69,691	81,100	92,453	103,450	107,866	126,283	115,861	106,491	172,072	210,476	153,598	165,522	1,488,197
1864	98,123	111,495	157,962	174,559	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	55,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,672	76,304	82,220	780,236
1860	78,170	67,210	85,260	76,032	65,907	55,095	50,388	66,573	84,608	94,466	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,802	63,137	62,269	60,286	84,640	95,528	88,401	106,258	965,569
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	104,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,552	95,134	130,551	150,397	143,536	185,920	1,579,509
1864	154,059	176,105	203,329	158,077	129,009	100,000	113,515	------	------	------	------	------	------
Erie:													
1859	304,708	319,563	372,296	380,343	349,953	330,657	361,619	359,114	455,215	465,959	536,608	414,764	4,851,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,387,424
1861	404,507	391,932	458,560	547,174	506,610	410,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,036	625,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,359	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,489,481
1864	984,837	914,133	1,094,508	1,079,508	1,062,293	1,021,976	974,317	------	------	------	------	------	------
Galena and Chicago													
1860	60,663	62,698	80,793	93,254	115,505	98,449	80,705	106,541	219,528	252,105	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	241,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	263,575	159,530	148,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	294,716	2,196,296
1864	143,906	169,577	177,251	196,872	229,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	282,013	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	226,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,028,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,371	2,922,970
1863	458,953	425,047	366,892	270,676	244,771	202,392	190,364	219,561	286,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	256,626	278,540	281,759	253,049	273,726	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,811	154,890	153,644	144,804	145,592	139,102	181,612	246,529	245,302	250,742	192,922	2,126,086
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	180,280	268,983	299,802	284,020	243,249	224,401	2,899,612
1862	190,130	226,637	181,084	191,648	205,246	209,282	261,079	352,786	414,543	410,336	372,593	359,462	3,445,827
1863	290,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,004	26,252	25,891	38,579	32,668	29,384	37,271	55,657	46,452	51,329	55,257	48,344	512,218
1863	38,208	53,776	60,840	64,306	35,226	40,706	58,704	52,864	77,112	83,039	76,764	68,852	710,225
1864	56,540	77,874	90,755	73,215	83,964	76,055	89 683	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,511	59,082	43,797	37,429	60,229	139,761	163,615	90,900	44,895	709,541
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,273	61,886	1,163,734
1863	67,180	76,132	44,925	88,177	105,967	111,260	71,587	69,352	155,417	206,054	138,542	90,000	1,224,243
1864	102,748	116,135	88,222	140,417	186,747	212,226	139,547	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,845	105,828	143,626	145,255	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,464	170,842	175,481	134,688	127,273	196,821	253,861	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	163,170	186,951	170,302	161,391	126,558	178,773	225,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,839	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,238	189,145	238,012	308,108	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	323,058	327,206	264,818	311,717	279,129	------	------	------	------	------	------
Michigan Central:													
1859	101,286	102,050	151,864	143,143	127,145	119,770	105,303	150,366	210,837	226,077	181,617	122,949	1,766,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,293	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	226,846	307,833	242,689	200,134	2 126,274
1862	230,159	160,858	151,902	175,806	186,039	174,002	172,189	216,624	295,956	322,309	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,166,935
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,344	------	------	------	------	------	------
New York Central:													
1859	280,349	370,644	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	657,792	620,896	6,323,703
1860	337,128	402,530	551,078	585,141	551,700	495,943	544,494	692,382	868,956	811,458	730,726	523,047	7,154,622
1861	489,065	420,793	627,051	689,088	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,225	736,114	610,417	749,571	762,841	892,744	1,018,375	966,228	1,002,798	9,003,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,851	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,883	89,239	91,190	100,118	97,218	97,887	85,785	94,554	1,102,869
1860	97,016	95,666	88,598	90,483	89,577	93,378	100,619	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,968	89,356	97,559	91,111	90,671	1,119,966
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,760	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,305
Philadelphia and Reading:													
1859	146,722	155,227	188,609	216,475	225,464	230,377	248,862	241,695	264,622	283,646	238,619	245,971	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,022	3,315,301
1861	161,106	160,538	191,296	252,154	263,917	270,051	289,987	265,258	324,456	376,209	291,763	278,219	2,965,839
1862	192,216	217,161	244,423	258,874	283,996	254,285	288,725	414,707	448,994	463,572	466,557	484,526	4,088,537
1863	335,686	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,960	626,009	6,224,088
1864	436,741	562,786	617,021	609,383	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,674	192,779	182,566	188,831	165,795	154,032	203,853	245,908	286,844	251,258	191,138	2,255,374
1861	217,202	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,088	362,071	332,790	301,968	3,051,757
1862	208,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	384,334	370,993	3,745,219
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	455,509	505,814	466,900	457,642	5,132,954
1864	290,676	455,211	502,603	574,690	499,547	420,942	486,687	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,284	93,766	67,721	85,350	95,969	118,887	129,166	135,610	1,117,607
1863	109,808	110,803	120,310	123,115	113,798	123,940	118,077	130,378	162,470	144,738	143,748	162,921	1,554,913
1864	100,872	147,455	160,496	157,785	149,855	155,730	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,618	42,064	64,414	73,679	87,946	67,428	84,579	122,785	106,100	125,027	77,590	41,296	926 [illegible]
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	133,722	142,527	162,854	137,536	92,574	1,172,[illegible]
1862	82,235	47,142	56,096	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 143
1863	86,321	91,971	103,068	132,111	134,272	142,586	106,554	116,379	120,696	151,092	134,563	111,389	1,435,796
1864	79,735	95,842	132,896	123,987	127,009	146,238	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	223,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1887	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	80
2d Mortgage	583,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	916,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	100
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	985,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	115½
" " " 1850.	700,000	6	Jan. & July.	"	1880	115½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	115
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108
Balt. City Loan of 1856	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1886	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	114
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	103
Income ⅓ in '69, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	300,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (d. F.) £453,093	2,192,923	6	Semi-annual.	London.	1860	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,800	6	"	"	1870	116
" " $675,000	675,000	6	"	"	1875	109
" " $1,700,000	1,700,000	6	"	"	1883	107
" " $2,500,000	867,000	6	"	"	1889	116
Consolid. Mort. Loan $5,000,000			"	"		118
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1870	55
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	132½
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	85,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1870	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	116
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	101
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	114
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	100
General 1st Mortgage	2,500,000	7	" "	" "	1885	103
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	102½
2d Mortgage	2,000,000	6	" "	" "	1890	105
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.			
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	126
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,180,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	86
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	899,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	125,660	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	5,000	7	March & Sept.		1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	115
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	500,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,005,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	299,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	559,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	112½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	112
2d Mortgage	2,616,500		March & Sept.	" "	1881	123
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63–'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,800	6	Feb. & Aug.	Boston.	1874	106
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,802,000					
Endorsed by State of Tennessee	230,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	61–'70	
Florida:						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	124
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1855	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102¼
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'78-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	100
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112¼
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	----	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1900	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115¼
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	130
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	134½
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	124½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1866	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	'20
Income	20,500	----	----------	----------	------	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
eokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Musca. :						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt. :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	117
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1899	110
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1892	110
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort :						
Louisville Loan	100,000	----	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	----	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1886	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati :						
1st Mortgage Bonds	899,975	7	Feb. & Aug.	New York.	1891	105¼
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,000,000	7	----------	----------	------	----
Memphis, Clarksv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1860	136
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1862	----
1st Mortgage (S. F.), convertible	4,325,000	8	" "	" "	1882	139
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	695,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	107
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1886	116
2d General Mortgage	2,194,500	7	" "	" "	1877	107
*Milwaukee and Beloit :						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	118
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central :						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	500,000	7	----------	" "	------	----
1st Land Grant	2,000,000	7	----------	" "	------	94
2d Land Grant	700,000	----	----------	" "	------	----
Mississippi and Tennessee :						
Tennessee State Loan	95,000	6	----------	----------	1886	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'87	----
Sterling	878,035	6	----------	----------	1886	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point :						
Alabama State Loan	122,622	----	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	250,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1856	----
Muscogee :						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	----	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	----	----------	----------	------	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Stou'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	98
Extension	116,000	6	May & Nov.	"	1873	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	----
New Jersey :						
Company's (various)	642,500	----	Semi-ann'ally.	New York.	var.	102¼
New London Northern :						
1st Mortgage	61,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'5	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	841,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1880	----
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	119
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	117
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	108
" " (") R. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	185,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	130
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	115
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	114
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	123
3d Mortgage	6,000,000	7	" "	" "	1883	120½
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	120
5th Mortgage	1,739,500	7	June & Dec	" "	1888	120
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	103½
3d Mortgage	980,200	7	Jan. & July.	"	1867	105
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	78-'75	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	104½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	103½
2d Mortgage	3,077,000	7†	" "	" "	1861	31½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	102½
Chattel Mortgage	350,000	10	" "	"	1897	125½
Northern (N. H.):						
Bonds due 1864 and 1874	290,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'69-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	97
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1888	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May. & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	-
Construction	3,235,000	7	" "	" "	----	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,080,000	6	Jan. & July.	Philadelphia.	1880	126
2d Mortgage	2,621,000	6	April & Oct.	"	1876	121
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,000,000	5	Jan. & July.	Harrisburg.	1904	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	166,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (R. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	265,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	202,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,800	6	April & Oct.	"	1870	109
" 1861, "	110,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	120
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	136½
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1893	----
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	---
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	120
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	800,000	7	Jan & July.	" "	1912	115
" " (series H)	800,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	800,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	800,000	7	April & Oct.	" "	1912	"
" " (series L)	800,000	7	May & Nov.	" "	1912	"
" " (series M)	800,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	97
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	---
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond,	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1950	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1900	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	72½
2d Mortgage	937,500	7	" "	"	1863	35
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1886	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1856	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
2d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	123,088	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1563	----
Sterling	2,000,000	5	----	London.	1900	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	621,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1885	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	114½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	94
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	103
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	99
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	88
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	83
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	26
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1894	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1894	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	500,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	113
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1906	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	——	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,536	*	——	877,983	500,000	105,255	1,515,704	54.0	.....	101,102	37,866	——	.....
28 Feb '59	90.5	——	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	——	336,010	109,500	21,637	518,965	30.5	.....	55,791	31,852	——	.....
31 May '60	109.6	——	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	——	1,067,006	777,777	240,485	2,176,023	109.6	.....	207 626	111,232	——	.....
30 Jun. '59	57.0	——	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	——	.....	.....	.....	.....	57.0	236,791	76,773	21,006	——	.....
1 May, '61	469.5	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	——	.....	.....	.....	.....	.....	.....	1,402,858	695,370	.....	.....
29 Feb. '60	88.5	25.4	.....	——	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,570	2,582,505	116.9	.....	505,156	260,233	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	——	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	——	351,524	446,000	10,725	811,949	——	.....	——	——	——	——
								CALIFORNIA.													
30 Dec. '60	22.5	——	.....	——	...	...	.....	Sacramento Valley	1,493,850	*	——	793,850	700,000	——	1,493,850	22.5	.....	230,251	104,894	——	.....
								CONNECTICUT.													
31 July '63	23.5	——	1.9	——	4	7	45	Danbury and Norwalk	347,940	66,483	——	367,060	100,000	——	422,290	23.5	46,988	85 079	38,666	5	.....
31 Jan. '64	122.4	——	15.8	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902 356	302,511	——	2,037,240	1,936,740	213,876	4,204,856	122.4	281,461	409,210	164,337	——	.....
31 Aug. '63	61.5	11.2	66.2	——	22	37	321	Hartford and New Haven	3,094,414	369,282	141,706	2,250,000	927,000	——	4,181,255	72.8	404,297	955,459	448 40	17	200
31 Dec. '63	74.0	——	8.9	——	10	17	24 7	Housatonic	2,439 775	*	——	2,000,000	191,000	64,859	2,439 775	124.0	183,357	329,539	92,436	——	.....
31 Dec. '63	57.0	——	1.3	——	7	15	177	Naugatuck	1,460,193	*	——	1,031,800	305,050	26,084	1,460,193	62.0	129,574	285,387	13,965	8	.....
29 Feb. '64	61.0	——	2.6	——	8	17	24	N. Haven, N. London and Ston.	1,454,040	*	——	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	.....	——	117½
30 Nov. '63	8.48	8.9	0.3	——	3	3	——	New Haven and Northampton	7,305,204	28,748	——	1,010,000	650,000	——	2,363,942	——	.....	156 663	78,631	3½	.....
31 Dec. '63	66.0	——	5.9	——	8	12	84	New London Northern	687,152	*	——	602.106	61,000	——	687,152	66.0	155,916	198 055	61,236	7	90
31 Mar. '64	61.3	1.0	63.8	——	29	75	405	New York and New Haven	4,721,932	764,877	——	3,572 800	2,000 000	——	6,612,367	117.4	570,410	1,424,772	720,462	12	156
30 Nov. '63	50.4	7.0	8.8	——	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	50.4	307,841	431,650	180,839	6½	110
								DELAWARE.													
31 Oct. '60	84.5	——	10.7	9	——	——	——	Delaware	1,552,257	——	——	406,132	870,000	271,877	1,607,684	84.5	136,631	138,970	41,466	——	.....
31 Oct. '62	16.2	——	.....	——	——	——	——	Newcastle and Frenchtown	704,860	——	18,585	744,520	——	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
-- -- '62	154.2	——	——	150	...	...	.....	*Florida*	.....	.....	——	.....	.....	.....	.....	59.4	.....	.....	.....	——	.....
30 Apr. '60	32.0	——	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	——	191,445	195,000	75,894	619,112	32.0	.....	7,857	3,665	——	.....
-- -- '62	59.9	——	5.0	——	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	——	.....	.....	.....	.....	.....	.....	.....	.....	——	.....
-- -- '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	——	.....	.....	.....	.....	59.4	.....	.....	.....	——	.....
								GEORGIA.													
30 Jun. '60	86.7	——	.....	——	16	7	124	Atlanta and West Point	1,192,389	*	——	1,250,000	126,000	——	1,597,385	86.7	.....	418,036	205,827	8	125
-- -- '62	92.6	——	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	——	.....	.....	.....	.....	80.0	.....	.....	.....	——	.....
31 Dec. '60	55.0	——	.....	——	...	...	.....	Augusta and Savannah	1,032,200	*	——	733,700	129,500	——	.....	53.0	.....	168,988	96,612	——	.....
30 Apr. '60	43.5	——	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	——	151,847	.....	——	.....	31.0	.....	.....	.....	——	.....
30 Nov. '60	191.0	——	.....	——	58	82	697	Central of Georgia (and Bank)	4,366,800	*	——	4,366,800	——	——	6,590,173	229 0	879 468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	——	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	——	8,123 343	232.0	.....	1,159,188	528,048	8	100
30 Nov. '60	102.5	——	.....	——	19	16	171	Macon and Western	1,500,000	*	——	1,500,000	——	12,295	1,668,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	——	.....	——	7	2	107	Muscogee	774,244	162,534	——	599,950	249,000	——	1,028 868	50.0	.....	202,714	110,616	8	.....
1 May, '58	68.1	——	.....	——	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	——	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	——	.....
31 July '60	106.1	100.8	16.2	——	18	22	201	South Western	3,770 425	*	——	2,921,900	256,500	19,913	3,822,913	28.8	.....	.....	388,858	13	.....
30 Sep. '59	188.0	——	.....	——	52	24	705	Western and Atlantic	5,901.497	*	——	built and	own'd by	State.	——	188.0	.....	882 843	454,541	——	.....
								ILLINOIS.													
31 Dec. '63	220.0	——	.....	——	52	32	846	Chicago and Alton	8,280,639	*	——	4,205,939	4,085,000	——	9,392,416	281.0	1,002,440	1,673,706	701,866	2½	97½
30 Apr. '63	138.0	——	26.0	——	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	——	13,179,500	264.0	1 203,146	2,412,821	1,206,089	8	130½
1 Apr. '63	242.0	——	29.0	56	56	23	705	Chicago and Northwestern	12,325,889	610,983	——	3,731,316	8,385,000	226,641	13,147,13	242.0	.....	1 083 064	448,503	——	57½
31 Mar. '64	181.8	——	.....	——	61	69	1,195	Chicago and Rock Island	7,429,633	*	——	6,000 000	1,402,748	——	8,880,575	228 4	1,162,8 0	2 143,875	1 103,414	6	114½
31 Dec. '63	121.0	138.7	55.0	——	74	51	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,606,000	——	10,962,115	341 7	1 484,06	2 201,48	1,279,40	6	.....
31 May, '63	174.5	5.5	14.3	——	21	22	504	Great Western	4 039,561	*	——	1,648,561	2,350,000	——	4,214,342	180.0	.....	742,097	377,476	——	65½
31 Dec. '63	454.8	252.5	.....	——	116	101	2,978	*Illinois Central*	28,610,229	*	——	19,015,970	17,320,000	——	36,335,970	708.8	3,010,697	4,571,028	2,118,847	6	132½
-- -- --	148.0	——	.....	——	...	...	.....	Ohio and Mississippi	4,870,586	*	——	1,780,295	3,292,403	——	.....	148.0	.....	.....	.....	——	.....
31 Dec. '63	195.0	14	12.2	——	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	——	3,900,000	6,700,000	——	10,600,000	209 0	18 mos.	2,202,415	704,650	——	64
								INDIANA.													
-- -- --	108.0	——	.....	——	...	...	.....	Cincinnati and Chicago	2,080,433	*	——	1,106,679	1,006,125	——	.....	103.0	.....	.....	.....	——	.....
31 Aug. '57	109.0	——	.....	——	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	——	.....
31 Dec. '62	72.4	——	.....	——	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,0 0	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,641	——	72
1 Dec. '58	80.8	20.2	.....	——	23	19	313	Indianapolis and Cincinnati	2,497,962	540,045	25,889	1,689,900	1,362,284	140,689	3,458,108	110 0	.....	448,558	230,534	9	100
1 Dec. '63	84.0	——	.....	——	...	...	.....	Ind., Pittsburg and Cleveland	1,843,508	*	10,000	1,299,571	993,000	11,036	2,491,388	84.0	355,887	598,09	350 525	——	.....
1 Dec. '62	78.0	——	11.0	——	15	14	291	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	——	2,175,223	108.0	312,559	527,863	268,158	——	.....
1 Mar. '63	86.0	46.0	3.0	——	17	10	263	Indianapolis and Madison	1,433,812	*	——	772,812	981,812	——	1,538,743	132 0	.....	285,974	104,961	——	100
-- -- '58	288.0	——	.....	——	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	648,827	271,40	——	38½
30 Nov. '63	72.0	——	.....	——	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	——	2,326,955	73 0	357,302	774,61	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	——	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	——	762,733	665,000	92,663	1,542,768	80.0	.....	.....	.....	——	.....
31 Dec. '59	80.0	——	.....	——	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	——	516,072	860,000	369,034	.....	86 0	7 mo's	85,528	46,771	——	.....
31 Dec. '63	100.0	——	.....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	——	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	165,899	——	.....
1 Jun. '58	38.5	——	.....	101.3	4	4	54	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	——	921,449	570,000	——	.....	88.5	11 mo's.	458,821	27,350	——	.....
-- -- '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	——	2,700,000	4,600,000	15,000	.....	220.0	.....	.....	.....	——	47
								KENTUCKY.													
31 Oct. '59	80.0	——	.....	——	...	...	.....	Covington and Lexington	3,743,971	276,024	——	1,582,169	2,990,000	337,582	4,875,992	111.8	.....	426,408	227,534	——	.....
30 Jun. '63	29.0	——	.....	——	18	5	160	} Lexington and Frankfort	597,950	52,400	——	514,573	199,000	——	741,051	29 0	181,633	99,320	53,355	4	80
30 Jun. '63	55.1	——	.....	——				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	——	1,863,713	85 1		272,909	120,000	3	66
30 Jun. '63	185.0	83.0	18.2	——	48	27	378	Louisville and Nashville	9,128,757	*	——	5,892,199	2,997,500	76,715	9,797,911	205 0	545 258	1,777,983	1,002,163	——	——
								LOUISIANA.													
31 Dec. '60	80.0	——	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	——	3,242,318	866,000	339,297	5,855,320	80.0	180,204	481,022	221,849	——	.....
31 Mar. '61	206 0	——	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	6,570,462	1,040,752	——	.....	2,665,000	1,160,717	.....	96.0	.....	1,252,624	566 484	——	.....
31 Aug '60	53.7	——	.....	136.2	-		—.	*Vicksburgh, Shreveport & Texas*	1,662,691	-	——	1,253,016	248,980	108,434	1,710,819	53.7	.....	.....	.....	——	.....
								MICHIGAN.													
30 Sep. '62	57.0	——	.....	——	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	——	——	——	——	——	——	——	——
30 Jun. '62	188.0	——	.....	——	...	...	.....	*Detroit and Milwaukee*	8,270,623	447,596	——	2,950,000	4,250.000	——	9,008,269	188.0	.....	840,898	.....	——	.....
31 May '64	284.8	——	28.4	——	97	97	1,289	Michigan Central	13,805,576	*	168,225	6.3 5,904	7,740,989	——	15,066,822	329.3	1,558 2	3,417,1 5	1,497 000	12	138½
31 Mar. '64	346.0	281.0	.....	——	96	110	1,186	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,250	1,863,568	10,120,400	8,287,256	——	18 407,686	527.0	2,171,477	3,384,294	1,630,777	——	91½
								MINNESOTA.													
31 Dec. '62	14.5	——	——	609.5	2	2	10	*Minnesota and Pacific*	1,400,000	——	——	.....	1,550,000	——	.....	——	.....	.....	.....	——	.....
31 Dec. '62	——	——	——	190.0	——	——	——	*Southern Minnesota*	.....	——	——	.....	575,000	——	.....	——	.....	.....	.....	——	.....
31 Dec. '62	——	——	——	114.0	——	——	——	*Minneapolis and Cedar Valley*	.....	——	——	.....	600,000	——	.....	——	.....	.....	.....	——	.....
31 Dec. '62	——	——	——	200.0	——	——	——	*Minnesota Transit*	.....	——	——	.....	500,000	——	.....	——	.....	.....	.....	——	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	——	.....	——	25	22	336	*Mississippi Central*	4,966,022	756,292	——	2,000,961	2,554,732	896,992	6,331,890	236.0	.....	584,242	328,692	——	.....
31 Oct. '59	71.4	——	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	——	798,285	456,949	275,060	1,974,444	69.7	.....	176,462	116,433	——	.....
31 Dec. '58	83.2	——	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	——	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,669	——	.....
								MISSOURI.													
31 Aug '63	66.5	——	13.2	——	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	——	7,158,836	7,177,000	.....	.....	206.8	579,324	1,047,567	420,026	——	40
31 Dec. '62	268.8	——	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,953	——	2,459,207	4,350,000	——	.....	168.8	.....	.....	442,460	182,894	——
28 Feb. '63	196.0	——	3.6	——	...	...	.....	*Platte County*	1,200,000	*	——	500,000	700,000	——	.....	52.0	.....	.....	.....	——	.....
28 Feb. '63	77.0	——	14.4	87.5	54	30	420	*Pacific*	11,162,670	662,617	——	3,486,916	7,000,000	137,019	20,466,420	196.7	607,040	679,986	227,298	——	.....
30 Sep. '62	66.5	3.6	8.2	206.0	——	——	——	*South-Western Branch*	4,775,786	116,883	——	71,513	4,500,000	.....	.....	114.0	99,271	241,482	128,886	——	.....
				——	16	13	219	*St. Louis and Iro Mountain*	5,821,495	344,165	——	1,971,127	3,601,000	87,951	5,996,277	90.1	231,631	618,336	68,209	——	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	295,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	115
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	129,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	225	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,241,011	286.8	.....	3,922,209	2,305,788	6	117
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,563	501,395	2,250,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	55
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,880,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	118
30 Nov. '63	74.8	8.8	51.1	—	36	74	635	Boston and Maine	4,380,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,582	1,018,326	482,656	8	138
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,962,000	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	150
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,814	1,202,554	488,857	9	160
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,565	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	60.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	117
30 Nov. '63	44.2	30.5	27.6	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	66,500	4,894,100	99.0	477,753	812,556	390,594	6	109½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	127½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	232,885	30,275	—	200,000	75,000	3,961	367,496	—	—	21,780	21,276	6	—
30 Nov. '63	14.6	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,634	—	600,000	—	—	704,336	71.0	167,154	235,704	59,077	8	126
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	430,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	87½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	367,158	662,900	206,502	1,245,565	33.0	67,8•3	53,233	—	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	135
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	25,000	—	1,676,000	44.4	226,401	384,412	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,506	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	23,699	8	115
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,341	—	2,214,225	925,760	—	3,821,695	77.3	112,606	271,815	140,136	—	43½
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,838	1,232,831	10	168
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83½)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	152,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,408	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,268	—	2,085,925	655,400	—	2,969,552	53.6	558,025	382,183	130,646	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,664,506	51.3	.....	470,078	125,286	7	70½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	100
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	598,258	*	—	595,588	598,000	—	.....	62.7	.....	87,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	92.6	.....	366,846	183,718	4	85
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	84,121	15,183	—	—
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,882	2,080,500	173,962	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	169
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	63.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,187,800	840,000	—	1,756,710	53.0	147,000	226,448	101,520	7	—
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,040,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	—
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	.....	156,850	294,200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	25
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	230,889	154,908	6½	110
31 Dec. '62	38.5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	581,803	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	2	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,558	1,257,037	—	.....	.....	.....	—	.....
31 Dec. '63	48.9	—	3.1	—	5	8	140	Atlantic and Great Western	2,587,725	*	—	908,906	1,587,665	—	2,587,725	48.9	.....	829,223	176,085	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,869,088	—	—	850,000	2,395,000	1,070	3,869,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,000,000	88.0	595,428	1,691,944	635,584	10	—
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	112½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	132½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,565	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	49
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,083,991	5,646,077	791,995	24,209,000	13,779,648	284,411	42,859,880	664.9	5,692,223	10,897,631	3,994,999	7	130½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,063	5,722,850	5,577,618	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	87½
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	85.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	—
30 Sep. '63	199.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	586,201	279,210	6½	105
30 Sep. '63	40.9	6.7	8.9	—	8	15	80	Saratoga and Whitehall	224,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	—
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,388	200,000	66,800	339,186	13.0	43,124	47,803	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	1,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	—
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,595,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	5.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,603	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	209,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	3,569,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,564	235,201	8	—
15 Mar. '60	81.0	8.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,560	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,953	717,000	—	2,042,067	40.0	.....	154,800	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	496,519	751,222	347,677	—	.....
31 Aug. '61	157.0	—	.....	—	41	89	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	5,573,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	496,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	124
31 May, '59	13.7.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	5,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '60	158.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,238	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,216,257	31	171
31 Dec. '62	67.0	—	.....	15.0	13	6	310	Cleveland and Mahoning	2,553,162	298,759	23,340	1,936,065	1,752,400	128,857	2,917,322	67.0	243,387	375,209	223,251	—	45
31 Oct. '63	96.5	2.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	735,202	500,000	3,000,000	1,503,000	—	5,108,000	96.7	562,396	2,066,623	1,268,785	25	—
30 Nov. '62	101	102.5	.....	—	45	30	898	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,695	94,329	8,251,646	203.5	.....	1,486,317	552,800	—	113½
31 May '64	100.2	72.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	132
31 Dec. '58	61.4	—	.....	—	.....	.....	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	53.0	5	6	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	13.	13	48	206	Columbus and Xenia	1,423,236	242,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami	295,681	10	—
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,500,073	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,230	311,256	—	15
30 Nov. '63	83.5	—	30.6	30.	38	38	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,098,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	178.8	30.6	18.1	—	37	14	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	55,085	11,164,820	226.6	445,157	620,025	229,630	—	—
30 Apr. '62	192.3	—	.....	—	48	24	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,543,042	20,549,429	192.3	.....	829,932	119,032	—	1½
31 Aug. '63	117.0	8.0	.....	—	17	16	—	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	126.0	.....	.....	.....	—	.....
30 Jun. '63	158.9	52.0	.....	—	31	28	42	Sandusky, Dayton and Cinc.	3,935,868	595,400	232,179	2,997,090	2,488,925	7,900	5,401,088	206.9	418,228	509,880	176,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	267	Sandusky, Mansfield & New'k	4,860,419	*	—	943,770	1,315,800	106,610	2,508,237	125.0	214,404	239,395	82,988	—	.....
31 Dec. '62	241.4	—	.....	—	47	19	930	Toledo & Wabash	9,995,030	*	25,000	5,414,774	6,651,850	58,972	10,169,622	240.0	1,979,940	1,439,798	540,931	—	69

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '63	24.0	—	24.9	—	19	3	1,333	Beaver Meadow	1,004,230	400,560	—	1,983,900	1,000		1,984,900	24.5	247,080	584,219	342,661	22½	94
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	306,667	11,466	—	20
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		966,900	270,000	16,481	1,248,381	152.0	165,712	276,338	118,193	8	—
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	265
31 Oct. '63	55.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	694,190	508,400	—	1,212,590	36.9	151,820	238,243	150,362	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,088,607	*		1,000,000	1,000,000	Lease'd to	Northn	Cen.	196,907	334,790	110,386	—	34
31 Oct. '63	18.6	—	4.5	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.6	144,871	423,858	169,268	10	—
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,682,560	*		1,182,560	700,000	—	———	55.5	oper. by	Penn.	R.R.Co.	7	73½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	109,000	2,409,565	32.3	27,600	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	35
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	248,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	93
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,646,100	980,000	62,227	3,688,327	(Phila. & Reading			R. R.)	7	47
31 Oct. '63	24.0	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,955			4,132,955	130.0	319,162	363 367	89,991	8	93
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274 990	511,496	273,891	—	34½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048 814	3,643,484	2,683,457	13,450,250	16,949.124	—	38,245,668	356 9	5,211,202	1,891,413	5,111,413	—	74½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131 079	235,439	—	1,267,200	405,200	—	1,672,200	24.0	244 428	834 49	179,565	9	66
31 Oct. '63	280.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,486	7½	35½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	4,765,774	579,348	13,211,228	10,667,328	—	26,618,528	403 0	2,721,68	6,252,902	3,766,908	7	68½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	643,882	—	—	999,300	250,000	—	1,249,200	28.2	137,074	344,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	56	98	828	Phila., Wilmington and Balt.	8. 74,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200 5	647 021	2,540 348	1,802,119	10	74½
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,329	72.0	399,746	216,587	108,356	9	12
31 Dec. '63	468.3	—	72.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	116½
31 Dec. '63	25.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northn	Cen	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,987	106,563	—	367,300	396,500	66,205	832,009	29.6	76,358	126,696	79,976	7	45
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,168,000	*	—	1,508,000	256,800	—	———	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,417	8,500	—	———	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	700,365	195,286	197,905	1,099,536	51.9	———	———	———	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	———	109.6	———	285,265	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	———	164.5	———	841,790	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	———	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	———	———	———	———	2,643,833	———	———	———	———	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	———	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	———	140.0	———	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	———	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	———	1,535,096	873,567	—	—
1859	271.6	14.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	———	———	———	———	———	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	———	———	———	———	———	———	—	—
1859	50.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	312,518	———	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	45	Mississippi Central and Tenn.	892,710	82,908	—	317,447	652,000	22,969	———	47.4	54,176	83,129	44,666	—	—
1859	54.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	———	34.2	30,065	23,808	13,802	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	310	Nashville and Chattanooga	3,632,882	*	—	2,055,544	1,731,000	———	———	159.0	———	734,118	337,384	6	—
1859	———	———	———	———	———	———	———	Nashville and Northwestern	———	———	———	———	———	———	———	———	———	———	———	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	———	45.8	57,960	127,953	67,343	—	—
1859	36.0	—	0.6	8.0	—	—	—	Winchester and Alabama	———	———	———	216,962	413,000	408,477	———	30.0	———	1,248	———	—	—
								TEXAS, (*all aided by State*).													
— — '58	27.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	———	———	———	———	———	———	———	32.0	———	———	———	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	———	———	———	———	———	———	———	56.0	———	———	———	—	—
— — '60	50.0	—	.....	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	275-000	240,000	171,563	———	50.0	31,300	32,670	—	—
1 May '60	70.0	—	.....	5.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	309,000	———	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	—	110.0	.....	.....	40	San Antonio & Mexican Gulf	———	———	———	———	———	———	———	25.0	———	———	———	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	———	3,036,338	90.7	129,877	308,850	167,430	—	68
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,583	—	1,097,000	———	———	1,206,683	62.5	136,761	185,474	87,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,857	—	11
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	———	———	1,687,500	———	———	———	1,687,500	oper. by Vt.	Central	———	8	110½
30 Jun. '63	23.7	—	0.9	—	4	5	39	Vermont Valley	1,212,274	99,612	—	516,164	700,350	———	1,301,886	23.7	48,995	64,267	20,451	—	—
30 Jun. '63	39.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	———	———	oper. by	r.b. Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	———	122.1	———	———	———	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,104	———	———	———	———	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	———	113.7	703,034	156,302	42,062	—	—
30 Sep. '59	79.2	—	4.5	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	455,605	5,719,229	———	———	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	———	———	———	2,083,665	2,617,500	590,066	———	107.7	270,548	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,200	1,851,500	292,842	4,745,256	123.4	———	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	151	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	———	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,686	143.2	224,014	560,904	282,328	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	543,000	96,828	———	78.6	159,981	279,945	145,283	7	97
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	885,750	204,808	26,853	———	43.5	1,084,064	165,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	———	———	23.7	12,542	———	———	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,629,648	80.0	———	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,945	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	854,981	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	888,475	2,400	3,452,813	3,265,000	671,988	10,233,271	214.9	480,193	740,459	347,997	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	———	55.0	———	———	———	—	—
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	———	———	199.9	———	766,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221.282	7,978,841	234.4	———	1,163,734	414,741	—	60
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,328	5,692,471	142.0	364,331	344,709	83,839	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938 000	16.10	———	236,798	67,852	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463 989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	———	242,798	117,842	—	15
30 Jun. '63	1,096	187.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,128,430	54,750,510	7,336,405	77,210,345	1,096	———	4,368,510	1,154,855	—	—
31 July, 63	229.0	115.5	63.0	—	92	125	1,689	Great Western	23,933,750	*	1,260,000	16,802,745	9,281,435	———	26,084,180	357.0	———	3,011,500	1,049,510	1½	—
31 Dec. '62	95.0	1.0	.....	—	17	20	337	Northern (O. S. & H.)	———	———	———	———	———	———	———	96.6	———	———	———	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.6	0.9	12.0	—	14	16	271	European & North American	4,569,415	*	—	4,658,706	———	———	4,658,706	108 0	160,421	107,840	29,005	—	—
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,900	18,100	186,000	1,779,223	60 0	———	152,886	38,070	—	—
								NOVA SCOTIA.													
Dec. '63	61.4	30.5	.....	—	30	15	160	Nova Scotia	4,275,401	*	—	4,275,281	———	———	4,275,281	93.0	158,416	130,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '60	48.7	—	—	—	11	32	120	Panama	5,000,000	*	615,688	4 000,000	3,276,000	———	10,768,723	48.7	———	1,027,428	1,298 924	12	300

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	....
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	....
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	41
Chemung (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	—	55½
Chicago & Alton (preferred)	2,422,596	7	7	93
Chicago & Northwestern (pref.)	2,400,000	7	1¾	91½
Cocheeho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	249,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	55½
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & William port (preferred)	500,000	....	....	52½
Erie (preferred)	8,535,700	7	7	110½
Hannibal & St. Joseph (preferred)	5,300, 28	7	....	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,140,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	....
Kennebec & Portland (preferred)	247,000	6	—	....
" " (new pref.)	125,000	6	—	....
Lackawanna & Bloomsburg (guar.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	69
" " (2d pref.)	3,424,163	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,000	10	10	146
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	120
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	—	4	....
New York & Harlem (preferred)	1,500,000	8	—	105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	6	....
Paterson & Rama o (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	98½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	76
Toledo & Wabash (preferred)	982,900	7	7	77½
Troy & Greenbush (guarantied)	274,400	6	6	....
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6	—	18..	....
Bonds guar. by Virginia	200,000	6	—	18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	....
Delaware & Raritan:					
See Camden & Amb RR.	....	....	....	....	....
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	....
Interest Certificates	161,990	6	" "	1868	....
Lehigh Navigation					
1st Mortgage	2,788,682	6	M. & S.	1870	107
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	115
2d Mortgage	294,750	6	....	....	104½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	38
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103½
2d Mortgage	3,980,670	6	J. & J.	1882	94
Improvement	563,500	6	M. & N.	1876	85
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1905	....
Md stg. loan converted	200,376	5	" "	1905	....
Mortgage bonds	993,000	6	" "	1878	54
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	24½
West Branch & Susqu'a:					
1st Mortgage, s'k g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	995,000	6	J. & J.	1878	105

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	....	....
Delaware Division	100	1,633,350	—	41½
Delaware and Hudson	100	7,500,000	10	209½
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	2,479,950	6	84
" " (scrip)	50	1,803,000	6	....
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	5	99
" (preferred)	100	1,175,000	10	137½
North Branch	100	....	—	....
Sault Ste Marie	100	....	....	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	33½
" " (preferred)	50	2,722,607	—	42½
Susquehanna and Tide Water	50	2,048,200	—	22
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	104	500,000	6	88

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 77	@ 80 —
Pig, American, No. 1		—	@ 75 —
Bar, Swedes, assorted sizes	(in gold)	—	@ 92 50
Bar, English, Refined		220	@235 —
Bar, English, common		205	@220 —
Hoop, English, Common		280	@340 —
Sheet, Russia		per lb. —	32 @ — 35
Sheet, English, Single, Double and Treble		— 10	@ — 14

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.) per lb.	— 28	@ — 45
English Spring	(1st & 2d qlty.)	— 18	@ — 24
English Blister	(1st & 2d qlty.)	— 23	@ — 32
English Machinery		— —	@ — 29
American, Blister		— 20	@ — 25
American, Cast, Hammered		— 32	@ — 34
American, Cast, Rolled		— 20	@ — 24
American Spring		— 20	@ — 24
German		— 24	@ — 36
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2¼; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits) per lb.	— —	@ — 72
Sheathing, &c. Old	(cash)	— —	@ — 46
Sheathing, Yellow		— —	@ — 50
Pig, Chile		— —	@ — —
Bolts		— —	@ — 72
Braziers'		— —	@ — 72
American Ingot	(cash)	— 49	@ — 53

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¼ cents per lb.

Galena	per 100 lb.	— —	@ 16 50
Spanish		16 50	@ — —
German Refined		16 50	@ — —
English		16 50	@ — —
Bar	per lb.	— —	@ — 20
Pipe and Sheet		— —	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — —
Straits		— 63½	@ — —
English		— —	@ — 62½
Plates, Charcoal I. C	per box 24	— —	@ 25 —
Plates, I. C. Coke		— —	@ 21 —
Terne, Coke		20 50	@ 21 50
Terne, Charcoal		22 —	@ 22 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash) per 100 lb.	— —	@ 10 —
Clinch	(cash)	11 —	@ 11 50
Horse Shoe, Forged	(cash) per lb.	— 45	@ — 51
Wrought English	(cash)	— —	@ — —
Ausable Horse, Norway Iron, Forged		— 45	@ — 51
Zinc Nails	(6 mos)	— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 40	@ — —
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		— —	@ — 75
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 52½	@ — 53
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 87½	@ — 88
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 85	@ — 85½
Naptha, Refined, (60@63 gravity)		— 47	@ — 50

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign	(cash) per lb.	— 17½	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 17.

	Th 11.	F. 12	Sat. 13.	M. 15.	Tu. 16	W. 17
American Coal Co.	....	....	....	....	....	....
Buffalo, N. Y. & E., 1M.	....	....	....	....	....	114
California 7s	....	....	....	....	....	165
Canton Co.	37	37½	37	37	37½	37½
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	....	....	....	....	....
" " pref.	....	....	....	....	....	93
" " 1 M.	....	....	114	....	116	116
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	130	....	....	130½	....	....
" " " 8 p.c.	135	....	....	....	....	....
Chic. & Northwest'n.	57½	57	57	57½	57½	57½
" " pref.	91½	90½	90½	91½	91½	91½
" " 1st M.	103½	....	....	....	103½	103½
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	114½	113½	113½	114½	114½	114½
" '1st M. '70	....	....	....	115	....	....
Clev., Col. and Cin.	171	....	....	....	171	....
Clev. and Pittsburg	113½	112½	113½	114	113½	....
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev and Toledo	132	....	....	....	133½	....
" " S. F. 7 p.c.	....	....	....	116	....	....
Cumberland Coal, pref.	61½	61	61½	60½	61	....
Del. & Hudson Canal	210	....	208	209	209½	209½
Del., Lack. & West.	....	....	....	....	....	....
" " 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" " 2 M. 8 p.c. '81	....	....	....	....	....	....
Erie	113½	113	112½	112½	113½	113½
" pref.	110½	....	110½	110½	....	110½
" 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '79	....	....	....	....	132	....
" 3 M. 7 p.c. '85	131½	....	130½	132	....	....
" 4 M. 7 p.c. '80	121½	....	....	....	....	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1 M. 7 p.c. '82	....	....	....	....	....	....
" 2 M. 7 p.c. '75	....	....	....	....	....	....
Jann. & St. Joseph	39	40	....	....	....	....
" " pref.	....	....	....	....	....	....
" " bonds	....	....	....	....	100	....
Hudson River	134½	133	131½	134	133½	133½
" scrip	....	....	....	....	....	....
" 1 M. 7 p.c. '69	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	101½	....
Illinois Central scrip	129½	129½	129½	130	131½	131½
" full stock	130	....	....	129½	131	131½
" Can. bd. sc.	....	....	....	....	....	....
" bonds	133	....	....	....	....	133½
Marietta & Cin 1st pref.	70	....	....	....	....	68½
" " 2d "	....	....	....	....	....	....
" " 1st mort.	103	....	....	....	....	....
Mariposa Mining Co.	46	44½	42	43½	42½	43
Michigan Central	140	139	138½	139	....	....
" S F. 8 p.c. '82	....	....	140	....	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	92½	91½	91½	92½	92½	92½
" " guar'd.	142	141	142½	....	145	146
" " 1 M. S. F.	....	....	116	....	....	116
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	....	60	60	....
" " 1st pref.	119	120	....	....	....	120
" " 2d pref.	93	....	....	....	....	92
" " 1st M.	118	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	46½	47
" L. G. bonds	69	....	68	....	69½	....
Missouri 6s	....	....	....	68	68	68
" iss. to H. & St. J. R.	85	85	....	....	85	....
" " Pacific	73½	....	....	....	....	74
New York Central	131½	131½	131	131	131½	131
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S.F. '83	119	....	119	....	....	118
" " 6s, S.F. '87	117	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" "pref."	....	....	....	....	....	....
" 1 M. 7 p.c. '75	....	....	....	....	....	....
" 2 M. 7 p.c. '64	....	....	....	....	....	....
" 3 M. 7 p.c. '67	....	....	....	105	....	....
Ohio & Miss. cer.	51½	51	51	52	52	51½
Pacific Mail S.S. Co.	....	....	....	....	....	279
Panama	297	300	....	....	....	....
Penn's Coal Co.	....	....	....	210	....	....
Phila. and Reading	136½	136½	137	137½	137½	137½
Pitts. Ft. W. & Chicago	116	115½	115½	116	116½	116½
" " 1 M.	....	....	....	....	....	129½
" " 2 M. 114½	....	....	114½	116	....	115
" " 3 M.	....	98½	....	....	....	....
Quicksilver Mining Co.	79½	80½	80½	82	83½	85
St. L., Alton & T. H.	64	....	....	....	....	....
" " pref.	78	....	78	....	....	....
" " 1 M.	....	....	....	115	....	....
" " 2 M. pref.	93	93	....	....	....	....
" " Inc. b'ds.	55	....	....	....	....	....
Tennessee 6s, 1890	55½	55½	....	56½	57	57
Toledo & Wabash	69	....	....	....	68	69
" " Pref.	....	....	....	....	75	77
" " 1 M.	102½	....	....	....	....	....
" " 1M. ex.	102½	....	....	....	....	....
" " 2 M.	....	....	....	89	90	....
" " Ini. b'ds.	....	....	....	....	....	....
Virginia 6s	....	....	....	....	54	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 17.

	Th.11.	F.12	Sat.13.	M.15.	Tu.16.	W.17.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	99¼	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	97	----	97	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s	----	----	----	103½	104½	
U. S. 6s, 1881, reg.	107	107	108	----	----	
U. S. 6s, 1881, cou.	107	106½	107	108	108½	108½
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	120	----	115	----	----	----
U. S. 6s, 1867, coup.	----	----	122	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	120	----	----	----
U. S. 6s, 1 year certif.	95	----	95	95	94⅞	95
U. S. 6s, 5-20s, coupon	109½	109½	109	109½	109⅝	109½
U. S. 6s, " reg.	----	----	----	108½	108½	108
7.30 Notes, Feb. & Aug.	109	----	----	109½	109½	110
" " Ap'l & Oct.	108	----	108½	----	----	109
American Gold	254½	257½	255½	----	256½	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	W. 10.	Th.11	12 F.	Sat.13.	M.15.	Tu.16.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	20	----	----	----	----	----
" preferred	----	40	40½	40	41½	
Camden & Amboy	170	----	----	----	170	169
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	116
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	107
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	118	----	----	----	----	----
Ches. & Del. Canal cn '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	41	41	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	51	----	----
" " 7s	----	----	----	----	114½	113½
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	84	----	84	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	47	47	46½	----	47	
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	50
" " 6s	----	----	----	----	----	----
Minehill	62	----	62	62	62½	62½
Morris Canal	----	----	----	----	100	----
" " pref.	136	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	35½	35½	34½	----	34	35½
" " 6s	----	----	----	----	101½	102½
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	72½	73½	73⅜	73½	74	74
" 1st m.	125	126	----	----	----	----
" 2d m.	----	----	121	----	----	----
Penn. State, 5s	99½	----	99½	99½	----	100½
" " 5s, coupon	----	----	----	100½	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	104½	104½	----	----	104½	----
" new	106½	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	66	66	----
Phila. & Reading	68½	68½	68⅝	----	68½	68⅝
" " 6s, '86	----	----	136	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	34	34½	34½	34½	35½	36
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	31½	31
" " pref.	40	----	40½	----	40½	42
" " 6s '82	----	93½	----	93½	----	94
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	103½	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	21	----	----	----	21½	22
" " 6s '78	----	64	----	----	----	64½
Union Canal, pref.	3½	----	----	----	----	----
" " 6s '83	22½	22½	24	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	90	88
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	60	----	----	----	----	61
Green & Coates, "	----	----	----	56	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	72	72	----	73	----	----
Spruce & Pine, "	41½	41½	----	41½	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	W.10.	Th 11.	F.12.	Sat.13.	M 15.	Tu.16.
Baltimore City 6s, 1875	115	115½	----	115	115	
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	115	----	----	----	----	117
Balt. and Ohio	----	----	118	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	57	----	----	----	----	----
" " b'ds, '85	----	104½	----	----	----	104½
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W. 17.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	139	----	138	138	
Boston and Providence	----	----	----	----	----	
Boston and Worcest	----	----	----	----	160	
Cheshire, pref.	56	56	----	56½	56½	
Concord	----	----	----	----	----	----
Connecticut River	127	----	----	----	----	----
Eastern, Mass.	----	109½	----	----	----	----
Eastern, N. H.	----	107	----	----	----	----
Fitchburg	127½	127½	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	85	----	----	----	----
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	74½	----	74½	74½	74½	----
Portl'd, Saco & Ports.	116	----	----	115	----	
Vermont & Canada	114½	----	----	----	----	----
Vermont & Mass.	----	----	----	43½	----	
Western	168	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	121	----	----	----	----	----
Metropolitan "	66	66½	67	----	65½	----
Middlesex "	----	----	79	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	----	54	54	54	----	53½
Isle Royale "	----	----	20½	----	----	----
National "	31	----	----	31	31	----
Minnesota "	----	----	----	----	----	----
Pewabic "	64½	64	----	----	64	63½
Pittsburg "	----	84	----	----	----	----
Quincy "	96	97½	98½	99½	100	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 3d of August:

Maryland 6s	65	to	68
United States 6s, 1881	50	"	60
Do. 5s, 1874	48	"	50
Virginia State 6s	45	"	48
Do. 6 per cent.	30	"	32
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	76
Do., Pennsylvania do. do.	72	"	74
Erie shares, $100 (all paid)	40	"	42
Do., 7s, preference	38	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	43	"	48
Do., 7s, 5th mort.	43	"	43
Illinois Central 6s, 1875	76	"	80
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	44	"	43
Do. do. $100 shares, all paid	52	"	54
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	50	"	55
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, August 20, 1864.

Stock Exchange and Money Market.

The condition of the associated Banks on the 15th of August, showed a decrease in loans of $489,263, in specie $79,209, in gross deposits a decrease of $25,937,476 from the amount on the 6th of August, and a circulation of $5,613,177, against $4,522,728 on that day. So it seems after all that their circulation had increased about 20 per cent in nine days. We confess we do not see much conservatism in such a course of proceedure. Consistency is a jewel, which we should like to see more in favor with these institutions, since from a number of them comes much of the opposition we constantly meet with towards the least expansion of the Government issues, though the life of the nation may depend on it.

It is one of the curious facts of the times that silver is largely depreciated as it relates to gold, the difference in some buyers' offices being as much as 20 per cent. We know from the intrinsic and well established mint values of the two metals, there is no such difference, nothing near it; the alloy of the silver coins of the country being about 4 per cent, and of gold about six per cent. It is a proof in our opinion that speculation has much to do with the prices in the market, and that the relative bulk of the two metals being against the easy handling and counting of the one, makes it less agreeable to deal in than the other. It is the convenience then of the operators which has much to do with the price, and if so we find in the fact another evidence, that there are considerations outside of intrinsic or comparative values which enter into the conduct of the gold operators.

The Government 7-30's are improving in demand, because in the first place there is an easy money market, and next because the gold bearing securities are being rapidly absorbed by foreign orders. The six per cents of 1881 have advanced to 108¾, and the 5-20s are steady and in favor. There is no doubt but that all the loans in the market of a national character will be covered by foreign and domestic subscriptions. Nor is there the least danger that the interest will not be always ready. The custom receipts for the last week were full up to $1,470,000, and the balances in the Sub-treasury are on the increase. Half a million of gold was also received for account of the Sub-Treasury, by the late arrivals from San Francisco. Meantime the taxes are producing at least two millions per day, which though apparently onerous are paid in paper, of which there are in all forms, public and local issues, at least two thousand millions afloat. They are paid with promptness and if there is a delay, it is more chargeable to the assessors and collectors than to the people.

The possibilities of a peace are now much taken into account by all operators, for peace will have a direct effect upon the whole financial condition of the country, and as such we consider it when we speak of the proposition. A six months' armistice would certainly if followed up by a convention of the states lead to important consequences. There are two apparent difficulties in the way, so far as we are able to comprehend the subject. The one is that in making formal propositions to the Confederate Government, it would be a quasi recognition of their political status as claimed by them, or would at least be so considered by the Confederate Government. The other is that it would give France and England an opportunity to intervene under the guise of friendship, against which we could make no very strong objection, and could not well resist. By such an opponent as the wary head of the confederacy, the situation would be taken advantage of beyond all doubt. This is the view which many persons greatly inclined to an honorable peace are compelled to take.

Any peace which is to lead to a separation of the Union, would be inevitably its financial destruction also. What would railway property be worth for example, if there were to be State interests coutravening in the management of the lines which run through different states. Who could tell what tariffs or taxes would not be laid upon them every where. What final jurisdiction could settle the infinite variety of questions sure

to arise out of such a state of things? For the moment the common bond was broken, every state that sat up to its own independence, or groups of states which should form confederacies, would be driven by necessity to take care of themselves.

So with regard to the present system of interchange of products and merchandize. Tariffs would be as common as boundaries and as difficult to meet. The system of free trade which we have carried out so triumphantly among ourselves, would soon vanish and we should have a repetition of the European system, where every petty kingdom, dukedom or principality has a word to say about what shall enter or leave its territories. For to this complexion we must come at last, if the natural unity of our physical condition should be destroyed by rival political interests. These things should be thought of in time, it will be too late to remedy such disasters after they are once upon us. There is a class of persons who are so intent on immediate personal advantage, that they shut their eyes to the dangers really before them. If they can make money, live to suit themselves, and free themselves from the liabilities which attend political organizations, they are satisfied.

But individuals cannot flourish if the nation decays. The exceptions are only with those who rule, and fatten on the masses, on the sons of toil and industry. These are what we see abroad in misgoverned countries, where lines are drawn between capital and labor, and where equality of rights and in the pursuit of happiness is given up for the benefit of the ruling classes. The idea of four or five petty republics is absolutely shocking to the mind of every true American. The fathers of the republic early saw where the danger lay, and have warned us against any attempt under any pretence to abandon the Union they procured for us.

Another idea has been recently much agitated in order to bear on this particular question, that of the sovereignty of the states. Now historically the states were never at any time sovereigns. The colonies were, from first to last, charter or else proprietary governments; up to the last possible moment they admitted the authority of the British Government, and in their public documents professed to assert their loyalty and allegiance to it. From this condition they went into a Confederacy, making themselves by the act itself a nation for the first time, and again from this unsatisfactory and inchoate nationality proceeded to form a more perfect Union by the adoption of the constitution, under which the true prerogatives of sovereignty were first enjoyed and recognised. These are undeniable historical facts, and no arguments however urged can shake them in their truth or conclusions. Let us then be careful how we receive the dicta of any class of reasoners who attempt to overthrow history by abstract propositions, not only ill-founded, but leading to the most dangerous results. Those persons who by position, influence or talent in any way lead the public mind, should pause before they proclaim what is unquestionably a gross heresy.

This nation if it adheres to the policy of our forefathers, will emerge from its present financial as well as political difficulties beyond all question. If it departs from it, we predict a wide spread ruin that no subsequent grief or repentance can repair. If we cannot reach the sense and the patriotism of the people, let us at least, warn them to guard their private interests, which are really only the interest of the whole.

It is a curious circumstance that while there is a body of alarmists among us who see nothing but bankruptcy and repudiation before the country, believing that the financial ruin of the North is as certain to take place as that of the South, the cool headed and sagacious bankers of continental Europe particularly in Germany, in the free towns and the other great entrepots of commerce, have no such idea, but on the contrary have the highest one of our strength and perseverance, and continue to invest their money in our securities with the greatest confidence. The last steamer brought orders for large amounts, as well as those preceding it, and they were filled at a handsome advance on previous quotations. Standing at a distance these sagacious capitalists and bankers who inhabit cities which have commercial rather than political interests, who look with indifference on the intrigues of the Sovereigns around them, and escape the anxieties which perplex the communities which are the mere appendages of dynasties, have an opportunity of forming opinions, very correct in the abstract, of what is going on at a distance. They are cool observers.

"They see with equal eye as friend of all,
A hero perish or a sparrow fall."

Or to use another illustration they can form a better opinion of the grandeur of our Country, because at a greater distance they can take in its mountain proportions, than the person who is climbing up one of its sides.

The investments therefore made so increasingly by these foreign capitalists, who are not moved to jealousy by our progress, who have no wish to see this republic destroyed, and have no interest of rivalry to prompt the wish, are seen to be the very best which are this day to be found in the whole commercial world. No other National securities offer any such profit at present prices, and every dollar invested in them is worth two to the invester, as these people abroad well know if we do not.

In view of the absolute wealth of the country to meet the interest and principal of its loans, we have again and again during the past two years called the attention of our readers to the figures obtained by means of the last and preceding census, which demonstrate beyond all doubt the indestructible resources of the United States. One of the ablest pamphlets which has appeared to disseminate and maintain similar statements was that by Dr. Elder of the Treasury Department, which we noticed at the time, with repeated reference. Another able writer has stepped into the field of figures and calculation, Mr. D. A. Wells the author of some of valuable serial works, the annuals of scientific discovery. This writer after careful examination of his subject has succeeded in placing the "burdens and resources" of the country in a point of light which makes everything as plain as day. He shows among many other interesting facts, that if our war debt should ever amount to three thousand millions, the proportion of this debt to each person to pay would be only $82 35, if the capital was paid off, and that our population increasing at its present established rates, the amount in 30 years would not be more than about half that sum for each person. But if we look at the payment of the interest merely for a series of years, Mr. Wells shows that the debt being 3,000 millions the interest each person will have to contribute will be $4 38, and at the end of thirty years, it will be about $2 per capita. In Great Britain it is now $4 25 per capita, in France $3, in Holland, $3 40. So much for the burden of the war. Now as to our resources, it is not to be forgotten that the value of the real and personal assessed property of the United States at the last census was $16,159,000,000. Of this amount there were credited to the loyal States about 11,000 millions, but it is well-known that the real extent and value of the property of the country never came within the knowledge of assessors or census takers.

The established rate of increase in these values being found to be 126.45 per cent. per decade, or 127 per cent. as we have usually stated it, and on this basis, and that of the ratio of increase of our population during the same decades as well as on the returns of former census, the following interesting table is constructed by Mr. Wells, which is an absolute and unanswerable demonstration of our progress and our ability;

Year.	Value of real and personal property.	Average property to each person.	Aver. annual value of the Nat'nal Prod't.
1790.	$750,000,000	$137.00	$187,500,000
1800.	1,072,000,000	202.13	300,000,000
1810.	1,500,000,000	207.20	420,000,000
1820.	1,882,000,000	195.00	526,960,000
1830.	2,653,000,000	206.00	742,840,000
1840.	3,764,000,000	220.00	1,063,135,000
1850.	7,135,780,000	307.67	2,004,000,000
1860.	16,159,000,000	510.00	3,804,000,000
1864.	15,300,000,000	614.95	4,018,000,000
1865.	21,574,000,000	634.62	5,713,500,000

Thus while the population of our country increased from 1850 to 1860 in the ratio of 35 per cent. and a fraction more, the wealth of the country increased more than double, or nearly a thousand millions per annum. During the same time the population of Great Britain increased only at the rate of one per cent., and its wealth but 33 per cent. It is this enormous difference in our progress, compared with that of other nations, which gives almost a sublime character to our movements. Blind as they sometimes appear to be when our rulers have not the grasp of mind to comprehend our destiny, yet they are on a scale whether of war or finance that throw all other similar operations of modern times completely in the shade. In fact, every man in this republic is a power in himself, active, productive, restless, determined, the nucleus of just progress and power.

Before we conclude this interesting view of the subject we add two quotations from Mr. Wells. The one is this:—

"Supposing now the war to close at or before the end of 1865, with a restoration of the dominion of the old Union; supposing also the wealth of the loyal States to have increased since 1860 at the decennial ratio of 100 per cent. (an under rather than an over estimate,) and the valuation of the disloyal States at that period to be one thousand millions less than in 1860; then the reunited nation will start anew on its era of peace, with a capital of twenty thousand millions and an annual increase of wealth which certainly cannot be estimated at less than $2,000,000,000."

The other is a table constructed on the known decennial increase of the population, and the decennial increase of the public wealth.

Years	Population	National wealth	Annual interest per capita	Percentage of debt to property	Average annual value of the national product; the annual ratio of increase as assumed being 10 p. c.
1860	31,500,000	$16,159,000,000			$4,804,000,000
1865	34,000,000	21,574,000,000	$3.35		5,713,500,000
1870	40,950,000	32,318,000,000	4.58	9.28	7,608,000,000
1880	53,235,000	64,686,000,000	3.88	4.64	15,216,000,000
1890	69,205,500	129,272,000,000	2.60	2.32	30,432,000,000
1900	89,964,150	258,544,000,000	2.00	1.16	61,264,000,000

"In the above table, one of the points brought out, which is most worthy of interest after the statement of the enormous prospective increase of our national wealth, is the exhibit of the manner in which in a growing, flourishing state, the burden of a national debt decreases relatively to the burden of the property which must pay it."

We may therefore look our position squarely in the face, for it is at present impregnable.

Government stocks continue in demand at advancing rates. The news of the progress of the war being considered favorable on the other side of the water. When the news from Mobile reaches England and the continent, the present confidence in our final success will be increased. When the London *Times* admits that the reconstruction of the Union is desirable, even at the hazard of the loss of Canada, there can be no doubt that a reaction in our favor is rapidly taking place. The *Times* published a great many articles in favor of the North at the beginning of the war, and it would not surprise us if it did the same thing again. The subscriptions to the 7-30s are liberal and on the increase, being upwards of a million per day.

The old 7-30s of August 19, '61, were due on Friday last, and will doubtless be reconverted, for otherwise the gold interest will cease at that time. The new 7-30s bearing date Aug. 1, are prepared for delivery, and the distribution has commenced. Railway shares are about the same as usual, the varieties being fractional. The balance in the Sub-Treasury on Tuesday was $16,767,776.

At this port the aggregate exports of produce and merchandise (exclusive of specie), for the past week, amounted to $6,808,167.

The value of foreign goods imported into the port of Boston for the week ending Aug. 12, was $1,192,632, against $436,798 for the corresponding week in 1863. The exports were $589,656, against $162,213 41 for the corresponding week in 1863.

The total value of the foreign exports for Baltimore the last week was $310,610.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Michigan 6s, 1873, 103; North Carolina 6s, 60; N. Z. State 6s, 1872, 116; Indiana 5s, 87; Chicago and Milwaukee R. R., 80; Lackawanna and Western 1st mort., 112¼; Brooklyn City Water Loan, 117; Jersey City Water Loan, 110; Mariposa 1st mort., 94; Sixth Avenue R. R., 115; Atlantic Mail S. S. Co., 188; Lehigh and Susq. Coal, 15¼; Ashburton Coal, 20; Gunnel Gold, 4; Metropolitan Gas, 126½; Am. Ex. Bank, 116; Bank of Republic, 104; Merchants Ex. Bank, 100; Mechanics Bank, 109½; Bank of Commerce, 106½; Bank of Commonwealth, 104.

Philadelphia.—Allegheny Co. 5s, 80; Elmira 5s, 81; North Penna. 6s, scrip, 97; Huntingdon and Broad Top 2d mort., 98; Mineral Oil, 3; Egbert Oil, 3; Dalzell Oil, 8¼; Union Petroleum, 3½; McClintock Oil, 5¾; Corn Pl. Oil, 3⅞; Petro. Central, 3½; Organic Oil, 1¼; Perry Oil, 5⅜; McElheny Oil, 7⅜; Noble and Delamater Oil, 15⅝; Rock Oil, 3¾; Densmore Oil, 11; Feeder Dam, 1; Ætna Oil, 2; Maple Shade, 15⅛; Phila. and Oil Creek, 1; Keystone Oil, 2; Cherry Run 5⅝; Howes Eddy, 1¼; Excelsior Oil, 1½; Oil Creek, 6; Curtin Oil, 1¼; Boge Island Oil, 1; Fulton Coal, 10¾; New Creek Coal, 1¼; Green Mountain Coal, 6½; Clinton Coal, 1¼; Big Mt. Coal, 9; Preston Coal, 50; New York and Middle Coal Feilds, 20; Mechanics Bank, 28½; Louisville Bank, 118½; Commonwealth Bank, 47; Union Bank, 43; Manuf. and Mech. Bank, 28. The latest quotations are: City 6s, 104@104½; do., new, 106½@106½; State 5s, 99½@100; do., coupon, 100@102; do., 6s, W. L., 105@105½; Phila., Wil. and Balt., 74¾; Reading, 69@69½; do., 6s, 1870, 109@111; do., 1886, 137¾@138; Camden and Amboy, 169@170; Pennsylvania R. R., 74@74¼; do., 1st mort., 125@125¼; do., 2d mort., 120½@121; Little Schuylkill R. R., 46¾@47½; Morris Canal, 98@100; do., pref., 137¼@140; do., bonds, 115@118; do., 2d mort., 104¼@105; Wyoming Valley Canal, 88@90; do., 6s, 105@105½; Susquehanna Canal, 21¾@22; do., 6s, 64½@65; Sch. Nav., 32@33; do., pref., 42½@42⅝; do., 6s, 1882, 93¼@93⅞; Union Canal bonds, 22¼@25; Delaware Div. Canal, 41@41⅛; do., bonds, 104@104½; Elmira and Williamsport, 34@37; do., pref., 51@53; do., 7s, 1878, 113¾@114½; do., Chattle 10s, 80@81; Beaver Meadow, 92@97; Long Island R. R., 49@50; Lehigh Coal and Navigation, 83½@83¾; North Pennsylvania, 35¾@36; do., 6s, 102¼@102½; do., 10s, 125@128; Philadelphia and Erie, 36¼@37; do., 6s, 110@112; Minehill, 62½@62¾; Catawissa, 20@21½; do., pref., 41@41½; Lehigh Valley, 100@100; do., bonds, 116@119; Fifth and Sixth streets, (horse,) 62@64; do., 7s, 107@108; Second and Third, 72@73; do., 7s, 110; Race and Vine, 10@14; West Philadelphia, 72@78; Spruce and Pine, 41@41½; Green and Coates, 33@36½; do., 7s, 105@110¼; Chestnut and Walnut, 61@61; Arch, 24@25; Thirteenth and Fifteenth, 35@38; Seventeenth and Nineteenth, 16; Girard College, 29@32; Tenth and Eleventh, 50@51; Norristown, 66@66¼.

Boston.—Northern (Ogdensburg,) 1st mortgage, 103¾; do., 2d mort., 31½; Vermont Central 1st mort., 83; Rutland and Burlington 1st mort., 72¼; Mad River and Lake Erie 6s, 1900, 69; Essex, 96¾; Eastern R. R. 6s, 1874, 106; Massachusetts 6s, 1875, 130; do., 1894, 115; Maine 6s, 101; Vermont 6s, 1871, 100½; New Hampshire 6s, 99¾; Albany City 6s, (W. R.R.,) 107¼; Boston, 5s, 1874, 124¾; do., 1868, 139¼; Boston Water Power Co., 37½; Cary Imp. Co., 13; Essex Co., 100¾; Holyoke Water Power, 112½; Salem and Danvers Aqueduct, 105¼; Gilberton Coal, 98½; Short Mt. Coal, 48½; Cambridge Gas, 100½; Chelsea Gas, 93; Atlas Bank, 103; Merchants' Bank, 102; Webster Bank, 104½; Pawners Bank, 91; Traders Bank, 97; Union Bank, 115; Atlantic Bank, 100; Hide and Leather Bank, 109; Tremont Bank, 116½; Bank of Commerce, 102; Exchange Bank, 120; Bank of Brighton, 73½; Acton Mining Co., 2; Acton Vale, 1; Albion Gold, 3⅝; Bay State, 23; Black River, 30c.; Bedford, 1¼; Canada, 3¼; Colorado Gold, 3¾; Copper Falls, 34½; Dana, 3½; Devon, 4¼; Dudley, 5; Durham, 25c.; Eagle River, 4⅞; French Creek, 87½c.; Gt. Western, 4¼; Hancock, 13¾; Huron, 32; Humboldt, 9¼; Hanover, 3½; Mesnard, 10¼; Massachusetts Gold, 2⅜; Manhattan, 9¼; Newton, 8c.; North Cliff, 6¼; Northwestern, 10; Ottawa, 40c.; Phœnix, 27; Pontiac, 5½; Star, 7; Superior, 9; St. Clair, 10; Tremont, 3⅝; Waterloo, 40c.

Baltimore.—Marietta and Cincinnati bonds, 103½; N. W. Va. 1st mort., 114; Western Md. bonds, 89¾; Santa Clara Mining Co., 23¼; Mineral Hill 2.75; Bare Hill, 4.16; Springfield, 2.25; Md. Copper, 0.80; Atlantic Coal, 1.40; Baltimore Chrome, 2.05; Am. Gas Coal, 2.35; Bank of Commerce, 24½; Farmers and Mechanics Bank, 40¼; Union Bank, 70½. The latest quotations are: Balt. and Ohio, 117@119; do., 6s, 1867, 108@110; do., 1875, 115@117; do. 1880, 115½@117; do., 1885, 115½@117; Northern Central, 55@59¼; do., bonds, 1885, 104¼@105½; N. W. Va., 10@23; do., 1st mort., 114@115; do., 2d mort., 104@110; do., 3d mort., 25@37; do., guar., 112@112; Marietta and Cincinnati 7s, 1891, 103½@105; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 55@61; do., income 1857–'60, 40@41¾; Western Md. bonds, 88¼@90; do., guar., 116; Maryland 5s, 95@100; do., 6s, coupon, 1870, 115; do., Ins., 113@115; do., 1890, 114; Baltimore 6s, 1870, 110@110; do., 1873, 105@107; do., 1875, 115@115; do., 1886, 113@113; do., 1890, 114@115; do., coupon, 115@118¼; do., 5s, 1838–'70, 96@96; City Passenger R. R., 21½@22; Canton Co. 37@37¾; Gardner, 0.50@0.85, Gas Coal, 2.10@3.00; Maryland, 0.80@0.90; North State, .10@.15; Rudisell, .65@.75; Silver Hill, .20@.30; Springfield, 2.20@2.25; George's Creek, 95@110; Santa Clara, 23¼@23½; Balt. and North Carolina, .20@.25; Balt. Chrome, 1.50@2.05; Bare Hill, 4.15@4.30; Atlantic Coal, 1.35@1.40; Mineral Hill, 2.40@2.65; Baltimore Coal, 85@95; Lake Chrome, 50@60.

The Banker's and Broker's Telegraph Co.

This company, as will be seen in our advertising columns has opened its subscription books in this and other cities. The object of the company is to erect two sets of telegraph poles to run by different routes connecting New York, Philadelphia, Baltimore and Washington. The line is in process of construction, and one set of wires is expected to be in operation in less than 60 days.

Illinois Central Railroad.

At a meeting of the directors of this company held on the 16th inst., it was resolved to call in for payment on the 1st of October next, at the rate of 120 per cent., the outstanding Construction Land mortgage bonds numbered 1 to 3000 (originally 3000 bonds of $1000 each). This notice of reimbursement with 20 per cent premium is pursuant to the original contract, and is rendered necessary by the difficulty of buying the bonds in open market for the wants of the Land Department, even at higher rates. The final assessment of $10 on the Scrip Shares of the Company is called up for the 26th September, to afford the means of paying for the Bonds and to equalize both classes of the Stock which already carry the same cash dividends. The foresight of making it a condition to

the Land Mortgage, that the Bonds could be paid off at a given rate is now, for the first time, fully appreciated. But for this, the Company, in the process of conveying their lands, in fee simple, to the parties buying and paying for them, might have been compelled to pay 200 per cent for the Bonds. With large cash means now on hand, and nearly a million in addition, which it is really desirable to call up on the Scrip Stock, to equalize it with the Full Paid Stock, the management can at once provide themselves with about $3,000,000 in Bonds for cancellation, as the collections from the Land Department require them to perfect the title to the purchase.

Pacific Railroad of Missouri.

The Kansas City *Journal* announces that the iron is laid on the Pacific Railroad from that city across Blue and Rock Creeks, and is now within three miles of Independence. Next week the cars will leave Kansas City every day, connecting with stage at Independence for Warrensburg. By the 10th instant the track will be laid fifteen miles west from Warrensburg, making but thirty miles staging between Kansas City and St. Louis. On the 10th day of June last there were seventy miles staging; two months will have reduced the distance forty miles, giving the Company nearly five months in which to redeem their promise of opening the road by the 1st of January next.

The Albany and Susquehanna Railroad.

We learn that this road, having been in operation less than a year, has thus far done double the business anticipated by its most sanguine friends. A great impulse has been given by it to all kinds of business in the fertile and beautiful valley of the Schoharie.

☞ At the annual meeting of the Atlantic & St. Lawrence R. R., recently held in Portland, the old Board of Directors was re-elected. The article in the warrant relative to the bonds which mature in 1866, was referred to the Directors, with power to adopt such measure in regard to them as they deem expedient, but limiting the amount of payment to $1,500,000.

☞ The rails are laid on about two miles of the Fall River, Warren and Providence Railroad, and much of the labor on the road has already been done. Three sets of workmen are employed on the wharf and pier at Somerset.

☞ A special election is to be held in Leavenworth, Kansas, on the 22d instant, to ascertain the wishes of the people with reference to subscribing $250,000 to the stock of the west branch of the North Missouri Railroad.

☞ The contract for the construction of a railroad from Bay City, Michigan, to East Saginaw, has been given out, and the work will be immediately commenced.

☞ The stock of the Atlantic and Great Western Railway has been placed on the list of the New York Stock Exchange.

☞ The Grand Trunk Railway Company has given notice that it has assumed the management of the Buffalo and Lake Huron Railroad.

☞ The Massachusetts Legislature has granted a charter for a Horse Railroad extending from Stratford through Bridgeport to Fairfield, Conn.

Atlantic and Great Western Railroad.

The following table shows the gross monthly earnings of the Atlantic and Great Western Railroad since the commencement of the present year:

	Passengers, Mails, &c.	Freight.	Total.
January	$38,615	168,683	207,298
February	50,189	178,852	229,041
March	60,518	166,315	226,733
April	63,992	133,275	197,367
May	57,193	157,486	214,679
June	73,654	240,857	314,521
July	82,665	249,433	332,098
Total	$426,826	1,294,811	1,721,637

☞ Samuel Marsh, Esq., for many years Vice President of the Erie Railway Co., has been elected President, and the Hon. Dudley S. Gregory Vice President.

The Seven-Thirties--What are they?

We trust that a large portion of our readers have pondered the Appeal of Mr. Fessenden, our new Secretary of the Treasury. The purport of it is that the People of the United States, acting as a body through their agent the Government, wish individuals to lend them two hundred millions of dollars for three years, at seven and three-tenths per cent. annual interest, payable every six months. For this they offer Treasury Notes—that is, in reality, notes drawn and endorsed by every man in the country. The loan is wanted for a great National purpose, to effect which every man, unless he be a traitor at heart if not in act, is solemnly pledged.

The Appeal is addressed not merely to a few great capitalists, but also to the many whose aggregate means constitute the mass of the wealth of the land. The notes upon which this loan is asked are from $50 upward. Every man who has fifty dollars can take part in this loan. Apart from patriotism and the duty which all owe to their country, no investment is so desirable as this.

It is secure. Every dollar of every man's property is pledged for the punctual payment of the interest, and of the debt when due. The security is increasing in value. For some years before the war we were earning 1000 millions a year more than we spent. During the three years of the war, owing to the high prices and constant demand for labor, we have earned more than ever before. No man who could or would work has been idle; and except for the war, we have spent less than before. In three years of the war we of the United States have certainly earned 3000 millions more than we have spent apart from the war. The cost of the war may be set down at 2000 millions. Deducting this from our net earnings, the people who are security for this loan are 1000 millions richer to-day than they were when the war broke out.

No other investment can be so easily convertible. The man who has a Treasury note for $50, or $100, or $1,000, can turn it into money more readily, and upon better terms, than if it were invested upon bond and mortgage, or in railroad stocks.

The interest offered is higher than can be realized from any other safe and convertible investment. It is, moreover, readily collectable when due. To each note are affixed five "coupons," or *interest tickets*, due at the expiration of each successive half year. The holder of a note has simply to cut off one of these coupons, present it at the nearest bank or Government Agency, and receive his interest; the note itself need not be presented at all. Or a coupon thus payable will everywhere be equivalent, when due, to money.

Thus, while this loan presents great advantages to large capitalists, it offers special inducements to those who wish to make a safe and profitable investment of small savings. It is in every way the best Savings' Bank; for every institution of this kind must somehow invest its deposits profitably in order to pay interest and expenses. They will invest largely in this loan, as the best investment. But from the gross interest which they receive they must deduct largely for the expenses of the Bank. Their usual rate of interest allowed to depositors is 5 per cent. upon sums over $500. The person who invests directly with Government will receive almost 50 per cent. more. Thus the man who deposits $1,000 in a private Savings' Bank receives $50 a year interest; if he deposits the same sum in this National Savings' Bank he receives $73. For those who wish to find a safe, convenient, and profitable means of investing the surplus earnings which they have reserved for their old age or for the benefit of their children, there is nothing which presents so many advantages as this National Loan.

It is convertible into a six per cent. gold-bearing bond. At the expiration of three years a holder of the notes of the 7-30 loan has the option of accepting payment in full or of funding his notes in a six per cent. gold interest bond, the principal payable in not less than five nor more than twenty years from its date as the Government may elect. For six months past, these bonds have ranged at an average premium of about eight per cent. in the New York market, and have sold at 109 to-day (Aug. 12th,) thus making the real rate of interest over ten per cent.; and besides, to make the inducement even greater, Congress by special act exempts its Treasury notes from State and municipal taxation. Could Shylock ask more? Was patriotism ever so liberally rewarded.—*Harper's Magazine.*

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of July, compared with the same period last year, were as follows, viz:

	1864.	1863.
Freight	$309,441 67	$221,288 92
Passengers	155,881 21	108,738 95
Express matter	5,200 00	2,700 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	1,650 00	3,117 29
Total	$486,681 21	$350,753 49
Increase		$135,927 72
En'gs fr. Jan. 1 to July 31	$3,458,441 53	$2,802,592 30

Increase for July, 38¼ per cent.; average increase to July 31, 23.4 per cent.

The earnings of the Erie Railway for the month of July, 1864, were. $974,316 85
Corresponding month of previous year 731,243 20

Increase $243,073 65

The earnings of the Cleveland and Pittsburg Railroad Company for the month of July, 1864, were $214,533
Corresponding month of previous year . . 182,655

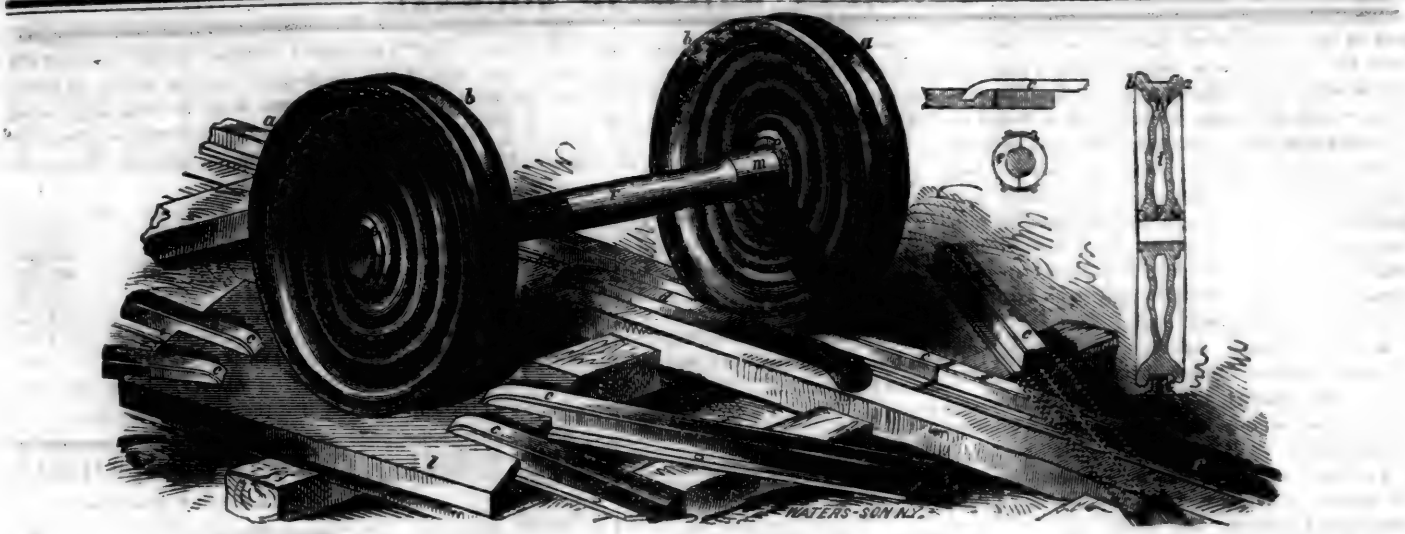
Increase $31,878

The traffic receipts of the European and North American Railroad for the month of July 1864, compared with the corresponding month last year, is as follows:

	1864.	1863.
Passengers	$7,966 37	$6,485 13
Freight	6,177 31	4,840 84
Mails and Sundries	1,186 80	1,360 67
Total	$15,360 48	$12,720 64
Increase		$2,637 84

Comparative statement of earnings of the Ohio and Mississippi Railway Company, Eastern and Western Division, for July, 1863 and 1864:

	Gross Earnings,
1864	$262,990 70
1863	169,704 24
Increase	$93,286 46



Double Flange Railroad Car Wheels.

We would call the attention of the railroad public to the improved railway car wheels, (see accompanying cut.) "To prevent cars running off the track," and save the lives of passengers and railway property, usually caused by obstructions, breaks, &c. It may be seen by investigation, that in the running of these wheels wherever such accidents occur or are liable to occur, the outer flanges come into immediate requisition, and the force of the strain, also the friction is very nearly equalized on both ends of the axle, on both rails, and also on both wheels. Thus rendering as it were an united strength, bearing equally on the superstructure by the action of the outer flange in conjunction with the opposite inner flange on the opposite rails.

It may be noted that an improvement running on such a principle and in such a manner is almost to a certainty safe for passengers as well as property of companies; and running off the track would be almost an impossibility—so of other accidents of a kindred nature. On a trial (experimental) with a small train of cars around a short curve, this improvement was found to be a complete proof against running off the track after repeated trials with obstructions on the outside rails.

All well knew, that with the single flanged wheels a train could not run around a single time in such a case, without running off; showing conclusively, that in this improvement there is not only a *preventive against* accident, but *safety* in case of *positive accident*.

Thus rendering it abundantly safe for a permanent base, for a high rate of speed whenever desired. The large sized wheels are especially intended for the greatest speed, *without any increase of friction or wear*, as may be desired. Express trains may easily run 60 to 70 miles minimum per hour, and it may not probably be necessary to put on this improvement only on *express trains*, except *new roads*. The spreading of rails on many of our railways is of frequent occurrence, and trains are generally thrown off the track in such cases in consequence. It is undoubtedly caused by a heavy strain and pressure on one side of the track, especially aroound curves and other places. It is apparent that under such circumstances the single flange wheels afford no security, or in any way help sustain the side on which the weight and strain may fall.

We may readily perceive that in cases of this kind the double flange wheel comes into full play, and its superiority is manifest. The wheels, axles and rails are alike made to bear an equal burden while the safety of all parts is insured.

Precisely the same result is noted in the breaking of axles; also when an axle does break, it keeps the cars on the track in safety and security.

In looking into the movement of these wheels it is patent to any candid mind, that it is almost impossible for a train to be thrown off the track with this improvement on and in practical use.

In cases of collision it is well-known that the cars are nearly all usually thrown off, while with the double flange wheels all the cars except those smashed would remain on the track from the principle of safety with which they are combined.

The same advantages are also apparent in case of breaking of rails in cold weather, and attended by similar results.

The play between the outer flange and the rail is an inch to an inch and a half. The inner flange is similar in size, and runs the same as the old ones. The additional flange being shorter and lighter.

Nothing of importance to alter as respects rails, except frogs which are simple and solid, not as expensive by far as the old style, easy for both kinds of wheels to run over, so that only express trains need be altered for new wheels unless so desired. It has been suggested by engineers that the old frogs could be altered to suit the new wheels. The most important point in relation to this improvement is its almost perfect safety with great speed, both so desirable, and with the larger wheels a relative increase of speed; thus with a proportionate increase of size the same ratio of speed is attained without any increase of wear or friction. Or less friction and wear without increase of speed; but an easy, smooth, agreeable and steady roll over the rails, agreeable indeed to travelers, with all the safety that could be asked; and which is certainly a most desirable consideration for the traveling public.

It will thus be seen that we have three decided advantages in this improvement, as follows, viz: Safety of life, of railroad property, and a high rate of speed. It must be evident to all who well understand this subject that the double flange railway car wheels embody the correct principle of safety, with speed so essential and desirable to a well managed road, and would undoubtedly lead all rival lines when in practical operation.

We may consider the great saving of life and property, and its superior advantages over the old single flanges, and railroad companies will undoubtedly see their decided interest in adopting it and putting it in practical operation, for reasons which may be well understood by intelligent and discriminating minds. According to a leading railway gentleman, life and property are dependent on slight contingencies on our railways. He says that the old or single flanges it is indeed precarious, as it runs on the principle of gravitation. The least element of disturbance upsets all real safety to life and property. Any obstruction, any break, and we have an almost indubitable result.

It is useless to deny these facts, as the buried dead for forty years past, mostly from causes enumerated, herein attest in the most forcible manner. An improvement that will unquestionably save life, and attain an accelerated speed, commends itself to all right thinking men, and deserves its place among those more noble and first order of improvements of the present age; to be practically and generally used for the benefit of the race. And certainly it cannot escape the notice of those clear and discriminating minds who direct the great railway interests in our country.

It has been remarked by one who well understands railroads, especially the running of cars, that an additional flange would do no good. The question was asked in turn, what any flange was needed for? The reply was for safety. We find therefore, that flanges are as a matter of course, a principle of safety.

But it is well-known, that in most cases such as the running off the track from various causes, or breaking of axles single flanges are of very little avail as far as safety is concerned, while with the double flange we have the whole safety and not half, and in case of positive accidents all the safety so to speak, and which has been plainly demonstrated.

As to expense in putting on this improvement on new roads, it can be put on at even less expense than the old style of wheels; and the

cost is but little when taken into comparison with the benefits to be derived when in practical use in saving life and property. And public confidence, and patronage on leading lines would be unmistakable, and place any road adopting it on a most decided vantage ground over others. We commend this improvement for adoption and practical use, especially in leading lines of railways, and particularly call the attention of the officers and directors of the Pacific Railroad to California, to it in order that they may at an early day secure the right for their road.

We are informed that one of the prominent roads having connection with some of the largest ones in this country, are about making arrangements to put on this improvement, also a leading foreign road.

The right of use of this improvement for sale by Messrs. DAVIDSON, DICKINSON & Co., Engineers, 229 Broadway, New York. See advertisement in this JOURNAL. Wheel resting on a part of new Frogs.

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 1st week in August:

	1864.	1863.
Passengers	$8,441 42	$3,756 81
Freight	8,963 16	4,731 00
Mail, express & telegraph	1,125 58	875 00
Total	$18,530 16	$9,362 81
Total since Jan. 1	$565,466 64	$360,925 91

The traffic of the Great Western Railroad for the week ending August 5th, 1864, was as follows:

Passengers	$25,565 81
Freight and live stock	20,872 72
Mails and sundries	2,383 34
Total	$48,821 87
Corresponding week of 1863	42,176 98
Increase	$6,644 89

The earnings of the Chicago and Alton Railroad Company for the week ending August 7th, were:

	1864.	1863.
Passengers	$19,365 16	$12,145 32
Freight	32,780 97	23,575 20
Sundries	1,711 71	2,169 42
Total	$53,857 84	$37,889 94
Increase 1864		$15,967 90

The earnings of the Grand Trunk Railway for the week ending Aug. 6th, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways), were: $100,045 41
Corresponding week, 1863 89,726 54
Increase $10,318 87

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of August, 1864, were $66,000 60
Corresponding week of previous year 39,782 86
Increase $26,217 74

The earnings of the Michigan Central Railroad for the 1st week in August, 1864, were $63,415
Corresponding week of previous year 37,234
Increase $26,181

The earnings of the Milwaukee and Prairie du Chien railroad for the 1st week in August, 1864, were $25,721 00
Corresponding week of previous year 12,735 00
Increase 12,986 00
Increase since Jan. 1, 1864 $31,834 00

The earnings of the Chicago and Rock Island Railroad for the first week in August, 1864, were $47,166 00
Corresponding week of previous year 31,807 00
Increase $15,359 00

The earnings of the Cleveland and Toledo Railroad for the 1st week in August, 1864, were $27,993 00
Corresponding week of 1863 24,528 00
Increase $3,465 00

The earnings of the Chicago and Northwestern Railway for the week ending August 7, 1864, are as follows:

Passengers	$27,479 84
Freight	58,072 49
Mail	1,405 35
Express	1,382 39
Total	$88,340 07
Same period last year	56,153 62
Increase 57 31-100 per cent	$32,186 45

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 31, 1864, were:

	1864.	1863.
Passengers	$3,014 28	$2,513 15
Freight	8,621 09	4,576 98
Express	104 16	75 00
Mails	296 58	296 58
Total	$12,036 11	$7,461 71
Increase		$4,574 40

Receipts from January 1st to July 31:

1864	$318,602 67
1863	194,521 55
Increase	$124,081 12

Old Colony and Newport Railroad.

At the annual meeting of the stockholders of the Old Colony and Newport Railroad Company, held at Boston on the 28th ult., it was resolved to issue bonds to the amount of five hundred thousand dollars, bearing six per cent interest, and having twenty years to run—for what purpose was not stated. It was also resolved to authorize the directors to take measures to procure a consolidation with the Dighton and Somerset Railroad Corporation. The receipts of the Old Colony road for the six months ending June 1, 1864, were $301,694; the expenses, $212,562. Out of the surplus of $197,000 was paid a dividend of $144,000, leaving a balance of $34,748.

The annual meeting of the stockholders of the Dighton and Somerset Railroad Company, was also held in Boston on the 28th, at which a report was read, stating that the amount of receipts on account of 5,162 shares of stock was $180,412, of which $81,000 was from the full payment on 1,815 shares. Of this $150,000 have been paid for railroad iron, other lesser sums, and $26,000 is on hand.

☞ A bill is before the New Hampshire Legislature to fund the debt of that State. It provides for the issue of bonds to the amount of $3,500,000, at a rate of interest not exceeding 6 per cent, payable semi-annually in Boston or New York, in not less than thirty or more than forty years, not more than $1,000,000 payable in any one year. Bonds to be sold by proposal, at not less than par. Fifty thousand dollars of railroad tax to be set aside annually as a sinking fund, and also whatever may be received from the General Government.

☞ The speedy collapse of the mischievous speculation in produce and the return of lower prices may be inferred from the following table, copied from the Chicago *Tribune*, showing the amount of flour and grain in store at Chicago at the dates indicated:

	July 25, '64.	July 25, '63.
Flour, bbls.	27,263	32,488
Wheat, bushels.	916,447	460,296
Corn	1,748,151	982,761
Oats	267,632	216,286
Rye	12,663	21,936
Barley	6,070	1,316

According to the above table, there is nearly double the amount of wheat and corn in store now in that city that there was a year ago.

DOUBLE FLANGE R. R. CAR WHEELS.

BALL AND WHEELOCK, PATENTEES.

Seventy Miles an Hour.



Saves Life and Property.

RIGHTS FOR SALE BY

DAVIDSON, DICKINSON & CO.,

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STEAM CARRIAGES for good hard roads.—Squirting Oil Cans, also Danver's Patent Steam Hammer

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 18, 1864.

TWENTY-SECOND SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Four per Cent, on the capital stock thereof, free of the United States Income Tax, payable on the 20th day of August next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK.

The transfer books will be closed at the close of business on Saturday, the Thirtieth day of July instant, and be reopened on the morning of Wednesday, the twenty-fourth day of August next.

5t-30 JOHN V. L. PRUYN, Treasurer.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, August 27, 1864.

The Paper Famine.

The high price of paper in this country is seriously affecting a large and leading interest, that of the publishers of newspapers and books, and is likely to diminish their circulation. For there is nothing more certain than that excessive high prices reduce consumption. To meet this contingency, which is not merely the effect of a disordered currency, but a scarcity of the material for manufacture, owing in a great degree to the diminution in the supply of cotton, the greatest efforts have been made to procure a substitute for this material. Hundreds of various kinds of vegetable fibres have been tried, and though most of them have confidently been pronounced successes, we see no where any extensive manufactories adopting any one of them on a large scale. Now and then we hear of a newspaper being printed on what was once wood fibre, or some such unexpected material, or on straw. We know that at the great mills at Niagara Falls, tow is largely used to mix with ordinary rags, and now we are told that in Austria, corn husks are converted into all kinds of paper, some of them of the most beautiful description, and that the cost is so moderate as to defy competition on the old plans. The Commissioner of Agriculture at Washington announces the receipt of numerous specimens of the new fabric and invites their examination. Certainly in the Western States where corn is raised in millions of bushels, the husks thus used would be an item of great value. We wait confidently for some movement in this last direction, as the demand may lead to the adoption of the Austrian process at an early day.

In the meantime we are not alone in our dilemma. An extraordinary state of things exists also in England, of the same character and to an alarming extent. A paper famine is also threatening to overtake that country, and parliamentary inquiry is begun as to its cause and remedy.

The paper mills are being closed to a considerable extent, many long established manufacturers have failed or are closing up their business, and Mr. Maguire, an M. P., in a recent speech in the House of Commons, gave a picture of the condition of the paper trade in his country as curious as it is startling. According to his statements which were not contradicted, the capital embarked in the business in the United Kingdom is thirty five millions of dollars, and the number of persons engaged in the manufacture directly and indirectly 100,000; while 200,000 more through the workmen and their families are dependent on the continuance and prosperity of the manufacture. He also stated that from five to seven millions of dollars were annually diffused throughout the country in wages to operatives. All this he contended had been sacrificed to the clap-trap of free trade.

Three half pence in the pound represented the Excise duty. It took a ton and a half of rags of the best quality to make a ton of fine paper, and two tons of the lowest quality. So that this charge alone amounts to about seventy dollars per ton of paper. Now as the British Mills are mainly dependent on foreign rags for their supplies, they labor under the difficulty that the principle of free trade, which is the British theory sometimes at least, is not adopted by those nations with whom she is most liberal. Thus according to Mr. Maguire, there is an *export* duty on Rags in Germany of £6 6s. per ton; in Prussia and all through the Zoll Verein it is £9 8s; in Holland £8 8s; in Austria £7 6s; in Italy £3 6, having been raised from £1 12s. 8d. In France where formerly the exportation was prohibited, the duty was now £5 per ton; in Belgium the same, and in Portugal £6. Now the effect of these export duties is this, that it not only makes a part of the price to the purchaser in England, but acts as a reduction in the cost comparatively speaking, in the price of the paper itself. In other words the French and Belgian paper, for example, undersells British paper in the British markets. The consequence is the stoppage of the mills and the ruin of the proprietors. A large number of documents were produced to prove all the assertions made by Mr. Maguire, and they were without exception to the effect that the paper makers were going to ruin.

The remedy proposed was an abandonment of the free trade principle, so far as to keep this cheap foreign paper out of the market by a renewal of the customs duty on rags, and to such an extent as to counterbalance the foreign Export duty, and probably at the next session of parliament, a Committee will report some such measure. Cheap as the English operatives work, those of France and Belgium work cheaper; and as the paper manufacturers in those countries have the supplies of rags pretty much at their price in consequence of this export duty, they must for the present, have the markets of the world at their command.

Our American manufacturers can no better import rags than the British, and therefore the true way for those who consume much paper is to follow the example of the *Times* of this city and import what they want from abroad.

Hoping, however, that the corn husks will yet remove all the difficulties, we must bide our time.

☞ A meeting of officials connected with the Philadelphia and Erie and Oil Creek Railroads was held in Erie a few days since, to adopt means for the immediate extension of the Oil Creek road, four miles further down the creek, below the Shaffer Farm. A committee was appointed to obtain the right of way, and such other arrangements entered into as will secure the immediate prosecution of the work. The *Erie Dispatch* persists in its statement that the Oil Creek Railroad will soon be changed to a narrow gauge.

☞ The idea of utilizing coal dust, by putting it in such form as to serve for fuel, is practically carried out in Belgium. The end is effected by combining eight parts of coal tar with ninety-four parts of coal dust. This mixture, subjected to great heat, becomes a paste, which is pressed into cakes. Those cakes are warranted to produce not more than six per centum of ashes, and are in great demand for generating steam for railway locomotives.

☞ The *Mahoney Register* says that work will soon be commenced on the New Lisbon Railway. Matters are being put in readiness as fast as possible, and when the laborers are put on the work it will be pushed ahead speedily. Mr. James McHenry, who recently arrived from London, and Mr. Kennard, are expected over the line in a few days, for the purpose of examining the route, and the coal and mineral prospects.

Little Miami and Columbus and Xenia Railroad Companies.

The gross income derived from the joint operations of these roads during the year ending November 30, 1863, has been as follows:

From passengers	$821,647 73	
" freight	1,018,581 71	
" rent of track and depots	62,187 47	
" mail & express	108,232 71	
		$2,005,649 62
From which deduct:		
Amount paid C. H. & D. Co., in division of earnings for the year ending Nov. 30, 1863	$49,809 89	
Re-adjustment of earnings with C. H. and D. Co. from March 31, 1862, to Nov. 30, 1862	24,219 04	
		74,028 43
		$1,931,621 19
Add amount received from C., C. & C. Co., on division of earnings for six mo. to Nov. 1863.	12,123 50	
Add earnings of car mileage for year ending March 31, 1863	5,034 17	
		17,157 67
		$1,948,778 86
Expenses, viz:		
Repairs of road	$237,748 89	
" locomotives	108,301 28	
" cars	120,283 71	
" bridges	3,332 48	
" depots	15,323 41	
Transportation exp	351,725 85	
Fuel	96,167 38	
Oil, tallow and waste	18,822 04	
Loss and damage	40,475 35	
Stationery, etc	2,195 83	
Rent	5,593 63	
		994,964 35
		$953,814 51
Taxes	$52,520 63	
D. & X. lease	14,926 03	
Interest paid	98,655 30	
S., Mt. V. & P. interest	3,500 00	
		169,601 96
Leaving total net income		$791,362 55
Dividend, May, 1863	$204,400 38	
" Nov., 1863	204,400 38	
		408,800 76
Leaving a surplus for the year		$382,561 79

Which has been transferred as follows:

To Little Miami Co	$255,041 20
To Columbus and Xenia Co	127,520 59
	$382,561 79
The net profits in 1862 were	689,649 58
In 1863 they were	791,862 55
Increase	$102,212 97

The assets and liabilities of the joint company are as follows:

ASSETS.

Rolling stock and shop machinery	$788,897 35
Bills receivable	812 98
Due from agents	147,752 79
" transportation companies	205,790 46
" U. S. for mail transport'n.	8,702 54
" U. S. for military transp.	204,662 97
" State of Ohio	16,819 35
" Col. & Xenia Co. Ind acct.	22,818 13
" Individuals	80,213 66
Cash in hands of Treasurer	182,472 77
" " Asst. Treasurer	37,118 65
" " Paymaster	50,776 72
Materials in shops, supply room &c.	157,820 90
Little Miami Railroad Stock	25,600 00
" " " Bonds, cost	15,160 00
Col. & Xenia Railroad Stock	38,400 00
" " " Bonds	96,000 00
Cin'ti & Ind. " "	45,000 00
Pitts. & Steub. " "	125,000 00
Military Bonds	4,000 00
Dayton and Western expense	119,398 50
	$2,388,217 77

LIABILITIES.

Bills payable	$50,000 00
Due to Agents	839 02
" Transportation companies	206,110 83
" Individuals	182,814 13
Unpaid Dividends	5,589 74
Dividends payable in December	204,400 38
Dayton and Western earnings	118,066 82
C. & X. Co. Partnership acct.	538,465 78
L. M. Co. acct	1,096,931 57
	$2,388,217 77

The assets and liabilities of the Little Miami Railroad Company are as follows:

ASSETS.

Construction	$2,865,629 93
Real estate and depots	715,577 68
Columbus & Xenia Railroad Stock.	425,650 00
Hillsboro & Cin'ti. " "	9,262 83
Other stocks	2,290 00
Individual accounts	1,178 37
L. M. & C. & X. R. R. Co	1,076,931 57
	$5,096,520 38

LIABILITIES.

Capital stock	$2,981,267 37
Loan from City of Cincinnati, due Dec. 31st, 1880	100,000 00
Mortgage Bonds due May 2, 1883	1,300,000 00
Dividends unclaimed	6,236 59
Profit and Loss	709,016 42
	$5,096,520 38
The total cost of road and equipment to November 30, 1863, was	$4,107,139 18
November 30, 1862 it was	4,037,136 70
An increase of	$70,002 48

The account with the stockholders is as follows:

Surplus, December 1, 1862	$465,762 15
L. M. Co's. share of net profits after paying dividends	255,041 20
	$720,803 35
Deduct worthless accounts charged up	11,786 93
Undivided surplus, Dec. 1, 1863	$709,016 42

There has been expended in construction on the Little Miami Railroad, the sum of $12,608 74; and on the Columbus and Xenia Railroad, the sum of $9,495 03.

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

ASSETS.

Construction account	$1,402,079 96
L. M. & C. & X. stock account	538,465 78
Central Ohio R. R. stock and interest	79,684 06
C. Fay, Treasurer	87,118 65
C. & X. Co. Stock, held in trust	17,050 00
Real estate	21,156 46
Bills receivable	18,890 35
Individual accounts	19,413 69
Telegraph stock	2,000 00
Dayton, X. & Belpre R. R. Stock	1,000 00
Springfield & Columbus R. R. Stock	1,000 00
	$2,137,858 95

LIABILITIES.

Capital stock	$1,490,800 00
Surplus	326,042 97
Mortgage bonds	208,000 00
L. M. and C. & X. Cash account	87,118 65
L. M. and C. & X. Current account	22,818 13
Dividend Bonds due Dec. 1st, 1860	....
" " " Dec. 1st, 1861	....
" " " Dec. 1st, 1862	200 00
" " " June 1st, 1866	36,800 00
Interest account and unpaid interest	15,101 95
Unclaimed dividends	977 47
	$2,137,858 95
The total cost of road and equipment to November 30, 1863, was	$1,686,202 20
November 30, 1862, it was	1,659,951 03
Increase	$26,251 17

The account with the stockholders is as follows:

Surplus, November 30, 1862	$198,522 16
C. & X. Co's. share of net profits after paying dividends	127,520 59
Surplus, Nov. 30, 1863	$326,042 75

The equipment of the road consists of 40 locomotives; 34 passenger, 18 baggage, mail and express, 421 box, 21 box stock, 35 rack stock, 107 platform, 15 lime and 20 gravel cars.

The number of miles run by engines has been: With passenger trains, 393,785; with freight trains, 561,000; with wood and construction trains, 47,862—total, 1,002,647, an increase over the previous year of 155,765.

The following statement exhibits a comparison of mileage and cost of repairs for seven years:

	Miles run.	Cost of repairs.	Cost pr. m.
1857	666,546	$65,479 46	9.82 cts.
1858	687,835	59,031 92	9.25 "
1859	732,924	54,507 41	7.43 "
1860	796,187	60,778 92	7.63 "
1861	814,908	55,469 20	6.80 "
1862	846,882	67,395 35	7.95 "
1863	1,002,647	96,713 78	9.64 "

The following is a comparative statement of the mileage and cost of repairs of passenger cars for the past and preceding years:

	Miles run.	Cost of repairs.	Cost pr. m.
1862	1,877,655	$20,787 28	1.10 cts.
1863	1,959,501	35,683 02	1.80 "
Increase.	81,846	$14,895 94	0.70 "

The mileage and cost of freight cars during the same time has been:

	Miles run.	Cost for repairs.	Cost pr. m.
1862	6,201,887	$71,938 49	1.15 cts.
1863	6,729,166	80,617 69	1.19 "
Increase.	527,779	8,679 20	0.04 "

The cost of renewal and repair of iron rail, renewal of cross ties and chairs, opening of ditches,

renewal and repair of culverts, cattle gaurds, and other masonry, repairing fences, surfacing track, etc., has been $241,684 77; against for last year, $179,663 04—an increase of $62,021 73. The following materials have been used in renewals during the year: 3,009 tons iron rails, 19,710 new chairs, 143,100 lbs. spikes, 43,511 cross ties 6,500 iron rails repaired—the total cost of which has been $138,459 51.

The cost of repairs of road per mile run by locomotives and cars in 1863, was 2.35 cents. In 1862 it was 2.01 cents.

It has required a large amount of material to properly maintain the repairs during the year, and the prices on the same have been much above those of any previous year.

The extraordinary tonnage carried has been severely felt in the wear of rails, and has necessitated the renewal of 8,000 tons during the year.

About twenty miles of the Columbus and Xenia road have received a coating of ballast.

The general condition of the road bed and track has been well maintained.

The expense of repairs on bridges has been unusually light, being only $3,332 48 against $16,025 44 in 1862, showing a decrease of $12,692 96, no considerable repairs having been required on any of the large bridges. The bridges generally on the road are in good condition, with the exception of the Miami River bridge, at Miamiville, which although safe for present use, must be rebuilt during the coming year.

During the year, 935 panels of new fence have been built. An addition of 40 feet in width has been made to the back-side of the passenger depot, to give additional facility to the in-freighting business. This gives an additional storage and delivery room of over four hundred and fifty feet in length. A passage and driveway for the accommodation of teams, has been graded out on the wharf property entirely around the building.

There have been carried on the road during the year 611,072 passengers, exclusive of commuters, of whom 166,758 were through passengers and 444,314 were local. Number of passengers carried one mile 32,147,837. The total number of tons of freight transported was 448,806—of which 315,147 were through and 143,659 were local.

On the 12th of March, 1863, these Companies commenced operating the Dayton and Western Railroad under the lease. The earnings or expenses from that road are not, however, included in this statement. The report says:

The increase in prices of labor and of all kinds of materials required in the operation and maintenance of the road, will, no doubt, much increase the proportion of expenses to earnings during the coming year. For, while the expenses of operating will be largely increased, no increase can be made in the rates charged for the transportation of passengers and freight.

The officers and directors of the Little Miami Railroad Co., for 1864, are as follows:

President.—W. H. Clement.

Directors.—Jos. C. Butler, Jos. Torrence, Nathaniel Wright, James Hicks, Jr., Larz Anderson, W. H. Clement, Alphonso Taft, Chas. H. Kilgour, Henry Hanna, John Bacon, Abraham Hivling, Jos. R. Swan.

Secretary.—Chas. H. Gilgour.

Treasurer.—S. E. Wright.

Auditor.—D. G. A. Davenport.

Superintendent.—E. W. Woodward.

The officers and directors of the Columbus and Xenia Railroad Co., for 1864, are as follows:

President.—Jos. R. Swan.

Directors.—Wm. Dennison, Jr., Robert Neil, D. W. Deshler, L. Goodale, Wm. B. Hubbard, Jos. R. Swan, Geo. M. Parsons, W. H. Clement, Larz Anderson, Henry Hanna, Abraham Hivling, Simon Gebhart.

Vice President.—W. H. Clement.

Superintendent.—E. W. Woodward.

Secretary and Treasurer.—Cyrus Fay.

Railroad Earnings--Monthly.

The earnings of the Toledo and Wabash Railroad Company for the month of July, 1864, were $139,626 00
Corresponding month of previous year 105,753 00

Increase $33,873 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for July, 1864, were.. $144,941 73
Corresponding month of previous year 118,076 81

Increase $26,864 92

The earnings of the Norwich and Worcester Railroad for the month of July, 1864, were $54,422 24
Corresponding month of previous year. 41,012 46

Increase $13,409 78

Vermont Central and Vermont and Canada Railroads.

No report of the doings of these Corporations having been printed at the last annual meeting, we have obtained the following facts from official sources, and think they cannot fail to be of interest to our readers:

Year ending	Earnings.	Expenses.	Net income.
May 31, 1864	$1,227,8 7 35	$ 41,843 59	$286,968 76
May 31, 1863.	941,045 59	6 8,168 63	262, 86 96
May 31, 1862 (11 m.)	713,417 73	521,9 2 30	191,46 43
June 30, 1861.	800,830 11	5 8,779 97	22,060 14
June 30, 1860.	775,568 91	647,842 33	128,726 58
Total	$4,458,069 69	$3,368,576 82	$1,090,092 87
Increase of earnings in 1:64 over 1863.			$286,761 76
Increase of net income			23,066 80

The small increase of net income is owing to the fact, that although the gross earnings have been increased largely over previous years, the expenses, have also largely increased, making it necessary to advance the rates for local travel and through business, which is shortly to be done.

The capital stock of the Vermont and Canada Railroad is now $2,070,000, and upon the completion of the branch from Swanton to Highgate, the capital stock will be further increased by issues to the first mortgage bondholders of the Vermont Central Co., so that the capital will then stand $2,250,000.

Interest on this amount at 8 per cent would be $180,000.

The following statement of net earnings for the years given, shows that the annual rent due the Vermont and Canada Co. is well secured:

1863.	1856.	1861.	1863.	1864.
$269,821 34	214,196 28	222,050 14	282,886 96	285,963 76

The original lease from the Vermont and Canada to Vermont Central provides for the payment of the incidental expenses of the former, in addition to the rent of 8 per cent., and the same is confirmed by the decree of Court, made last January.

In June last a payment of $70,000 (3½ per ct.) was made upon the Vermont Central 1st mortgage bonds, and farther payments to the amount of $180,000 are arranged, being more than one year's interest. After these are made, the net income will doubtless be sufficient—over and above the payments which must first be made to the Vermont and Canada—to pay at least *seven* per cent. per annum to the Vermont Central 1st mortgage bondholders. By the decree of Court they are secured next to Vermont and Canada, and they can, by that decree, require payment of the whole amount due them—principal and interest—including all in arrear, before any payment is made to the second mortgage bondholders. The high prices paid for the latter would seem to indicate an expectation of largely increased receipts, and such may be expected from various causes. Much business was lost last year from an insufficiency of cars which have since been supplied in large numbers, part made at the shops in St. Albans, and in addition a contract has been made for 150 freight cars.

The rates for freight and passengers are to be immediately increased. The branch from Swanton will make a better connection with Montreal, and goes through a region which has not had railroad facilities, and the high prices of the agricultural products of Vermont must materially increase the local business.—*Boston Courier.*

☞ The San Francisco exports of merchandise and treasure during the half year ending July, were:

	1862.	1863.	1864.
Mdse. Exports	$4,54 ,728	$6,183, 54 72	$7,337,690 38
Treasure Exports	16,832,616	22,757,641 22	28, 93,711 27
Totals	$21,375,344	$28,941,195 74	$35,331,401 65
To	1862.	1863.	1864.
N. Y & Boston	$1,460,820 99	$1,543,698 91	$2,275,496 97
England	377,967 99	709 697 13	512,871 09
Mexico	371,759 94	1,034,742 06	976,032 97
Peru	141,116 87	99,863 29	156,667 72
Hawaiian Islands	130, 06 42	166,444 40	277,359 32
China	304,730 69	646,935 64	697,765 38
Australia	93,696 18	180,488 48	325,992 22
Victoria	1,172,447 87	9 1,064 30	822,871 48
Japan	4,578 00	19,622 16	38,0 3 53
Other Countries	494,768 61	854,608 94	2 6,254 28
Totals	$4,542,728 1	$6,183,454 52	$6,337,690 38

The following was the destination of the treasure during the first half of the year:

	1861.	1162.	1863.	1864.
To New York	$15, 16,290	$11 290,851	$ 86 976	$5,507,940
To England	1,103, 48	4, 16 841	15,0 ,427	19,835,264
To China	1,343,2 7	1,00 , 74	1,003,039	2,911,7 1
To Panama	12 ,514	232,007	905 038	1 6,172
Oth. Counties	1 ,141	55, 45	1 0,083	452,5 4
Totals	$18,566,143	$16,832,616	$22,757,641	$28,993,711

☞ The loans authorized by various acts of Congress and yet available, including the one now before the people, are as follows:—

Under act of March 3, 1863, bonds, six per cent.	$33,245,800
Under act of March 3, 1864, 10-40's, five per cent	125,471,550
Under act of June 30, 1864, bonds redeemable in not less than five nor more than thirty years, or, if expedient, made payable at not more than forty years from date, bearing interest not exceeding six per cent. payable in coin	400,000,000
(Or, in lieu of an equal amount of the bonds last named, not exceeding $200,000,000 in Treasury notes, payable at not exceeding three years from date, or, if expedient, at any time after 3 years from date, bearing interest not exceeding 7 3-10 per cent., payable in lawful money, at maturity or semi-annually.)	
Under act of February 25, 1862, bonds 5-20's, in Europe	4,000,000
Total	$562,717,350
Under act of June 30, 1864, in substitution of five per cent. legal tender notes heretofore issued, now withdrawn to be destroyed, there may be issued notes as above described.	67,639,897
Total	$630,357,247

☞ Application is to be made at the next session of the Legislature, for a charter of a railroad from Fairfax Village Vt., to unite with the Vermont and Canada Railroad at Georgia.

Railroad Earnings--Weekly.

The earnings of the Chicago and Northwestern Railway for the week ending August 14, 1864, are as follows:

Passengers	$32,404 65
Freight	65,852 29
Mail	1,481 78
Express	1,405 35
Total	$101,094 07
Same period last year	62,207 55
Increase 62 51-100 per cent	$38,886 55

For two weeks ending Aug. 14, 1864, the earnings were $189,434 14, against $118,861 14, in 1863—an increase of $71,073 00. From January 1, to August 14, 1864, (10 weeks) the earnings were $1,212,113 16, against $753,782 98 in 1863—an increase of $458,330 18.

The earnings of the Marietta and Cincinnati Railroad for the 2d week in August:

	1864.	1863.
Passengers	$9,070 94	$4,149 94
Freight	9,834 83	5,957 76
Mail, express & telegraph	1,125 58	875 00
Total	$20,031 32	$10,982 70
Total since Jan. 1	$585,497 96	$371,908 61

The traffic of the Great Western Railroad for the week ending August 12th, '64, was as follows:

Passengers	$27,666 72
Freight and live stock	18,889 56
Mails and sundries	1,215 86
Total	$47,722 14
Corresponding week of 1863	38,458 91
Increase	$9,263 23

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Aug. 7, 1864, were:

	1864.	1863.
Passengers	$2,498 08	$1,693 86
Freight	6,482 14	2,903 04
Express	104 16	75 00
Mails	296 58	296 58
Total	$9,380 96	$4,968 48
Increase		$4,412 48

Receipts from January 1st to Aug. 7:

1864	$327,988 63
1863	199,490 03
Increase	$128,498 60

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of August, 1864, were | $68,000 00
Corresponding week of previous year | 47,000 00
Increase | $21,000 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in August, 1864, were | $54,657 00
Corresponding week of previous year | 31,000 00
Increase | $23,657 00

The earnings of the Michigan Central Railroad for the 2d week in August, 1864, were | $65,542 63
Corresponding week of previous year | 42,349 48
Increase | $23,193 15

The earnings of the Milwaukee and Prairie du Chien railroad for the 2d week in August, 1864, were | $21,678 00
Corresponding week of previous year | 13,709 00
Increase | 7,969 00
Increase since Jan. 1, 1864 | 439,802 00

The earnings of the Chicago and Alton Railroad Company for the week ending August 15th, were:

	1864.	1863.
Passengers	$20,903 97	$14,850 52
Freight	41,726 10	26,746 98
Sundries	1,703 53	2,230 41
Total	$64,333 60	$43,327 91
Increase 1864		$21,005 69

The earnings of the Grand Trunk Railway for the week ending Aug. 13th, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways), were: | $101,503 00
Corresponding week, 1863 | 81,584 00
Increase | $19,919 00

The Detroit and Milwaukee Railroad traffic for the week ending Aug. 18, 1864, was | $25,297 07
Corresponding week of previous year | 16,369 64
Increase | $8,927 63

The 7-30 Government Loan.

Many of the advantages of this loan are apparent on their face, but there are others that will be best understood after consideration. Among them there are—

Its Absolute Security.—Nearly all active credits are now based on Government securities. Banks of issue and savings banks hold them in large quantities—in many cases, more than the entire amount of their capitals—and they hold them as the very best and strongest investment they could possibly make. If it were possible to contemplate the financial failure of the Government, no bank would be any better or safer. Savings banks that allow their depositors but five per cent. can only pay interest or principal in greenbacks or notes of State banks. Banks of issue and discount cannot ask or get anything better than Government paper in payment of customers' notes, and they prefer it to all other, for they are compelled to redeem their own notes in that paper as the circulating medium next to specie in value. By the issue of this loan the U. S. Treasury becomes a *Savings bank for the people.* There are none stronger—none more solvent, and not one that pays so *liberally* for the use of money. You may deposit fifty dollars or fifty thousand. The more you put in, the more you will aid and strengthen the Government, and the more valuable will be the remaining currency of the country.

Its Liberal Interest.—The *general* rate of interest is six per cent., payable annually. *This* is seven and three-tenths, payable *semi-annually.* If you lend on mortgage, there must be a searching of titles, lawyers' fees, stamp duties and delays, and you will finally have returned to you only the same *kind* of money you would receive from the Government, and less of it. If you invest in this loan, you have no trouble. If there is no National bank at hand, any banker will obtain it for you without charge, and pay you the interest coupon at the end of six months as a most convenient form of remittance to his city correspondent. If you wish to borrow ninety cents on the dollar upon it, you have the highest security in the market to do it with. If you wish to sell, it will bring within a fraction of cost and interest at any moment. It will be very handy to have in the house.

Its Convertibility into a Six per Cent. Bond.—Here comes an advantage that must not be lost sight of. At the expiration of three years a holder of the notes of the 7-30 loan has the option of accepting payment in full or of funding his notes in a six per cent. gold interest bond, the principal payable in not less than five nor more than twenty years from its date as the Government may elect. For six months past, these bonds have ranged at an average premium of about eight per cent. in the New York market, and are now selling at 110. Before the war, U. S. six per cent. stocks sold at a much higher rate—and were once bought up by the U. S. Treasury under special act of Congress at a premium of not less than twenty per cent. There is no doubt that this option of conversion is worth at least two or three per cent. per annum to the subscriber to the loan, thus increasing the actual rate of interest to about 10 per cent. Notes of the same class issued three years ago, are now selling at a premium that fully proves the correctness of this statement.—*N. Y. Examiner.*

British and American Railways Compared.

In the year 1859 the total length of railway in operation in the United States exceeded the length open in Great Britain in the proportion of about four to three, while the capital invested in railways in that country exceeded that invested in the United States in the ratio of about four to one. Of the aggregate amount of capital then invested in all the railways of the world Great Britain had contributed fifty four per cent, and yet the length of road constructed with this capital was less than twenty seven per cent of the entire length. It thus appears by comparison that the most costly, and by inference the most permanently valuable and efficient railways were those of England. The United States had then six thousand five hundred and sixty five miles of railway open, in which was invested two hundred and sixty millions of dollars, while Great Britain had only five thousand miles open, in which had been invested two hundred millions of pounds sterling. Since then the extent of railway communication in the United States (including those in rebellion) has increased to thirty-two thousand eight hundred and seventy-one miles, constructed at a cost of $1,234,262,610, or $37,549 per mile. In Great Britain and Ireland during the same time the lines have increased to eleven thousand three hundred and eighty-six miles in length, constructed at a cost of $1,775,536,400, or $156,028 per mile.

This enormous excess in cost of construction of the English over the American roads is to be accounted for by the fact that most of our railways were of single lines, constructed in a light and cheap manner, which in England would have been regarded as merely intended to serve temporary purposes; whereas the English system involved the laying of double tracks in the most solid and expensive manner, with a view to permanent strength and a heavy traffic. Nevertheless, in the two countries ours have been thus far the most profitable in their returns.

The respective States from which our roads hold their charters exercise a far greater control over them than the British government does over those under its jurisdiction, and the passage of a railway bill through any State Legislature in this country is generally accompanied by far more bribery and corruption than it would be through the House of Commons. The introduction of railways in England resulted in as many local monopolies of transport as there were distinct companies, and this evil was speedily aggravated by amalgamation. At the present day, therefore, we find every one of the principal lines of railway in Great Britain a gigantic monopoly, protected by act of Parliament and sustained by the public.

Hence railway shares are regarded as safe investments and there stock is held chiefly by a large class, who live upon their dividends, and take little or no heed of fluctuation in the market value of securities. The variations in the quotations for British railway shares on the London Stock Exchange are very slight, owing to this reason and the absence of that speculation which makes the price of railway shares in this country a subject of daily interest to thousands.

The plan of constructing railroads by the undue and premature issue of bonds, which has prevailed to a great extent in this country, has operated very injuriously upon the common stock and the interests of shareholders. The method generally pursued was to pay the contractors twenty-five per cent in cash, fifty per cent in bonds and the remaining twenty-five per cent in common stock. The consequence was that, as the proportion in cash was quite inadequate to carry on the work, contractors exacted much higher rates than they would have done had there been a large paid up

capital to rely upon, so as to cover their loss by the conversion of the bonds into money. Moreover, it was not an uncommon circumstance for from four to six thousand dollars extra compensation per mile to be allowed by railway companies to contractors when the bonds proved difficult of negotiation, and in order to hasten the completion of their roads. This exhausting process usually compelled a resort in payment for labor and material to fresh issues of bonds, based on the expected income of the roads. When, finally, the rails of any particular road were all laid and a light equipment provided, the directors found the line poorly stocked, badly ballasted, and encumbered with a large floating debt. This of course prevented it from doing more for a long time than pay running expenses out of its traffic receipts. Had the work of construction not been commenced till enough capital had been subscribed to pay for the necessary labor and material from month to month as it progressed, the aggregate cost would probably, in the majority of instances, have been at least thirty per cent less, and in others the gain would have been far greater. No wonder, therefore, that we have had, and still have, although in a lesser degree, a considerable number of railways with bonded debts much larger than their capital, and which have defaulted in the matter of their interest coupons. To this credit system pursued at the start the embarrassments of many of our railway companies are for the most part attributable.

In the South the railways were constructed chiefly on a cash basis, and, in consequence, at a cost of about sixty-three per cent of that of the Eastern and Western roads, and fifty six per cent of those of the Middle States.

Thus it will be seen that although the cost of our roads has been high, in comparison with that of those of Great Britain, it might have been made much less, or, rather, much better roads and rolling stock might have been constructed for the same money.

In Great Britain of late years attempts have been made to introduce this vicious credit system into railway building; but they have met with little encouragement. The English have a good deal to show for the capital invested in their railways. They have secured a good, albeit an expensive system, and it yields a handsome return. We have to pay for cheapness in inferiority and lack of durability, and our roads will cost far more in the long run than the British railways.—*New York Herald.*

The Petroleum Oil-Fields at Franklin, Pennsylvania.

In this number of our journal will be found a couple of illustrations of the locality of the petroleum oil-springs at Franklin, in the State of Pennsylvania, that wonderful natural production which has lately given rise to a most lucrative commerce. The qualities of petroleum, or mineral oil, are, indeed, by no means a modern discovery, and its existence in many parts of the globe, especially in some countries of Asia, has been proved by the instances of spontaneous combustion, which many ancient historians have recorded. In the Island of Trinidad, in the State of Virginia, and at Enniskillen, in Western Canada, there is abundance of this valuable product; but for a long time no efforts were made to obtain for the use of mankind. It was not till 1857 that operations were commenced for the distillation of the bitumen at Enniskillen, and the operators then speedily discovered that by sinking wells a similar material might be obtained in a fluid state. Large quantities of oil were thus procured. Two years later a well was sunk to the depth of seventy feet, in Venango County, Pennsylvania. The oil flowed with such force that for many weeks 1,000 gallons per day were obtained from this well. Other wells were speedily sunk, many of which yielded large quantities of oil. In some districts the earth is saturated with the oil, and occasionally, a porous sandstone or limestone will yield considerable quantities. More commonly, however, the oil is collected in fissures in the rocks, at various depths below the surface. In some cases an ample supply of oil is obtained at a depth of 40 feet, while other wells are sunk as low as 120 feet to 160 feet deep. At Titusville, Pennsylvania, there are wells of the depth of 590 feet. Usually, when the oil is reached, the pressure of the gas in the fissure forces it up, and it flows for some time to the surface. As soon as the oil has ceased flowing, a pump is employed. Sometimes the oil continues to flow spontaneously, and with such force as to defy every effort to control it. The quantity of oil yielded by the wells varies, however, considerably, some wells producing only ten barrels per day, and others as much as 300 barrels.

The apparatus to be seen at Oil Creek is of a simple description, consisting of large wooden cisterns sunk in the ground to receive the oil which rises through tubes let down into the borings. It is then drawn from the cisterns and put into barrels for exportation. The cisterns are covered, to prevent evaporation, and their leaking is ingeniously prevented by surrounding them with a trench full of water, as the greater specific gravity of the water forbids the oil to escape through it. The casks or barrels of crude oil are conveyed from the Franklin and Titusville stations by the Atlantic and Great Western Railway—a branch of which, fifty-four miles in length, has lately been constructed for this traffic. The Atlantic and Great Western is a line of 400 miles, to Salamanca, on the New York and Erie line, connecting the great town of Cincinnati, and that of St. Louis, still farther west, with the port of Cleveland on Lake Erie and with the railway to New York, by which an immense export trade in grain and salt meat is carried on. This important means of communication between the most productive region of the western continent and the Atlantic seaboard was formed by a company of which Mr. James M'Henry, of London, and Senor Salamanca, the well known Spanish capitalist, are the chief promoters. They began their work in the spring of 1862, taking five thousand English "navvies" to America for the purpose. They obtained the requisite funds by mortgaging the first section of the line when completed, allowing 7 per cent. interest on their debentures, and relying upon the high profits which a railway passing through this district—the gateway of the north-western States—was certain to yield. Their operations have been effected with extraordinary rapidity and success, notwithstanding the civil war. Two hundred miles of railway were constructed in as many days before the end of 1862, and 145 miles were added in the course of 1863. The line is now opened throughout its entire length, traversing the fertile States of Pennsylvania and Ohio, and enabling goods or passengers to travel from New York to St. Louis, near the confluence of the Mississippi and Missouri, without a change of carriage. The corn of the Western States, the coal and iron of Pennsylvania, and probably, when peace shall be restored, some of the cotton of the South, will by this means find its way, along with the petroleum oil from Franklin and other stations, to the main outlet of American maritime commerce. The Oil Creek branch alone has just paid a dividend of 25 per cent. on its first year's working. The New York and Erie, and the Ohio and Mississippi lines, by the completion of the Atlantic and Great Western, which links them to each other, have greatly increased their traffic. For the readier conveyance of the petroleum oil to the railway stations in the oil-producing district, the company is now laying down iron pipes, through which the oil will be forced from the tanks at the wells by powerful steam-pumps. These parts of the apparatus cannot, of course, be shown in our engraving. During the past year the Atlantic and Great Western Railway has carried more than half a million barrels of petroleum oil, which is not one-third of the product of this wonderful region.

The petroleum oil is sent from America in a crude state, just as it pours out of the earth. The business of refining and preparing it for use is extensively carried on in England and France. The London Hydrocarbon Oil Company, in their manufacturing establishment at Southall, apply to the American oil a patent process of distillation, by which the pure transparent liquid known as *cazeline*, giving a most beautiful light, is disengaged from the grosser elements of the petroleum, as well as from the spirituous part, which yields an explosive gas. The latter substance is largely employed instead of turpentine for various manufacturing purposes, while the cazeline is burned, without the slightest danger, in the lamps on our drawing-room tables, free from smoke and smell. Nor are these the only uses of the petroleum oil. Experiments have lately been made, by order of the French Government, to test its value as fuel for the engines of their steam navy. It has been proved that a given quantity of this substance will generate, in half the time, as much steam as could be produced by burning twice the weight of coal. It seems likely that the introduction of this portable fuel will have a great effect upon the development of steam navigation. The Southall works alone can refine fifty thousand barrels yearly.—*Illustrated London News.*

☞ An additional rail for the Montreal and Champlain Railway, over the Victoria Bridge, had been laid down, and the trains commenced running over narrow gauge on the 1st inst.

Portage and Columbus Railroad.

On the 8th inst., the workmen on the railroad between this city and Columbus finished laying the track, and the work of ballasting is rapidly proceeding, so in a short time we shall have the cars running from Milwaukee to LaCrosse *via* Columbus and Portage. The grading on the road twelve miles out from Milwaukee is nearly completed, and the track laying will soon commence. When this is completed, the Milwaukee and St. Paul Company will have an indepen lent route from LaCrosse to Milwaukee. A union depot is being constructed at the latter place, which will be an acommodation that the public has long demanded.—*Milwaukee Wis.*

☞ Wm. B. Stearns, Esq., has been chosen president of the Fitchburg Railroad Company, in place of John J. Swift, Esq., resigned.

☞ There were coined at the British mint in the year 1863, 5,921,669 sovereigns, 1,371,574 half sovereigns, 938,520 florins, 858,320 shillings, 491,040 sixpences, 4,158 fourpences, 954,888 threepences, 4,752 silver twopences, 7,920 silver pence, and of copper coins 28,062,720 pence, 15,948,800 halfpence, and 1,483,600 farthings. There have been coined in the last ten years 47,629,614 sovereigns and 12,068,970 half sovereigns. Also 18,069,370 florins, 20,188,393 shillings, 16,787,520 sixpences, 1,887,694 groats, 41,580 four-penny pieces, 18,495,796 threepences, 47,520 twopences, 79,200 pence, 479,670 threehalfpenny pieces, together in value 3,002,287*l.*, and the cost of the silver metal was 2,957,900*l.*; also, 186,725,120 copper pence, 164,502,685 halfpence, 48,041,152 farthings, and 1,591,296 half-farthings, the value of the copper coin being 958,065*l.*, and the purchase value of the metal 466,543*l.*

☞ The number of locomotives in England has thus increased: in 1860 there were 5,801; in 1861, 6,166; in 1862, 6,398. The locomotive is found to have an average durability of twenty years; and about five hundred are yearly replaced, independently of additions to the stock in service. The export of English locomotives has steadily increased. The price of a locomotive in England now ranges from £1,100 to £1,800. From twelve to thirteen thousand engineers and stokers are known to be employed, making a total of some sixty thousand human beings dependent for their livelihood on the iron leviathan.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	....	1½
Aston Vale..... Ca	10,000	5	....	1
Adventure ..... L. S.	20,000	..	....	....
Albany and Boston "	20,000	....	20	31½
Algomah..... "	20,000	....	2	3½
Alliance ..... Ca.	200,000	2½	....	....
Allouez ..... L. S.	20,000	....	1	4½
American ..... Ca.	200,000	2½	....	....
Amygdaloid ..... L. S.	20,000	....	....	34
Annapolis..... Md.	50,000	10	....	....
Arizona..... Ariz. T.	10,000	100	....	....
Ascot ..... Ca.	20,000	20	....	....
Astor ..... L. S.	20,000	....	1	6½
Atlas ..... "	20,000	....	1	7
Aztec ..... "	20,000	....	1	7½
Balt. and N. C.....N. C.	2,000	5	....	20c
Bare Hill ..... "	....	....	....	4½
Bay State..... L. S.	20,000	....	3½	22½
Beaver ..... "	20,000	....	1	....
Bedford ..... Ca.	12,000	5	....	½
Black River ..... "	200,000	2½	....	80c
Bohemian..... L. S.	20,000	....	7½	10½
Bolton ..... Ca.	20,000	5	....	1
Boston ..... L. S.	20,000	....	5*	4½
B. and Corinth ....Vt.	20,000	10	....	....
Brooklyn..... L. S.	20,000	....	2	....
Brous ..... Ca.	100,000	5	....	1
Cabot ..... L. S.	20,000	....	....	½
Caledonia..... "	20,000	....	....	11½
Cambridge..... "	20,000	....	5	25c
Canada ..... Vt.	100,000	1	....	2½
Carp Lake..... L. S.	20,000	....	....	4½
Cascade..... "	20,000	....	....	....
Central ..... "	20,000	....	....	60
Champlain ..... Ca.	200,000	1½	....	....
Chatham ..... "	200,000	2	....	....
Chaudiere ..... "	100,000	1	....	50c
Chester..... "	20,000	1	....	12c
Cheticamp..... "	30,000	5	....	....
Chippewa ..... L. S.	20,000	....	....	....
Ole eland..... Ca	100,000	5	....	....
Cliff..... L. S	20,000	....	....	....
Clifton..... "	20,000	....	....	1
Collin..... "	20,000	....	....	½
Columbian..... "	20,000	....	4½	9
Consolidated..... "	20,000	....	5	5c.
Copper Falls ..... "	20,000	....	2½	33
Copper Harbor... "	20,000	....	1	....
Copper Hill..... "	200,000	1	....	....
Copperas Hill..... "	50,000	10	....	....
Cornwall ..... Vt.	100,000	2	....	62c
Dacotah..... L. S	20,000	....	....	5
Dana ..... "	20,000	....	3½	2½
Deep River.....N. C.	.....	5	....	20c
Delaware ..... L. S.	20,000	....	....	15
Derby ..... "	20,000	....	....	2½
Devon ..... "	20,000	....	1	4½
Dorchester ..... "	20,000	....	6	7
Douglas ..... "	20,000	....	....	....
Dover ..... Ca.	200,000	....	1	....
Dudley ..... L. S.	20,000	....	....	3½
Dunham..... Ca.	20,000	2	....	30c
Durham..... "	200,000	5	....	25c
Eagle River..... L. S.	20,000	....	3½	4½
El Dorado (Silver) "	20,000	....	....	....
Escot ..... Ca.	25,000	20	....	4
Essex ..... L. S.	20,000	....	....	19c
Etna ..... L. S.	20,000	....	....	12
Eureka..... "	20,000	....	....	....
Everett ..... "	20,000	....	....	5*
Evergreen Bluff.. "	20,000	....	....	20
Flint Steel..... "	20,000	....	....	12½
Forest City..... "	20,000	....	3	....
Forest Shepherd.. "	20,000	....	6	....
Franklin ..... L. S.	20,000	....	6½	50.
French Creek..... Pa.	10,000	5	....	87c
Gardner City ....L. S.	20,000	....	....	....
Gardner Hill..... "	20,000	....	5	85c
Girard ..... "	20,000	....	....	6
Glade ..... "	20,000	....	1	....
Glencoe ..... Ca.	200,000	1	....	11c
Globe ..... L. S.	20,000	....	1	....
Grand Portage ... "	20,000	....	1	....
Grand Trunk..... Ca	100,000	5	....	60c
Great Western....L. S.	20,000	....	2	4½
Green Mountain...Vt.	20,000	10	....	6
Guilford ..... L. S.	20,000	....	5	2½
Hamilton ..... "	20,000	....	....	5½
Hancock ..... "	20,000	....	6½	13½
Hanover ..... "	20,000	....	3½	....
Hartford ..... "	20,000	25	12½	....
Hazzard ..... "	20,000	....	....	....
Highland ..... "	20,000	....	7	10½
Hilton ..... "	20,000	....	....	5
Hope ..... "	20,000	....	½	2½
Hudson ..... "	20,000	....	....	3
Hulbert ..... "	20,000	....	....	....
Humboldt..... "	20,000	....	2	8½
Hungarian ..... "	20,000	....	1	....
Huron ..... "	20,000	....	16	32½
Indiana ..... "	20,000	....	....	9
Iuverness ..... "	200,000	2½	....	....
Isle Haute.....	40,000	....	....	....
Isle Royale .....L. S	20,000	5	16	20

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	....	....	....
Keweenaw..... "	20,000	....	....	6
Kickapoo ..... "	20,000	....	1	....
King Phillip ..... "	20,000	....	2	....
Knowlton ..... "	20,000	....	1	8½
Lafayette..... Ca.	200,000	1	....	3
Lake ..... "	200,000	1	....	14c
Lawrence ..... L. S.	20,000	....	....	....
Lennoxville ..... Ca.	100,000	5	....	1½
Logan ..... "	100,000	3	....	2
Lyster ..... "	200,000	2	....	....
Madison..... L. S.	20,000	....	1	5½
Malden ..... "	20,000	....	1	....
Mandan ..... "	20,000	....	2½	50c
Manhattan ..... "	20,000	....	2½	9
Marquette ..... "	20,000	....	....	3
Maryland ..... Md.	....	5	....	1
Mass ..... L. S.	20,000	....	....	....
Massachusetts..... "	20,000	....	....	....
Menlota ..... "	20,000	....	....	4½
Merrimac ..... "	20,000	....	....	5
Meteor ..... "	20,000	....	....	....
Mesnard ..... "	20,000	....	5½	10
Michigan..... "	20,000	....	....	....
Middlesex..... "	20,000	....	....	....
Mineral Hill	....	....	....	2½
Minnesota..... L. S.	20,000	....	3½	35
Missisquoi..... Ca.	150,000	2	....	1½
Montezuma ....N. Mex.	300,000	5	....	....
Morrison..... L. S.	20,000	....	....	....
Nashua ..... "	20,000	....	....	....
National ..... "	20,000	....	5½	20½
Native ..... "	20,000	....	3	1½
Naumkeag ..... "	20,000	....	1	2½
Nelson..... Ca.	200,000	1	....	10c
Nequaket ..... L. S.	20,000	....	1	....
Nevada (Silver)... "	20,000	....	....	....
New England ..... "	20,000	....	2	2½
Newton ..... Ca.	200,000	1	....	5c
New York ..... L. S.	20,000	....	....	2½
N. Y. & Passaic...N. J.	100,000	5	....	....
North Cliff ..... L. S.	20,000	....	4	6½
North Silver Lake "	20,000	....	....	....
North State ..... "	20,000	....	3	15c
North Sutton.....Ca.	100,000	5	....	1
North Western....L. S.	20,000	....	7½	10
Norwich ..... "	20,000	....	....	6
Ogima ..... "	20,000	....	....	5½
Ontonagon ..... "	20,000	....	....	4c
Ottawa ..... Ca.	200,000	1	....	41c
Pacific ..... L. S.	20,000	....	....	....
Pennsylvania ..... "	20,000	25	2½	9½
Petherick ..... "	20,000	....	2½	12
Pewabic ..... "	20,000	....	3½	61½
Phila. & Boston.. "	20,000	....	15	....
Phœnix ..... "	20,000	....	....	27
Pittsburg & Boston "	20,000	....	5½	54
Pontiac ..... "	20,000	....	3½	5½
Prince of Wales ....Ca.	200,000	....	....	....
Providence..... L. S.	20,000	....	....	2½
Quincy ..... "	20,000	....	10	102
Reid Hill ..... Ca.	200,000	1	....	....
Reliance ..... L. S.	20,000	....	....	3
Richford ..... "	60,000	5	....	....
Ridge ..... L. S.	20,000	....	....	....
Rockland ..... "	20,000	....	5	12½
Ro coe ..... Ca	200,000	1	....	....
Rudisell ..... "	....	....	....	65½
St. Clair..... L. S.	20,000	....	3	10
St. Flavien ..... Ca.	100,000	5	....	....
St. Francis ..... "	100,000	5	....	....
St. Mary's (L. & M.)L.S.	20,000	....	8½	10
Salem..... "	20,000	1	....	....
Sharon Consol ..... "	20,000	....	2½	....
Sheldon ..... "	20,000	....	16	....
Silver Creek ..... "	20,000	....	....	....
Silver Hill ..... "	20,000	....	....	20c
Silver Lake ..... "	20,000	....	....	....
Silver Valley..... "	20,000	....	....	30c.
Southampton.....Ca.	100,000	5	....	....
South Bedford ..... "	200,000	2	....	....
South Side.....L. S.	20,000	....	3	3½
Springfield..... Md.	....	5	....	2½
Stadecona ..... Ca.	100,000	5	....	....
Star..... L. S.	20,000	....	7½	6½
Stark ..... Vt.	100,000	2	....	....
Strufford..... "	30,000	10	....	2½
Superior ..... L. S.	20,000	....	4	8½
Sussex ..... "	20,000	....	....	....
Sutton..... Ca.	100,000	5	....	1½
Toltec..... L. S.	20,000	....	20	2½
Tremont ..... "	20,000	....	5*	3½
Union (L. & M.)... "	20,000	....	....	....
Vernon ..... "	25,000	10	....	....
Victoria..... L. S.	20,000	....	1½	....
Vulcan..... "	20,000	....	....	....
Washington..... "	20,000	....	....	....
Waterloo..... Ca.	100,000	3	4*	35c
Waukegan ..... L. S.	20,000	....	....	....
West Minnesota... "	20,000	....	2½	3½
Wickham ..... Ca.	200,000	5	....	52c
Wickopee..... "	100,000	5	....	5½
Winthrop ..... L. S	20,000	....	3½	6
Wyandotte..... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake..... N. Y.	50,000	50	....	6½
East River.....	6,000	50	....	....
George's C'k C. & I.Md.	10,000	100	....	118
Harewood	20,000	5	....	....
Kahtadin..... Me.	5,000	100	....	....
Lake Superior.....L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant.....Pa.	10,000	50	....	....
Teal Lake.....L. S.	....	....	....	4½
Tyson	20,000	10	....	....
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	....	....
Bucks County ..... Pa.	....	....	....	½
Canada ..... Ca.	50,000	5	....	....
Clute	....	....	....	1½
Crystal Lake.....	....	....	....	....
Erie	....	....	....	21
Gay's River.....	100,000	2	....	....
Hampton	10,000	5	....	....
Keystone..... Pa.	....	....	....	2½
Lancaster..... "	....	....	....	....
Macomb ..... N. Y.	100,000	5	....	3½
Mineral Point.....	100,000	5	....	....
Mount Hope ..... N. Y.	80,000	5	2½	....
National.....	200,000	1	....	....
New Jersey ..... N. J.	12,000	100	....	110
N. Y. & Boston...N. Y.	100,000	5	....	5
Oswegatchie ..... Ca.	100,000	5	....	1
Placentia Bay.....N. F.	....	....	....	2
Ramsay ..... Ca.	20,000	25	....	....
Roselle ..... "	100,000	5	....	....
Shawangunk ... N. Y.	100,000	5	....	....
Sussex ..... N. J.	....	....	....	65c
Union	100,000	5	....	57c.
Wallkill ..... N. Y.	....	....	....	3½
COAL & ANTHRACITE:				
American ..... Pa.	37,000	25	....	90
Ashburton ..... "	50,000	50	....	50
Atlantic & G. C ..Md.	....	....	....	1½
Baltimore ..... "	....	100	....	55
Bear Valley..... "	40,000	12½	....	20
Beaver Meadow ....Pa.	100,000	50	....	....
Belmont ..... "	10,000	50	....	17
Big Mountain .....Pa.	....	....	....	9
Blackball .....N. S.	8,000	25	....	....
Boston & Pictou. "	100,000	5	....	....
Bridgeport .....Pa.	30,000	10	....	....
Broad Mountain .... "	30,000	10	....	....
Butler ..... "	....	....	....	15
Cape Briton.....N. S.	200,000	2½	....	....
Carbondale.....Pa.	....	....	....	....
Central..... "	....	....	....	61
Clinton..... "	....	....	....	1½
Coal Brook ..... "	4,000	50	....	....
Continental	10,000	50	....	73½
Cumberland (pref.)Md.	50,000	100	....	57½
Daniel Webster ...	5,000	100	....	....
East Mahanoy.....Pa.	....	....	....	....
Everhart	20,000	25	....	....
Franklin .....Pa.	5,000	100	....	90½
Fulton..... "	....	....	....	10½
Gilbertson	5,000	100	....	93½
Georgia's Creek....Pa.	10,000	....	....	100
Grand Tunnel	4,000	100	....	....
Green Mountain...Pa.	....	....	....	8½
Hampton & Balt...Md.	....	....	....	100
Hazleton .....Pa.	32,800	50	....	82
Henry Clay.....	3,000	100	....	....
International ....N. S.	20,000	50	....	....
Lawrence ..... Pa.	2,000	100	....	....
Locust Mountain ... "	....	....	....	74
Lo berry ..... "	4,000	100	....	....
Macan ..... "	2,000	100	....	....
Mahanoy ..... "	1,000	20	....	....
Metropolitan ..... "	....	100	....	....
Middle Coal Fields.. "	....	....	....	21½
Milford ..... "	2,500	50	....	....
Mill Creek.....Pa.	....	....	....	....
Mulgrave	2,000	....	....	....
Narragansett ....R. I.	8,000	10	....	....
New Creek .....Pa.	....	....	....	1½
North. & Luzerne .. "	....	....	....	....
Penn..... "	100,000	50	....	210
Penn. Cannel ..... "	6,000	50	....	....
Picton ..... "	4,000	100	....	....
Pine Knot..... Pa.	4,000	50	....	....
Port Hood.....	4,000	100	....	....
Potomac ..... Md.	40,000	10	....	....
Powell ..... Pa.	....	....	....	....
Preston..... "	....	....	....	50
Princess Alex....N. S.	5,000	100	....	....
Ridgeway.....	....	....	....	....
St. Clair ..... Pa.	5,000	100	....	2½
Schuylkill Valley.. "	20,000	10	....	5½
Shawmut ..... "	6,000	50	....	....
Short Mountain ...Pa.	16,000	50	....	40
Stafford.....	....	....	....	....
Suffolk	4,000	100	....	95
Sugar Loaf .....Pa.	....	....	....	....
Summit ..... "	40,000	20	....	....
Susq. Coal & C. Mt. "	....	....	....	5½
Tamaqua ..... "	....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley...Pa.	....	....	....	52

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	....	....
Acadia (G.)..... N. S.	100,000	3	....	....
Albion (G.) ..... "	100,000	3	....	3½
Alpine (G.) ..... Col.	100,000	10	....	....
Alps (G.) ..... "	100,000	5	....	....
American ..... "	200,000	2	....	....
Am. & Mex. (S.)..N. M.	....	....	....	....
Am. Pioneer.....A. T.	....	....	....	....
Arizona (Silver) .. "	....	....	....	....
Atlantic (G.)..... N. S.	100,000	2	....	2
At. & Pac. (G. & S.)Nev.	50,000	10	....	33
Bay State (G.) ..... Col.	200,000	5	....	....
Beacon (G.) ..... N. S.	200,000	2	....	....
Benton (G.)..... "	100,000	5	....	1½
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) ..... "	10,000	50	....	....
Briggs (G.) ..... "	10,000	100	....	....
Bullion (G.) ..... "	200,000	25	....	....
Burroughs (G.) ... "	100,000	10	....	....
Canadian (G.)..... Ca.	200,000	2	....	....
Central (G.)..... Col.	50,000	20	....	17½
Chaudiere (G.) ... Ca.	100,000	5	....	40c
Chebucto ..... N. S.	100,000	5	....	65c
Colonial (G.)..... Ca.	100,000	2½	....	25c
Colorado (G.) ..... Col.	50,000	10	....	3½
Consol. Gregory (G.)Col.	50,000	100	....	25
Copalinahe (G.)..... "	200,000	20	....	....
Corisannite (G.)..... "	100,000	10	....	6
Corydon (G.) ..... "	100,000	25	....	3
Day & Bushnell (G.)C.	300,000	10	....	....
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	....	....
El Dorado (G.)....Nev.	100,000	5	....	....
Empire (S.)..... "	....	....	....	....
mpress (S.)..... "	....	....	....	....
Eureka (G.)..... Cal.	....	....	....	....
Excelsior (G.)..... Col.	30,000	10	....	14
Frankfort (G.)	100,000	2	....	....
Garrison's (G.)..... Col.	100,000	5	....	....
Gilbert River (G.)... Ca.	100,000	5	....	1
Gilpin (G.) ..... Col.	100,000	5	....	1½
Gold ..... "	100,000	5	....	3½
Gold Field.....	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River.....	100,000	5	....	....
Gould & Curry(G.S.)N.	....	....	....	....
Gunnell (G.) ..... Col.	300,000	10	....	3½
Halifax (G.)..... N. S.	200,000	2	....	50c
Harmon (G. & S.) Nev.	....	....	....	....
Holman (G.) ..... Col.	150,000	2	....	....
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	....	4
Isabella (G.) ..... Col.	....	....	....	....
Kennebec (G.)..... Ca.	100,000	5	....	....
Kent (G.)..... N. S.	200,000	1	....	....
Lake (G.) ..... Col.	....	....	....	....
Lake Major..... N. S.	12,000	50	....	....
Libertad (G. & S.)Mex	....	....	....	....
Manhattan (G.)..... Col.	100,000	10	....	....
Mariposa (G.) ..... Cal.	100,000	100	....	41
Massachusetts (G.)..Ca.	500,000	5	....	2½
Mex. Pac. (G. & S.)Mex.	100,000	100	....	....
Montague (G.) ....N. S.	50,000	10	....	....
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	....	....
Mt. Alpine (G.) .... Col.	250,000	5	....	....
Mt. Vista (G. & S.)Ne.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	2½
New Gregory (G.) "	50,000	10	....	....
New York (S.) ... "	100,000	10	....	....
N. Y. & N. S. (G.) N.S.	100,000	5	....	1
Nova Scotia (S.)... "	100,000	2	....	2½
Oldham G.) ..... "	100,000	2	....	....
Otate (S.) ..... Mex.	....	....	....	....
Palma (S.)..... "	....	....	....	....
Peck (G.) ..... N. S.	100,000	5	....	....
Peninsular (S.)...L. Cal.	....	....	....	....
Picacho (G.) ..... A. T.	50,000	50	....	....
Pontiac (G.) ... ...Col.	50,000	20	....	....
Prince Albert (G.)..Ca.	100,000	2	....	14
Quartz Hill (G.) ...Col	100,000	100	....	10
Quicksilver ..... Cal.	40,000	25	....	82½
Renfrew (G.) ..... Ca.	120,000	2½	....	1½
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.)..... Col.	....	....	....	10½
Sacramento (G.)... Nev.	....	....	....	....
San Antonio (S.)..A. T.	60,000	50	....	....
Santa Clara (Q.)...Cal.	....	....	....	....
Santa Rita.... Ariz. T.	....	....	....	....
Scottie (S.)..... Ariz. T.	....	....	....	....
Sherbrooke (G.) N. S.	100,000	10	....	....
Sierra Nevada (G.)Col.	....	....	....	....
Silver Hill (S.) ... Nev.	....	....	....	....
Sonora (S.)..... Ariz. T.	....	....	....	....
Southam (G.)..... N. S.	100,000	5	....	....
Stafford (G.)..... Ca.	100,000	5	....	2½
Star (G.) ..... Col.	100,000	25	....	....
Stewart (G.)..... Ca.	100,000	5	4	75c
Tascher (G.)..... "	50,000	10	....	....
Victoria (G.)..... "	100,000	2	....	....
Waverly (G.) ... ... "	50,000	10	....	....
Windsor (G.) ..... Col.	100,000	10	....	....
United States (G.). "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	5.50					Boston and Chelsea	110,000	140,000			7,200	7,200	8		46½
30 Nov. '63	4.18		161	26		Broadway, Boston	88,551	230,000		12,500	62,446	21,195	9½		62
30 Nov. '63	32.96					Cambridge	664,171	657,300	150,000	94			9		121
30 Nov. '63	6.74					Clifton Dale	95,500	70,000	24,500	4,863					
30 Nov. '63	8.27					Dorchester	156,672	121,600			8,468	7,438	7		
30 Nov. '63	1.48					Dorchester Extension	12,800	12,800			1,024	1,024	8		
30 Nov. '63	1.41					Dorchester and Roxbury	18,742	12,000		6,600	1,200	1,200	6		46
30 Nov. '63	11.75		195	25		Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516			10¾
30 Nov. '63	3.41					Malden and Melrose	60,246	200,000	73,100	66,223					25
30 Nov. '63	2.97					Medford and Charlestown	34,000	22,000	12,000		2,040	2,040	6		
30 Nov. '63	36.88		762	125		Metropolitan (Boston)	621,602	659,300		297,509	388,6 6	65,539	10		64½
30 Nov. '63	7.50		216	41		Middlesex (Boston)	348,000	400,000		39,783	174,422	32,618	8		78
30 Nov. '63	5.69		62	9		Quincy	75,525	53,000	50,932	16,050	25,837	6,012			
30 Nov. '63	5.32					Salem & South Danvers	57,100	73,300		1,800	9,789	1,273			
30 Nov. '63	2.68					Somerville	50,000	50,000			2,500	2,500			30
30 Nov. '63	2.50		10	2		Stoneham street (Boston)	31,000	32,900			5,085	1,711	5		
30 Nov. '63	7.75		61	14		Suffolk (Boston)	167,485	123,250	24,800	63,07	42,750	1,591			
30 Nov. '63			311	50		Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8		
30 Nov. '63	1.53					West Cambridge	12,850	12,850		120	642	642	5		47
30 Nov. '63	3.21					West Roxbury	40 565	40,400							
30 Nov. '63	2.25					Winnisimmet	62,152	62,200		4,798					
30 Nov. '63	5.00					Worcester	89,000	69,000	20 000		6,202	542			
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville	100,000	100,000					8		
31 Dec. '62	8.5		11	3		Hartford and Wethersfield	300.000	300,000							
						NEW YORK.									
30 Sep. '63	10.76				28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,750	15,491	6		
30 Sep. '63	4.00	2.80			2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500					100	69
30 Sep. '63	24.00				35	43 Brooklyn Central & Jamaica	8 4,870	492,150	327,150	44,778	146,218	7,216			48
30 Sep. '63	56.18	1.90			140	29 Brooklyn City	1,331,367	1,000,000	170,000		542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25			56	Brooklyn City and Newtown	284,765	346,000	1 6,000	11,790	61,453	7,881	3		55
30 Sep. '63		10.00				Brooklyn City & Ridgewood	51,328	52,500							
30 Sep. '63						Buffalo Street									
30 Sep. '63						Central City (Syracuse)									
30 Sep. '63	16.00	14.00		28	1	Central P'k, N. & E. Riv. (N. Y.)	994,655	44 ,073	550,000		19,794	7,008			
30 Sep. '63	17.50					Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286			100	69
30 Sep. '63		6.00				East & North River (N. Y.)	650	650							
30 Sep. '63	17.38			91		Eighth Avenue (N. Y.)	978,534	800,000		30,000	388,595	124,445	12	100	
30 Sep. '63	11.00	1.00		70		42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000					
30 Sep. '63						Fourteenth Street (N. Y.)									
30 Sep. '63	4.52					Grand St. & Newtown (W'g'r							8		
30 Sep. '63	4.61					Harlem Br., Morris & Ford'm									
30 Sep. '63						Main & Ohio St. (Buffalo)									
30 Sep. '63						Niagara Street (Buffalo)									
30 Sep. '63	19.00			34		Ninth Avenue (N. Y.)	447,598	795,360	57,000		97,241	23,479		100	
30 Sep. '63						N. Riv. & Wall st. Ferry (N. Y.)									
30 Sep. '63		11.00				Port Morris & Westchester	1,200	1,200							
30 Sep. '63	7.50	3.40		18		Rochester City & Brighton		81,500	66,000	5,000	7,656	3 977			
30 Sep. '63	16.00					Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	2 0,354	51,127		100	70
30 Sep. '63	8.37			40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000		412,000	99,227	10	100	115
30 Sep. '63						Tenth Av & 32d st. (N. Y.)									
30 Sep. '63	16.50			117	3	Third Avenue (N. Y.)	1,319,308	1,170,000	400,000		682,131	233,079	12	100	240
30 Sep. '63						Troy and Lansingburg									
30 Sep. '63	2.50	3.50				Utica City	2,180	7,080			1,693	310			
30 Sep. '63	1.50				3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	0,000	5,150	4,582	752			
						NEW JERSEY.									
31 Dec. '62	3.12			7		Hoboken and Hudson City	32,000	80,000		2,000					
31 Dec. '62	5.05	2.50		5		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '62	4.20					Orange and Newark									
31 Dec. '62	5.80			8		West Hoboken & Hoboken	100,000	40,000	60,000						
						PENNSYLVANIA.									
31 Oct. '63	7.89		133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000		104,728	50,000	40	10	59
31 Oct. '63	8.13		126	14	6	Citizens' (Pittsburg)	157,927	92,000	54,200	5,860	8 ,867	30,168	20		
31 Oct. '63	4.12		13	4		Delaware County	30,729	24,000	6,500	2,350	5,668				
31 Oct. '63	4.38		112	20		Fairmount & Arch st. (Phil.)	194,017	200,000		2,050	63,459	14,824	7½		14
31 Oct. '63	16.74		274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000		202,367	58,757	7	50	64½
30 Nov. '63	24.23		205	35		Germantown	369,446	112,245	250,000		133,506	26,745	6		60
31 Oct. '63	8.40		116	25		Girard College (Phila.)	160,000	160,000			76,430	19,682	9½		32
31 Oct. '63	8.73		196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000		124,540	50,470	14½		34½
31 Oct. '63	11.00					Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000						16
31 Oct. '63						Lombard & South st. (Phila.)									
31 Oct. '63	11.17					North Philadelphia	300,000	200,000	100,000						
31 Oct. '63	12.00		96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500		500	32, 91				
31 Oct. '63	10. 7	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000		24,102	1,918			
31 Oct. '63	7.04		108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036			
31 Oct. '63	4.51		70	10		Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½		
31 Oct. '63	6.16		128	21		Race and Vine (Fairmount)	121,618	180,000	125,000	57,845	12,437	5,983			19
31 Oct. '63	5.20					Richmond & Schuylkill (Ph.)	130,000	100,000	80,000						5
31 Oct. '63	7.76		54	10		Ridge Avenue & Manyunk	179,635	118,000			34,549	12,231	8½		19
31 Oct. '63	19.46		382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100		2 9,628	95,803	36	20	72½
31 Oct. '63	5.62		60		15	17th & 19th st. (Phila.)	113,694	120,000			28,447	4,917	2½		16
31 Oct. '63	8.38		120	17	5	Spruce & Pine (Phil. & Gr'nF.)	178,010	159,312	15,500		75,066	18,417	17½		40
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750		6,000	126,623	45,960	16½	20	50
31 Oct. '63	6.25		133	16	3	13th & 15th st. (Phila.)	100,000	100,000			87,604	20,428	17½		33½
31 Oct. '63	9.31		223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11		71
						MARYLAND.									
31 Dec. '62	21.00		340	50		Baltimore City	700,000	670,000		31,540	229,059	21,058			21½
						OHIO.									
31 Dec. '62	5.00					Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00					City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81					Passenger (Cinc.)	69,537	50,000							
31 Dec. '62	3.63					Pendleton & S. st. Mar't (Cin.)	70,000	60,000							
						MISSOURI.									
30 Nov. '62	8.20					Citizens' (St. Louis)	117,437	100,000							
30 Nov. '62	3.33					Missouri (St. Louis)	76,674	70,000							
30 Nov. '62	4.45					People's (St. Louis)	83,575	70,000							
30 Nov. '62	10.20					St. Louis	299,604	299,604							

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1883	
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	
Real Estate	22,900	7			
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	
Cambridge:					
1st Mortgage	160,000	6	J. & J.	1851	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	
Delaware County:					
1st Mortgage	6,500	7			
Dorchester:					
Real Estate Mortgage	5,000	6			
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.		
Forty-secon street:					
1st Mortgage	127,150	7	J. & J.	1875	
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1865	
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	114
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6		1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6			
Metropolitan:					
1st Mortgage	36,625	6			
Real Estate Mortgage		6			
Middlesex:					
Malden & Melrose bonds	60,000	6		1870	
Real Estate	6,210				
Ninth Avenue:					
1st Mortgage	57,000	7			
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J	1871	
Quincy:					
Plain bonds	50,000		M. & S.	1868	
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.		
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1863	110
2d Mortgage	50,800	7	J. & J.	1869	
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	
Real Estate bonds	60,000				
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 25, 1847.....registered	49,415,250	6	Jan. & July.	1867	115
" " " ..... coupon		6	" "	1867	124½
Loan of Dec 31, 1848 .....registered	8,903,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850.....coupon	2,189,000	5	" "	1865	215
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	100
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	100
" " " ..... coupon		6	" "	1871	100
Oregon War Debt of June, 1861.... coupon	1,016,600	6	" "	1881	105
" " " " " .. coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	108½
" " " ..... coupon		6	" "	1881	110
Loan of July 17, 1861 .....registered	71,421,700	6	" "	1881	108½
" " " ..... coupon		6	" "	1881	110
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	112½
" " " (5-20s).... coupon		6	" "	1882	113½
Treasury Notes of Aug. 1861 .....coupon	118,577,050	7.3	Feb & Aug.	1864	110
" " Oct. 1861 .....coupon		7.3	April & Oct.	1864	111½
Loan of 1864 (10-40s) ..... coupon	70,239,250	5	Mar. & Sept	1904	103½
" " " ..... registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	44,590,000	5	.....	.....	----
Two Year " " " "	127,909,300	5	.....	.....	----
Certificates of Indebtedness.....	151,998,000	6	On redemp'n	.....	99½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds ....coupon	8,422,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	599,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	35,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	103
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds..... .....coupon	143,000	7	.....	.....	----
Georgia—State bonds ....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'85-'89	90
" — " " (R. R.)..... "	525,000	7	" "	'72-'82	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	101
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,187,000	6	" "	'63-'89	105
" —War bonds..... "	2,000,000	6	" "	1879	97
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	102
" — " (dollar) ..... "	1,999,397	6	" "	1870	100
Indiana—State stock ....registered	5,325,500	5	Jan. & July.	1886	87
" — " "	2,056,173	2½	" "	1886	68
" —State Int. Imp bonds (not adjusted)	891,000	...	.....	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	88
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock ..... "	1,243,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	...	----
Iowa—State stocks..... .....coupon	2,00,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	80,1,000	7	" "	'81-'82	----
" — " bond- to School Fund ... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	66,000	6	July.	1883	----
Kentucky—State bonds ....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'94-'95	----
" — " " (bank) ..... "	690,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'99	105
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	616,130	6	.....	d'm'd.	75
" — " (R. R. etc.)... "	3,402,000	6	.....	'97-'99	----
" — " " (banks) ... "	5,398,533	6	.....	.....	----
" — " " (war loan)... "	670,000	6	.....	.....	----
Maine—State bonds ....coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " (war loan) ..... "	1,000,000	6	Jan. & July	'81-'83	101½
Maryland—State bonds (st'g)..... .....coupon	816,000	5		1905	----
" — " " (st'g conv.)... "	200,,76	5		1905	----
" — " " (st'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	600,000	3		1890	----
" — " " (")..... "	10 ,000	4½		1885	----
" — " " (")..... "	767,560	5	Chiefly quarterly.	'42-'58	----
" — " " (")..... "	399,406	5		1890	----
" — " " (")..... "	148,711	5		'89-'90	101
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35, 00	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	503,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	200,000	5	" "	1893	1 3/8
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	180
" — " " (N.&W. R.R.) "	400,000	6	" "	1870	----
" — " " (Com. St'k etc.)	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	300,000	5	June & Dec.	'68-'77	128½
" — " " (" ") "	545 000	5	April & Oct.	'65-'74	...
" — " " (" ") "	200,000	5	May & Nov.	'66-'72	----
" — " " (" ") "	91,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'65-'72	----
" — "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	5	Jan. & July.	'71-'76	180½
" — " " " ..... "	600,,00	5	" "	'77-'78	115½
" —Bounty Fund Loa ..... "	500,000	5	May & Nov	1-93	119
" —Coast Defence Loan... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	103
" —Canal Loan.....(sinking fd) "	100,000	6	" "	1879	----
" —War Loan .....(" ") "	547,000	7	" "	18 6	105
" —Redemption Fn (" ") "	2,000,000	6	" "	'85-'93	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1-93	----
Mississippi—State bonds (Banks) .....coupon	2,000,000	6	.....	'41 '71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	60½
" — " " "	199,000	6	" "	1863	68
" — " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857.....	40, 00	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	'72 '88	94
" —R. R Loans: Pacific R. R...coupon	7,000,000	6	" "	'87-'89	----
" — " " S.W. Branch... "	4, 00,000	6	" "	'73 '87	89
" — " " H. & St. Joseph "	3,000, 00	6	" "	'72-'87	----
" — " " N. Missouri ... "	4,850,000	6	" "	'73-'89	----
" — " " Iron Mountain "	3,501,000	6	" "	'87-'89	----
" — " " C. & Fulton ... "	850,000	6	" "	1889	----
" — " " Platte Co. ... "	700,000	6	June & Dec.	'64-'66	----
" —Revenue bonds ..... "	431,000	...	.....	.....	----
" —State Defense warrants	700,000	...	.....	.....	----
New Hampshire—State bonds..... .....coupon	536,100	6	Feb. & Aug.	1870	100
" —Notes	200,000	6	.....	.....	----
New Jersey—State stock ....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)..coupon	511,520	6	" "	'66-'71	----
" — " " ("). "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	345,107	5	" "	pleas	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1858	107
" " — " " " " "	1,149,781	6	Jan. & July	pleas.	----
" " — " " " " "	1,300,000	7	" "	'65-'70	115
" " — " " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	25,598	5	.....	d'm'd	----
" " — " " " " "	11,050	5½	.....	d'm'd.	----
" " — " " " " "	14,230	6	.....	d'm'd.	----
" " — " " " " "	421,000	6	Jan. & July.	'66-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O	1864	----
" " — " " " " "	64,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1895	----
" " — " " " " "	100,000	6	" "	1867	----
" " — " " " " "	6,922,274	5	" "	'63-'74	109½
" " — " " " " "	15,88,,025	6	" "	64-'76	116
" " — " " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ....coupon	2,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (") ..... "	1,015,000	5	" "	1865	95
" — " " (") ..... "	37,,866	6	" "	1868	----
" — " " (") ..... "	2,183,532	6	" "	1870	110
" — " " (") ..... "	1,600,000	6	" "	1875	107
" — " " (") ..... "	4,095,309	6	" "	1881	114½
" — " " (") ..... "	2,400,000	6	" "	1886	113
" — " " (domestic debt).....	125,660	6	" "	1863	108
" — " " (war loan) ....coupon	1,500	...	" "	1866	----
" — " " (" ")..... "	270,813	6	" "	1868	----
" —Irreducible debt (school funds, etc)...	2,920 403	6	Yearly.	.....	----
Oregon—State scrip	55,372	...	.....	.....	----
Pennsylvania—State Stock Loans.....	1:1,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan & July.	due.	99
" — " "	3,886,0 0	5	Feb. & Aug.	due.	----
" — " "	3,690,814	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds..... .....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,890	5	" "	1-64	----
" — " "	675,029	5	Feb. & Aug.	1864	----
" — " "	1,045,629	5	June & Dec.	1864	----
" — " "	1,858,673	5	Jan. & July.	1865	----
" — " "	2,277,755	5	" "	1866	----
" — " "	1,766,214	5	" "	1870	100½
" —State bonds..... .....coupon	4,860,000	5	Feb. & Aug.	1877	100½
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
" —State bonds .....coupon	650,000	5	Jan. & July.	1892	----
" —Bank Charter Loans.....	360,-37	5	.....	.....	----
" —Relief Notes in circulation...	97,360	...	.....	.....	----
" —Military Loan bonds ..coupon	3,000,0-0	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ... coupon	484,441	6	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'65-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	.....	1877	80
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1892	56
" — " " (interm. impr.) "	2,003,006	6	.....	Var.	40
" — " " (railroads)... "	12,799,000	6	.....	Var.	----
" — " " (capitol) .... "	008,000	6	.....	1890	45
" — " " (Hermitage) . "	48,000	6	.....	1890	55½
Texas—Had no debt in 1861	.....	...	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ....coupon	58,000	6	.....	'62-'63	----
" — " " (") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'82-'93	82
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	----
" — " (sterling)..... "	1,866,000	6	" "	1892	----
West Virginia—No information.....	.....	...	.....	.....	----
Wisconsin—State bonds (civil) ....coupon	100,000	6	April & Oct.	'67 '68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,957	908,641
1861	81,531	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	155,569	153,294	1,673,706
1864	100,991	154,418	288,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,302	67,076	87,223	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,467	1,181,008
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,064	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,508	138,795	135,896	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,302	45,935	39,560	49,571	80,819	108,737	74,331	55,554	676,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,659
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	105,966	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,902	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,256
1860	78,170	67,210	86,260	76,032	65,907	55,055	50,386	66,573	84,603	94,408	82,467	82,400	889,490
1861	85,239	76,918	86,963	80,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,960
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,244	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	155,920	1,579,509
1864	154,058	176,106	208,329	158,077	125,000	100,000	113,515	------	------	------	------	------	------
Erie:													
1859	304,708	319,563	372,206	380,343	349,953	330,657	361,819	359,114	455,235	465,959	526,608	414,764	4,851,049
1860	354,000	345,000	433,311	457,151	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,735,424
1861	404,507	391,932	458,560	547,174	506,610	426,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,824	615,962	756,421	885,136	902,106	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	------	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,703	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,782
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,398
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1864	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	226,407	204,716	2,193,296
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	102,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	222,072	1,983,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	188,000	193,951	159,549	220,270	2,075,822
1861	223,157	205,343	167,660	139,751	150 598	122,683	114,804	134,299	146,424	173,261	197,762	246,283	2,025,437
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,085	403,571	2,922,970
1863	458,953	425,047	506,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,780	484,550	3,726,140
1864	501,231	472,240	556,626	278,540	281,769	263,049	273,726	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	215,792	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	195,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,548	206,946	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,902	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,467	414,731	497,223	404,197	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	20,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	61,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,320	40,706	58,704	52,864	77,112	83,059	76,764	68,563	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 533	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,052	48,797	37,429	66,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,750	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	165,417	205,054	138,342	80,000	1,224,243
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,898
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,169,077
1862	163,152	153,728	157,500	193,120	200,828	181,983	180,915	226,819	276,109	325,818	305,284	279,589	2,647,845
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	309,106	375,567	332,590	348,048	3,202,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,950	151,864	143,143	127,145	119,770	108,303	150,566	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,428	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	238,844	307,333	242,089	200,134	2 124,214
1862	220,159	159,558	151,902	175,896	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	258,432	238,495	236,453	206,221	193,328	215,449	308,166	375,483	339,794	306,186	3,168,058
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	------	------	------	------	------	------
New York Central:													
1850	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,702	520,396	6,503,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	577,073	558,743	523,138	562,076	696,175	927,036	852,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,225	736,114	610,417	749,571	702,841	892,744	1,018,376	968,228	1,002,798	9,003,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,851	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,216	97,867	88,785	94,554	1,102,822
1860	97,016	95,666	88,598	90,462	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,136	97,856	91,111	90,671	1,110,065
1862	100,604	90,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,226,010
1863	129,775	128,766	125,445	118,075	108,606	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,527	188,609	215,475	225,464	230,377	248,862	241,690	264,622	283,645	258,619	240,977	2,725,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	283,917	270,061	289,987	268,388	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	338,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	325,686	361,534	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,224,085
1864	436,741	532,786	617,021	669,383	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,544	231,263	191,138	2,335,264
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,966	3,031,757
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	364,331	370,983	3,745,318
1863	337,350	356,598	451,965	402,987	427,094	396,845	340,763	407,077	465,509	508,814	466,900	487,642	5,132,994
1864	390,676	455,211	602,663	574,690	499,547	420,942	486,687	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,851	68,748	71,854	112,384	93,766	67,721	85,559	95,969	118,887	129,166	135,610	1,117,697
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,654,913
1864	100,872	147,485	160,496	157,785	149,855	155,780	144,942	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,564	64,414	73,679	67,946	67,423	54,879	122,785	106,100	125,027	77,599	51,296	926 756
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,853	127,086	92,574	1,172,100
1862	82,235	47,142	56,066	85,582	106,845	118,578	115,214	168,219	176,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	129,595	151,002	134,563	111,229	1,439,798
1864	79,735	96,542	132,596	123,987	127,009	146,338	139,026	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
Mortgage convertible	883,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	'857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	80
2d Mortgage	693,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	950,000	7	" "	" "	18 2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	105
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland,	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London,	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju Oc.	London.	1858	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	115½
" " " 1850	700,000	6	J n. & July.	"	1880	116½
" " " 1856.	1,128,500	6	J n. & July.	"	1875	115
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	104
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	121½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
						100½
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	114
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	105
Income ⅔ in '99, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (s. F.) £451,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	793,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $300,000	300,000	6	"	"	1870	110
" " $675,000	675,000	6	"	"	1875	109
" " $1,700,000	1,700,000	6	"	"	1883	108
" " $2,500,000	867,000	6	"	"	1889	117
Consolid. Mort. Loan $5,000,000				"		118
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1855	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York	'66-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	120
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1891	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1894	94½
2d Mortgage	800,000	7	June & Dec	New York.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1876	85
Charleston and Savannah:						
1st Mortgage (endorsed)	610,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	131
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1900	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	26,000	8	March & Sept.	" "	1875	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	113
1st Mortgage pref. S. F.	555,000	7	April & Oct.	" "	1877	101
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1893	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1s " " (M. & O.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July	New York.	1870	115½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	110
General 1st Mortgage	3,600,000	7	" "	" "	1885	103
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	103½
2d Mortgage	2,000,000	6	" "	" "	1890	105
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mort age	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	110
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1875	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	668,200	8	" "		1876	
Clev., Painesville and Ashtabula						
2d Mortgage	228,000	7	Feb. & Aug	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1890	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,025	6	" "	" "	1886	87
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'84-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1864	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1865	70
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "	" "	1864	
C and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	18 5	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1865	114
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	205,000		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1875	103½
Connecticut and Passump. Rivers:						
1st Mortgage	500,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1891	101
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1878	115
2d Mortgage	2,616,500		March & Sept.	" "	1881	123
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1856	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1899	
Dubuque Western.						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'83-'84	111
2d Mortgage (convertible)	500,000	5	Jan & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	106
1st M. (State) $75,000 a'y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'68-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,655					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,000					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655 000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	120
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110
Elgin and State Line	150,000		Jan. & July.	" "	1879	
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	89
Land Security	3,344,600	7	April & Oct.	" "	1881	100
Convertible Bonds	822,000	7	Jan & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	118
2d Mortgage (S. F.)	2,000,000	7	June & D c.	" "	1885	181½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right bonds	33,000	7	Jan & July.	New York.	1868	136
Construction	11,432,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	124½
Eight per cent. bonds	267,000	8	March & Sept.	" "	1865	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			120
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	247,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	292,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	500,000	6	April & Oct.	Boston.	1870	
2d Mortgage	220,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	500,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
eokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	117
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	905,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1934, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov	New York.	1883	103
Long Island						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1880	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & Jul.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	2,000,000	7	Feb & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	103½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,900,000	7			1880	
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,400	6	Jan. & July	London.	1872	88
1st Mortgage St'g (convertible)	500,000	8	March & Sept	"	1909	94
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	136
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	143
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	143
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	109
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1862	91
Jackson Branch	77,000	7	" "	" "	1865	98
Goshen Air Line	693,000	7	" "	" "	1868	101
Detroit and Toledo	734,000	7	" "	" "	1876	107
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1886	112
2d General Mortgage	2,194,500	7	" "	" "	1877	108
*Milwaukee and Beloit:						
1st Mortgage	630,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	114
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,368	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	520,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		92
2d Land Grant	700,000			" "		
Mississippi and Tennessee:						
Tennessee State Loan	95,000	6			1895	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'87	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '68 and '65)	300,000	8			var.	
Mortgage	450,000	8			1906	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	251,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,236,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	612,500		Semi-ann'ally	New York.	var	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'20 '45	
1st Mortgage Coupon	2,565,000	8	Jan. & July	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	6				
1st Mortgage (S. F.)	566,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	7,148,104	6	May & Nov.	New York.	1883	119
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July	" "	1-'64	10
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	13
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	106
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273		var.	" "	var.	
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,919,200	7	June & Dec.	" "	1864	5
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug	" "	1876	33
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	119
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept.	" "	18 9	21
3d Mortgage	6,000,000	7	" "	" "	1883	81
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	120
5th Mortgage	1,739,500	7	June & Dec	" "	1888	120
Buffalo Branch	200,000	7	Jan. & July	" "	1891	114
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York	1873	11
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1881	95
3d Mortgage	980,500	7	Jan. & July.	"	1867	106
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,000,000	6	April & Oct.	"	1873	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1895	104½
Northern (Ogdensburg):						
1st Mortgage	1,800,000	7	April & Oct.	New York.	1859	103½
2d Mortgage	3,077,000	7†	" "	" "	1861	31½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	102½
Chattel Mortgage	360,000	10	" "	"	1867	128
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	94
2d Mortgage	258,000	!	April & Oct.	" "	1880	----
Construction	4,242,000	!	March & Sept.	" "	1876	17
Income	3,220,000	!	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1875	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71- 87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	124½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	120
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	106½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (R. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	6	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	110
" 1861, "	110,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	120
" 1844, "	810,000	6	" "	"	1880	120
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1896	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	127
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	114½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	92
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1878	----
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1880	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,300,000	7	Feb. & Aug.	Boston.	1863	72½
2d Mortgage	957,500	7	" "	"	1863	26
3d Mortgage	440,000	7	" "	"	1883	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	529,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1866	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	90
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	900,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	6	----------	----------	1868	----
Sterling	153,333	6	----------	----------	1863	----
Sterling	2,000,000	6	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	800,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	113
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	94
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	83
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	90
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1876	"
Interest Bonds	151,330	7	----------	----------	------	88
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	83
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	26
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	583,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1850	----
Western (Mass.):						
Sterling (£899,900)	4,319,529	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	855,000	6	" "	Boston.	1876	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	Jem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	113
Wilmington and Manchester:						
1st Mortgage	456,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1883	----
Sterling, issued in 1858	144,500	6	----------	----------	1883	----
Company's endorsed by State.	150,000	6	----------	----------	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	505,500	105,258	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30.2	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,671	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,701	76,773	21,006	—	.....
1 May, '61	400.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	.....
29 Feb. '60	84.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,804	—	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65 9 9	36,666	5	.....
31 Jan. '64	122.4	—	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,956,740	213,876	4,204,556	122.4	281,451	408,510	154,837	—	.....
31 Aug. '63	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,094,414	369,283	141,706	2,250,000	927,000	—	4,181,255	72.8	404,297	955,459	461,40	17	200
31 Dec. '63	74.0	—	8.0	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,539	92,430	—	.....
31 Dec. '63	57.0	—	1.3	—	7	16	177	Naugatuck	1,463,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,966	8	.....
29 Feb. '64	62.0	—	2.6	—	8	17	25	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.48	8.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	.....	156,663	78,631	24	.....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	607,105	61,000	—	687,152	66 0	155,916	195 035	61,216	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612 367	117.4	570,410	1,424,772	720,462	12	168
30 Nov. '63	59.4	7.0	5.3	—	16	17	352	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	110
								DELAWARE.													
31 Oct. '60	84.2	—	13.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	15,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	8.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,102,380	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	205,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	188,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	28.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	58	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	232.0	.....	¥159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	6,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	93½
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,500	268.6	1,308,146	2,412,821	1,206,039	8	127½
1 Apr. '63	242.0	—	.....	29.0	56	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,135	242.0	.....	1 083,054	448,503	—	54
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,576	228.4	1,162,880	2,143,875	1,103,414	6	111½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,508,000	—	10,962,115	341 7	1 484,096	2,201,481	1,279,40	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	25.2.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	130½
— — —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '62	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	60
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	100.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	245,567	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	206	Indiana Central	1,667,039	274,061	28,541	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	86.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,089	1,689,900	1,367,284	140,689	3,458,108	110 0	.....	448,858	230,534	9	100
1 Dec. '63	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,843,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,092	350,525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	.....
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	561,812	—	1,538,763	132 0	.....	285,974	104,951	—	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	235,679	1,517,450	94,000	—	2,326,955	73 0	357,302	774,61	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	685,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,034	.....	86 0	7 mo's.	85,233	48,771	—	.....
31 Dec. '63	100.0	—	.....	209.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	.....
1 Jun. '58	58.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	—	.....	58.5	11 mo's.	448,821	21,356	—	.....
— — '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	45
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	337,532	4,275,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	100	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29 0	181,633	99,320	53,555	4	80
30 Jun. '63	55.1	—	.....	—				} Louisville and Frankfort	1,328,832	126,735	6,540	1,109,594	301,000	—	1,663,713	55.1		222,900	140,009	3	60
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,190	2,997,500	76,715	9,797,911	269 0	595,258	1,777,983	1,062,165	—	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,280	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206 0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,666,000	1,150,717	.....	406.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.5	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,989	103,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Trk R.	R. Co. of	Canada	—	—	—	—	—	—	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	240,896	.....	—	.....
31 May '64	294.8	—	23.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6.3 5,906	7,740,989	—	15,066,822	329.3	1,558 2 7	3,417,1-5	1,697,060	12	135
31 Mar. '64	240.0	231.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,269	1,063,568	10,120,400	8,287,255	—	18 407,656	327.0	2,171,477	3,384,294	1,630,777	—	89½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	603.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	265.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,202	—	2,000,961	2,554,732	895,992	6,231,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	50.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,650	—	.....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.5	579,224	1,047,567	420,026	—	40
31 Dec. '62	258.5	—	17.7	28.0	21	26	307	*North Missouri*	6,398,779	604,963	—	2,459,207	4,350,000	—	.....	168.8	.....	444,469	162,895	—	.....
31 Dec. '62	152 0	—	8.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	5,486,915	7,000,000	187,019	20,455,420	196.7	607,040	679,956	237,398	—	.....
28 Feb. '63	77.0	—	2.9	206.0	—	—	—	*South Western Branch*	4,775,786	116,243	—	71,513	4,500,000	—	.....	114.0	98,371	541,442	128,586	—	.....
30 Sep. '62	86.5	5.6	8.2	—	16	19	219	*St. Louis and Iron Mountain*	5,031,193	644,169	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	283,236	69,290	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.6	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,668	206,584	757,351	56.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	62.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, 62	9+7	9.5	.....	—	13	2	211	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,962	4,259,308	109.2	186,240	323,082	174,028	—	—
31 May, '64	51.8	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,4 4	51.3	154,991	350,853	88,121	6	113
31 May, 59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	55,403	23,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	285	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,241,011	256.8	.....	3,922,203	2,305,788	6	117
30 Sep. '60	30.0	—	.....	—	7	33	107	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,306	39.0	187,427	462,880	280,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,318	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346 232	261.0	1 012,096	2,307,445	620,581	—	56
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,245	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	593,718	167,051	6	118
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076 974	119.3	649,88	1,01 .3.6	482,65	8	138½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	855,727	39 ,729	8	150
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	58.6	573,514	1,20 ,654	488,35	9	160
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	981,565	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,941,286	52.4	16 ,851	344,194	168,008	6	117
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	284,102	3,000,000	1,837,600	56,500	4,594 100	89.0	477,768	812,568	390,594	6	109½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,874,507	92.4	389,786	782,282	328, 43	8	127½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	—	21,780	21,275	6	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,3 6	71.0	167,154	223,794	59,07	8	128
30 Nov. '63	20.1	1.5	1.2	—	6	16	69	New Bedford and Taunton	480,160	62,518	14,000	500,000	28 ,000	—	785,500	36.7	41,895	164,207	54,797	6	87½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,8 3	53,233	.....	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3 179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	438,407	722,0 68	411,544	7	28
30 Nov. '63	43.4	1.0	14.9	—	13	16	468	Providence and Worcester	1,409,228	218,192	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,012	169,148	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	241,505	225,900	1,286	471,692	—	—	17,520	17,262	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	278,429	39,727	—	250,000	—	—	293,962	11.7	51,675	165,405	33,093	8	115
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,908,250	—	—	924,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	926,760	—	3,821,695	77.8	112,508	271,815	140,136	—	43
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W. S. etc.)	10 167,143	1,095,712	—	5,150,000	6,267,520	—	4,746, 04	218.0	1,278,92	2,139,838	1,224,831	10	170
30 Nov. '63	45.7	—	9.8	—	10	12	146	Worcester & Nashua (par 83½)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	281,024	142,153	6	98½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902 686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	180,645	2	—
31 Mar '63	34.6	—	.....	—	21	22	491	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,508	61.8	.....	470,078	125,286	7	70½
31 Mar. '63	29.3	—	2 5	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,00 ,000	12,800	20,904	operated	by	Concord	R. R	83,524	7	130
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	386,846	153,718	4	85
30 Apr. '63	34.7	—	2.2	—	5	2	50	Sullivan	1,490,780	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	—
31 Dec. '62	33.9	32.2	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,000,200	8,020,181	—	.....	124 2	.....	3,040,148	1,728,548	10	167
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,09	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901.6 .6	778,000	609,686	4,620.160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	52.0	—	—	45.5	11	15	91	Morris and Essex	1,629,204	*	57,000	1,157,800	840,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '62	32.8	—	.....	—	...	...	.....	New Jersey	3,640,516	448,573	1,461,896	4,397,800	642 500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,61	29,502	—	170
31 Dec. '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2 450.417	*	—	203,558	1,250,000	143,80	2,597,161	—	12 mos.	10,688	24,242	—	25
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,760	—	—	1,307,760	600,000	—	1,907,760	24.0	.....	239,889	154 908	6½	110
31 Dec. '62	88.5	—	.....	—	—	—	—	West Jersey	621,984	*	—	341,893	212,500	31,743	621,984	—	82,936	90,122	4 ,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	106.0	3	6	56	Albany & Susquehanna	1.192.179	64,858	—	978,670	120,000	34,388	1 257,037	—	—	—	—	—	—
31 Dec '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,995	1,587,665	—	2,587,725	48.9	.....	529,223	176,0 6	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395 000	1,070	3,369,088	160.3	618 260	1,134,256	317,213	5	100
30 Sep. '63	63.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	518,578	149,000	2 0 1,750	1,149,000	—	3,600,000	83.0	595 428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105.200	19,561,000	—	42,841,569	807.0	5,858,687	10,469,461	3,511,414	7½	110½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,296	1,474,527	—	4,422 023	9,185,500	4,167	14,186,824	148.0	1,084,886	3,851,718	1,844,287	7	128½
30 Sep. '63	94 0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2 .8,474	100.5	242,062	3 0,431	62,250	6	49
30 Sep. '63	297.8	268.1	400.0	—	239	255	4,424	New York Central	27,098,991	5,646,077	791,965	24,209,000	18,779,618	284,411	42 8 ,880	364.9	5,692,223	10,897 631	3,994 990	7	129
30 Sep. '63	130.7	2.1	31 1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722.850	5,877,518	14,260	11,614.628	163.8	1,443,679	1,412,4 6	471,509	—	87½
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	2,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,389	573,612	183,909	—	1½
30 Sep. '63	55.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	296,340	204,000	22,667	823 480	38.1	70,885	162,757	82,090	8	.....
30 Sep. '63	26.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	158,000	—	610,000	239,750	—	858 884	55.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	140.6	48.5	18.2	2	27	348	Rome, Watertn & Ogdensb'g.	3,091.576	568,504	—	1,519,800	1,784,400	60,571	3,459,850	288.1	565,608	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	8.9	—	8	15	80	Saratoga and Whitehall	824,622	77,586	—	500,000	376,000	—	902,207	51.3	110,056	187,551	51,855	—	.....
30 Sep. '63	13.9	—	0.8	—	2	6	6	Staten Island	281,120	54,273	—	72,858	200,000	66,800	339,186	13.0	43,134	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,908,084	*	—	1,200,130	1,621,057	97,371	2,918,588	81.0	213,931	3 3,794	184,008	—	.....
30 Sep. '63	84.9	—	3.5	—	11	15	165	Troy and Boston	1,606,568	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,221	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	208,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,682,787	*	282,000	1,130,470	1,045,000	51,300	2,984,509	171.9	.....	469 458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	82	144	Wilmington and Weldon	2,869.223	*	107,000	1,340,218	791,055	102,391	3,114,954	171.0	823,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '62	60.0	40.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,943	717,000	—	2,042,067	40 0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,080,584	*	10,000	2,048,991	1,068,0 0	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '61	187.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,870	106,133	1,628,366	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	280,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,036	115,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	124
31 May, '59	121.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	5,032,000	228,973	.....	131.8	804,168	180,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,286	1,035,530	6,000,000	510,000	—	7 282,513	191.2	1,019 130	2 151,943	1,216,257	21	171
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,583,162	298,759	23,340	1,036,045	1,752,400	128,857	2,917,322	67.0	248,287	375 209	128,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	601	Clev., Painesville & Ashtabula	3,586,996	735,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	567,396	2,066 623	1,268,786	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	598	Cleveland and Pittsburg	7,834,0 6	*	.....	3,882,712	4,324,6 6	94,329	8,251,646	203.5	.....	1,436,317	582,800	—	112
31 May '64	108.	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717.946	695,257	55,025	4,654,900	7,288,790	—	8,107,006	186.6	786,262	1,691,266	823,714	8	128
31 Dec. '58	61.4	—	.....	83.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	309,672	575,250	832,486	.....	61.5	75,120	68,128	19,703	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,000,000	206,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov '58	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,428,236	262,545	618,150	1,490,800	208,000	—	2,137,857	ope	r w. Lit.	Miami.	295,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,672	400,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	20	38	413	Little Miami	4,107,139	492,979	437,113	2,981,26	1,400,000	—	5,096,570	138.0	1,002,647	1,943,778	701,862	10	140
30 Jun. '63	173.3	30.5	18.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	378,487	35,055	11,164 820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.5	—	.....	—	48	84	628	Ohio and Mississippi	10,863,614	745,475	*	6,246,950	9,870,000	4,843,042	20,549,420	192.3	.....	839,932	119,032	—	1½
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,909,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	42.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	5,954,568	595,400	202,179	2,097,090	2,478,825	7,900	5,401,088	205.9	418,828	590,880	178,290	—	.....
31 Dec. '62	116.0	8.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,909,419	*	—	248,770	1,813,800	105,610	2,608,287	126.0	214,404	239,395	82,988	—	.....
31 Dec. '62	242.4	—	—	—	47	38	850	Toledo & Wabash	9,905,899	*	21,000	3,414,274	6,845,450	88,372	10,162,822	250.0	1,279,360	2,439,798	640,941	—	99

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress & projected.	Equipment. Cars. Engines	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '62	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100 0	.....	360,215	171,286	.....	.....
31 Oct. '63	24.5	—	24.9	—	19	3	1,300	Beaver Meadow	1,064,330	400,560	—	1,065,900	1,000	—	1,064,900	24.5	247,080	58,219	34,761	2½	90
30 Sep. '63	55.0	—	6 0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,968,330	3,85.,380	146.0	828,613	308,.6	11,.65	—	22
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	966,900	270,000	10,481	1,248,38	1,000	—	1,248,381	152.0	166,712	276,338	11,.198	8	—
31 Oct. '63	110.7	2.8	47.3	—	74	20	4,839	Del., Lackawanna and West'n	7,014,294	2,160,583	—	5,698,25.	4,571,000	1,006,901	13,276,201	302.0	1,469,494	1,757 0..	8.8 143	9	265
31 Oct. '63	65.4	1.1	5.2	—	7	4	65	East Pennsylvania	1, 61,480	104,941	—	894,190	598,400	—	1,212,590	84.0	181,820	238,243	150,163	—	—
31 Oct. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,068,607	*	—	1,000,000	1,000,000	Leas d to	Northn	Cen.	196,90	3 4.,790	110,36.	—	24
31 Oct. '63	18.5	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,266	16	—
31 Oct. '63	96.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700 000	.....	1,882,550	95.5	oper. by	Penn.	R.R. Co.	7	74
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,.65	500,000	100,000	2,409,565	32.3	27,000	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,0.7,2.0	*	—	622,345	1,22.,9.2	225,000	2,174,427	54.0	143,578	259 29	101,570	—	15
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,80.,948	*	—	710,000	1,920,000	68,.83	2,707,895	80.0	335,700	47.,113	243,.85	—	—
31 Oct. '63	46.0	34.0	32.0	—	9	12	1,200	Lehigh Valley	3,422,008	869,222	—	2,297,250	4,465,000	54,127	3,820.3.7	88 0	38.,84.	1,320,05.	774,074	10	55
31 Oct. '63	28.3	6.8	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,016,100	900,000	62,227	3,.68,327	(Phi	la. & Re	ading	R. R.)	7	46½
31 Oct. '62	24.5	104.0	63.3	—	30	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,134,935	—	—	4 134,9.5	130.0	319,102	383 36.	89 991	5	82
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,25.,037	68.8	74 990	511,.66	78,241	—	34
31 Dec '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	21,048 814	3,543,484	2,583,457	13.4 0,250	16,949 124	—	33,.65,.68	356 5	5,211,202	1,89.,413	5 1.1 .1	—	74½
31 Oct. '63	17.0	7.0	42.0	17.0	1.	41	101	Phila., Germant'n & Norrist'n	1,131 0.9	235,439	—	1,267 200	405,.0.	—	1,672,200	24.0	244 425	33.,45.	173,5 5	9	66
31 Oct '63	230.0	—	21 5	63.0	36	5	53.	Phila and (Sunbury) Erie	5 010 944	8,528,.09	80,151	13,619,095	230.0	428,759	6.9,800	1.3.,.6.	5				
30 Nov '63	147.4	51.1	211.3	—	66	67	3,430	Philadelphia and Reading	21,124,422	5,765,774	579,348	3 21 228	10 667,.28	—	35,.5.,.28	403 0	2 2.1 .6	6,252, 62	3,.06,9.0	7	67½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 6,822	—	—	999,200	250,000	—	1,249,200	2.2	13,.74	644,050	353,646	10	186
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8. 74,500	*	341,129	7,480,000	1,017 50	—	8,477, 00	80 5	647 020	2,540 245	1,602,119	10	74
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,084,38.	124,482	—	1,767,875	1,500,000	82,530	3,565, 29	72.0	209,746	215,.87	1.6,.56	9	12
31 Dec. '63	468.3	—	72.8	—	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,936,17	—	19,.8.,741	468.	3,472,914	5,132,934	2,106,623	—	112½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Potteville	1,178,772	112,424	—	500,000	791 59	Lease d to	Northn	Cen.	40,476	144.7 8	87 112	10	60
31 Oct. '63	29.6	—	8.1	—	5	4	195	Tioga	750,967	106,553	—	867,300	396,600	68,204	832,.0.	29.6	70,3.8	126,693	79,97.	7	45
								RHODE ISLAND.													
31 Aug. '63	80.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,900	—	.....	62.0	297,709	421,757	199,154	6½	120
30 Nov. '63	13.0	—	0.5	—	4	3	7	Providence, Warren & Bristol	42.,943	13,239	—	4.7, 17	8,500	—	.....	13.6	24,915	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.0	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	100.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,268	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,429,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	.....	North-Eastern	2,011,652	*	—	986,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,883	.....	.....	.....	.....	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	99,967	19,187	—	—
1869	80.0	—	1.5	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	818,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,035	156,264	—	535,654	1,902,000	390,407	.....	130.8	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1869	100.0	—	50.6	55.5	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	80.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	315,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.8	—	4	5	45	Mississippi Central and Tenn.	892,719	82,908	—	317,447	572,500	22,580	.....	47.4	54,175	85,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	53,908	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.6	.....	734,118	337,284	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	566,922	560,000	204,544	.....	45.8	57,960	127,963	67,242	—	—
1859	80.0	—	0.5	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	80.0	.....	1,248	.....	.....	.....
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
-- -- '58	56.0	—	.....	186.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,550	.....	50.0	81,300	32,670	.....	.....	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	292,846	196,563	—	—
-- -- '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May '63	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,942,741	*	—	1,650,000	800,000	.....	3,036,238	90.7	139,877	308,.6.	167,480	—	68
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	424,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	138,761	185,474	67,.78	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	1,500,000	10 000,000	174.5	836,269	941 045	269,887	—	1[illegible]
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	*	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	.....	8	128
30 Jun. '63	25.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	783,200	.....	1,301,886	22.7	48,995	61,267	26,451	—	—
30 Jun. '63	59.0	5.5	2.6	—	—	—	—	Western Vermont	1,088,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	86,853	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,121	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	708,034	136,502	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,872	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,282	—	—
30 Sep. '59	103.5	—	—	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	845,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10 0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	500,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	50 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,222,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	226,564	218,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	20	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	660,904	282,228	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	843,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	838,750	204,808	26,858	.....	43.5	1,058,054	163,752	79,588	6	80
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	.....	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,758	541,197	23,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	654,081	349,136	5	70
30 Jun. '60	204.7	9.4	10.6	—	30	27	40	Virginia and Tennessee	5,994,259	858,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,193	740,489	347,967	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	.....	.....
31 Dec. '61	199.0	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,490	—	—
31 Dec. '62	191.9	42.5	28.5	—	59	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,828,800	2,454,000	221,282	7,978,541	234.4	.....	1,163,734	414,741	—	64
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,086,328	5,692,471	142.0	364,331	344,769	82,839	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938.000	*	—	11,7.0.000	188.000	—	11.938 000	16.10	.....	236,798	67,859	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463 989	*	15,311	1,631,130	911,029	22,064	2,663,376	49.0	.....	242,792	117,842	—	15
30 Jun. '63	1,098	127.0	.....	78.0	204	130	2,399	Grand Trunk	77,210.345	*	—	15,123,430	54,750,510	7,336,405	77,210.345	1,096	.....	4,363,510	1,184 85.	—	—
31 July, '63	229.0	115.5	68.0	—	92	126	1,689	Great Western	28,933,760	*	1,250,000	16.802,745	9,281,435	.....	26,084,180	387.0	.....	2,011,860	1,649,510	1½	—
31 Dec. '62	95.0	1.6	.....	—	17	20	387	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	.....	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12 0	—	14	18	271	European & North American	4,569,615	*	—	4,.54,706	—	—	4,.54,706	108 0	190,421	107,840	90,005	—	—
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,745	102,258	—	1,3.0,000	13,100	128,000	1,.70,.82	60 0	.....	129,580	56,870	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	80.5	.....	—	30	18	180	Nova Scotia	4,278,401	*	—	4,278,.81	—	—	4,278,.81	96.0	188,418	188,10.	87,181	-	—
								NEW GRANADA.													
64 Dec. '62	48.7	—	—	—	11	29	120	Panama	6,.58,.00	*	618,618	3,.00,.00	6,.70,000	—	10,.88,.18	48.7	.....	3,.27,.25	2,.16,.24	18	240

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6		70½
" " " (new pref.)	564,000	6		----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7		21
Catawissa (preferred)	1,150,000	7		41½
Chemung (guarantied)	380,000			----
Cayuga & Susquehanna (guarant.)	343,500			----
Cheshire (preferred)	2,017,825	7		55¾
Chicago & Alton (preferred)	2,422,596	7	7	93
Chicago & Northwestern (pref.)	2,400,000	7	1¾	87½
Cochecho (preferred)	177,750	8		----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10		60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000			----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000			----
Elmira & William port (preferred)	500,000			53
Erie (preferred)	8,535,700	7	7	110
Hannibal & St. Joseph (preferred)	5,309,128	7	3	67
" " (2d pref.)	3,424,160	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	144
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	121
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,255,000	7		82½
New Haven & Northampton (guar.)	1,010,000		4	----
New York & Harlem (preferred)	1,500,000	8		105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	639,400		3	----
Paterson & Rama o (guarantied)	248,000		5½	----
Peoria & Bureau Valley (guar.)	1,200,000		6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000		10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	98½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8		----
" " (preferred)	608,176	6		----
St. L., Alton & Terre Haute (pref.)	1,700,000	6		73½
Toledo & Wabash (preferred)	982,900	7	7	78
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Bonds guar. by Virginia	200,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1865	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	115
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	116
2d Mortgage	294,750	6	------	------	104½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	38
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103½
2d Mortgage	3,980,670	6	J. & J.	1882	94
Improvement	568,500	6	M. & N.	1876	43
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,560	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	22
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	992,000	6	J. & J.	1878	105

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,035,350	—	41½
Delaware and Hudson	100	7,500,000	10	109
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				----
Lehigh Navigation	50	2,479,950	6	83
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	99
" (preferred)	100	1,175,000	10	136
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	33
" " (preferred)	50	2,722,607	—	41
Susquehanna and Tide Water	50	2,048,200	—	22
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	104	500,000	6	98

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 75 — @ 76 —
Pig, American, No. 1 75 — @ 74 —
Bar, Swedes, assorted sizes (in gold) — — @ 92 50
Bar, English, Refined 220 — @235 —
Bar, English, common 205 — @220 —
Hoop, English, Common 260 — @340 —
Sheet, Russia per lb.— 32 @ — 35
Sheet, English, Single, Double and Treble — 10 @ — 14

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.—23 @ — 45
English Spring (1st & 2d qlty.) — 18 @ — 24
English Blister (1st & 2d qlty.) — 23 @ — 32
English Machinery — — @ — 29
American, Blister — 20 @ — 25
American, Cast, Hammered — 32 @ — 34
American, Cast, Rolled — 20 @ — 24
American Spring — 20 @ — 24
German — 24 @ — 36
Milan (in bond) — — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — @ — 72
Sheathing, &c. Old (cash) — — @ — 46
Sheathing, Yellow — — @ — 50
Pig, Chile — — @ — —
Bolts — — @ — 72
Braziers' — — @ — 72
American Ingot (cash) — 51 @ — 54

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — @ 16 50
Spanish 16 50 @ 16 75
German Refined 16 50 @ 16 75
English 16 50 @ 16 75
Bar per lb. — @ — 20
Pipe and Sheet — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — @ — 30
Straits — @ — 64
English — @ — 64
Plates, Charcoal I. C per box 24 — @ — —
Plates, I. C. Coke 20 — @ 21 50
Terne, Coke 18 50 @ 19 —
Terne, Charcoal 21 — @ 22 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb.— — @ 10 —
Clinch (cash) 11 — @ 11 50
Horse Shoe, Forged (cash) per lb.— 45 @ — 51
Wrought, English (cash) — — @ — —
Ausable Horse, Norway Iron, Forged — 45 @ — 51
Zinc Nails (6 mos) — — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb. 1 40 @ 1 50
Para, Coarse and Medium — — @ — —
Carthagena, &c — — @ — —
Guayaquil — — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity — 55 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 88 @ — 90
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 87 @ — 88
Naptha, Refined, (60@63 gravity) — 45 @ — 50

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign (cash) per lb.— 17½@ — 17¾

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

	Th 18	F. 19	Sat. 20.	M 22	Tu. 23	W 24.
American Coal Co.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	107	----	----	----	----	----
Canton Co.	37½	36¾	37	36¾	34	34½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	93¾	----	----
" " pref.	----	----	91	----	93	----
" " 1 M.	115	----	----	114¾	----	----
" Inc. b'ds	----	----	----	----	----	93
Chicago, Burl. & Q.	140½	----	----	----	127½	----
" " 8 p.c.	----	----	----	----	----	133½
Chic. & Northwest'n	57½	57¼	56½	55	54¼	55¾
" pref.	91¾	90½	90½	89½	88	87½
" 1st M.	103½	103½	----	----	----	103½
" 2d M.	----	----	----	----	----	----
" S. F.	110½	----	----	----	----	112
" A. B.	----	----	----	----	----	----
" L. B.	----	----	----	----	----	----
Chicago & Rock Isl.	113¾	113¾	112¾	112	111¼	110
" 1st M. '70	----	----	----	115	----	115
Clev., Col. and Cin.	----	----	171	----	----	171
Clev. and Pittsburg	113	113½	112¼	111¼	111½	110¾
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	88¾	----	----	----	----
Clev. and Toledo	133	133	130	130	----	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	62½	61	60½	59½	58½	56
Del. & Hudson Canal	209½	209½	209	209	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	112¾	112¾	112¾	111½	111½	110½
" pref.	110½	110	111	----	110½	109½
" 1 M. 7 p.c. '67	----	----	----	115	115	----
" 2 M. 7 p.c. '79	133	132½	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	121½	----	121½	121½	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	128	----	----	125	125	----
" 2M. 7p.c. '75	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	133	132	131¾	130½	129½	128½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	131	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	132½	133	131½	130½	129½	129
" full stock	132	----	122	----	130½	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	133	----	----	135	----	136½
Marietta & Cin 1st pref.	69	----	----	66	67	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	42½	41½	41½	40½	40½	40½
Michigan Central	----	138½	137½	138½	----	134
" S.F. 8p.c. '82	----	----	----	----	----	143
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	92	91	90	88½	87½	88½
" " guar'd.	147	149½	----	146	----	----
" " 1M. S.F.	117	----	----	117	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	68½	----	67½	67	64	63
" " 1st pref.	122	----	----	121	----	----
" " 2d pref.	92	92	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	42½	----	----	----	----	----
Miss. & Mo.	45	----	----	----	----	----
" L.G. bonds	64	----	----	----	----	66
Missouri 6s	68	----	----	69	----	69½
" iss. to H. & St. J. R.	86	----	----	----	----	89
" " Pacific	----	----	----	----	----	----
New York Central	130½	130½	130½	130	130	129
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	132	----	----	----	----	----
" " 7s, conv. '76	133	----	----	133	----	----
" " 6s, S.F. '83	118	----	----	119½	119½	119
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	51½	51	50½	50	49	48½
Pacific Mail S.S. Co	----	----	----	----	----	275
Panama	----	----	----	----	208	----
Penn's Coal Co.	212	----	----	----	----	210
Phila. and Reading	137½	136½	136½	135	134½	132½
Pitts. Ft. W. & Chicago	116½	115½	114½	113½	113	111½
" " 1M 129	129	130	----	----	----	128
" " 2M. 115	115	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	84½	83	82½	82	82	81
St. L., Alton & T. H.	----	----	----	----	----	58
" " pref.	73	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	59	----
Toledo & Wabash	----	69	----	----	68	----
" " Pref.	----	----	----	----	79	----
" " 1M.	----	----	----	----	----	103
" " 1M. ex. .103½	----	----	----	----	----	----
" " 2M.	----	----	----	----	90½	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	55½	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.....100	----	----	----	----	----	
U. S. 5s, 1871, coup.....	----	----	----	----	----	
U. S. 5s, 1874, reg.....	----	----	100	----	----	
U. S. 5s, 1874, coup.....	98	----	98¼	99	----	
U. S. 5s, 1865, coup.....	----	----	----	----	----	
U. S. 5s, 10-40s.....	103	----	103	----	105¾	
U. S. 6s, 1881, reg.	108¾	----	----	105¾	108¾	
U. S. 6s, 1881, cou. 108¾	109⅛	108¾	109	109	109¼	
U. S. 6s, '81, O.W.Ly.....	----	----	----	----	----	
U. S. 6s, 1881, " ½y.....	----	----	----	----	----	
U. S. 6s, 1867, reg.....	----	----	----	----	----	
U. S. 6s, 1867, coup.....	----	123¼	----	----	124¼	
U. S. 6s, 1868, reg.....	----	----	----	----	----	
U. S. 6s, 1868, coup.....	----	----	----	----	----	
U. S. 6s, 1 year certif.. 94⅞	95	95	95	95⅛	95⅛	
U. S. 6s, 5-20s, coupon109⅛	110⅛	110¼	111	113	113¼	
U. S. 6s, " reg..... 108¼	108⅜	108⅜	109	109¼	----	
7.30 Notes, Feb. & Aug.....	----	----	110	----	----	
" " Ap'l & Oct.109½	110	----	----	110	111	
American Gold.....	----	257	256⅜	257⅜	256⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.
Beaver Meadow	93	94	94	----	----	
Cattawissa	----	23	----	22½	----	
" preferred ... 41½	41½	41	40¾	41½	41½	
Camden & Amboy 168	168	----	----	----	----	
" " 6s,'67.....	----	----	----	----	----	
" " 6s,'70.....	----	----	----	----	----	
" " 6s,'75.....	----	----	----	----	----	
" " 6s,'83.....	107½	----	108	----	----	
" " 6s,'89.....	----	----	----	----	----	
" mort. 6s,'89.....	----	----	118	----	----	
Ches. & Del. Canal 6s '86	----	----	----	----	----	
Del. Div. Canal 42	----	----	42	----	41½	
Elmira & W'msport..... 53	----	----	----	----	----	
" " pref. 53	----	----	----	----	----	
" " 7s..... 113½	----	----	----	----	----	
Harrisburg	----	----	----	----	----	
Lehigh Navigation 84	----	----	84	----	----	
" 6s.....	----	----	----	----	115	
Lehigh Valley R. R.... 95	----	----	----	----	----	
" " scrip.....	----	----	----	----	----	
" " 6s.....	----	----	----	----	----	
Little Schuylkill R. R.. 47	47½	----	----	----	----	
" " 7s.....	----	----	----	----	----	
Long Island 49¾	----	----	49	----	----	
" " 6s.....	----	----	----	----	----	
Minehill 63	----	----	63	----	62	
Morris Canal 100	----	----	----	100	----	
" " pref.....	----	138	----	140	----	
" " 6s '76.....	----	----	----	115	----	
North Pennsylvania 35	35¼	34½	----	34¾	----	
" " 6s.102½	102¾	----	----	----	102¾	
" " 10s.....	----	----	----	----	128	
Northern Central.....	----	----	----	----	----	
Pennsylvania R. R.... 74⅞	77⅛	74⅞	74⅞	74⅞	75	
" 1st m.....	125	----	----	----	124¾	
" 2d m.....	----	----	----	----	----	
Penn. State, 5s.....100½	----	100	99⅞	100	100	
" " 5s, coupon..104½	----	----	----	----	----	
" " 6s, "	----	----	----	----	----	
Philadelphia City, 6s	----	----	----	----	----	
" " new..... 106¼	106¼	105¾	106¼	106¼		
Philad., Germ. & Nor.....	----	----	----	----	----	
Phila. & Reading 69	68¾	68¾	68¾	67¾	67⅞	
" " 6s,'86.....	----	----	----	----	----	
" " 6s,'70.....	----	----	----	----	----	
Philadelphia & Erie 37	36¼	----	35¼	36	36	
" " 6s.....	----	----	----	----	----	
Philad. & Sunbury, 7s.....	----	----	----	----	----	
Schuylkill Navigation... 33	34	----	----	----	----	
" " pref. 42¾	42¾	42¼	42	----	----	
" " 6s '82 ..... 94¼	----	----	----	94¾	94¾	
" " 6s '70	----	----	----	----	----	
" " 6s '72	----	----	----	----	----	
Sunbury and Erie, 7s.....	----	----	----	----	----	
Susq. Canal 22¼	22¼	21¼	21¼	21¾	21¼	
" " 6s '78.....	----	----	----	----	64	
Union Canal, pref..... 5¼	----	----	----	----	----	
" " 6s '83	----	24	----	----	----	
West Br. Canal 6s '78.....	----	105	----	----	----	
Wyoming Valley Canal.....	----	88	----	----	90	
" " bonds.....	----	----	----	----	----	
Arch street, (Horse).....	----	----	----	----	----	
Chestnut & Wal. "	----	----	----	----	----	
Green & Coates, "	----	----	----	----	----	
Race and Vine, "	----	----	----	----	----	
2d and 3d streets, " 75	75	75	----	----	----	
Spruce & Pine, "	----	----	----	----	40	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.
Baltimore City 6s, 1875..115	----	115¼	----	116	115¼	
" " 1886.....	----	----	----	----	115	
" " 1870.....	----	----	----	----	115¼	
" " 1890.....	----	115¼	----	----	----	
Balt. and Ohio.....	----	----	----	----	----	
" " b'ds, '62.....	----	----	----	----	----	
" " " '67.....	----	----	----	----	----	
" " " '75.....	----	----	----	----	----	
" " " '80.....	----	----	----	----	----	
" " " '85.....	116	----	----	----	115½	
Northern Central.....	----	----	----	----	----	
" " b'ds, '85.....	----	----	----	----	----	
" " " 65.....	----	----	----	----	----	

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W. 24.
Boston and Lowell.....	----	----	----	----	----	
Boston and Maine	----	----	----	137¼	138¼	
Boston and Providence	----	----	----	----	----	
Boston and Worcest.....	----	----	----	----	----	
Cheshire, pref.....	55¼	----	----	----	----	
Concord	----	----	67½	----	----	
Connecticut River	----	----	----	----	----	
Eastern, Mass.....	----	----	----	----	----	
Eastern, N. H..... 108	----	----	----	----	108½	
Fitchburg	128	128	128	128	127¾	
Manchester & Lawr'ce.....	----	----	----	----	----	
Michigan Central	----	----	----	----	----	
Northern, N. H. 85	----	----	----	85	----	
Old Colony and Fall R.....	----	----	----	128	----	
Ph., Wil. & Baltimore . 74½	74½	74½	74½	----	----	
Portl'd, Saco & Ports.....	115	----	----	113	----	
Vermont & Canada	112½	----	113	----	----	
Vermont & Mass..... 45½	45	----	----	----	----	
Western.....	170	----	----	----	170	
Broadway (Horse).....	----	62	----	----	----	
Cambridge "	----	----	----	----	124	
Metropolitan "	----	61½	----	----	61½	
Middlesex "	----	79½	----	----	78	
Central Mining Co.....	----	----	----	----	----	
Franklin " 54½	----	52½	----	51½	50¼	
Isle Royale "	----	20	13	----	----	
National "	30	----	----	30½	----	
Minnesota "	----	----	----	34½	35	
Pewabic " 63½	64	61½	61½	61½	61½	
Pittsburg "	----	----	54	----	----	
Quincy " ..103	103	104	----	102	----	
Rockland " ... 13	----	----	----	----	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 12th of August :

Maryland 5s.....	65	to	68
United States 6s, 1881	50	"	60
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	30	"	32
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.....	73	"	76
Do., Pennsylvania do. do.....	73	"	75
Erie shares, $100 (all paid)	40	"	42
Do., 7s, preference	38	"	42
Do., 7s, 1st mort., 1867.....	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s 3d mort., 1883.....	54	"	58
Do., 7s, 4th mort.	43	"	48
Do., 7s, 6th mort.	43	"	48
Illinois Central 6s, 1875.....	75	"	80
Illinois Central 7s, 1875.....	55	"	60
Do. do. $100 shares, $90 paid, dis.	45	"	48
Do. do. $100 shares, all paid.....	51	"	53
Marietta and Cincinnati Railroad Bonds.....	69	"	71
Michigan Central 8s, Convertible, 1869.....	63	"	68
Do. do. S. F. 1st mort., do., '52 x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885....	50	"	55
Do. do. do. $100 shares. ..		"	..
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876.....	60	"	65
Do. do. 7s, Convertible, 1876.....	50	"	55
Do. do. $100 shares.....	55	"	60
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible.....	50	"	55
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares.....	30	"	35

American Railroad Journal.

Saturday, August 27, 1864.

Stock Exchange and Money Market.

While our own financial condition is made the subject of continued speculation and inquiry, and while its anomalies puzzle the wisest heads, there is reason to believe there are general causes to which some of our difficulties may be attributed. There is in fact a disturbance in finance and commerce to a considerable extent all over the world. Large as has been the production of gold since the discoveries in California and Australia, the demand for it seems to increase in an advancing ratio. Commerce is multiplying commerce to an extraordinary extent, and it is beginning to be inquired whether its wonderful and energetic expansion does not require some other standard, equivalent or medium, than the precious metals, since their presence or absence at any particular moment, makes an instant change in the values of articles which have required a uniform amount of labor, and a uniform amount of material, whether the balance of gold and silver in a country be large or small, whether there be large resources of it or whether they are completely drained.

We are led to look into this subject from having received by the last steamer a remarkable and original essay from the pen of a London journalist on the subject of its finance and currency. This seeks to discover why with such enormous wealth, and such an increasing trade, England is continually in a financial flutter, why there is such a continued excitement in the money market, such a tendency upward in prices, and such an enormous difference from day to day in the commercial value of funded and other readily convertible property. We propose to extract the following passage as an illustration of the author's opinions, believing that they will be found more than usually original, and very suggestive to American thinkers.

He commences by saying "this is a wonderful year for England. Our exports and imports are double what they were fifteen year ago. In the single month of June the exports have increased £3,210,000 in two years. In six months they are greater £21,000,000, or nearly 40 per cent. Our revenue has enlarged materially under diminished taxation. There are extensive stocks of old corn still unconsumed; and the prospect of the coming harvest, although varied, still foreshadows an average crop. There are no symptoms of wildness in our speculations. We avoid foreign loans. Joint-stock companies, indeed, spring up around us; but these are established not to enter upon new ventures, but to command adequate capital for the purpose of developing more effectually the resources of undertakings whose solidity and success have already been fully proved.

And yet he remarks.

"In the midst of circumstances, every one of which indicates soundness of trade, and the solidity of our speculations, the price of money is permanently high, the market is eminently sensitive, the rate of discount fluctuates with all the uncertain flutter of heart disease, the price of money is scarcely the same for a week together. We never had so much money—we never have been so little able to reckon upon the value of it. When we had not so much as one-fifth of our present quantity, the price did not vary so much in years as it now does in weeks. This is no mere speculative inquiry. It is not a currency crotchet, or a mere theorem of abstract financial economy. These *capricios* of our banking system sensibly and instantly affect every transaction and the price of every commodity. A rise of 1 per cent. in the rate of discount takes at once £2,000,000 from the price of Consols, and reduces the selling value of shares and stocks at least 3 per cent. Cotton, grain, tallow, wool, are all affected to even a greater extent; and, in fact, there is not a chandler's shop that is exempt from the influence of the change. Nor is it foreseen even by those who produce it. No prudence can provide for it. The Bank that fixes the rate has no knowledge of, no control over, the causes which compel its course of business. It is the sport and creature of external influences, and it makes the whole country the victim of its own precarious position.

The late advance in Bank interest was attributed to a call for five hundred thousand sovereigns, from the Spanish Bankers, and this small drain, such as this country stands month after month without wincing or showing signs of weakness, threw down "the price of all stocks and produce to the extent of at least forty millions sterling." So says the well informed writer.

Vexed with these incomprehensible incongruities, these constant contradictions, this continual refutation of the theory of the laws of demand

and supply, with its various other consequences the writer further remarks:

"This nuisance has become, at last, altogether intolerable. The rate of discount changes, not as formerly, with a cycle of years, but from week to week. There have been as many fluctuations in the one year, 1864, as there were in the first quarter of the nineteenth century. To one of two causes the oscillation is obviously attributable. Either it is the result of the bank being allowed to issue promises to pay £14,000,000 of gold for which it has no representative in its coffers—or of our basing our currency upon specie at all. A gold currency may be best, or a paper circulation may be preferable; but a mixed system, that is neither the one nor the other, must be radically vicious and embrace all the evils of both. Practically the currency of this country in Bank of England and provincial notes and bills of exchange is estimated at £800,000,000 sterling. It is quite obvious that to make £20 000,000 or £30,000,000 of specie the basis of such a system is preposterous—is, in fact, making the cone to perform the function of the base of our financial economy. First come first served. It only requires that a capitalist should possess himself of £14,000,000 of the Bank of England notes, to force it to stop payment, and induce a national bankruptcy in a country that has eight thousand millions of property to meet its engagements. In fact, within a few years the bank did virtually stop payment until an order in Council authorized it to break its charter."

The writer seems to be at a loss for a conclusion to be derived from his own facts. An enormous trade, and an immense influx of gold do nothing to create stability but rather the contrary. Money ever so plentiful is no cheaper, or steadier in character or more reliable as a standard of value. He says:

"As its quantity increases, as the command of it becomes facilitated by its abundance, it ought, if high, to be also steady in its price. Where a supply is small, and a market limited, we could look for jerks and starts, sudden inflation, and unexpected collapse. But when the world produces as much gold in a year as it formerly did in a century—when every country, by rail, steam, and telegraph, is brought to less than half its former distance from all others—when the rapidity of transit *renders the keeping of large stocks and floating cargoes unnecessary, and thus disengages much capital*—when the multiplication of banks, deposits, bills of exchange, and negotiable documents, has expanded our currency, virtual and nominal, to many hundreds of millions, we certainly looked for much steadiness of price, and for an entire exemption of a market so vast from the sensitiveness and fluctuations incident to a limited radius of transactions. It is a fact—and we want to know how it comes about—that, as the quantity of the commodity increases, the price becomes more uncertain; that the greater the number and variety of our operations, the more fluctuating and unreliable are the conditions of business."

We have quoted enough of this article at this time to show the singular condition of the British money market, and the precariousness, in fact, of a large description of British properties, which are influenced by that money market. It is sufficient for our present purpose to ask the consideration of this article by those who see nothing but embarrassment and perplexity in American finance, and nothing but prosperity everywhere else.

We have in this three years' contest raised enormous sums among ourselves, armies such as no other modern struggle has witnessed, and we venture to say developed at the same time an amount of resources of which we ourselves were ignorant. We believe our securities are in the end to be more valuable than those of any other country in the world, and while most other kinds, such as railway shares and bonds have become intrinsically worth more than ever, there is no danger to be anticipated from investments in iron mines, coal mines, real estate, mills and machinery, which whether valued in paper or gold singularly enough are bought and sold at nearly the same prices at which they were held before the war. So that we have had a wonderful stability exhibited, all things considered. In the confederate States all other property rose in paper as paper multiplied. Here it is far otherwise, except in the cases of certain imported and taxed articles, and articles of necessity with which capital, combination and speculation have shamefully tampered.

The condition of the National Treasury is encouraging. Mr. Fessenden finding his gold increasing far beyond his wants last week gave relief to the market by disbursing the interest due in September on the 10-40's, and that due in November on the 5-20's without rebating the interest. This was a wise, confident and beneficial movement which will not only tell on the credit of our securities at home but abroad, and is an American mode of doing business that is not common in any other borrowing country in the world. Sixty days interest on the November dividend is a very handsome profit to the foreign as well as domestic creditors, and no finance minister would venture on such a step, if he did not feel strong assurance in his resources and income. The speculators in gold felt the blow and responded to it by submitting to a heavy decline. Both classes of Government bonds on which this interest was paid in anticipation advanced several per cent.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending August 18, was $1,749,304.

The amount of exports from New York last week was $6,808,867 against $2,967,762, and the specie shipments were only $44,000 against $316,000 for the same week in 1863. The exports since January 1, have been $134,170,549 against $115,997,350, an increase of $18,137,199 on the same period in 1863. The customs gold revenue at New York, specifically pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to August 20, was $50,068,251, an increase of $16,850,548 on last year.

The value of foreign goods imported into the port of Boston for the week ending August 19, was $539,841, against $296,317 for the corresponding week in 1863. The exports were $899,953, against $171,142 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $118,600.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Gt. Western (Ohio div.) 1st mort., 105; Buffalo, N. Y. and Erie 2d mort., 103; Lackawanna and Western 1st mort., 112; Milwaukee and St. Paul 1st mort., 94; Long Island R. R., 100; Chicago and Milwaukee R. R., 78½; Brooklyn City Water Loan, 117; do., Imp. Stock, 112; Jersey City Water Loan, 110; Mariposa 1st mort., 93½; Wyoming Valley Coal, 50; Ashburton Coal, 16; Lehigh and Susq. Coal, 15¼; Central Coal, 61; Copake Iron, 6½; Canada Copper, 8; Quartz Hill Gold, 10; Metropolitan Gas, 128; Atlantic Mail S. S. Co., 183; Metropolitan Bank, 116; Continental Bank, 102; Park Bank, 140; Bank of Commerce, 107½; 4th National Bank, 105; Merchants Ex. Bank, 100; Hanover Bank, 102; Market Bank, 100.

Philadelphia.—Allegheny Co. coupon 5s, 80½; Reading 6s, 1843-'80, 120; Allegheny Valley R. R. 7s, 105; 10th and 11th streets R. R., 50; Ridge Avenue, 19; 13th and 15th streets, 33; Feeder Dam, 1; Cherry Run, 6½; Ætna Oil, 8¾; Perry Oil, 6¼; Oil Creek, 7¼; Lancaster Oil, 4; Irwin Oil, 6⅞; Globe Oil, 2½; Corn Pl. Oil, 4¾; Organic Oil, 1⅝; Excelsior Oil, 1½; Maple Shade Oil, 18; Union Petroleum, 3⅝; Hogue Island Oil, 1¾; Rock Oil, 5¼; Petro. Central, 4½; Curtin Oil, 2½; Briggs Oil, 4½; Phila. and Oil Creek, 2⅜; Dalzell Oil, 9⅞; McClintock Oil, 6½; Densmore Oil, 12¼; Egbert Oil, 3¼; Story Farm Oil, 4½; Bruner Oil, 2; Venango Oil, ⅞; McElheny Oil, 7¾; Noble and Delamater Oil, 17½; Mineral Oil, 8⅛; Bull Creek, 3¾; Olmstead Oil, 2½; Clinton Coal, 2; Green Mountain Coal, 6½; Fulton Coal, 10¼; New York and Middle Coal Feilds, 21½; Shamokin and Bear Valley, 20; Butler Coal, 18; New Creek, 1½; Big Mt. Coal, 9; Keystone Zinc, 2⅞; Alsace Iron, 2; Connecticut Copper, ¾; Farmers and Mechanics Bank, 60½; Manuf. and Mech. Bank, 27½; Kentucky Bank, 111; Louisville Bank, 108½; Commonwealth Bank, 47. The latest quotations are: City 6s, 104¼@104⅛; do., new, 106⅛@106¼; State 5s, 99⅞@100; do., coupon, 101@102; do., 6s, W. L., 105@106; Phila., Wil. and Balt., 74¾; Reading, 66⅝@66¾; do., 6s, 1870, 110@110¼; do., 1886, 133@133½; Camden and Amboy, 167@168; Pennsylvania R. R., 74⅞@75; do., 1st mort., 124½@125; do., 2d mort., 120@121; Little Schuylkill R. R., 46½@46¾; Morris Canal, 99¾@100; do., pref., 136@138; do., bonds, 114½@116; do., 2d mort., 104¼@105; Wyoming Valley Canal, 88@89½; do., 6s, 105@106½; Susquehanna Canal, 21⅛@22; do., 6s, 64@65; Sch. Nav., 83@86; do., pref., 41@41½; do., 6s, 1882, 94@94¼; Union Canal bonds, 23@24; Delaware Div. Canal, 41¼@41¾; do., bonds, 104@104½; Elmira and Williamsport, 34@38; do., pref., 53@54; do., 7s, 1873, 113¾@113½; do., Chattle 10s, 80@82; Beaver Meadow, 90@93; Long Island R. R., 49@49½; Lehigh Coal and Navigation, 83@84; North Pennsylvania, 34@35⅛; do., 6s, 102¼@103¾; do., 10s, 128@128; Philadelphia and Erie, 35@36; do., 6s, 111@112; Minehill, 62@62¼; Catawissa, 22¼@23; do., pref., 41⅛@41⅝; Lehigh Valley, 94@95; do., bonds, 109@117; Fifth and Sixth streets, (horse,) 60@64; do., 7s, 107@108; Second and Third, 72@72½; do., 7s, 110; Race and Vine, 14@20; West Philadelphia, 71@72¾; Spruce and Pine, 40@41; Green and Coates, 34½@35; do., 7s, 105@110¼; Chestnut and Walnut, 59@60½; Arch, 24@25; Thirteenth and Fifteenth, 33@33½; Seventeenth and Nineteenth, 16; Girard College, 27@32; Tenth and Eleventh, 50@51; Norristown, 66@67.

Boston.—Northern (Ogdensburg,) 1st mortgage, 108¾; do., 2d mort., 81¾; Vermont Central 1st

mort., 88; Rutland and Burlington 2d mort., 26; Boston and N. Y. Air Line, 3; do., 6s, 1870, 60; Worcester and Nashua R. R., 98¼; Bear Valley Coal and Summit Branch R. R., 21; New Hampshire 6s, 1867, 98¾; Massachusetts 5s, 1875, 132; Maine 6s, 1889, 100; St. Louis 6s, 1880, Water Loan, 91¾; Boston, 5s, 1867, 137; Albany City 6s, (W. R. R.,) 106½; Conn. and Passumpsic Rivers R. R., 65; Augusta 6s, 1870, 101¾; Boston Water Power Co., 32½; Essex Co., 100; East Boston Co., 12; Cary Imp. Co., 12¾; Short Mt. Coal Co., 49; Gilberton Coal, 93¼; Suffolk Coal, 95; Mt. Pleasant Coal, 50; Union S. S Co., 150; Tremont Bank, 116; Bank of Commerce, 102; Union Bank, 116½; Traders Bank, 95¼; Washington Bank, 104½; Bank of Republic, 101; Merchants' Bank, 102½; Market Bank, 75; Exchange Bank, 121¼; Atlantic Bank, 100; Bank of North America, 100; Blankstone Bank, 109; State Bank, 73¾; Acton Mining Co. 1‡; Aztec. 8⅛; Albany and Boston, 31¼; Allouez, 4¾; Albion Gold, 3½; Bay State, 22½; Bedford, 1; Black River, 30c.; Boston, 4¾; Canada, 2½; Copper Falls, 87½; Columbian, 9; Colorial Gold, 25c.; Colorado, 3¾; Dana, 2¾; Devon, 4¼; Glencoe, 11c.; Humboldt, 8¾; Hancock, 13½; Huron, 32¾; Hanover, 3¾; Mesnard, 10; Massachusetts Gold, 2⅝; Macomb Lead, 3½; Manhattan, 9; Madison 5⅝; Native, 1¾; New England, Gold, 2¾; North Cliff, 6⅝; Oswegatchie Lead, 1; Ottawa, 41c.; Pontiac, 5½; South Side, 3¾; Superior, 8⅞; St. Clair, 10; Star, 6¼; Tremont, 3⅛; Toltec, 2½; Waterloo, 35c.

Baltimore.—N. W. Va. 1st mort., 112¼; do., 2d mort., 106½; Central Ohio Income Bonds, 40½; Western Md. bonds Guarantied, 113; Santa Clara Mining Co., 23½; Atlantic Coal, 1.85; Gardner Hill, 0.85; Baltimore Chrome, 2.10; Md. Mining Co., 1.00; North State, 15; Springfield, 2.20; Am. Gas Coal, 2.20; Bank of Baltimore, 104; Marine Bank, 82¼; Farmers and Merchants Bank, 40½. The latest quotations are: Balt. and Ohio, 114@117; do., 6s, 1867, 108@110; do., 1875, 114@115; do. 1880, 115@115; do., 1885, 114½@114½; Northern Central, 55@57; do., bonds, 1885, 105@106; N. W. Va., 10@23; do., 1st mort., 114@114; do., 2d mort., 104@109½; do., 3d mort., 25½@40; do., guar., 112@112; Marietta and Cincinnati 7s, 1891, 103@103¾; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 56@60; do., income 1857-'60, 41@45; Western Md. bonds, 88¼@90; do., guar., 112¾@113; Maryland 6s, coupon, 1870, 115; do., Ins., 110@115; do., 1890, 114; Baltimore 6s, 1870, 110@115; do., 1878, 110@115; do., 1875, 115@115½; do., 1886, 113@113; do., 1890, 115@115½; do., coupon, 114½@115; do., 5s, 1888-'70, 96@96; City Passenger R. R., 21½@22; Canton Co. 34@35¼; Gardner, 0.80@0.90, Gas Coal, 2.10@2.25; Maryland, 0.90@1.15; North State, .10@.15; Rudisell, .65@.70; Silver Hill, .20@.30; Springfield, 2.00@2.20; George's Creek, 100@110; Santa Clara, 23⅜@23½; Balt. and North Carolina, .20@.25; Balt. Chrome, 1.50@2.00; Bare Hill, 4.15@4.26; Atlantic Coal, 1.30@1.40; Mineral Hill, 2.65@2.80; Baltimore Coal, 85@95; Lake Chrome, 55@65.

☞ The grading of the extension of the Middletown Railroad, from Berlin to New Britain is nearly completed.

Lexington and West Cambridge Railroad.

The annual meeting of this Company was held in Boston on the 3d inst., at which the following statement was submitted:—Amount paid on account of passenger department, $3771 45; freight department, $2111 05; dividends, $3165; total expenses, $28,812 22; balance on hand July 1, 1863, $2865 91; receipts of passenger department, $17,302 67; freight department, $3658 31; total receipts, $22,472 09; balance on hand July 1, 1864, $1482 28. The gross earnings of the road have been $29,267 68, an increase over last year of $5312 09. Repairs on the road the last year have amounted to $5535 91; locomotives and passenger cars, $3557 88. The following gentlemen were elected Directors: Samuel Butterfield, A. W. Tower, F. B. Hayes, Addison Gage, G. Washington Warren.

☞ In consequence of the large amount of coin held by the Government in New York, Philadelphia, Boston, etc., and the daily accumulating receipts from customs, Secretary Fessenden has ordered that the coupons due November 1, on the 5-20 loan, as well as the coupons due September 1, on the 10-40 loan will be paid on presentation without abatement of interest. The sum total of interest thus anticipated, together with the interest due October 1, on the 7-30 Treasury notes of 1861, then due, is $19,572,707. The customs duties at New York and all other points in August, September, and October last year, were $26,148,790. This season they will not be materially less.

☞ The Saratoga and Hudson River Railroad Company are now prepared to let the grading and masonry on about twenty one miles of their road, in Albany and Greene counties. The work is of a desirable character and will be disposed of in contracts of from two to five miles. Profiles can be seen and full information given at the office of the company, in Athens, opposite Hudson, N. Y.

☞ A meeting of the Stockholders of the Indiana Central Railway Company will be held in Indianapolis on the 17th of September next, to vote upon a contract made by the Board of Directors of said Company, and ratified by said Board at its meeting on the 10th of August, 1864, with the Columbus and Indianapolis Railroad Company of the State of Ohio, for the consolidation of said Companies and their roads, and property, &c., into one Company and Corporation; and such other matters relating thereto, or as may come before them.

☞ According to a statement compiled from official records by the *Journal of Commerce*, the amount of specie in the New York banks and Sub-treasury, Jan. 1, 1864, was..... $37,992,534
Received from California..... 6,534,216
Imported from foreign ports..... 1,555,066
Gathered in from hoards..... 16,915,684

Total supply Jan. 1 to Aug. 1, 1864 ..$62,997,500
Exported to foreign ports..... 31,099,450

Leaving in banks and Sub-treasury Aug. 1, 1864 ..... $31,898,050

☞ The Marquette and Ontonagon Railroad will be completed to the St. Clair Iron Mountain early this fall, and the grading of the next ten miles done during the next winter. The work on that road is now progressing finely, the track layers following up the construction corps very closely.

Railroad Forfeiture, Pledge Lien Interest. Corporations Contract.

The case of The Vermont and Canada Railroad Company, against The Vermont Central Railroad Company and others, was an appeal from the decree of the court of Chancery of Vermont. The bill was brought in April, 1855, and set forth that the orators were incorporated by an act of the Legislature of that State, approved October 31st, 1845, and that the Vermont Central Railroad Company was incorporated by the same Legislature, by an act approved October 31, 1843. That certain articles of agreement were duly entered into by those corporations on the 24th of August 1849, the 11th of January 1850, and the 9th of July 1850, respectively.

BARRITT, J. Under the lease of August 24 1849, and the addition thereto of July 9, 1850, the orators, with the co-operation of the Vermont Central Railroad Company, proceeded in the completion of their road from Essex Junction to Rouse's Point, and, upon such completion, the Vermont Central Company took possession thereof, and by themselves and the trustees under the first mortgage, with the incidental interposition of the court of Chancery, have continued to possess and operate said road to the present time. The first and second mortgages were both made subject to the rights and duties provided and stipulated in said lease and the addition thereto. The bonds that were issued by the Vermont Central Company were upon the security created by the said mortgages respectively, and the rights of the bondholders in reference to such security are created by, and derived through said mortgages. The rent was paid to June 1854. That falling due in December, 1854, remaining unpaid for more than four months, this bill was brought to enforce the security for the same, created by the indenture of July 9, 1850, and was entered in the court of chancery for Franklin county, June Term, 1855. In the meantime no rent has been paid since that which fell due, and was paid June, 1854.

The Vermont Central Company and the trustees under the first mortgage, in argument before this court, admit the legality and binding force of the lease of August 24, 1849, and also of the idenure of July 9, 1850, so far as it was designed, and may operate to give security upon the earnings of the roads for the payment of the stipulated rent. They object to possession of the roads and property being given to the orators under the last indenture, claiming that to that interest the contract is illegal and valid. They also object to the claim as made by the orators in respect to the cost of construction, and to their claim for incidental expenses. The second mortgage is not represented in this court. A bondholder under the first mortgage, made answer to the bill, and appeared in the court of Chancery, standing upon the bill, his answer and the proofs taken in the case, so far as they were pertinent to the issues made by his answer. A leading point made and urged by the learned counsel for this bondholder, in the argument is, that the indenture of August 24, 1849, and of July 9, 1850, are not valid, and never were binding on the Vermont Central Company, by reason of being *ultra vires* of either corporation to make, though their validity is not put in issue on this ground by his answer. It is too late to question the doctrine that a corporation has only such

powers, as were conferred by the power that has created it. By the original acts of incorporation, neither of the parties were endowed with the power to enter into such contracts of lease and security as were made in this case. If this case was standing only upon the original acts of incorporation, they would be subject to impeachment for invalidity, in behalf of parties sustaining such a relation to either of the companies, and to the contracts as to entitle them to question their validity. In considering this subject as it is presented in the argument, a distinction is to be noted between the invalidity of a contract resulting from the want of capacity to make it, and that resulting from its being in violation of law, or contrary to public policy. If such contract is not in violation of some public law or contrary to public policy, it would seem that only the immediate parties to it, as the corporations themselves or the stockholders, who are parties by representation, would hold such a legal position in relation to it as to entitle them to raise the question of validity on account of the want of capacity while on the other hand, if such contract was in violation of ome public law, or against public policy, in such sense as to make it void, and of no efficacy to any intent, any person standing in a relation of interest to the subject matter of the contract and to be affected by its operation might undoubtedly set up and insist on such fatal vice in it, for the purpose of clearing himself from the consequences of its being carried into effect. Though the original acts of incorporation of the two railroad companies do not provide for such contracts as were made in this case, still they do not in terms prohibit them. Whether it was or was not competent for the legislature, by subsequent general or special enactments, to vary in this respect the powers and capacity of the corporations, without their assent thereto, it certainly would not be *unlawful* in the sense of being in violation of some public law, or contrary to public policy, as those terms are used in relation to such subjects, for the corporations to exercise any powers or rights conferred by such subsequent legislation. So far as one corporation, as an immediate party to a contract made in the exercise of such powers or rights, should, concurrently with the other party, assent so the legality of such contract, it is difficult to see upon what principle, a party holding under such corporation, by virtue of a contract that especially recognizes the existence of such prior contract, and the rights and duties thereby created, and in express subjection to them, can be permitted to impeach its validity and binding force. As between the two corporations, both conceding and asserting the lawfulness of the contract to which they were parties it would seem that no plausible pretext could be assigned why they might not have a sure standing in the courts for the enforcement of their respective rights created by such contracts. Suppose, in the present case, that there had been no mortgage to secure the bonds issued by the Vermont Central Company, who but the corporation, or its individual corporators, could have denied the validity of the lease, in defence to the enforcement of its provisions. And can a party who stands upon a security taken in express subjection to that lease, and the rights and duties thereby created, stand upon better ground than the one giving the security, so far as the question of the validity of the lease depends on the question of lawful capacity to make it? The act of 1847, provides in terms that "all railroads incorporated, or which may be incorporated under the authority of this State, shall have power to make contracts and arrangements with each other for leasing and running their roads on any part thereof," etc.

This, in terms, does, and clearly in purpose was designed to confer the powers named upon corporations then already existing. This, of itself, is conclusive upon the question of *public policy* in this respect, as well as upon the question of *lawfulness*, in the sense in which it has been thus far considered.

It was competent for the corporations, by the unanimous consent of their stockholders, to accept such additional powers conferred by a general law, and exercise them with the same efficacy, to every intent as if they had been conferred by the original act of incorporation. It is shown by the evidence that the corporations did exercise these powers in making said contract of lease and security for the rent, and that, too, by a direct action of a stockholders' meeting, called and held for that purpose. Such exercise of those powers is, in the absence of any averment or evidence to the contrary, sufficient ground for assuming that the corporations as such, had accepted them as a part of their organic law, and particularly is this assumption well made, since no member of the corporation has ever interposed any protest or dissent. The ordinary rules of presumption require this until the contrary is asserted by some party lawfully competent to make issue upon it, and who does make and maintain such issue in a mode and by means warranted by the law.

We are unable to assent to the criticism made as to the character of the notice of that meeting. It seems to us that it comprehensively indicates in substance the matters to be acted on, to the full extent of the action that was contemplated or taken. It does not seem adapted to mislead any body interested and having a right to participate in the action contemplated, nor do we discover in it, or in the circumstances and occasion, evidence of any sinister or improper intent on the part of those at whose instance the meeting was called. That no one of the stockholders was in fact misled by it, or dissents from the action there taken, is clearly evinced by the fact that no one has ever, by any form of proceeding, asserted any immunity against that action or the consequences flowing from it. Inasmuch as that meeting of the stockholders was properly called, and all had an opportunity to be present and act upon the subject of it, and as the vote of those present was without any dissenting voice, and as no one of them has since, in any form objected to the action then had, it is to be taken and held for the purposes of this case, that all the stockholders concurred in that action, and that they assent to its effect for all legitimate purposes touching the rights, either of the corporation or of themselves individually as members of such corporation; Redf, on Railways, 11; 11 Vt., 302; Ang. and A. on Corp., Sec., 238, 1. The ground on which it is held that an original charter that has been acted upon by the organization of the corporation under it, and by the investment of funds in its capital stock in pursuance of its provisions, and for the accomplishment of the prescribed purposes of its creation, cannot be materially altered by subsequent legislation, so as to bind the corporation itself, or the individual corporators, without their assent respectively, is, that as between the State and the corporation, the original charter becomes a contract mutually obligatory, and that, as between the corporation and the stockholders, it is matter of contract that the corporation shall administer the funds and exercise the functions according to the provisions, and in accomplishment of the purposes prescribed by the charter. The stockholder has distinct individual rights as against the corporation, growing out of that relation, which he cannot be compelled to yield or forego without his assent. In this respect he is not subject to the will or vote of the majority. It is only to matters within the prescribed limits of corporate power and capacity, that he, as a stockholder, becomes on common principles subject to the vote of the majority. Standing upon these rights and in the exercise thereof, he may, at his pleasure, and effectually, assent to, or dissent from measures adopted by corporate vote in the usual mode. But this is personal to himself alone, unless by priority of personal contract with him, another obtains this his personal right. In the present case the bondholders stand in no relation of priority with the individual stockholders, in reference to the rights above referred to. They hold their relation of interest in virtue of their contract with the *corporation* itself, evidenced by the bonds held by them, and the mortgage given by the corporation to secure them. They came into that relation after the enactment of the general law conferring the enlarged powers in question upon railroad corporations, and after the exercise of those powers by said corporations in the making of the contracts of lease and security for rent, and in express subjection to those contracts. Those contracts, then, in relation to the bondholders, so far as their validity depends on the capacity of the corporations to make them, must stand upon the action of said corporations in exercising and adopting the additional powers conferred by the general law of 1847, in pursuance of which said contracts were made.

It seems proper in this connection, to notice a point much and mainly urged in the argument, viz: that the indentures are not what they purport—*a lease* and security for *rent*; but are a pretext and cover under which, in point of fact, the Vermont Central Company went on and built, with its own funds and means, the Vermont and Canada Railroad, the same as if the latter company had not existed, the pretended taking of stock in that company being, in fact, a loan of money by the stockholders to the Vermont Central Company at a guaranteed interest of 8 per cent. This being assumed to be the true character of the transaction, then it is claimed and argued that this is beyond the powers conferred either by the original charter or by the general law of 1847. It is, perhaps, true that the stockholders expected to get 8 per cent. on their money invested in the purchase of stocks, and that the provisions for rent, according to the practice of the Vermont Central Company and the trustees, in the payments made by them under the lease, would substantially accord that to them. But we fail to find sufficient ground for sustaining the

point thus made. The instruments themselves purport in their provisions to be a *lease* of a road then already chartered and located, with stipulations as to its being seasonably completed, and in a lawful and proper manner, all to be done with the money and means of the Vermont and Canada Company. The reason which induced the Vermont Central Company to enter into this arrangement cannot vary the true character of the transaction as it was consummated between the parties. It was important for the Vermont Central Company that the Vermont and Canada road should be built. The latter company as depending on the ultimate character and profitableness of the road as an independent enterprise, in the condition of the public mind then prevalent as to railroad stocks and securities, found itself unable to dispose of its stock to a sufficient extent to realize the necessary means for constructing the road. In this condition of things the Vermont Central Company deemed it advisable to propose, in a mode provided and authorized by law, to remove the cause for hesitating and declining to take the stock by taking a lease of the Vermont and Canada Railroad, paying a rent therefor that would render the stock a safe and eligible investment if the latter company would go on and make it. Being satisfied that, under such a contract of lease, it could proceed with the enterprise of making the road in reliance on the sale of the stock as the ultimate source of means with which to do it, the Vermont and Canada Company entertained the proposition, and the indentures were accordingly made. That the means thus raised, in fact disbursed the cost and expense of making the road is not denied. But it is claimed that all this was only a kind of machinery by which the Vermont Central Company in fact had a *loan* of the stockholders of the Vermont and Canada Company of the amount of money thus raised, at an interest of 8 per cent. If this be so, it is noticeable as a peculiarity of *this* loan that there is no obligation or duty ever to pay the principal. It is also noticeable that the Vermont Central Company have no title or ownership of the road, depots, lands and appurtenances, except what is created by the indentures, and that is of a mere lease-hold. It is particularly worthy of notice that all the stipulations in the indentures, as well as all that has been done in pursuance of them, are as consistent with the character of *a lease* to be given to the transaction, as that of a *loan* of money by the Vermont Central Company. The fact that the Vermont Central Company advanced money for the current expenses to some extent, while the road was in process of construction, in reliance upon Vermont and Canada Company stock, and sold some of that stock at a discount as a mode of raising funds, does not, as matter of law, vary the character of the indentures. This could be regarded at most, as a temporary advance or raising of money for the Vermont and Canada Company under arrangements for the time being, to which only the stockholders of the Vermont Central Company would have the right to make objection, and that too at the time of the transaction, and would not fix or taint the character of the arrangement created and evidenced by the indentures. We see nothing in the case requiring, or that would warrant the court to give to the transaction the character imputed to it, or to hold it to be other than the indentures give to it—*a lease.*

As to the indenture of July 9, 1850. It is obvious that one leading purpose of the instrument was to make "reasonable security" to the Vermont and Canada Company for the payment of the stipulated rent. The question whether it was competent for the Vermont Central Company to contract for the pledge of "all tolls, fares and other lawful income receivable for the use of said railroad," after paying the expenses of running and keeping in repair, and furnishing proper furniture for the payment of the rent in arrear, runs clear of, and is distinct from the question of the right of that company to convey in mortgage its property, franchises, easements and privileges with the possession thereof. The Vermont Central Company and the trustees under the first mortgage, concede the right to make such a pledge, and admit the validity of the indenture of July 9th, 1850, as such pledge of the tolls, fares and income. Mr. Sohier, (the bondholder,) avers nothing to the contrary in his answer. His counsel in the argument do not question the *right* in this particular and to this extent. They question and deny the validity of the instrument as a conveyance in mortgage of the property, franchises, easements and privileges, with the right of possession as being *ultra vires*, and also for the reason that if enforced in that respect, it would substantially transfer the railroad, and all the property, franchises, and privileges of the Vermont Central Company, to the orators without consideration.

The argument predicated upon the alleged want of consideration, would legitimately apply to the right of the orators to enforce the instrument in its feature of a pledge of the tolls, fares and income as well as to the other features, viz: that of a conveyance in mortgage as before named. But it is to be noticed that the bondholder in his answer, does not aver any want of original consideration as a ground of invalidity of either of said indentures. In this state of the case the duty is not incumbent upon the court to discuss or decide questions that are not brought in issue by the record.

Before discussing the questions raised upon the answer as to the rights of the orators, as affected by the alleged *failure* of consideration, it seems proper to consider the point made by the answer, that by reason of non-compliance with the requirements of the 2d section of the act of November 18, 1858, the orators' charter is forfeited. Whether forfeited or not depends on the effect to be given to the provision in the 2d section of the charter, and the subsequent legislation in respect thereto. The language is, "If the company shall not, within five years, commence the construction of the road, and shall not within 13 years complete and put in operation said road connecting, &c., then this corporation shall cease, and this act be void." The act of 1858 substituted a new section for that 2d section, giving the company further time, and prescribed more particularly the manner and conditions of the connection to be made in Burlington with the Rutland and Burlington Railroad, and providing that, unless the provisions of that act of 1858 should be complied with, the company should take no benefit from the act. If those provisions were not complied with, then of course the matter stood the same as if that act had not been passed. By an act of November 25th, 1858, it was provided, that, in case the company shall fail to comply with the provisions of said act of November 18, 1858, *and its charter shall thereby become forfeited*, it shall be lawful for the receivers and managers of said road to continue to operate it until January 1st, 1860, and until otherwise provided under the direction of the chancellor, who may require such persons to give bonds, &c. "*Provided*, nothing in this act shall be construed to give effect to the same, only in the event of the forfeiture of the charter of said company." It is claimed that under these acts the non-compliance with the 2d section of the charter, and of the amendment of it by the act of November 18, 1858, operated as a forfeiture, without the intervention of any proceeding in that behalf.

Whatever may be the legal consequences of such non-compliance, we do not understand from this peculiar form of enactment that the legislature have undertaken to *declare* a forfeiture, but only to prescribe the consequences to flow from certain acts and omissions. Whether such acts and omissions had in fact occurred the legislature did not assume or design to determine. Whether they had occurred or not was left to be determined upon proofs to be adduced in a proper proceeding to be instituted for the purpose of testing the question of forfeiture. It is beyond question, that unless the legislature undertake to declare a forfeiture upon facts that have already occurred, it appertains to the judicial department of the Government to determine whether such forfeiture has been incurred. When the act of the legislature only prescribes the elements which shall operate as a forfeiture, whether such elements exist or not is an open question, which the party against whom they are alleged has a right to contest before a judicial tribunal. The provision in the act of November 25th, 1858, as to its being lawful for the receivers and managers of said road to continue to operate the same under the direction of the chancellor, is entirely consistent with this view, and was as necessary in case of a forfeiture declared by the court as by the legislature, until further provision should be made for the operation or disposition of said road after the taking of such forfeiture. Again the intention of the legislature on this point is quite clearly indicated by its further action on the subject in 1859, when, instead of either assuming or declaring that a forfeiture had occurred, they proceeded again to amend the 2d section of the charter by providing and prescribing further time, and other modes of completing the road into Burlington, and making connection with the Rutland and Burlington Railroad; in failure to do which, the same language is used as in the original charter, and in the act of November 18, 1858, viz: "then this corporation shall cease, and the charter thereof be void"—language quite inappropriate, if in the understanding and intention of the legislature, a forfeiture had been already taken by force of the prior action of the legislature on that subject. A forfeiture of a corporation can only be taken in behalf of the public, and by some form of proceeding to which the public, by proper representation, is the party moving it, and in which by competent authority such forfeiture is declared. Inasmuch

as the legislature have not in this case undertaken to declare such forfeiture, it is needless to discuss whether in such a case as this, it appertains to the legislative department of the Government to take upon itself the exercise of such a prerogative. Regarding the orators as a still existing corporation, under their charter and the laws of the State, it becomes unimportant to consider the argument of counsel, predicated upon the assumption of the extinction of the corporation by forfeiture. Assuming what is not controverted in the answer of this bondholder, (Mr. Sohier,) and is admitted by the Vermont Central Company, and the trustees under the first mortgage, that the indentures of August 24th, 1849, and of July 9th, 1850, are not affected with any want of original consideration, it is to be determined whether by what has occurred since their execution and delivery, the orators have lost their right under them to claim the rent and the security thereby stipulated and provided. It is clear from those instruments, that it was the understanding and design of the parties, that the Vermont Central Company should pay rent at 8 per cent. on the cost of such portions of the road as should be accepted by them in the manner provided therein. The road was constructed and accepted accordingly from Essex Junction to Rouse's Point; and thereupon the Vermont Central Company went into the possession and use of it as thus constructed, and by themselves and assigns have had the possession and use ever since.

In the absence of any vice or illegality in the contracts under which the road has been used, and in the absence of any averment or evidence of fraud or bad faith towards the bondholders, if the orators are to be precluded from enforcing the security provided for the payment of the rent, it is to be by force of some stringent rule of law.

As to the neglect of the orators to build and complete their road so as to meet the Rutland and Burlington Railroad in the village of Burlington, and to connect the same with the Canada line in Highgate, within the time limited in the original act of incorporation, and in accordance with the covenants of the orators contained in said indentures by reason of which it is claimed that the Vermont Central Company has become wholly absolved from all legal or equitable duty to perform any of the covenants in said indentures, and the same have become wholly void and inoperative:

It is obvious from the indentures taken together, and particularly from the last item of agreement in that of July 9, 1850, that the parties did not contemplate the building of the road other than from Essex Junction to Rouse's Point, unless as matter of necessity in order to save the corporate existence and rights of the Vermont and Canada Company, to an extent sufficient to enable the Vermont Central Company to enjoy the road under the lease. The substantial thing was the road from Essex Junction to Rouse's Point. If it should become necessary to build more, in order to a compliance with the law binding upon and to be enforced against the orators, then such additional road, when built, was to be the subject of rent, the same as that then already located and in the process of construction. In view of any evidence in the case it is not pretended that the Vermont Central Company, or any party or interest in priority with it, has as yet suffered any detriment by the failure to locate and make the residue of the road within the prescribed time. The Vermont Central Company and the trustees who appear in this Court, are making no claim against the right of the orators to the rent, and the security therefor on this account. Up to the present time the lease has yielded all the benefit to the lessees and their assigns, that was originally provided or designed by it. They have had all the use they expected or wanted, and all that they desire to have hereafter as is clearly evinced by the circumstances and history of the matter, developed by the evidence in the case. But it is said, that by reason of the neglect to comply with the requirements of the 2d section of the charter, the orators, in order to save their existence have been obliged to accept an amendment of their charter in this respect, which when complied with, will put the Vermont Central Company in a position of disadvantage under the lease, as compared with that which they would have held, if the orators had complied with the requirements of the original charter; in fact, that it has become impossible for the orators to fulfil their undertaking in the instruments of lease. The Vermont Central Company under the instruments of lease, are not to be called upon to make payment for any other portion of the orators' road till the same shall have been constructed and proffered for acceptance. When it shall have been built and offered for acceptance, and rent claimed therefor, the question may then properly be raised as to the obligation of the Vermont Central Company to accept the same, and pay rent therefor, depending upon the duties and liabilities with which the possession and use of it may be incumbered by virtue of additional legislation in that behalf on account of the failure of the orators to comply with the requirements of the original charter. The immediate duty to the public under the charter and subsequent legislation in respect thereto, rests upon the orators. The Vermont Central Company has assumed to perform so much of that duty, as in such manner and upon such terms and conditions as are specified and stipulated in the instruments of lease. Their duty in that respect is owing to the Vermont and Canada Company. It is matter of contract between them. The provisions for remaining duties to be performed by the Vermont and Canada Company towards the public are contained in the act of 1859. It would seem to be reasonable to determine that when the case shall have arisen involving the question with a feeling of reasonable assurance in the meantime, that the law will afford ample protection to all interests involved. In the present posture of the case, we are unable to say that there has been such a failure on the part of the orators to perform the undertakings on their part in the instruments of lease, or that by means of a failure on their part to perform the requirements of the charter, and the amendments thereto, they are now in such a position of inability to perform said undertakings as to preclude them from the right to enforce the payment of the rent which shall have accrued prior to the happening of those events, which, it is claimed should thus operate against them.

In this view it is impossible for us to see how there has as yet been a failure of the consideration upon which the Vermont Central Company undertook and covenanted to pay the rent stipulated, and made provision for securing the payment thereof.

The most that the case furnishes ground for saying is, that there is some reason to fear that in some respects, the orators may fail to make good their undertakings which, in part, constituted the consideration upon which the Vermont Central Company agreed to pay the stipulated rent and made the security therefor.

In the absence of any evidence of bad faith or wilful default on the part of the orators towards the lessees and their assigns, in the course taken by them in reference to the unperformed requirements of the second section of the charter, either original or as amended, and in view of the fact shown by the evidence, that both the Vermont Central Company, and the trustees under the first mortgage have approbated the course thus taken, and by the fact that none of the bondholders have manifested any disapprobation till since the act of November 18, 1858, and in the absence of any prejudice that has, as yet, occurred to any interest of, or derived through the lessees by the course thus taken, and in the want of any sufficient ground for determining that any prejudice is destined hereafter to accrue therefrom, the inequity of holding the orators disentitled to enforce their security for the rent becomes very palpable, and particularly so when it is considered that the lessees and their assigns have had the full use and benefit of the orators' road, located and constructed to the approbation and acceptance of the lessees, with the money and means furnished by the orators, in substance agreeably to the stipulation in the instruments of lease.

Under the view in which the Court do concur, in relation to that instrument the case stands upon the ground of a pledge and lien by way of security, and as a means of obtaining payment of the rents in arrear upon the earnings and income of the two roads, with the right to have them applied for that purpose, in priority to the other creditors of the Vermont Central Company who became such, and took their security in subjection to such pledge and lien of the orators. This being a pledge and lien by way of security, which, it is not denied, the Vermont Central Company was competent to give, and the orators to take the principles and rules governing the enforcement of it, are less specific and rigid than those governing the class of cases which, in equity law, fall under the head of *bills for specific performance*.

In pursuance of the views thus presented, we hold the indenture of August 24, 1849, to be a valid instrument between the parties, and that of July 9, 1850, to be valid as constituting a pledge and lien by way of security, for the payment of the stipulated rent upon the tolls, fares and incomes of the two roads in priority to the trustees and bondholders, and that the same is enforceable for the rents in arrear of the road as already constructed and used.

Upon the whole case, we hold that the sum on which as cost of construction, the eight per cent. is to be computed as the measure of the rent to which the orators are entitled, is one million three hundred and forty-eight thousand five hundred dollars, and that for that rent alone was security provided in and by the indenture of July 9th,

1850, and only in respect to that are the orators entitled to a decree. In the present posture of the case, the Court being unable to decide that the orators are entitled to the possession of the roads, property, etc., it seems obvious, in view of the character of the property and of the various interests involved, that the only proper or practicable course is to have the roads and property remain in the hands of receivers under the control of the Court of Chancery.

The decree of the Court of Chancery is reversed, and the case is remanded to that Court, to be there proceeded with conformably to a mandate, which will be drawn in detail according to these views and points of decision, and sent to that Court.

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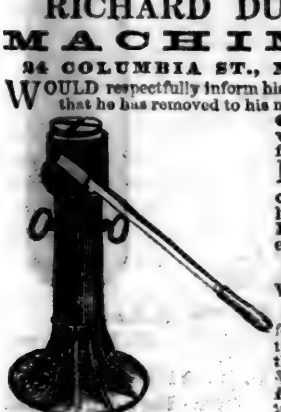
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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Aug. 16, 1864

AT A MEETING OF THE BOARD OF DIRECTORS of the Illinois Central Railroad Company held this day, the following resolutions were adopted:

Whereas, In the mortgage given by this company to the trustees to secure their construction bonds, it was agreed that the moneys received upon sales of the lands mortgaged, as fast as received, be applied to the cancellation of said bonds, and it has become necessary for this purpose to take up a portion of the bonds in pursuance of a provision contained in each bond, the company may "pay the same at any time to be named by them by adding to the principal a sum equal to twenty per cent. thereof."

Resolved, That the Company will, on the first day of October next, pay the seven per cent bonds for one thousand dollars each, numbered from one to three thousand, (1 to 3 000,) with twenty (20) per cent. added to the principal thereof, upon surrender at its office in the City of New York; and that it doth hereby name the first day of October, 1864, as the time when the principal of said bonds shall be paid, after which day interest upon them will cease.

Resolved, That the holders of the scrip stock of this Company be required to pay the unpaid ten per cent. upon the stock held by them respectively, on or before the twenty-sixth day of September next, at the office of the company in the City of New York; and that upon all sums unpaid, interest will be charged from that day; and that after the twenty-sixth day of September next, no transfer shall be made of stock which shall not be paid in full. THOMAS E. WALKER, Treasurer.

U. S. 7-30 LOAN.

The Secretary of the Treasury gives notice that subscriptions will be received for Coupon Treasury Notes payable three years from Aug. 15th, 1864, with semi-annual interest at the rate of seven and three-tenths per cent per annum,—principal and interest both to be paid in lawful money.

These notes will be convertible at the option of the holder at maturity, into six per cent gold bearing bonds, payable not less than five nor more than twenty years from their date, as the Government may elect. They will be issued in denominations of $50, $100, $500, $1,000 and $5,000, and all subscriptions must be for fifty dollars or some multiple of fifty dollars.

The notes will be transmitted to the owners free of transportation charges as soon after the receipt of the original Certificates of Deposit as they can be prepared.

As the notes draw interest from August 15, persons making deposits subsequent to that date must pay the interest accrued from date of note to date of deposit.

Parties depositing twenty-five thousand dollars and upwards for these notes at any one time will be allowed a commission of one-quarter of one per cent, which will be paid by the Treasury Department upon the receipt of a bill for the amount, certified to by the officer with whom the deposit was made. No deductions for commissions must be made from the deposits.

SPECIAL ADVANTAGES OF THIS LOAN.

IT IS A NATIONAL SAVINGS BANK, offering a higher rate of interest than any other, and THE BEST SECURITY. Any savings bank which pays its depositors in U. S. Notes, considers that it is paying in the best circulating medium of the country, and it CANNOT pay in anything better, for its own assets are either in government securities or in notes or bonds payable in government paper.

It is equally convenient as a temporary or permanent investment. The notes can always be sold for within a fraction of their face and accumulated interest, and are the best security with banks as collaterals for discounts.

Convertible into a Six per cent. 5-20 Gold Bond.

In addition to the very liberal interest on the notes for three years, this privilege of conversion is now worth about three per cent per annum, for the current rate for 5-20 Bonds is not less than NINE PER CENT PREMIUM, and before the war the premium on six per cent U. S. stocks was over twenty per cent. It will be seen that the actual profit on this loan, at the present market rate, is not less than ten per cent per annum.

Its Exemption from State or Municipal Taxation.

But aside from all the advantages we have enumerated a special Act of Congress EXEMPTS ALL BONDS AND TREASURY NOTES FROM LOCAL TAXATION. On the average, this exemption is worth about two per cent per annum, according to the rate of taxation in various parts of the country.

It is believed that no securities offer so great inducements to lenders as those issued by the government. In all other forms of indebtedness, the faith or ability of private parties, or stock companies, or separate communities, only, is pledged for payment, while the whole property of the country is held to secure the discharge of all the obligations of the United States.

While the government offers the most liberal terms for its loans, it believes that the very strongest appeal will be to the loyalty and patriotism of the people.

Duplicate certificates will be issued for all deposits. The party depositing must endorse upon the ORIGINAL certificate the denomination of notes required, and whether they are to be issued in blank or payable to order. When so endorsed it must be left with the officer receiving the deposit, to be forwarded to the Treasury Department.

SUBSCRIPTIONS WILL BE RECEIVED by the Treasurer of the United States, at Washington, the several Assistant Treasurers and designated Depositaries, and by all National Banks which are depositaries of public money,

AND ALL RESPECTABLE BANKS AND BANKERS throughout the country will doubtless AFFORD FACILITIES TO SUBSCRIBERS.

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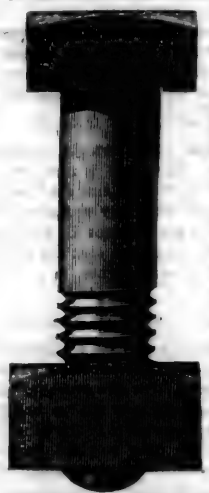
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STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

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Nos. 37 and 38 Park Row, New York.

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TENTH NATIONAL BANK,

No. 240 Broadway,

Will receive subscriptions for the New 7 3-10 Treasury Notes, which will be dated Aug. 15, with semi-annual coupons, and issued in sums of $50, $100, $500, $1,000 and $5,000. Parties subscribing will be allowed interest to Aug. 15, and the commission allowed by Government of $2 50 on each $1,000. The Ten-Forty 5 per cent. Bonds date from March 1, and 50 per cent. premium for gold interest. Payments must be made in Legal-Tenders or National Bank Notes.

D. L. ROSS, President.
J. H. STOUT, Cashier. 4t-31

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y. The FORTY-FIRST ANNUAL SESSION of this well-known SCHOOL OF ENGINEERING AND NATURAL SCIENCE, will commence SEPT. 14th, 1864. The PRINCIPAL BUILDING is completed and ready for occupation. The NEW ANNUAL REGISTER, giving full information, may be obtained at APPLETON'S Bookstore, New York, or from
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Incrustation Preventer,

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 3, 1864.

The Adirondack Company's Railroad.

The Adirondack Company is a corporation existing under the laws of the State of New York, and having for its object the development of the immense wilderness drained by the Upper Hudson and Western St. Lawrence Rivers. This region is embraced in the tri-angle lying between the latter river, the Mohawk and Lake Champlain; and is chiefly known to the public as a romantic waste composed of mountains and lakes; the delight of sportsmen eager to escape from the purlieus of civilization, and permanently inhabited only by the wild animals whose occupancy has survived that of their aboriginal enemies.

This popular idea is far from correct. It is true the Adirondack region abounds in the most striking and beautiful features of romantic scenery, and that its woods are still alive with game, and its incomparable lakes with fish; but so far from possessing resources of solid and durable wealth, mountains and forests offer to the hand of enterprise almost unlimited supplies of those materials most needed in prosecuting the industrial arts of the age. Timber for all purposes, a casual acquaintance shows to exist in profusion; but only a few are aware that the forests are of infinitely less importance than the mines. Iron, of different varieties, and the very best quality, is found there in quantities practically inexhaustible; and it only needs the means for cheap transportation to make them of incalculable value to the owners, and of the greatest utility to the industry of our seaboard states.

This means of transportation is now likely to be secured through the Adirondack Company's Railroad. This corporation, chartered with a view to the improvement of the great wilderness, and highly favored by state legislation as an encouragement in the enterprise contemplated, owns immense tracks of these wild lands, including the choicest of the discovered mines. To make these practically valuable, a railroad is needed to connect them with tide-water; and, as if to facilitate this connection, Nature has provided an admirable route in the valley of the Upper Hudson. So uniform and gentle, in fact, will be the grade from the summit to the valley of the Mohawk, that a train of loaded cars will descend with the least possible expenditure of locomotive force. Only on the southern end of the road, where it leaves the Hudson and takes a shorter line towards New York by way of Saratoga, do the grades depart from this uniformity; and this is precisely the portion to be first built, and the labor on which is well under way with a view to the completion of the first twenty-five miles the present season. About fifteen hundred men are now employed in the work of construction; and before New Years, the wild denizens of the Adirondacks will be startled by the new echoes awakened among its fastnesses by the shrill voice of the invading locomotive.

But it is not alone as an adjunct to the mining and lumbering operations of the Adirondack Company, that their railroad possesses an importance to New York and the Atlantic seaboard. Pushed forward to the St. Lawrence, it becomes at once a great avenue for trade and travel between Canada and our eastern cities. The Raquette Valley offers for it as feasible a route to the St. Lawrence, as does the Upper Hudson from the northern boundary of the wilderness; and while two or three branches on the northern portion, will gather in and concentrate the trade and travel of all this part of Canada, the main road will be nearly in an air-line between Albany and Ogdensburg. And if the Northern Pacific Railroad, recently chartered by Congress, should ever be built, a large part of its business, following the Grand Trunk Railroad of Canada between Port Sarnia and Prescott, will be likely to flow over the Adirondack Road between Prescott and Saratoga, and from the latter point be divided between New York and Boston; thus making this road in fact, a link of the great northern line of Pacific Railroad between the Atlantic coast and Puget Sound.

In closing this brief notice of an enterprise the importance of which is as yet but dimly comprehended by the public, it would be unjust to omit the credit due for its success. To THOS. C. DURANT, Esq., whose high official relations with the Union Pacific, the Rock Island and the Mississippi and Missouri Railroads, are well known to railroad men, is mainly to be attributed the successful progress of the railroad of the Adirondack Company. It is not often that any one man possesses sagacity and administrative ability, at the same time to utilize and prosecute enterprises so numerous, so large and so diverse; and when an instance does occur it is but just that the credit should be accorded. As time shall demonstrate the commanding influence of this last of his works, the point of our commendation will become more plainly apparent.

Plumbago on Lake Superior.

According to the Detroit *Advertiser*, another extraordinary mineral discovery has been made on Lake Superior, being no less than a rich mine of plumbago (Graphite.) It was found on the tract of the Marquette Silver Mining Company, and it is said that Prof. Cassels of Cleveland, who has made an assay, pronounces it the best plumbago he ever saw, and says if it is plentiful, the mine is worth more than any gold mine in the country. Capt. Sweet, who is familiar with the ground, says the mine is very rich. The only mine of pure plumbago fit for the best quality of pencils is at Cumberland, England, the working of which is conducted with extraordinary secrecy. There are several mines of very inferior graphite found in this country, the product of which is used in the manufacture of crucibles and for other uses

in manufactures. None of it is fit for pencils. The Silver Lead region of Lake Superior must be a wonderful place if all the "discoveries" located on it amount to anything. Lead, silver, gold and plumbago appear to put the discoverers in doubt as to which they shall mine for first. Iron is close by and copper not far off. All that is needed now to complete the discoveries is tin.

Fare on City Railroad Cars.

The Buffalo city railroad companies having applied to the Common Council for permission to increase their rates of fare, the case was laid before Judge Morton, who decided that the Common Council has not the power to alter the terms of the original contract, in accordance with which the franchise was granted. Even if the city should consent to an increase of fare, any passenger would have the right to demand transportation at the price originally fixed. A railroad grant is a contract to do a certain work for a certain price, and the original rate of fare is that price fixed by that contract.

Chicago, Burlington and Quincy Railroad.

We have been favored with a copy of the report of this company for the year ending April 30, 1864, from which we learn that the earnings on 138 miles of road, and seventy-three per cent. of earnings on 30 miles of the Galena and Chicago Union Railroad used, and of the road from Peoria to Burlington, 95 miles, were:

From freight	$2,326,363 58
" passengers	684,374 82
" mails and miscellaneous	79,472 63
	$3,090,211 03

The operating expenses were:

Repairs of track	$393,038 73	
" bridges	57,244 82	
" buildings	56,379 03	
" fences	22,893 47	
" locomotives	175,040 84	
" cars	168,727 56	
Loss and damage	24,317 69	
Fuel consumed	149,428 73	
Oil and waste	38,884 86	
Train service	73,408 22	
Engine "	115,824 22	
Station "	140,612 48	
Water "	33,464 28	
General expenses	91,879 68	
Miscellaneous	34,250 44	
		1,575,395 00
Earnings less operating expenses		$1,514,816 03
Add balance to credit of income account May 1, 1863		604,859 38
Total		$2,119,675 41

From which deduct—

Interest on bonds	$359,139 90	
Taxes—State	45,619 86	
" National	38,101 33	
Expenditures for improvements	67,413 86	
Rent of depots & tracks	10,081 00	
Transfer office expenses	1,600 00	
Interest and exchange	3,101 35	
Dividend May 15, 1863	229,544 00	
" Nov. 15, 1863	229,544 00	
Transfer to sinking fund	109,437 50	
		1,093,582 30
Balance May 1, 1864		$1,026,093 11

The road now owned by this company, including the Quincy and Chicago road recently purchased, consists of the line from Chicago through Galesburg to Burlington (of which the new line, now being finished from Chicago to Aurora, forms a part) 204 miles, from Galesburg to Quincy 100 miles, from Galesburg to Peoria 53 miles, from Yates City to Lewiston 30 miles, and that part of the old road from the Galena Junction to Aurora 13 miles, making a total of 400 miles of road.

The expenditures made for construction and in the purchase of this 400 miles of road, including depot grounds and buildings in Chicago, but exclusive of the cost and value of equipment, has been		$11,702,470 22
For equipment		2,178,055 00
For Union Track in Chicago		46,800 01
Total cost of road, equipment and appurtenances		$13,927,325 23

The capital stock of the company, on the 30th of April, was $6,571,140.

The funded debt, exclusive of the bonds canceled by the sinking fund, was as follows:

Chicago and Aurora and Central Military Tract bonds		$229,000 00
C., B. & Q. trust mortgage sinking fund bonds exchanged for C. & A. and C. M. T. bonds		2,283,000 00
Issued and sold of the same class of bonds	$1,792,000 00	
Less bonds purchased and canceled by sinking fund	542,000 00	
		1,350,000 00
C., B. & Q. plain 7 per cent. bonds, issued on account of purchase of road from Peoria to Burlington		781,000 00
C., B. & Q. second mortgage bonds 4 and 4½ per cent. issued in exchange for bonds of Quincy and Chicago Railroad Company		940,500 00
C., B. & Q. scrip certificates, issued for the same purpose as above, not bearing interest	$697,000 00	
Less scrip redeemed	152,468 75	
		544,531 25
Total bonds and scrip		$6,128,031 25
Capital stock		6,571,140 00
Total stock, bonds and scrip		$12,699,171 25

Excess of cost of road, equipment and appurtenances over stock and bonded debt, $1,228,153 98.

The other assets and liabilities of the company, on the 30th day of April, were:

ASSETS.

Value of material on hand for the future use of the operating department	$531,756 56
Accounts, bills receivable, due from agents and connecting roads	251,758 56
Cash in N. Y., Boston and Treasury	126,998 37
Total	$910,513 49

LIABILITIES.

Amount unclaimed divid'ds	$1,228 00	
Accounts and pay rolls	178,014 67	
Bills payable	194,356 24	
Due agents and connecting roads	192,519 32	
Total		$566,118 23
Balance of assets		$344,400 26
Add excess of cost of road, &c., over stock and bonded debt		1,228,153 98
Total		$1,572,554 24
Less payments for sinking fund		546,461 13
		$1,026,093 11

The capital stock of the company has been increased the past year by the sale of 8,325 shares of stock to stockholders at par, as per circular of October 20, 1863, amounting to $832,500 00

The bonded debt has been increased to the amount of 25,437 50

Total increase of stock and bonded debt $857,937 50

The expenditures during the same time for construction and equipment, including payments on account of purchase of road, have been as follows:

New road from Chicago to Aurora	$644,989 72
Depot grounds in Chicago	42,476 67
Depot buildings and fixtures	68,402 37
South Branch Dock Company's lands and track	25,734 71
Land for cattle yards, Chicago	11,245 00
Sundry other buildings at Chicago and on the line	11,398 22
Raising track and bridging on the Mississippi Bottoms	62,989 72
Bridges and culverts from Peoria to Burlington	27,361 77
Fencing from Peoria to Burlington	15,932 18
Depot grounds at Peoria	11,703 09
Union Track Chicago	6,788 63
Telegraph line	17,602 60
Locomotive engines	172,344 12
Passenger cars	14,957 04
Freight cars	226,124 87
On account of purchase of road from Peoria to Burlington	148,750 79
On account of purchase of Quincy and Chicago road	45,201 04
Total expenditure	$1,554,002 45
Balance paid out of income account	$696,064 95

The gross earnings of the road, the past year, show an increase of about twenty per cent., notwithstanding the failure of the corn crop, one of our largest staples and sources of business.

This increase has been produced from the growth of the general traffic of the road and line, and not from Government patronage, and is exclusive of earnings on the Quincy and Chicago road, and on business to, from and on the Lewiston Branch. The operating expenses have been fifty-two per cent. of earnings, being an increase of about six per cent. over the former year. This increase is accounted for in the large expenditures in repairs of the road, recently purchased from Peoria to Burlington, and in the fact that it has been found impracticable to advance the rates of transportation with the rapid advance in labor and supplies.

The new line of road from Chicago and Aurora (the point where it connected with the old line) will be in good order for business by the 20th instant, when our trains will be withdrawn from the Galena road, in accordance with the two year's notice given that company, and commence running over it, after which the earnings, heretofore paid the Galena Company for use of its track, will enure to this company.

It was intended that this new line should be fully completed, except the ten miles of double track, before commencing business upon it.

The work, however, has been unexpectedly delayed by the great demand and scarcity of labor, and on account of the sinking of about forty rods of the road bed, where the line crosses a tract of low marshy land, about fifteen miles from Chicago, causing an addition of some fifty thousand cubic yards of earthwork at that point.

The double track will be laid in time for use in our fall business.

The estimated cost of this work, as previously reported, based upon the contracts made, and prices then prevailing, was eight hundred and fifty thousand dollars. The subsequent large increase in the cost of labor and material made it necessary to advance largely the prices of work under contract at that time.

These advances with the increased cost of other labor and materials, including the additional earthwork, before mentioned, will increase the previous estimated cost about eighteen per cent., or $150,000. There has been expended on this work, to the 1st of May, $755,098 56, leaving to be expended, to complete the work, including the double track, $245,000.

A new engine house has been erected at Chicago, of stone and brick, with iron roof, and turntable, and heating, lighting and water arrangements complete, of a size sufficient for holding twelve engines.

An additional freight house has also been erect-

ed a little west of the one built last year, 513 feet long and 60 feet wide, and is substantially built of stone and brick, and covered with slate roofing.

A telegraph line has been built on the new line of road, and from Galesburg to Peoria, and on the Lewiston Brach, and an additional wire attached to the old line for the exclusive use of this company.

The rolling stock has been increased by the addition of 12 locomotive engines, 7 baggage, express and mail cars, 295 freight cars, 4 conductors' and drovers' cars, and 6 large passenger cars are in course of completion. The equipment of the line now consists of 98 locomotive engines, 36 passenger cars, 24 baggage, express and mail cars, 1,334 box, freight and cattle cars, 401 platform and coal cars, and 40 conductors' and drovers' cars.

The depot grounds in Chicago have been enlarged the past year by the purchase of the south part of blocks 26, 27, 28, 29 and 30, which adjoins and connects the lands previously purchased.

This company now own all the land lying between the Galena South Branch Track and Sixteenth (formerly called North) street, extending from the Chicago River westward to Reuben St.

They have recently purchased, just within the city limits, adjoining the new line of their road, about forty acres of land for the purpose of erecting stock yards thereon.

The large expense and delay attending the delivery of stock, as heretofore done, to the various stock yards in the city, and especially that designed for the Chicago market, has rendered the providing of these yards indispensable to the proper and economical transaction of this branch of our business. Only a small portion of this expense has yet been incurred. The whole cost of lands and improvements is estimated at $80,000.

This company has also made a contract with the South Branch Dock Company, to construct and operate a track connecting that company's slips and canals with the track and depot of this company, and have received in compensation for constructing the track, eight hundred feet of land, fronting on Joy's Canal, with lots extending back about three hundred feet, to which they have added two hundred feet more by purchase, making a thousand feet of wharfing, fronting on said canals, with about 7¼ acres of land.

The completion of this track will concentrate on their grounds, and those of the Dock Company, a large portion of the lumber business transacted in Chicago in connection with our line of road, and will avoid the large expense and delay attending the delivery and receiving of cars to and from the various lumber yards in this city, as heretofore practiced.

The cost of track and completion of canal and dock, including cost of land purchased, will be about $50,000. It will be seen that a little over one-half of this expenditure has been made.

The large and extensive grounds now owned in Chicago, covering an area of about seventy-five acres, and having a river and slip front of 3,200 feet, it is believed will meet the requirements of the freighting business of the road for many years, and in view of present wants and the constant and increasing value and cost of property in Chicago, the expenditure, though large, will be found to have been highly advantageous to the company.

The agreement, heretofore made, for the use of the Union passenger depot, at Chicago, has been extended for three years from the 1st of July next.

It was expected, at the time the road from Peoria to Burlington was purchased, that an expenditure of some two hundred and fifty thousand dollars would soon be required in raising the grade and tracks over the Mississippi Bottoms, in fencing the road and providing depot grounds at Peoria, station buildings at Peoria, Burlington, and on the line, and in rebuilding temporary bridges and works necessary to a proper and economical use of the property.

The report of the engineer shows that considerable progress has been made the past year in making these improvements, $117,987 67 having been expended for that purpose.

This company being the owner of a large majority of the bonds issued for the construction of the road from Galesburg to Quincy, (as will appear from this and former reports,) in order to realize their money, commenced proceedings some time since for the foreclosure of the mortgages and sale of the property.

These proceedings have so far progressed that the road has been sold and bid off by the company. The agreement recently made for the remaining bonds in the hands of other parties, it is probable will render further proceeding, for perfecting the title to the property, unnecessary.

The contract and agreement made by this company for the completion of the thirty miles of road from Yates City to Lewiston, was so far carried out that the road was put in operation in June, 1862. Since that time the net earnings from the business of that road, together with the per centage allowed on the business it furnished the road of this company, has provided the means for the redemption of the bonds issued for its construction.

These bonds, and the interest thereon, having been taken up, in accordance with that agreement, the road and property now belongs to this company.

In reviewing the statements made in this report it will be observed that the expenditures for construction and equipment upon the whole line, during the fiscal year, amount to. $1,554,002 45

While the increase in the capital account has been:

For the issue of new st'k.	$832,500 00	
For the sale of bonds...	25,437 50	
		857,937 50
Balance paid out of income account.		$696,064 95
Amount previously paid for similar purposes out of income account, exclusive of sinking fund.....		330,528 16
Total payments on construction out of income account		$1,026,593 11

The estimated expenditures required for the ensuing year are as follows:

For completion of new road to Aurora and second track to Lyons.....	$245,800 00
For completion of cattle yards and improvements.....	68,755 00
For completion of South Branch Dock Company's land and track.....	24,265 00
For completion of improvements on road from Peoria to Burlington....	132,013 00
For completion of payments for Northern Cross road and bonds	270,000 00
For refunding to income acc'nt money for dividend of May 25th, 1864....	262,844 00
Total	$1,002,877 00

To provide for the expenditures named, the Directors, on the 29th of April, 1864, *Voted*, to issue and sell to the stockholders, in proportion to the stock held by each of them at the close of business on the 6th day of May, 1864, one new share, without the May dividend, for each six old shares held, at one hundred dollars per share, payable on or before the 25th of May, 1864. For further particulars, reference is made to the circular sent to stockholders, dated April 29th, 1864.

The extension of the Burlington and Missouri River Railroad is of much importance to this company. Other lines of road are being extended through that State, which will divert much of the business now received from that road, unless that line shall be extended at an early day. Application has been made for aid in prosecuting this enterprise.

The Directors have no doubt that the interests of this company will be largely promoted by rendering such proper assistance as will enable that company to go forward with the work.

They are unwilling, however, to assume the responsibility of such action, without first having the direction or assent of the stockholders.

It is believed that the requisite aid may be provided with but slight inconvenience to this company, by applying for a time the estimated net earnings from the business derived from that road, in the purchase or redemption of a part of the securities that may be issued or set apart, to provide means for such extension.

The results produced from a like arrangement made by this company for the completion of the Lewiston Branch Railroad, will show in part the benefits that would accrue from a similar arrangement with that company.

This company, however, are more largely interested in the extension and completion of the Burlington and Missouri River road, as it will, when completed, command the trade of a large part of the State of Iowa, as well as a large territory lying west of the Missouri River.

The number of miles run by locomotives on the Chicago, Burlington and Quincy, and Quincy and Chicago Railroads was as follows:

	Chicago, Burlington Quincy.	Quincy and Chicago.
On passenger trains....	398,398	123,725
On freight "	834,510	147,635
On miscellaneous trains	382,859	68,392
Total	1,615,767	339,752

Total miles run, 1,955,519. Miles run by wood-burners, 728,216; by coal burners, 1,227,303. Cords of wood consumed, 18,484; tons of coal, 35,842. Average cost per mile for fuel for wood-burners on passenger trains, 8.60; on freight trains, 17.00. Do., coal-burners on passenger trains, 8.14; on freight trains, 16.56. Miles run to cord of wood, 56.04; to ton of coal, 84.04. Cost per mile for repairs, 11.19; for oil, tallow and waste, 1.27; for fuel, 11.11—total cost per mile run 23.57.

The number of passengers carried between Chicago, Burlington and Quincy, and Quincy, Burlington and Peoria, Yates City and Lewiston, (393 miles) for the year was 573,925; of these, 38,722 were through, and 535,203 way. Of the through passengers, 15,989 were carried east, and 22,733 west. Of the way passengers, 262,055 were carried east, and 273,148 west. Total carried east, 278,044; do., west., 295,881. Total mileage of passengers, 30,609,865—an increase over the previous year of 7,250,926.

The whole tonnage moved over the C., B. & Q. R. R., 264 miles, in 1863 was 709,970; in 1864, 739,815—an excess of 29,845. The whole tonnage over the Q. & C. R. R., 100 miles, in 1863 was 228,157; in 1864, 265,474—an excess of 37,317. The total number of tons moved over the whole line in 1863 was 777,736; in 1864, 809,674—an excess of 31,938. Total tonnage east in 1864, 523,594; do., west, 286,080. Total number of tons moved one mile over the whole line in 1864, 116,753,508—an increase over 1863 of 8,575,666.

The Chicago, Burlington and Quincy Railroad Line is composed of the following roads:

Galena and Chicago Union between Chicago and Junction.....	30 miles.
Chicago, Burlington and Quincy, Junction and Galesburg, and Peoria and Burlington.....	234 "
Lewiston Branch, between Lewiston and Yates City.....	30 "
Quincy and Chicago, between Galesburg and Quincy.....	100 "
Total	394 miles.

The earnings of the line for the fiscal years ending April 30, have been—

	1863.	1864.
Freight	$2,542,827 16	$2,979,016 21
Passengers	647,097 44	956,474 89
Mails, etc	98,068 06	104,431 71
	$3,287,902 66	$4,039,922 81

CONDENSED BALANCE SHEET.

Capital stock	$6,571,140 00
Funded debt	6,128,031 25
Unclaimed dividends	1,223 00
Unpaid accounts and pay rolls	178,014 67
Bills payable	194,356 24
Due agents and connecting roads	192,519 32
Sinking fund	546,461 13
Balance to credit of income acc'nt.	1,026,093 11
	$14,837,838 72
Construction as per last report	$6,444,452 25
Equipment " "	1,490,360 79
New equipment	413,426 03
New road from Chicago to Aurora	644,989 72
Lands for cattle yards, depot grounds, buildings, etc	159,256 97
Union track in Chicago	6,788 63
New telegraph line	17,602 60
Road and equipment from Peoria to Burlington	2,771,627 94
Road and equipment from Galesburg to Quincy	1,978,820 30
Fuel and materials on hand	531,756 56
Accounts and bills receivable	92,106 34
Due from agents and other roads	159,652 22
Cash in N. Y., Boston and Treasury.	126,998 37
	$14,837,838 72

The directors chosen at the annual meeting, June 19, 1864, are as follows:

President.—JOHN VAN NORTWICK.

Directors.—John Van Nortwick, Chauncey S. Colton, James F. Joy, Erastus Corning, John M. Forbes, John W. Brooks, Henry P. Kidder, Sidney Bartlett, Robert S. Watson, William Boott, Edward L. Baker.

Chairman of Board.—EDWARD L. BAKER.

Superintendent.—CHARLES G. HAMMOND.

Treasurer and Secretary.—AMOS T. HALL.

Euphrates Valley Route to India.

The following extracts are from the letter addressed by Captain W. B. Selby to Mr. W. P. Andrew, chairman of the Scinde and Euphrates Valley Railway, on this important and growingly-interesting subject:—

Believing that the time has arrived when this important undertaking must be commenced; and recognizing in its fullest extent the energy with which your attention has for so long been directed to this great subject, I address you in the hope that others besides yourself may recognize that in an improved system of communication with India lies one of its chiefest means of safety, in the event of serious European complications, which, though delayed for the present, may perhaps soon occur. In addressing you on this subject, it is not my purpose to send you a statement of facts and figures—the cost per mile, and the returns that doubtless would be made—these have already been well ventilated by yourself in your "Euphrates Valley Route to India," and by those who practically feel the want, and acknowledge the necessity of a safer and better route than we now have, information such as I allude to may there be fully obtained.

Having for many years been in and about Mesopotamia, I would confine myself to a consideration of the superiority which a railway through it would have over the voyage by the Red Sea—the facilities which naturally would attend its construction—the increased power it would give us in the East—and the benefit to those most important provinces of Turkey, to strengthen which, is still the cherished policy of the foreign office.

Holding, as I do, that Bombay, from its many natural facilities, must eventually become the chief port of our Indian possessions, as it is already the only safe harbor we have, save the rising one at Kurrachee; in writing on the subject of the best route between England and India I accept that as the point of departure, and now proceed to show the great advantages, so far as the sea voyage is concerned, the Persian Gulf possesses over the Red Sea route. In round numbers the distance from Bombay to Suez is 3,000 miles, while that from Bombay to Basreh (or Busorah commonly called) is 1,600. In the former route, during the months of June, July and August, the southwest monsoon blows so strong, that the direct passage, as it is called, is never attempted by the mail steamers, but a circuitous and consequently longer passage is made by going to about 10 degrees north; involving, of course, great loss of time, and very much increased expenditure of coal, with great wear and tear of engines and hull. On the other hand, the course from Bombay to the entrance of the Persian Gulf being about west northwest, steamers leaving Bombay for that place in the southwest monsoon, are almost always able to carry fore and aft sails, the ordinary direction of the monsoon being west southwest, and in from three to four days fetch in behind Ras al Had, from whence to Basreh it is always comparatively smooth. Again, should the Indian Ocean swarm with small destructive screw-rams or privateers, a perfectly safe course for our unarmed vessels might always be found by skirting the Mekran coast, all along which is excellent anchorage, having many roadsteads which could be made available for our protecting squadron.

From the parallel of Ras al Had to Basreh, during the monsoon months, a heat, almost as great as that of the Red Sea, would be felt, till arrival at Basreh; but as I imagine the grand terminus would be at Zobier, four miles from Basreh, which being on higher ground and on gravelly soil, is free from the damp heat and foul miasma which has almost destroyed Basreh, a branch train would, on the arrival of the steamer from India, at once leave for Zobier; and though the heat is great health would not be endangered. Assuming, then, that of the two sea routes that by the Persian Gulf is the more eligible, for the reasons I have stated, the question next to be considered is to which of the routes from thence to the Mediterranean preference should be given for a railway? There are two—one, by keeping along the higher land west of the Euphrates, and so avoiding the marshes altogether; and the other by crossing the Euphrates a little above Korna and proceeding in almost a direct line through Mesopotamia to Baghdad, which I imagine would be a principal station on the line.

The former line would be somewhat more circuitous, and would pass along the edge of the great desert, and at once the stereotyped objection would be made of its exposure to the constant attacks of the Bedouin Arab.

However great and valid an objection this might have been twenty years ago, I hold that it has no force now. Twenty years have in a most marked manner changed the relations between the English and the dweller in tents. Then we were comparatively unknown to the wild tribes who inhabit the tracts of Turkish Arabia; but the rolling stream of time, bringing increased communication, has not in its effects been unfelt here. Is it too much to say that steam has mainly effected this? Twenty years ago, and the only communication between India and Basreh was tardily carried on by the Bugala making one trip a year. Twenty years ago, and the Arab of the desert knew of India and the English but such tales as travelers told them, or they learned from some chance wayfarer passing hurriedly on. Now Basreh is twice a month visited by steamers from Bombay—the Euphrates and Tigris navigated by steam vessels—keeping up constant communication between India and Baghdad; and taking advantage of the facility of the passage now offered, Arab merchants from Nejd, Jewish traders from Baghdad—aye, even itinerant dealers from smaller towns, make the trip to Bombay and back, bringing India and the provinces of the pachalic of Baghdad into closer and more intimate connection. On their return, they tell of the wonders they have seen, the wealth of India, the industry of the people, and the justice and even-handed dealing of the Government; and their one great desire is to qualify themselves to obtain the protection of the English Government, to obtain that fair dealing from the Turkish authorities that never can be obtained, save by bribing each official through whose hands their business passes.

Recent accounts from Baghdad tell of the opposition offered by one of the tribes to the parties completing the telegraphic line between that place and Basreh; and the *Times* correspondent most truly gave as the reason, that it was so because it was a Turkish work. Prior to the completion of the line from Constantinople to Baghdad, some of the Sheikhs of the tribes, through whose districts it was at one time in contemplation to carry the line, had an interview with our Consul at Diarbekir, than whom no European has a better knowledge of Arab character and habits; than whom no European is more esteemed and beloved by these children of the desert. He plainly put the question to them: "If the line were carried through your country, what would you do?" and was curtly answered, "If the work of the Turkish Government, we should oppose it:" believing it to be the precursor of some new attempt at oppression; but if done by the English, "it would be unharmed," and so would the railway be. If the work of Englishmen; if the workmen—and thousands would come—were fairly treated and honestly paid; if the Sheikhs, through whose district the line passed, were treated with common courtesy, receiving at times a dress, or a few dates and cloth, and such little assistance given to the Arabs, costing nothing, but showing a wish to assist and conciliate them, I confidently state that no opposition would be offered. If, on the other hand, it should wear the appearance of being used as a means of coercing the Arabs, and if the supervision and money payments were confided to untrustworthy hands, the whole scheme would collapse, the suspicions and hostility of the tribes would be aroused, and wholesale plunder, and defrauding the workmen would mar a great work it is so much to our national interest and material support of Turkey to have speedily accomplished.

Let us suppose a railroad completed from Basreh to the Mediterranean, and swift steamers in connection with it, landing passengers in India from fifteen to eighteen days from London. The political importance of such a step is too obvious to need more than a passing notice, but if the Government be sincerely anxious to strengthen Turkey, I know of no means whereby this may more surely be done than by placing it in such close communication with both England and India, At present, through Asia Minor and Turkish Arabia not a road exists; and though many of the districts are abundantly rich in all the qualifications for agricultural productions, as no means exist of transit, so are they only thinly cultivated. With a railway completed from the head of the Persian Gulf to the Mediterranean, and with branch lines or tramways from the large towns, near which it would pass, the most valuable products—wine, indigo, cotton, wool, &c., would be abundantly produced. And with the increased prosperity of the cultivator, and a fairer dealing than they now receive, so would the population increase. A hardy race fitted to supply the armies of the State, would be called into existence; and that country, which now is but a burden to the Turkish empire, would become one of its most vigorous children. I am sure I shall be borne out by those who know the Turkish character best, in saying that the importation of Anglo-Saxon capital, energy and skill, is the surest means of strengthening Turkey, and though the Porte has been loth to recognize and acknowledge the fact, recent experience of the marvellous strides the Western nations are now making, must convince the Government that in keeping peace with nations around lies the chief element of security. And should not the exodus of the Circassian

tribes be another warning? Slowly, but surely, Russia is endeavoring to accomplish her hereditary tradition; and in another struggle between that nation and Turkey, it may be that England will have to stand alone in the mighty contest.

The unity that a railway from the Mediterranean to the Persian Gulf would give, is invaluable—not only in a military point of view, in bringing troops and material from India, offering a barrier against any advance in that direction—but in giving confidence and an assurance to the warlike tribes who might then be called on to assist, that the interests of the Sultan's throne, and of the English whom they obey, had been trained to know so well were identical.

The buoyancy of Indian finance tells of the increasing prosperity of the country; by a just though firm rule, and teaching the people that their well-being depends on our prosperity, content and happiness might again reign in the hearts of the descendants of those who, fighting valiantly for us for our first existence in India, were deemed worthy to be sent to Egypt to oppose the mighty armies of the French Directory. And with the Indus as a barrier against invasion from the Northwest, and the main lines of railway completed through India, enabling the Government to concentrate a large force on any threatened point, what should prevent India from sending 50,000 well-disciplined troops to strengthen Turkey, if threatened with invasion? Steamers, conveying 600 men each, with the *materiel*, could land them in Basreh in nine days from Bombay, and six from Kurrachee, when, with a railway completed, the first detachments could be on the shores of the Mediterranean in three days more. If, then, while strengthening Turkey, we can ameliorate the condition of any part of her population now so much needing it; if by the importation of English capital we can give a stimulus to her trade, and so develop the resources of the country; we combine the two points by which alone, humanly speaking, Turkey can be saved from utter prostration, and so become the prey of the gigantic Russian empire, whenever another European war gives us such full occupation that the protection of this now decaying nation shall be beyond our power. There can be no doubt but that the Turk as a people is passing away; still it does not follow that the empire and the Government shall pass into the hands of other European powers.

Among the races which now inhabit the land, numerically larger, and far more energetic than the Turk, it may be, that a people may yet be found who, fostered by those who have at heart the real integrity of the empire, and with no religious antipathies between them and their powerful neighbor, may yet hold the Government in that city, to obtain possession of which has for so long been the great policy of Russia, so long the determination of England to prevent.

☞ The Secretary of the Treasury has issued the following regulations for the exchange of coupon for registered bonds:

Parties holding coupon bonds of any loan of the United States, except the loans of September 9, 1850, (Mexican indemnity,) and March 6, 1861, (Oregon War,) can exchange them for registered bonds of the same loan by presenting them at the office of the Secretary of the Treasury. They should be accompanied by a letter requesting the exchange, which should state the numbers and denominations of the bonds sent, and the act under which they were issued, or the title by which they are known. The letter should also state the denominations of the registered bonds wanted in exchange, in whose name they are to be issued, the disposition to be made of them after they are issued, and the place where the interest is to be paid. Interest on registered bonds is payable by the Treasurer of the United States at Washington, Assistant Treasurers of the United States at New York, Philadelphia, Boston, New Orleans and St. Louis, and United States Depositories at Baltimore, Cincinnati and Chicago.

Railroad Earnings—Weekly.

The earnings of the Chicago and Northwestern Railway for the week ending August 21, 1864, are as follows:

Passengers	$32,164 12
Freight	73,696 96
Mail	1,405 36
Express	1,402 75
Total	$108,669 19
Same period last year	69,107 82
Increase 57 24-100 per cent	$39,561 37

For three weeks ending Aug. 21, 1864, the earnings were $298,103 33, against $187,468 96, in 1863—an increase of $110,634 37. From June 1, to August 21, 1864, (11 weeks) the earnings were $1,320,782 35, against $822,890 80 in 1863—an increase of $497,891 55.

The earnings of the Marietta and Cincinnati Railroad for the 3d week in August:

	1864.	1863.
Passengers	$12,841 23	$4,374 53
Freight	8,853 88	6,190 22
Mail, express & telegraph	1,125 58	875 00
Total	$22,820 69	$11,439 75
Total since Jan. 1	$608,318 65	$383,348 36

The traffic of the Great Western Railroad for the week ending August 19th, '64, was as follows:

Passengers	$29,845 30
Freight and live stock	20,350 28
Mails and sundries	1,253 44
Total	$51,457 02
Corresponding week of 1863	39,213 51
Increase	$12,243 51

The earnings of the Grand Trunk Railway for the week ending Aug. 13th, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways), were: $101,503 00
Corresponding week, 1863 ..... 81,584 00
Increase $19,919 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Aug. 14, 1864, were:

	1864.	1863.
Passengers	$2,518 83	$1,811 36
Freight	6,369 91	3,511 34
Express	104 16	75 00
Mails	296 58	296 58
Total	$9,289 48	$5,694 28
Increase		$3,595 20

Receipts from January 1st to Aug. 14:

1864	$337,273 11
1863	205,184 31
Increase	$132,088 80

The earnings of the Michigan Central Railroad for the 3d week in August, 1864, were $47,648 57
Corresponding week of previous year .. 77,972 48
Increase $30,323 91

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of August, 1864, were $48,584 00
Corresponding week of previous year .. 74,222 00
Increase $25,688 00

The earnings of the Chicago, Burlington and Quincy Railroad for the first two weeks in August were $188,278 87
Corresponding weeks of previous year 140,771 31
Increase $47,507 56

The Detroit and Milwaukee Railroad traffic for the week ending Aug. 18, 1864, was ... $25,297 07
Corresponding week of previous year .. 16,369 64
Increase $8,927 43

The earnings of the Chicago and Alton Railroad Company for the week ending August 23, were:

	1864.	1863.
Passengers	$24,135 70	$14,245 42
Freight	46,853 12	24,554 22
Sundries	1,217 23	2,169 41
Total	$72,266 05	$40,969 05
Increase 1864		$31,297 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in August, 1864, were $70,354 00
Corresponding week of previous year .. 37,854 00
Increase $32,500 00

The earnings of the Cleveland and Toledo Railroad for the 3d week in August were .. $34,212 00
Corresponding week of previous year .. 21,563 00
Increase $12,649 00

St. Paul and Superior Road.

The St. Paul *Press* speaks most encouragingly of the prospects and progress of the railroad from that place to Lake Superior. It says the twenty mile section nearest St. Paul, and the heaviest of the whole road, will be completed by January 1st, 1865. It adds: "Captain W. L. Banning, a prominent director of the road, informs us that measures are on foot to establish furnaces at Lake Superior, to manufacture the rail to be used by the road. No better iron can be found in the world than exists there, and the project is perfectly feasible, the very favorable tariff on iron tending to the development of the wonderful resources of that region.

Philadelphia and Erie Railroad.

The Erie City *Dispatch* of Aug. 18, says: A special train came in on the Philadelphia and Erie Railroad last evening from Williamsport. This is the first passenger train which has come through over the road.

Dubuque and South-western Railroad.

The iron for this road has already arrived at Dunleith, and the road will, as soon as possible, be put in operation to Marion and Cedar Rapids.

British Railroads.

There are now in the British Islands three hundred and seventy-five distinct railway companies, who own eleven thousand five hundred miles of road. They carry above eighty million passengers yearly, and above thirty million tons of merchandise and minerals. They give employment to probably not less than two hundred thousand persons.

☞ The citizens of Lawrence, Mass., are moving earnestly in the matter of horse railroads in their city.

☞ John B. Page, of Rutland, Vt., has been appointed trustee of the second mortgage bondholders of the Rutland and Burlington Railroad Company, in place of John W. Stewart resigned.

☞ A survey of a route for railroad track from West Barnstable in Woods' Hole, is suggested by several gentlemen who are interested in selecting the best line of travel between the Vineyard and Boston.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton ..... Ca.	200,000	5	----	2
Acton Vale ..... Ca.	50,000	5	----	1
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	33
Algomah ..... "	20,000	----	2	3½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	4½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C ..... N. C.	24,000	5	----	20c
Bare Hill ..... "	----	----	----	4½
Bay State ..... L. S.	20,000	----	----	19
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	1½
Black River ..... "	200,000	2½	----	2c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	----
Boston ..... L. S.	20,000	----	5*	4½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1
Cabot ..... L. S.	20,000	----	----	----
Caledonia ..... "	20,000	----	11½	----
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	2½
Carp Lake ..... L. S.	20,000	----	----	4½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	55
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	33½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	2½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	2½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	½	1½
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	4½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	10c
Etna ..... L. S.	20,000	----	----	13
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	20
Flint Steel ..... "	20,000	----	----	11
Forest City ..... "	20,000	----	3	----
Forest Shepherd ... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	52
French Creek ..... Pa.	100,000	5	----	87c
Gardner City .... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	55c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	11c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	----
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	4
Green Mountain ... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	2½c.
Hamilton ..... "	20,000	----	----	----
Hancock ..... "	20,000	----	6½	12½
Hanover ..... "	20,000	----	½	3½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	10
Hilton ..... "	20,000	----	----	5
Hope ..... "	20,000	----	½	2½
Hudson ..... "	20,000	----	----	3
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	8½
Hungarian ..... "	20,000	----	1	----
Huron ..... "	20,000	----	16	31
Indiana ..... "	20,000	----	----	9
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	16

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	8½
Lafayette ..... Ca.	200,000	1	----	2
Lake ..... "	200,000	1	----	16c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	5½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	80c
Manhattan ..... "	20,000	----	2½	7½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	1
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	4½
Merrimac ..... "	20,000	----	----	5
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	9½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	2½	----
Minnesota ..... L. S.	20,000	----	3½	32
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	31
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	2½
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	6½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western .... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	3½
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	4½
Ottawa ..... Ca.	200,000	1	----	38c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	9
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	62
Phila. & Boston .. "	20,000	----	15	3
Phœnix ..... "	20,000	----	----	27
Pittsburg & Boston "	20,000	----	5½	85
Pontiac ..... "	20,000	----	3½	5
Prince of Wales ... Ca.	300,000	----	----	----
Providence ..... L. S.	20,000	----	----	2½
Quincy ..... "	20,000	----	10	96
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	3
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	12½
Roscoe ..... Ca	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	8½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	2½
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c.
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	3½
Springfield ..... Md.	----	5	----	2½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	5½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	7½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	35c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	10c
Wickopee ..... "	100,000	5	5½	----
Winthrop ..... L. S.	20,000	----	3½	c
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	6½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	4½
Tyson	20,000	10	----	----
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	----
Clute	----	----	----	1½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	2½
Mineral Point	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	2
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	65c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	2½
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	85
Ashburton ..... "	50,000	50	----	20
Atlantic & G. C .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	85
Bear Valley ..... "	40,000	12½	----	20
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	8
Blackhall ..... N. S.	8,000	25	----	1
Boston & Pictou .. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler	----	----	----	18
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	61
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	60½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart ..... "	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	90½
Fulton ..... "	----	----	----	10½
Gilbertson	5,000	100	----	93½
George's Creek .... Pa.	10,000	----	----	100
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	6
Hampton & Balt .. Md.	----	----	----	104
Hazleton ..... Pa.	32,300	50	----	82
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain ... "	----	----	----	74
Lorberry ..... "	4,000	100	----	----
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	22½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	205
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	50
Princess Alex. .... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	23½
Schuylkill Valley .. "	20,000	10	----	3½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	49
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	5½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	----	----	----	58

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	3½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	1
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Brigge (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	40c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinehe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	3
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	3½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	½
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ... Cal.	100,000	100	----	40
Massachusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	½
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	100,000	100	----	0
Quicksilver ..... Cal.	40,000	25	----	81½
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10½
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... A. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'n single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	46¼
30 Nov. '63	4.18	—	161	26	..	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	62
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	122
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	..	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	105¼
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	—
30 Nov. '63	36.88	—	762	125	..	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	61
30 Nov. '63	7.50	—	216	41	..	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	79
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	—
30 Nov. '63	7.75	—	61	14	..	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	—
30 Nov. '63	—	—	311	50	..	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	—
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	2	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	....	—
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	60
30 Sep. '63	24.00	—	—	—	35	43 Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	—	—	140	29 Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	—	56	— Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k,N.&E.Riv. (N.Y.)	994,655	444,073	350,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	99
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br.,Moris'a & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N.Riv.& Wall st. Ferry(N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Roohester City & Brighton	—	81,500	66,000	6,000	7,638	3 977	—	100	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 33d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.60	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V.Brunt st.& Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.50	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	58
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	91,000	54,200	5,800	89,867	30,168	20	....	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,555	—	—	....	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	23½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	64½
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	60
31 Oct. '63	5.46	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	28
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	34
31 Oct. '63	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	90	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,491	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	108	13	6	Pittsb.,Alleghany & Manch'r	86,418	67,875	12,000	2,622	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	....	—
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	15
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	20	71½
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil.&Gir'dF.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	35
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	50½
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	101,000	100,000	—	—	87,604	20,428	17½	....	32½
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	21½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	—	—	—	—	St Louis	298,604	298,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount out. standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,500	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1900	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1899	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	116
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1900	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,800	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1909	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	115
" " " ".....coupon		6	" "	1867	121
Loan of Dec 31, 1848.....registered	8,998,342	6	" "	1868	118
" " " ".....coupon		6	" "	1868	117
Texas Indemnity, of Sep. 9, 1850.....coupon	2,169,000	5	" "	1865	215
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	98½
" " " ".....coupon		5	" "	1874	98½
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	97
" " " ".....coupon		5	" "	1871	100½
Oregon War Debt of June, 1861.....coupon	1,016,000	6	" "	1881	106
" " " " " ".....coupon		6	Yearly.	1881	101
Loan of Feb. 8, 1861.....registered	18,415,000	6	Jan. & July.	1881	107½
" " " ".....coupon		6	" "	1881	106½
Loan of July 17, 1861.....registered	71,421,700	6	" "	1881	108½
" " " ".....coupon		6	" "	1881	110
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,000	6	May & Nov.	1882	112½
" " " (5-20s).....coupon		6	" "	1882	109½
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb. & Aug.	1864	100
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	109
Loan of 1864 (10-40s).....coupon	70,239,250	5	Mar. & Sept	1904	103½
" " " ".....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	44,500,000	5	----------	----------	----
Two Year " " " "	127,909,300	5	----------	----------	----
Certificates of Indebtedness.....	151,993,000	6	On redemp't'n	----------	93½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" ").. "	38,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	158
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds.....coupon	143,000	7	----------	----------	----
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k).. "	2,073,750	6	" "	'63-'80	85
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds..... "	1,322,086	6	" "	1877	101
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock.....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	95
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	102
" — " " (dollar)..... "	1,969,397	6	" "	1870	100
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	87
" — " " ..... "	2,058,173	2½	" "	1886	68
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	-------	86
" " " special stock "	1,216,737	5	" "	----------	----
" — " Deferred stock..... "	1,243,000	5	" "	----------	----
" " " special stock "	479,545	5	" "	----------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds.....coupon	4,800,000	6	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank)..... "	690,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'95	110
" — " " (war loan).. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	----------	d'm'd.	65
" — " (R. R. etc)..... "	3,902,000	6	----------	'67-'95	----
" — " " (banks)..... "	5,398,533	6	----------	----------	----
" — " " (war loan)... "	670,000	6	----------	----------	----
Maine—State bonds.....coupon	----------	6	Mar. & Sept.	'63-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g).....coupon	816,000	5		1895	----
" — " " (st'l'g conv.).. "	200,376	5		1895	----
" — " " (st'l'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	101,000	4½	Chiefly quarterly.	1888	----
" — " " (")..... "	767,560	5		'42-'58	----
" — " " (")..... "	399,408	5		1850	----
" — " " (")..... "	148,711	5		'80-'90	103
" — " " (")..... "	133,689	6		plens.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	85,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)-stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	503,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	123½
" — " " (East'rn R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N.&W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat ec.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	91,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'68-'72	----
— — "	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	150
" — " " ..... "	600,000	5	" "	'77-'78	115
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan..... "	1,000,000	5	" "	1883	118
" —Back Bay Loan..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan.....coupon	216,000	8	Jan. & July.	1878	103
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	547,000	7	" "	1886	105
" —Redemption l'n (" ")	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)..... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	----------	'41-'71
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	69½
" — " " " "	199,000	6	" "	1863	67
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	72
" " " S.W. Branch.. "	4,600,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	89
" — " " N. Missouri.. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'78-'89	----
" — " " C. & Fulton.. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1888	----
" —Revenue bonds..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants.....	780,000	----	----------	----------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes.....	200,000	6	----------	----------	----
New Jersey—State stock.....registered	95,000	6	Jan. & July	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" — " " (" ").. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1865	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	25,608	5	----------	d'm'd	----
" " — " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " ..	68,000	5	Feb. & Aug.	1876	----
" " — " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ..	320,000	5½	Jan. & July.	1865	----
" " — " " " " ..	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans.....	6,922,274	6	" "	'62-'74	109½
" " — " " " " ..	15,689,025	6	" "	64-'76	115
" " — " " " " ..	1,200,000	7	" "	1864	----
North Carolina—State bonds.....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt).....coupon	1,258,279	6	Jan. & July.	1860	104½
" — " " (" ").... "	1,015,000	5	" "	1865	95
" — " " (" ").... "	379,866	6	" "	1868	----
" — " " (" ").... "	2,183,532	6	" "	1870	110
" — " " (" ").... "	1,000,000	6	" "	1875	107
" — " " (" ").... "	4,095,309	6	" "	1881	113
" — " " (" ").... "	2,400,000	6	" "	1895	113
" — " " (domestic debt).....	125,680	6	" "	1863	108
" — " " (war loan).....coupon	1,500	----	" "	1860	----
" — " " (" ")..... "	270,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	----------	----
Oregon—State scrip.....	55,372	----	----------	----------	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	99
" — " " "	3,886,000	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates.....	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" " "	675,029	5	Feb. & Aug.	1864	----
" " "	1,045,629	5	June & Dec.	1864	----
" " "	1,558,673	5	Jan. & July.	1865	----
" " "	2,277,755	5	" "	1868	----
" " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,880,000	5	Feb. & Aug.	1877	100½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	106
" —Bank Charter Loans.....coupon	650,000	5	Jan. & July.	1862	----
" —Bank Charter Loans.....	360,937	5	----------	----------	----
" —Relief Notes in circulation...	97,360	----	----------	----------	----
" —Military Loan bonds...coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg).....coupon	434,444	6	----------	1868	----
" " —Inscribed certificates.....	1,706,017	6	----------	'68-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks).....coupon	1,125,000	6	----------	1882	59½
" — " " (intern. impr.) "	2,063,606	6	----------	Var.	48
" — " " (railroads)..... "	12,799,000	6	----------	Var.	----
" — " " (capitol)..... "	608,000	5	----------	1890	59½
" — " " (Hermitage).. "	48,000	6	----------	1890	59½
Texas—Had no debt in 1861.....	----------	----	----------	----------	----
Vermont—Inscribed certificates.....	175,000	6	----------	'65-'84	----
" —State bonds (war loan).....coupon	58,000	6	----------	'62-'63	----
" — " " (" ").... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad)....	18,264,642	6	Jan. & July.	'83-'93	52
" —State bonds (railroad).....coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information.....	----------	----	----------	----------	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war)..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic)..... "	100,000	6	" "	1877	----
" — " " (")..... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	908,641
1861	81,531	76,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,955	72,196	81,904	90,625	95,096	128,191	132,639	119,409	115,201	111,965	1,225,001
1863	109,850	101,356	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	288,702	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,406	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,009	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	76,676	76,459	102,383	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	158 565	206,866	195,103	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,509	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,253
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	100,491	172,072	210,476	153,388	153,822	1,488,197
1864	98,123	111,495	157,962	174,580	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,700	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,229	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,607	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	184,058	176,106	208,329	158,077	126,000	100,000	113,615	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,206	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	961,850	8,460,334
1863	845,695	859,949	956,445	948,050	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,036,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	------	------	------	------	------	------
Galena and Chicago													
1860	60,668	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,500	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,500	1,720,286
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,209	115,444	125,306	155,164	156,973	170,157	157,443	232,093	1,932,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	160,549	220,370	2,076,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	161,427	159,769	193,442	212,118	230,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	------	------	------	------	------	------
Illinois Central:													
1859	182,936	134,311	154,690	153,644	144,804	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,800	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,927
1863	299,944	271,085	275,643	289,221	324,687	407,992	343,929	511,305	478,576	496,433	437,079	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,574	90,765	73,215	83,904	75,055	89 533	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,784,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,065,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	255,600	276,181	231,265	189,077	2,189,077
1862	163,152	153,725	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,294	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,066	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,488	206,221	193,328	215,449	308,108	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	------	------	------	------	------	------
New York Central:													
1859	330,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,509	709,671	637,592	520,396	6,803,703
1860	387,123	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,995	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	528,138	562,076	809,175	927,036	852,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,376	968,228	1,002,758	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,289	91,190	100,118	97,219	97,857	83,782	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100.639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	99,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,475	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,366
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	268,619	245,077	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,082	3,316,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	254,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	464,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,065
1864	436,741	532,786	617,021	669,383	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,444	231,253	191,138	2,335,154
1861	217,262	202,071	265,735	270,675	216,501	204,778	189,429	248,031	270,086	362,071	302,790	301,958	3,031,787
1862	295,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	455,211	602,603	574,680	499,547	520,942	486,687	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,989	118,887	129,106	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,708	123,940	118,077	130,378	153,470	144,736	143,748	162,921	1,584,912
1864	100,872	147,485	160,490	157,785	149,855	155,730	144,942	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,870	122,785	106,100	125,027	77,590	81,236	955,725
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,853	137,686	92,674	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	116,214	168,219	170,380	172,870	147,548	139,526	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,596	151,052	134,563	111,339	1,439,796
1864	79,735	95,842	132,896	123,987	127,009	156,338	139,626	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	80
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	105
2d Mortgage		7	Jan. & July.	" "	1863	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1858.	2,500,000	6	April & Oct.	Baltimore.	1885	115
" " " 1850.	700,000	6	Jan. & July.	"	1890	115½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	115
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	800,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	114
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅓ in '69, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,800	6	"	"	1870	116
" " $675,000	675,000	6	"	"	1875	109
" " $1,700,000	1,700,000	6	"	"	1883	107½
" " $2,500,000	867,000	6	"	"	1889	108½
Consolid. Mort. Loan $5,000,000			"	"		117½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1888	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	120
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,865,800	7	" "	" "	1876	55
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	131
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	85,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	115
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	102
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	
Chicago and Rock Island:						
1st Mortgage	1,297,000	7	Jan. & July.	New York.	1870	117
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	115
General 1st Mortgage	3,000,000	7	" "	" "	1886	100½
Bonds issued for coupons of do	758,000	7	May & Nov.	" "	1883	104
2d Mortgage	2,000,000	6	" "	" "	1890	105
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1879	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	112
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	110
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	89
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'61-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	70
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,602,000	7	Jan. & July.	" "	1885	114½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1504	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	105
2d Mortgage	2,606,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	121
2d Mortgage	2,516,500		March & Sept.	" "	1881	124
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	100
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655 000	7			1901	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,961,000	7	Feb. & Aug	New York.	1882	125
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,250,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	89
Land Security	3,344,600	7	April & Oct.	" "	1891	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	180,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1566	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	119
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	131½
3d Mortgage	1,340,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	101½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	132
Construction	11,432,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	124½
Right per cent. bonds	287,000	8	March & Sept.	" "	1865	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			120
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	847,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	117
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	900,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	103½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,600,000	7				
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	102
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	140
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	143
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1868	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	101
Detroit and Toledo	734,000	7	" "	" "	1878	106
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	117
2d General Mortgage	2,194,500	7	" "	" "	1877	107
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	115
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oakaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		62
2d Land Grant	700,000			" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1845	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,960	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1863, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1500	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'51-'58	
1st Mortgage Coupon	2,665,000	8	Jan. & July	New York.	1886	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1850	
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov	New York.	1883	117
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July	" "	1864	103
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	132
Exchanged Stks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	106
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug	" "	1876	142
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	121
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	113½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	129
3d Mortgage	6,000,000	7	" "	" "	1883	130
4th Mortgage	5,120,000	7	April & Oct	" "	1890	119
5th Mortgage	1,739,500	7	June & Dec	" "	1888	114
Buffalo Branch	200,000	7	Jan. & July	" "	1891	114
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	120
2d Mortgage	1,000,000	7	Feb. & Aug	"	1884	103½
3d Mortgage	980,300	7	Jan. & July	"	1897	105
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct	"	1875	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	105
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	103½
2d Mortgage	3,077,000	7†	" "	" "	1861	31½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103½
Chattel Mortgage	360,000	10	" "	"	1887	128
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	84
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1885	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1850	123
2d Mortgage	2,621,000	6	April & Oct.	"	1875	120
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1904	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	150,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	600,000	8	June & Dec.	" "	1872	----
Peterab'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1866-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	110
" 1861, "	110,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	118
" 1844, "	810,000	6	" "	"	1880	118
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,430,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	123
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	115
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	99
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	99,420	8	May & Nov.	"	1905	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	95
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1500	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1908	72½
2d Mortgage	937,500	7	" "	"	1921	26
3d Mortgage	440,000	7	" "	"	1862	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1879	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	------	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	113
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	103
1st M. (I. R., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	91
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	------	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	83
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1807	26
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	86
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	90
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,500	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1878	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'65-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	115
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1865	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.0	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	50 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,6[illegible]	518,965	110.2	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,0[illegible]	109.6	.....	207,626	111,232	—	.....
30 Jun. '60	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.5	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,[illegible]70	—	.....
29 Feb. '60	88.5	22.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,709	922,622	23,579	2,582,506	116.9	.....	305,166	200,208	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.0	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,950	100,000	—	422,290	23.8	46,938	65,939	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,366	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,[illegible]10	154,337	—	.....
31 Aug. '63	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,094,414	369,283	141,706	2,350,000	927,000	—	4,181,256	72.8	404,297	958,459	461.40	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,367	329,539	92,439	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,081,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,[illegible]66	8	.....
29 Feb. '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,563	.....	—	117[illegible]
30 Nov. '63	8.48	8.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	.....	.....	156,663	78,631	24	.....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61.000	—	687,152	66.0	155,916	195,655	61,216	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	155
30 Nov. '63	59.4	7.0	8.3	—	16	17	303	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,[illegible]29	6[illegible]	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,007,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	19,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	5.6	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	.....	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	109.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	59.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	96.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,289	*	—	1,250,000	126,000	—	1,597,385	96.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	161,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	597	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404 618	212,676	10	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	292,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	31	Savannah, Albany and Gulf	1,386,634	52,874	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,013	3,822,913	228.8	.....	.....	[illegible],853	15	.....
30 Sep. '59	138.0	—	.....	—	52	24	706	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.		138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2[illegible]	85
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,433,510	5,738,640	6,102,504	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	6	122
1 Apr. '63	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,325,850	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,054	445,[illegible]8	—	53[illegible]
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,850	2,143,875	1,103,414	6	109[illegible]
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,866,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,063	2,201,481	1,279,405	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4.039,561	*	—	1,648,561	2,350,000	—	4,214,342	180,0	.....	742,097	377,476	—	65[illegible]
31 Dec. '63	454.8	252.6	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	127[illegible]
— — —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870.586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	50	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	35
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	—	.....	.....	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	80.8	20.2	.....	—	23	19	315	Indianapolis and Cincinnati	2,497,952	540,043	25,639	1,689,900	1,362,284	140,689	3,458,108	110 0	.....	448,858	230,324	9	100
1 Dec. '63	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,366	84.0	355,887	598,092	350,525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	109.0	312,859	527,863	268,156	—	100
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132 0	.....	285,974	104,951	—	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	96[illegible]
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,956	73 0	357,302	774,618	307,527	12	125
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	80.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	850,000	369,084	.....	86 0	7 mo's	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	2,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276.197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,419	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
— — '62	135.0	99.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	45
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,875,903	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	22.0	—	.....	—	13	5	166	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741.051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	.....	—				} Louisville and Frankfort	1,398,832	126,736	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	86
30 Jun. '63	155.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,767	*	—	5,892,199	2,997,500	76,715	9,797,911	268 0	845,258	1,777,983	1,002,165	—	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,269	—	3,242,318	566,000	339,297	5,856,320	80.0	180,204	481,922	222,616	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,462	1,040,752	—	.....	2,666,000	1,150,717	.....	206.0	.....	1,232,624	551,[illegible]31	—	.....
31 Aug '60	53.7	—	.....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,234,015	248,960	108,424	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,896	.....	—	.....
31 May '64	254.8	—	23.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3[illegible]5,906	7,740,989	—	15,066,822	329.3	1,558,277	3,417,1[illegible]5	1,697,080	12	134[illegible]
31 Mar. '64	240.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,844,259	1,663,568	10,120,400	8,287,255	—	19 407,655	527.0	2,171,477	3,384,294	1,630,777	—	64[illegible]
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	400,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	256.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	226.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	65.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	82.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.5	579,324	1,047,567	420,026	—	40
31 Dec. '62	266.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	166.5	.....	444,480	162,895	—	.....
31 Dec. '62	152 0	—	8.6	—	—	—	—	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	250,047	121,659	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,966	237,398	—	.....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Ir. Mountain*	5,331,496	344,168	—	1,971,127	3,501,000	57,961	5,906,277	90.1	233,891	283,286	65,240	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Companies.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
		M.	M.	M.	M.	No	No	No.	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
	MAINE.																				
30 Nov. '62	Androscoggin	55.0	—	.....	—	6	4	74	1,050,000	*		151,883	444,638	205,584	757,381	56.5	76,344	79,761	43,461	—	—
30 Jun. '62	Atlantic and St. Lawrence	149.0	—	25.0	—	41	17	349	6,788,295	867,734	—	2,494,960	3,068,491	—	7,983,475	149.0	oper. by	Grd. Tk.	.....	—	45
30 Sep. '61	Kennebec and Portland	63.0	9.5	8.0	—	12	11	120	2,871,284	*	—	1,287,779	—	271,143	2,000,098	100.5	139,953	172,113	91,487	—	—
31 May, '63	Maine Central	99.7	9.5	.....	—	13	29	231	4,211,878	*	21,925	1,050,860	3,068,491	139,362	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	Portland, Saco and Portsmouth	51.3	—	.....	—	10	4	100	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	175
31 May, '59	Somerset and Kennebec	37.0	—	.....	—	...	...	.....	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	65,403	23,404	—	—
	MARYLAND.																				
30 Sep. '60	Baltimore and Ohio	279.6	7.2	.....	—	235	124	3,272	21,314,042	3,604,731	3,579,907	13,118,902	10,781,838	866,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	117
30 Sep. '60	Washington Branch	30.0	—	.....	—	7	33	167	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '63	Northern Central	138.0	4.0	16.4	—	58	29	1,818	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,282	261.0	1,012,000	2,307,448	620,581	—	55
	MASSACHUSETTS.																				
30 Nov. '63	Boston and Lowell	26.7	1.8	43.6	—	22	40	616	2,245,243	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,661	6	118
30 Nov. '63	Boston and Maine	74.3	8.8	51.1	—	36	74	635	4,880,349	446,567	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	138
30 Nov. '63	Boston and Providence	47.0	7.0	32.5	—	25	41	238	2,962,000	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	883,727	397,729	8	145
30 Nov. '63	Boston and Worcester	44.6	24.0	60.1	—	30	68	315	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	155
30 Nov. '63	Cape Cod Branch (par 60)	46.0	1.1	2.7	—	7	15	102	907,760	123,866	—	681,600	121,000	—	1,087,722	47.1	77,036	120,058	69,191	6½	69
30 Nov. '63	Connecticut River	50.0	2.4	9.5	—	12	19	164	1,614,275	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	118
30 Nov. '63	Eastern	44.2	30.5	27.6	—	29	71	424	4,007,268	315,165	264,102	3,000,000	1,337,600	56,500	4,894,100	59.0	477,753	812,556	390,594	8	110
30 Nov. '63	Fitchburg	50.9	42.5	74.8	—	25	37	457	3,189,851	350,149	—	3,540,000	—	—	3,874,507	99.4	389,738	732,262	328,943	8	128
30 Nov. '63	Lowell and Lawrence	12.4	—	2.3	—	2	4	26	332,885	30,275	—	200,000	75,000	3,961	307,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	Nashua and Lowell	14.5	—	17.2	—	10	17	304	558,919	95,084	—	600,000	—	—	704,836	71.0	167,164	223,794	59,977	8	127
30 Nov. '63	New Bedford and Taunton	20.1	1.5	1.2	—	5	16	89	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	N. York and Boston Air Line	33.0	—	0.7	—	4	6	19	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	.....	—	14½
30 Nov. '63	Old Colony and Fall River	79.5	7.8	20.5	—	25	63	505	3,179,861	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	127
30 Nov. '63	Providence and Worcester	43.4	1.0	14.9	—	13	16	368	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	381,412	169,145	8	137½
30 Nov. '63	Salem and Lowell	16.9	—	1.7	—	3	4	197	381,470	82,543	—	243,305	226,900	1,386	471,692	—	—	17,520	17,252	1½	119
30 Nov. '63	Taunton Branch	11.1	0.6	1.2	—	3	11	72	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	83,698	8	115
30 Nov. '63	Troy and Greenfield	6.1	—	.....	36.5	—	—	—	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	Vermont and Massachusetts	69.3	8.0	5.5	—	10	13	179	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.2	112,506	271,815	140,136	—	43
30 Nov. '63	Western (incl. Alb. & W.S. etc.)	156.1	17.3	126.6	—	73	63	1,179	10,167,143	1,096,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,838	1,252,831	10	160
30 Nov. '63	Worcester & Nashua (par 83⅓)	45.7	—	9.8	—	10	12	145	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	98½
	NEW HAMPSHIRE.																				
31 Mar. '63	Boston, Concord and Montreal	93.5	—	5.6	—	14	10	232	2,860,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	Cheshire	53.6	—	8.0	—	18	16	246	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	Concord (par $50)	34.5	—	.....	—	21	22	491	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	70½
31 Mar. '63	Manchester and Lawrence	29.3	—	2.8	—	2	—	—	1,065,245	—	—	1,000,000	12,300	20,904	operated	by	Concord R. R.	83,524	.....	7	130
31 Mar. '63	Merrimac and Conn. Rivers	29.3	—	2.8	—	2	4	80	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	Northern New Hampshire	99.2	13.0	12.5	—	24	14	424	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	80
30 Apr. '63	Sullivan	24.7	—	2.2	—	5	2	50	1,480,780	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	15,183	—	—
	NEW JERSEY.																				
31 Dec. '62	Belvidere Delaware	64.2	—	8.1	—	...	...	.....	3,170,126	*	—	997,862	2,080,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	Camden and Amboy	63.9	32.2	.....	8.0	...	...	.....	6,070,233	*	3,971,080	5,099,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,648	10	167
31 Dec. '62	Camden and Atlantic	60.2	—	.....	—	...	...	.....	1,837,386	*	—	1,000,553	1,037,376	117,098	2,155,024	60.2	.....	144,886	65,128	—	15
31 Dec. '63	Central of New Jersey	84.0	—	48.0	100	51	29	574	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	Morris and Essex	59.0	—	—	45.5	11	15	91	1,629,202	—	57,000	1,157,800	340,000	—	1,756,710	55.0	147,000	226,448	101,520	7	.....
31 Dec. '63	New Jersey	33.8	—	.....	—	...	...	.....	3,640,516	448,573	1,461,396	4,397,900	642,500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	.....
31 Dec. '62	Northern New Jersey	21.5	—	.....	—	2	6	17	422,207	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. 62	Raritan and Delaware Bay	.....	.....	.....	.....	...	...	.....	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	25
31 Dec '62	Warren	24.0	—	.....	—	...	...	.....	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,886	154 908	6½	110
31 Dec. '62	West Jersey	58.5	—	.....	17.	—	—	—	821,984	*	—	581,893	212,500	31,748	821,984	—	82,956	90,122	43,623	—	—
	NEW YORK.																				
30 Sep. '63	Albany & Susquehanna	35.0	—	1.0	105.0	3	6	36	1,192,179	64,858	—	978,670	120,000	34,888	1,257,027	—	.....	—	—	—	.....
31 Dec. '62	Atlantic and Great Western	48.9	—	3.1	—	8	8	140	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	Buffalo, New York and Erie	142.0	—	13.0	—	28	41	—	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '63	Buffalo and State Line	58.5	—	14.5	—	32	37	600	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	Erie	460.0	97.0	320.0	—	243	109	3,897	39,404,648	*	266,929	20,105,200	19,961,000	—	42,841,569	807.0	6,858 687	10.469.481	3,511,414	7½	109
30 Sep. '63	Hudson River	144.0	—	128.3	—	71	145	675	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,718	1,844,287	7	127½
30 Sep. '63	Long Island	94.0	2.5	12.1	—	13	28	100	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	45
30 Sep. '63	New York Central	297.8	258.1	400.0	—	239	255	4,424	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897 631	3,994,999	7	128½
30 Sep. '63	New York and Harlem	130.7	2.1	31.1	—	32	90	481	9,389,919	811,987	922,063	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,500	—	87½
30 Sep. '62	Northern (Ogdensburg)	118.0	5.8	17.3	—	25	23	441	3,849,863	738,706	—	3,077,000	1,494,900	—	4,588,500	121.8	411,399	573,512	183,960	—	1½
30 Sep. '63	Oswego and Syracuse	35.0	—	2.2	—	6	18	51	704,384	119,096	—	396,340	204,000	22,667	623,480	38.1	70,885	102,757	83,060	8	.....
30 Sep. '63	Rensselaer and Saratoga	25.2	—	2.5	—	10	33	126	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,460	7½	.....
30 Sep. '63	Rome, Water'n & Ogdensb'g.	189.6	48.5	18.2	—	72	27	348	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	366,668	585,201	279,210	6½	105
30 Sep. '63	Saratoga and Whitehall	40.9	6.7	3.9	—	8	15	80	824,622	77,586	—	500,000	376,000	—	902,207	51.3	110,055	187,561	51,335	—	.....
30 Sep. '63	Staten Island	15.0	—	0.3	—	2	6	6	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	Syracuse, Binghamton & N.Y.	81.0	—	8.0	—	12	15	124	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '62	Troy and Boston	94.9	—	5.5	—	11	15	155	1,608,558	229,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
	NORTH CAROLINA.																				
31 May, '60	Atlantic and North Carolina	94.0	—	5.4	—	...	...	.....	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.0	.....	103,953	35,572	—	.....
— — '58	North Carolina	223.0	—	.....	—	...	...	.....	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	Raleigh and Gaston	97.0	—	.....	—	...	...	.....	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,841	—	.....
30 Sep. '60	Wilmington and Manchester	161.5	15.0	.....	—	23	18	192	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	Wilmington and Weldon	161.9	—	.....	—	24	32	144	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	265,201	8	.....
15 Mar. '60	Western North Carolina	81.0	2.0	—	192.5	—	—	—	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
	OHIO.																				
31 Dec. '63	Atlantic and Great Western	60.0	60.0	.....	186.0	21	6	414	2,042,067	*	—	977,993	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	Bellefontaine and Indiana	118.2	—	.....	—	17	12	208	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '61	Central Ohio	137.0	—	.....	—	41	39	508	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '64	Cinc., Hamilton and Dayton	60.5	—	.....	—	22	28	432	2,962,156	499,080	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,091	10	134
31 May, '59	Cinc., Wilmington and Zanesv.	131.8	—	.....	31.0	16	10	332	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	Cleveland, Columbus and Cinc.	135.4	55.8	.....	—	47	37	787	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,252,513	191.2	1,012 130	2 151,943	1,216,257	31	170
31 Dec. '62	Cleveland and Mahoning	67.0	—	.....	18.0	13	6	310	2,563,162	298,789	25,340	1,936,055	1,752,400	128,857	2,917,324	67.0	248,387	375,209	228,651	—	45
31 Oct. '63	Clev., Painesville & Ashtabula	95.5	1.2	31.5	—	31	37	801	3,586,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	25	.....
30 Nov. '62	Cleveland and Pittsburg	101	102.5	.....	—	45	30	896	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	112
31 May '64	Cleveland and Toledo	109.2	79.4	.....	—	37	54	639	6,717,946	693,257	55,025	4,664,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	124
31 Dec. '58	Clev., Zanesville and Cincin.	61.4	—	.....	53.0	5	6	99	1,574,693	*	—	869,673	575,250	852,456	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	Columbus and Indianapolis	72.0	—	.....	31.0	6	9	103	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	Columbus and Xenia	54.5	—	11.9	—	13	43	206	1,423,236	262,965	618,150	1,490,800	298,000	—	2,137,857	ope	r. w. Lit.	Miami.	235,581	10	.....
31 Mar. '64	Dayton and Michigan	142.0	—	7.9	—	16	8	373	5,506,673	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '62	St. Clair	57.5	—	20.6	—	26	38	413	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,048,778	799,362	10	143
30 Jun. '63	Marietta & Cincinnati, re-org.	173.8	30.6	13.1	—	37	21	488	10,722,322	*	—	10,379,554	373,487	53,066	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	Ohio and Mississippi	192.3	—	.....	—	43	54	628	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	.....	929,902	119,082	—	1½
31 Aug. '58	Pittsburg, Columbus and Cin.	117.0	8.0	.....	—	17	16	238	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	Sandusky, Dayton and Cinc.	153.9	82.0	.....	—	31	28	422	5,088,898	595,400	282,170	2,097,000	2,488,825	7,800	5,401,088	205.9	418,528	599,880	116,290	—	.....
31 Dec. '62	Sandusky, Mansfield & New'k	116.0	9.0	.....	—	10	15	237	2,509,419	*	—	845,770	1,313,500	105,610	2,808,237	125.0	214,404	239,396	82,968	—	.....
31 Dec. 60	Toledo & Wabash	242.4	—	.....	—	47	19	928	9,996,039	*	24,000	3,514,778	6,661,830	58,272	10,182,082	260.0	1,279,950	1,439,798	540,921	—	65

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Companies.	Railroad. Main Line M.	Railroad. Lateral and Branch Lines M.	Railroad. 2nd Track and Sidings. M.	Road in progress or projected. M.	Equipment. Engines. No.	Equipment. Cars. Passenger. No.	Equipment. Cars. Freight, etc. No.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances $	Property and Assets. Rolling Stock. $	Property and Assets. Invested in foreign works. $	Liabilities. Share Capital paid in. $	Liabilities. Bonded and Mortgage Debt. $	Liabilities. Floating Debt. $	Liabilities. Balance Total; incl. all other assets and liabilities. $	Road operated, incl. road leased, etc. M.	Mileage run by loco motives with trains. M.	Earnings. Gross. $	Earnings. Net. $	Dividends. p. c	Price of shares
	PENNSYLVANIA.																				
31 Dec. '62	Atlantic and Great Western	93.0	25.0	11.0	19.0	28	6	406	5,634,039	*	——	1,763,506	3,856,000	——	5,634,039	100.0	.....	340,215	171,286	——	....
31 Dec. '62	Beaver Meadow	24.5	——	24.9	——	19	31	1,303	1,954,230	400,500	——	1,954,230	1,000	——	1,954,230	24.5	247,080	584,219	342,661	22½	80
30 Sep. '63	Catawissa	65.0	——	6.0	——	——	11	359	3,854,000	*	——	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,667	11,465	——	21½
31 Oct. '63	Cumberland Valley	52.0	——	4.5	4.0	12	8	66	1,151,067	*	——	936,900	270,000	16,481	1,243,381	152.0	165,712	276,358	118,193	8	....
31 Oct. '63	Del., Lackawanna and West'n	110.7	2.8	47.2	——	74	20	1,359	7,018,294	2,160,583	——	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	205
31 Oct. '63	East Pennsylvania	35.8	1.1	3.3	——	7	4	65	1,761,430	104,941	——	604,190	598,400	——	1,212,590	36.9	151,820	238,243	150,163	——	....
31 Dec. '63	Elmira and Williamsport	78.0	——	8.5	——	16	7	647	2,085,607	*	——	1,000,000	1,000,000	Lease'd to	North'n Cen.		106,907	334,790	110,386	——	35
31 Oct. '63	Erie and Northeast	18.6	——	4.6	——	——	——	——	709,000	*	——	600,000	400,000	——	1,000,000	18.6	144,871	423,358	169,288	10	....
31 Oct. '63	Harrisburg and Lancaster	36.9	18.6	17.0	——	——	——	——	1,882,560	*	——	1,182,560	700,000	——	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	74
31 Oct. '63	Hempfield	32.0	——	1.3	44.3	3	3	10	1,616,560	41,340	——	1,309,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	——	....
31 Oct. '63	Huntingdon and Broad Top	31.8	14.5	10.5	——	14	5	100	1,251,240	*	——	622,345	1,525,992	25,090	2,174,427	54.0	143,578	259,829	101,570	——	35
31 Dec. '63	Lackawanna and Bloomsburg	80.0	——	17.0	——	16	7	1,068	2,852,840	*	——	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,118	242,838	——	....
31 Oct. '63	Lehigh Valley	46.0	34.0	32.0	——	29	12	1,200	3,822,008	869,222	——	2,297,250	1,465,000	58,127	3,820,377	88.0	986,844	1,320,058	774,074	10	90
31 Oct. '63	Little Schuylkill	28.3	5.5	8.0	——	10	——	61	1,371,868	*	——	2,046,100	960,000	62,227	3,068,327	(Phila. & Reading		R. R.)		7	464
31 Oct. '63	Mine Hill and Schuylk. Haven	24.5	106.0	63.3	——	31	——	51	3,811,613	*	——	4,132,935	——	——	4,132,935	130.0	319,102	363,367	89,991	8	624
30 Nov. '63	North Pennsylvania	55.6	13.2	10.5	——	17	27	615	5,485,709	404,764	——	3,147,750	3,104,287	——	6,252,037	68.8	274,999	511,896	273,391	——	34
31 Dec. '63	Pennsylvania	300.8	56.1	319.0	——	280	173	4,926	27,048,814	3,543,481	2,883,457	15,470,250	16,949,124	——	38,245,868	356.9	5,211,202	1,891,413	5,111,413	——	741
31 Oct. '62	Phila., Germantn & Norristn	17.0	7.0	42.3	17.0	16	41	101	1,151,079	235,439	——	1,267,200	405,500	——	1,672,200	24.0	244,425	332,449	170,866	9	66
31 Oct '63	Phila and (Sunbury) Erie	230.0	——	21.5	58.0	30	5	530	5,010,944	8,528,500	80,151	13,619,095	——	——	13,619,095	250.0	425,759	699,500	195,496	¾	25
30 Nov. '63	Philadelphia and Reading	147.4	51.1	211.3	——	166	67	8,499	21,124,422	3,765,774	579,348	13,211,228	10,667,328	——	26,613,928	403.0	2,721,689	6,252,902	3,708,900	7	66½
31 Oct. '63	Philadelphia and Trenton	——	——	1.9	——	——	——	——	611,882	——	——	999,200	250,000	——	1,249,200	28.2	137,074	644,050	353,648	10	188½
31 Oct. '63	Phila., Wilmington and Balt.	95.9	——	51.4	——	86	98	828	8,774,500	*	351,129	7,460,000	1,017,500	——	8,477,500	200.5	647,020	2,540,248	1,602,119	10	141
31 Dec. '63	Pittsb'g, Fort Wayne & Chicago	59.5	——	6.4	89.5	11	10	61	2,064,387	124,432	——	1,767,373	1,500,000	82,550	3,565,839	72.0	209,746	215,587	105,856	9	12
31 Dec. '63	Pittsb'g, Ft. Wayne & Chicago	468.3	——	71.8	——	146	109	1,550	18,191,291	*	——	6,164,532	12,935,173	——	19,932,741	468.3	3,472,914	5,132,934	2,106,623	——	110½
31 Dec. '63	Shamokin Valley & Pottsville	28.0	——	6.2	——	5	1	484	1,178,773	112,821	——	500,000	791,597	Lease'd to	North'n Cen.		40,476	144,728	87,112	10	40
31 Oct. '63	Tioga	29.6	——	3.1	——	5	4	195	710,967	106,553	——	307,300	396,500	65,206	832,009	29.6	76,358	126,093	79,970	7	43
	RHODE ISLAND.																				
31 Aug. '63	N. Y., Providence and Boston	50.0	——	2.0	——	12	17	103	2,158,009	*	——	1,508,000	256,800	——	———	62.0	297,700	421,767	198,155	8½	120
30 Nov. '63	Providence, Warren & Bristol	13.6	——	0.5	——	4	3	7	421,945	13,299	——	457,17	8,500	——	———	13.6	24,919	31,702	9,718	——	——
	SOUTH CAROLINA.																				
31 Dec. '58	Charleston and Savannah	54.9	——	——	47.4	4	3	21	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	——	——
31 Dec. '58	Charlotte and South Carolina	109.6	——	——	——	13	9	176	1,719,045	*	——	1,201,000	384,000	——	———	109.6	.....	283,263	151,536	6	——
1 Jan. '59	Greenville and Columbia	143.2	21.3	——	——	——	——	——	2,439,769	324,161	——	1,429,008	1,145,000	345,546	———	164.5	.....	341,190	125,871	——	——
28 Feb. '59	North-Eastern	102.0	——	——	——	——	——	——	2,011,052	*	——	985,745	960,419	108,172	2,057,325	102.0	.....	220,014	96,145	——	——
31 Dec. '60	South Carolina	136.0	106.0	——	——	62	59	790	———	———	———	———	2,645,853	———	———	———	———	1,499,636	701,943	7	——
	TENNESSEE.																				
30 Sep. '60	Central Southern (Tenn.)	47.6	——	——	——	——	——	——	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	——
1859	East Tennessee and Georgia	30.0	——	1.8	——	12	10	171	3,837,267	*	——	1,289,673	2,020,000	200,000	———	140.0	.....	318,718	187,466	——	——
1859	East Tennessee and Virginia	140.0	——	8.0	——	10	10	128	2,310,093	156,264	——	536,654	1,902,000	390,497	———	130.3	150,142	297,806	149,167	——	——
1860	Memphis and Charleston	271.6	19.4	20.0	——	43	37	667	5,866,578	878,039	129,364	3,809,949	2,650,000	240,112	7,627,797	291.0	.....	1,635,090	873,597	——	——
1859	Memphis and Ohio	271.6	16.0	20.0	3.9	9	5	242	2,259,267	141,144	——	570,000	1,381,000	145,000	———	———	———	———	———	——	——
1859	Memphis, Clarkesv. & Louisv.	100.0	——	30.6	56.8	——	——	——	2,000,000	100,500	——	298,723	740,000	———	———	———	———	———	———	——	——
1859	Mississippi and Tennessee	59.0	——	——	40.1	7	5	119	1,137,400	*	——	798,285	554,949	319,518	———	59.4	69,870	177,256	60,029	——	——
1859	Mississippi Central and Tenn.	47.4	——	2.3	——	4	5	46	892,710	82,908	——	317,447	632,500	22,369	———	47.4	54,175	83,129	44,686	——	——
1859	McMinnville and Manchester	34.2	——	7.0	——	12	2	81	533,807	56,816	——	144,594	406,000	5,000	———	34.2	30,065	25,808	13,892	——	——
30 Nov. '60	Nashville and Chattanooga	149.7	44.0	7.9	——	39	17	319	3,632,882	*	——	2,056,544	1,731,000	———	———	159.0	.....	734,118	327,384	6	——
1859	Nashville and Northwestern	——	——	——	——	——	——	——	———	———	———	———	———	———	———	———	———	———	———	——	——
1860	Tennessee and Alabama	45.8	——	4.2	11.7	5	5	32	76,016	76,016	——	595,922	860,000	204,544	———	45.8	57,960	127,953	87,243	——	——
1859	Winchester and Alabama	30.0	——	0.6	8.0	——	——	——	———	———	———	216,962	413,000	436,477	———	30.0	.....	1,248	.....	——	——
	TEXAS, (*all aided by State*).																				
— — '58	Buffalo Bayou, Braz. & Col'rdo	32.0	——	——	158.0	——	——	——	———	———	———	———	———	———	———	32.0	.....	.....	.....	——	——
— — '58	Galvest., Houst. & Henderson	56.0	——	——	184.0	——	——	——	———	———	———	———	———	———	———	56.0	.....	.....	.....	——	——
— — '60	Houston and Brazoria	50.0	——	1.5	75.0	2	1	40	1,250,000	———	———	275,000	240,000	171,560	———	50.0	31,300	32,670	.....	——	——
1 May '60	Houston and Texas Central	70.0	——	6.0	280.0	7	5	124	4,232,345	*	——	455,000	975,000	369,000	———	70.0	102,200	282,846	106,568	——	——
— — '59	San Antonio & Mexican Gulf	25.0	——	——	110.0	——	——	——	———	———	———	———	———	———	———	25.0	.....	.....	.....	——	——
	VERMONT.																				
31 May '64	Connect. & Passumpsic Rivers	110.3	——	6.6	——	9	13	202	2,842,741	*	——	1,650,000	800,000	——	3,056,338	90.7	139,877	308,850	167,430	——	68
31 Aug. '63	Rutland and Burlington	119.6	——	16.0	——	28	25	558	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,196	119.6	449,351	423,027	112,168	——	——
31 Aug. '63	Rutland and Washington	62.5	2.0	4.9	——	10	9	240	960,000	256,683	——	1,097,000	———	———	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May, '63	Vermont Central	117.0	2.0	21.0	——	42	46	841	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	——	14
31 May, '63	Vermont and Canada	47.0	8.5	4.1	9.7	——	——	——	1,687,500	———	———	1,687,500	———	———	1,687,500	oper. by Vt. Central				8	115
30 Jun. '63	Vermont Valley	23.7	——	0.9	——	4	6	39	1,212,274	89,612	——	516,164	793,200	——	1,301,886	23.7	48,095	64,267	26,451	——	——
30 Jun. '63	Western Vermont	59.0	5.5	3.6	——	——	——	——	1,083,500	*	——	332,000	700,000	——	———	oper. b. Troy & Bost.			53,852	——	——
	VIRGINIA.																				
1 Aug. '55	Alex., Loudoun & Hampshire	41.3	——	——	122.1	——	——	——	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	——	——
30 Sep. '59	Manassas Gap	77.8	8.9	3.8	105.6	9	5	221	2,342,548	210,680	——	2,099,861	775,500	118,789	———	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	Norfolk and Petersburg	79.2	——	4.8	——	5	2	75	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	——	——
30 Sep. '59	Northwestern Virginia	103.5	——	——	——	5	——	——	3,222,150	*	——	468,605	5,719,229	———	———	103.5	345,427	248,004	loss	——	10
30 Sep. '60	Orange and Alexandria	88.5	68.4	10.0	——	46	16	175	———	———	———	2,063,655	2,517,500	590,066	———	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	Petersburg and Lynchburg	123.3	10.1	——	——	19	13	279	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,145,256	133.4	.....	410,166	201,344	——	——
30 Sep. '59	Petersburg and Roanoke	59.2	21.3	——	——	14	17	131	1,223,526	*	——	883,200	102,500	5,790	1,486,527	80.5	.....	326,554	213,852	7½	——
30 Sep. '60	Richmond and Danville	140.5	2.7	12.0	——	28	30	418	3,723,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,804	232,328	——	57
30 Sep. '59	Richm., Frederick & Potomac	75.1	——	4.5	——	11	10	196	1,985,579	*	52,800	1,041,880	643,960	96,828	———	78.6	159,981	279,945	145,386	7	77
30 Sep. '59	Richmond and Petersburg	22.2	2.8	5.1	——	10	7	188	1,222,523	*	——	835,750	204,808	26,863	———	43.5	1,068,054	163,753	79,586	6	60
30 Sep. '59	Richmond and York River	23.7	——	0.2	14.6	2	——	28	704,840	20,554	——	557,812	85,000	———	———	23.7	12,542	.....	.....	——	——
31 Jan. '60	Seaboard and Roanoke	80.0	——	——	——	10	11	161	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,083	7	——
30 Sep. '60	Virginia Central	178.2	——	21.3	7.0	27	19	228	4,952,758	541,197	35,948	3,102,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	70
30 Jun. '60	Virginia and Tennessee	204.7	9.4	10.6	——	39	27	49	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	490,193	740,489	347,957	——	——
	WISCONSIN.																				
1 Dec. '60	Kenosha and Rockford	55.0	——	2.0	121.0	3	2	40	1,500,000	55,000	——	800,000	700,000	25.000	———	55.0	.....	.....	.....	——	——
31 Dec. '61	*Milwaukee and Minnesota*	192.9	——	24.9	27.8	——	——	——	7,400,000	*	——	4,940,000	2,460,000	——	———	199.9	.....	758,476	329,580	——	——
31 Dec. '62	*Milw'kee and Prairie du Chien*	191.9	42.5	28.3	——	39	32	677	7,500,000	*	——	4,829,800	2,454,000	221,282	7,974,841	234.4	.....	1,163,734	414,741	——	60½
10 May, '62	Racine and Mississippi	104.0	——	.....	——	8	11	375	3,802,016	*	——	2,705,720	1,417,000	1,036,328	5,692,471	142.0	364,231	344,769	83,839	——	——
	CANADA.																				
31 Jan. '63	Buffalo and Lake Huron (4 y)	161.0	——	.....	——	31	27	40	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	236,796	67,652	——	....
31 Dec. '62	Montreal and Champlain	49.0	——	——	——	16	17	214	2,461,980	*	15,311	1,631,130	911,029	22,984	2,963,376	49.0	.....	242,798	117,842	——	15
30 Jun. '63	Grand Trunk	1,098	137.0	.....	78.0	204	139	2,390	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,184,885	——	——
31 July, '63	Great Western	229.0	116.5	63.0	——	92	128	1,689	23,933,750	*	1,250,000	16,802,745	9,231,435	———	26,084,180	257.9	.....	3,011,830	1,649,510	1½	——
31 Dec. '62	Northern (O. S. & H.)	95.0	1.0	.....	——	17	20	337	———	———	———	———	———	———	———	96.0	.....	.....	.....	——	——
	NEW BRUNSWICK.																				
1 Oct. '62	European & North American	108.6	0.3	12.0	——	14	18	271	4,569,418	*	——	4,658,705	———	———	4,658,705	108.0	160,421	107,640	21,005	——	——
1 July, '61	New Brunswick and Canada	60.0	——	.....	——	——	——	——	1,402,748	102,388	——	1,380,000	13,100	136,000	1,709,232	60 0	.....	132,555	26,670	——	——
	NOVA SCOTIA.																				
Dec. '62	Nova Scotia	61.5	30.5	.....	——	20	18	109	4,273,401	*	——	4,273,281	———	———	4,273,281	92.0	188,410	129,107	87,181	——	——
	NEW GRANADA.																				
31 Dec. '62	Panama	48.7	——	——	——	11	22	120	8,000,000	*	615,638	6,000,000	3,375,000	——	10,788,729	48.7	.....	2,087,426	1,246 024	15	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	40½
Chemung (guarantied)	350,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	55
Chicago & Alton (preferred)	2,422,896	7	7	92
Chicago & Northwestern (pref.)	2,400,000	7	1¾	86
Cocheeho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	53
Erie (preferred)	8,535,700	7	7	108½
Hannibal & St. Joseph (preferred)	5,309,528	7	—	55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	8	—	----
" " (new pref.)	125,000	8	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	65
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	146
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	121
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	98½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	982,900	7	7	78
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	103
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"	"	1890	----
Preferred bonds	1,700,000	6			18..	----
Bonds guar. by Virginia	200,000	6			18..	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	104
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	110
2d Mortgage	300,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb. RR.						
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	----
Interest Certificates	161,990	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	2,786,682	6	M. & S.		1870	115
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	116
2d Mortgage	294,750	6				104½
North Branch:						
1st Mortgage	500,000	6	M. & N.		1876	38
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	103½
2d Mortgage	3,980,670	6	J. & J.		1882	93
Improvement	668,500	6	M. & N.		1876	93
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	66
Preferred Interest b'ds.	227,500	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1883	23
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	78
Wyoming Valley.						
1st Mortgage	671,000	6	J. & J.		1878	106

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	41
Delaware and Hudson	100	7,500,000	10	206
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	83
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	102
" (preferred)	100	1,175,000	10	138
North Branch	100		—	----
Sault Ste Marie	100		—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	33
" " (preferred)	50	2,722,607	—	40½
Susquehanna and Tide Water	50	2,048,260	—	20½
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	80½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 73 — @ 75 —
Pig, American, No. 1 73 — @ 74 —
Bar, Swedes, assorted sizes (in gold) @ 92 50
Bar, English, Refined 220 — @235 —
Bar, English, common 205 — @220 —
Hoop, English, Common 260 — @340 —
Sheet, Russia per lb. — 32 @ — 34
Sheet, English, Single, Double and Treble. — 10 @ — 13½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 28 @ — 45
English Spring (1st & 2d qlty.) — 18 @ — 24
English Blister (1st & 2d qlty.) — 23 @ — 32
English Machinery — @ — 29
American, Blister — 20 @ — 25
American, Cast, Hammered — 32 @ — 34
American, Cast, Rolled — 20 @ — 24
American Spring — 20 @ — 24
German — 24 @ — 36
Milan (in bond) — @ —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — @ — 72
Sheathing, &c. Old (cash) — @ — 46
Sheathing, Yellow — @ — 60
Pig, Chile — @ —
Bolts — @ — 72
Braziers' — @ — 72
American Ingot (cash) — @ — 53

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. 16 25 @ 16 50
Spanish 16 25 @ 16 37½
German Refined 16 25 @ 16 37½
English 16 25 @ 16 37½
Bar per lb. — @ — 20
Pipe and Sheet — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — @ — 78
Straits — @ — 63
English — @ — 62
Plates, Charcoal I. C per box 23 25 @ 23 50
Plates, I. C. Coke 19 — @ 20 —
Terne, Coke 16 50 @ 17 —
Terne, Charcoal 17 75 @ 19 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d. (cash) per 100 lb. — @ 10 —
Clinch (cash) 11 — @ 11 50
Horse Shoe, Forged (cash) per lb. — 45 @ — 51
Wrought, English (cash) — @ —
Ausable Horse, Norway Iron, Forged — 46 @ — 51
Zinc Nails (6 mos.) — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb. — @ 1 25
Para, Coarse and Medium — @ —
Carthagena, &c — @ — 75
Guayaquil — @ —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity — 51 @ — 52
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 87½ @ —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 80 @ —
Naptha, Refined, (60@63 gravity) — 55 @ — 60

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign (cash) per lb. — @ — 10½

New York Stock Exchange.

Actual Sale Prices for the week ending Aug, 31.

	Th 25.	F. 26	Sat. 27.	M. 29.	Tu. 30	W. 31.
American Coal Co.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	114	----	----	----	----	----
California 7s	----	----	103	----	----	----
Canton Co.	----	----	34½	34½	34½	33½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	88	----	----	----
" " pref.	93	93	93	95	92	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	128	----	----
" " " 8 p.c.	135	----	----	----	141	----
Ohio. & Northwest'n	54¾	54½	53½	53½	53¾	54¾
" " pref.	87½	87¾	87	86	86½	87½
" " 1st M.	103	102½	102½	----	----	101½
" " 2d M.	----	----	----	----	----	----
" " S. F.	112	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	104	----	----	----
Chicago & Rock Isl.	111½	110½	110¾	110½	109½	111
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	170	170	----	----
Clev. and Pittsburg	112	111½	110¾	110¾	110½	112½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	128	128½	127	129½	125½	125¾
" " S. F. 7 p.c.	----	----	----	----	114½	114½
Cumberland Coal, pref.	57½	58¾	58½	60	60½	60½
Del. & Hudson Canal	206	205	206	----	----	----
Del., Lack. & West.	----	----	----	205	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	110½	110½	109½	109½	109½	109¾
" pref.	----	110½	----	109½	109	109½
" 1 M. 7 p.c. '67	116	115	115	----	----	----
" 2 M. 7 p.c. '79	132	----	130	----	----	----
" 3 M. 7 p.c. '85	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	120	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	125	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	110
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	128½	129	128½	127	127	128½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '60	----	----	----	----	----	----
" 2M. S.F.	----	----	----	131½	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	130½	129½	128½	128½	128	129½
" full stock	----	----	----	----	----	128
" Can. bd. sc.	----	----	----	----	----	----
" bonds	136	----	----	134	----	132
Marietta & Cin. 1st pref.	----	----	65	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	41½	42½	41½	41½	41½	41½
Michigan Central	135	135½	134½	134	----	135
" S F. 8 p.c. '82	----	----	140	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	132
M. S. and N. I.	86½	87	85½	85½	85½	86½
" " guar'd	144	146	----	145	----	----
" " 1M. S.F.	----	----	117	117	----	----
" " 2 M.	106	----	107	----	----	----
Mil. and P. du Chien	64	64½	64	62	61½	----
" " 1st pref.	----	----	123	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	43	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	69½	68½	----	----	67½	----
" iss. to H. & St. J. R.	----	----	----	90	----	----
" " Pacific	----	73½	----	----	----	73
New York Central	129	129½	128½	128½	129	128½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	117
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 2M. 7 p.c. '84	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	48½	49	48½	48½	48½	48½
Pacific Mail S.S. Co.	227	----	280	280	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	208½	----	----	----	208
Phila. and Reading	134½	134½	133	134½	133½	134½
Pitts. Ft. W. & Chicago	112½	112½	112	112	111	112
" " 1M.	128	----	----	----	----	----
" " 2M. 114½	----	----	----	114	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	82½	84½	82½	82½	82	83
St. L., Alton & T. H.	61	----	----	----	----	55
" " pref.	----	----	----	----	----	----
" " 1M.	113	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	33	----	----	----	----	----
Tennessee 6s, 1890	60	----	----	----	----	60
Toledo & Wabash	66	67	----	65	----	----
" " Pref.	79	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex. 103	----	----	----	----	----	----
" " 2M.	90	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 31.

	Th.25.	F.26	Sat.27.	M.29.	Tu.30.	W.31.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s	----	102½	----	103¼	----	105¾
U. S. 6s, 1881, reg.	----	----	----	110	109	110
U. S. 6s, 1881, coup.	110	109½	109½	109½	108½	109
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 4y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 5s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	96	95½	95	95	94¾	94¾
U. S. 6s, 5-20s, coupon	112½	113	112	111¾	110¾	110¾
U. S. 6s, " reg.	112½	109	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	112	----	----	----
" " Ap'l & Oct.	111½	111½	----	112	111½	112
American Gold	254½	----	251¾	243¾	232	236¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	41½	42	----	41¾	41½	41¾
Camden & Amboy	----	----	167	167	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	108¼	----	----	----
" mort. 6s, '89	----	117¾	117¾	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	41¾	----	----	----	----
Elmira & W'msport	----	----	35	----	----	----
" " pref.	----	53	----	----	----	----
" " 7s	----	113½	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	84	----	----	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	47	46½	----	46½	----	----
" " 7s	----	----	----	----	----	----
Long Island	49	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	62½	----	----	62½	62½
Morris Canal	----	----	103	----	103	----
" " pref.	----	----	138	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	34	----	34	----	----	33½
" " 6s, 103	103	----	----	----	----	103
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	74¾	75	75	74¾	74¾	74¾
" 1st m.	----	----	----	----	----	----
" 2d m.	119	----	----	----	----	----
Penn. State, 5s	99¾	----	99¾	99¾	100	----
" " 5s, coupon	----	----	----	----	----	101
" " 6s, " 105¼	----	----	----	----	----	----
Philadelphia City, 6s	----	----	104½	----	----	104¾
" " new 106	106¼	----	106¾	106	106	
Philad., Germ. & Nor.	----	----	70	----	----	----
Phila. & Reading	66¾	67¼	67¼	66¼	66¾	67
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	110	----	----	----	----	----
Philadelphia & Erie	36	----	36	----	35½	35¾
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	33¾	34¼	----	----	----
" " pref.	----	----	41¾	41¼	----	40¾
" " 6s '82	94¼	----	----	94	----	93¾
" " 6s '76	----	96	----	----	----	----
" " 6s '72	103	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	21¼	----	----	----	----	----
" " 6s '78	64	64¼	----	----	----	67
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	107
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	24	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	72½	72½	72	----	72	72
Spruce & Pine, "	40	40	----	----	----	39

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.
Baltimore City 6s, 1875	----	----	115¼	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	115¼	115½	115¼	115½	115	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	103	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	115	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	105	----	105	----
" " " 90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	158	158	----	138¾	138	
Boston and Providence	----	145	----	----	----	----
Boston and Worcest.	155	----	----	----	----	----
Cheshire, pref.	----	----	55	----	55	
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	118	----	
Eastern, Mass.	----	----	----	109	110	
Eastern, N. H.	----	109½	----	----	108½	
Fitchburg	127	128	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	123	
Northern, N. H.	85	----	83¼	----	80	----
Old Colony and Fall R.	126¾	----	127¼	----	127	----
Ph., Wil. & Baltimore	74¼	74¼	----	74¼	----	----
Portl'd, Saco & Ports.	----	----	114¼	----	115	----
Vermont & Canada	114	114	----	----	----	115¾
Vermont & Mass.	----	----	----	----	----	----
Western	----	168	169	169	----	
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	121	----	----	----	122	----
Metropolitan "	----	----	----	61	----	----
Middlesex "	79	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	51	51¾	52	53¼	52	
Isle Royale "	17¾	17¾	----	----	----	----
National "	31	----	----	----	----	----
Minnesota "	35	----	----	34	----	----
Pewabic "	61¼	63	62	----	----	62
Pittsburg "	----	----	----	----	----	----
Quincy "	----	102	----	100	----	----
Rockland "	----	----	----	----	----	----

American Railroad Journal.

Saturday, September 3, 1864.

Stock Exchange and Money Market.

The London Economist after long cogitation has come to the conclusion, that the people of the United States can bear taxation without feeling it, to the extent of six hundred millions of dollars per year. It is believed that the amount of internal revenue and customs duties under the last enactments by Congress will exceed that sum. And when we consider that there are eight hundred millions of treasury and bank paper afloat, and shifting credits which may be estimated at as much more, it is very evident that the means of paying our taxes are abundant. Every one who has commodities to dispose of or useful labor to offer in return for hire, can get money enough to pay every charge made on his property or earnings. It is a fortunate circumstance that inflation is a two edged sword, and cuts both ways. It is the opinion of many financial writers that a general inflation remedies its own evils, and that its effect is nominal rather than real upon the country which is subject to it. It is asserted in a leading journal, by a writer on the British money market and its present condition, that "practically, the currency of (his) country in Bank of England notes and provincial notes and bills of exchange is £800,000,000," or in other words four thousand millions of dollars.

This unquestionably exceeds in amount that of the loyal states at the present moment, and if England can prosper under such an inflation we do not see why we may not. The specie basis of this system is by the same writer declared to be not more than £20 or £30,000,000, or from 100 to 150 millions of dollars. He also asserts "that a capitalist who should possess himself of £14,000,000, of the Bank of England notes, could compel it to stop payment and induce a National bankruptcy in a country that has eight thousand millions of property to meet its engagements."

The same writer asserts that notwithstanding that "for want of pecuniary facilities the commerce of England is much less than half of what it might be, and that business is but yet in its infancy." Now if all this be true, and we cannot dispute the assertion, why may we not apply these comparative facts to the solution of our own financial difficulties, look them squarely in the face. Both in England and the United States at this moment gold is rather a commodity, an article of purchase and sale rather than a currency, and the project is there already entertained of substituting for it "notes of the state" based "on consols and other undoubted securities" which can be exchanged for this commodity of gold whenever their holder is inclined to do so. In the meantime taxes on an immense scale are levied and collected without difficulty, and notwithstanding the enormous amount of its mixed currency the country is prosperous beyond all previous example.

So it seems that our own condition is by no means anomalous, while our resources continue to increase under all hindrances at an enormous rate. We may console ourselves therefore with the reflection that practically we are in as good a position materially as England herself, although gold costs more in our paper than it does in hers. We have the one disadvantage however of being engaged in an expensive war, and at present are buying more foreign goods than we pay for in our own exports or at least have been, up to within a month or six weeks, when the latter have been running up to three and four million dollars per week. And again. Neither in London or Paris is there any such institution as a Gold board, whose daily sales are received as a standard for the price of gold, and where combination, rumors, and frauds are brought to bear upon the credulity of the public and upon the market. We believe that if England were again at war, and a Gold Exchange should be established in London, it would be possible to run up the prices there to a higher scale than they ever were before, and we believe that persistence in such a scheme would bring even the Bank of England to a full stop. It is absurd therefore for us to be pinning our entire faith on one article like gold, or to imagine that its present price will lead to the overthrow of our commerce or finance.

If gold were our only currency, it would not be possible to carry on the war three months, nor would it be attainable in sufficient quantities to meet our taxation a single year, estimating our paper dollar at 40 cents, or in other words reducing our taxation to that standard. Paper money saved France even in its most desperate circumstances, it carried England through long and bloody wars, and now supports its commerce and industry; paper money made this country independent, it has even maintained a wicked rebellion for three years, and by paper money it will be put down. Those who think this world, and all its inhabitants, all its pursuits, all its happiness, and all its grandeur depend on the special circulation of one or two particular metals mistake the designs of the Almighty, and the objects of their own existence.

We may therefore take courage, and go through our task of fighting against treason, and paying the expense of maintaining law and order. We may even console ourselves with the efficiency of our financial system, which isolated just now from all others, and frowned upon by those nations who desire our ruin, is doing its work and doing it well.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending August 27, was $2,235,677, against $1,404,900 in 1863, and $1,609,966 in 1862.

The amount of exports from New York last week was $7,257,034 against $2,936,164. The shipments of specie for the week were $206,498. The exports since January 1, have been $143,259,016 against $119,047,364, an increase of $21,211,652 on the same period in 1863. The customs gold revenue at New York, specifically pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to August 27, was $51,863,251, an increase of $16,947,548 on last year.

The value of foreign goods imported into the port of Boston for the week ending August 26, was $752,953, against $577,848 for the corresponding week in 1863. The exports were $600,239 63 against $132,098 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $156,500.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Peninsula R. R. 1st mort., 95; Lackawanna and Western 1st mort., 112; Milwaukee and St. Paul 1st mort., 97; Chicago and Milwaukee 83; Little Miami R. R., 143; Norwich and Worcester R. R., 110; Illinois coupon bonds 1877, 99½; Illinois War Loan, 97; Louisville 6s, 112; Brooklyn 6s Water Loan, 116; Ashburton Coal, 18; Wyoming Valley Coal, 52; Mariposa 1st mort., 92; Atlantic Mail S. S. Co., 188; Canada Copper, 2½; Quartz Hill Gold, 9; Copake Iron, 6¼; Citizens Gas Brooklyn, 120; Bank of State of New York, 116; Am. Ex. Bank, 117; 4th National Bank, 97½; Bank of Commerce, 107½; Merchants Ex. Bank, 100; Metropolitan Bank, 116.

Philadelphia.—Allegheny Co. coupon 5s, 80; Broad Top R. R., 32; Elmira and Williamsport 5s, 81½; Chesapeake and Delaware Canal, 70; 10th and 11th streets R. R., 51; 13th and 15th streets, 32⅛; Fulton Coal, 10⅝; New Creek, 1¼; Butler Coal, 19; Green Mountain Coal, 7; New York and Middle Coal Fields, 22; Big Mt. Coal, 8; Clinton Coal, 1⅝; Swatara, 15; Curtin Oil, 3; McClintock Oil, 6⅞; Bull Creek, 4⅞; Densmore Oil, 13½; Tar Farm, 3½; Globe, 2½; Dalzell, 11¼; Hogue Island, 2; Howes Eddy, 1¾; Hibbard, 2⅝; Penn. Oil Creek, 6; Perry, 6½; Story Farm, 4½; Cherry Run, 7¼; Reinhardt, 2½; Egbert, 3¼; Mc-Elheny, 8⅛; Venango, 1¼; Union Petroleum, 3⅜; Big Tank, 2⅜; Excelsior, 1⅜; Bruner, 1⅛; Corn Pl., 5; Continental, 2¾; Mineral, 2¼; Noble and Delamater, 16½; Petro. Central, 3⅞; Maple Shade, 17; Keystone, 1½; Rock, 5; Blue Creek, 4¾; Organic, 1½; Irwin, 6⅛; Allegheny and Tideout, 1¾; Briggs, 4⅞; Phila. and Oil Creek, 2; Cope Farm, 1¼; Feeder Dam, 1¼; Keystone Zinc, 2¾; Connecticut mining, ¾; Alsace Iron, 2¼; Farmers and Mechanics Bank, 61½; Commercial Bank, 55; Mechanics Bank, 28½; 1st National Bank, 22½; Manuf. and Mech. Bank, 27½; Philadelphia Bank, 134. The latest quotations are: City 6s, 104@104¼; do., new, 106@106; State 5s, 99½@100; do., coupon, 100¾@101; do., 6s, W. L., 105@106; Phila., Wil. and Balt., 74¾; Reading, 66@66⅜; do., 6s, 1870, 110@111; do., 1886, 133@133½; Camden and Amboy, 164¾@165; Pennsylvania R. R., 74⅝@74⅞; do., 1st mort., 123@123½; do., 2d mort., 118⅛@119¼; Little Schuylkill R. R., 46⅛@47; Morris Canal, 101½@102; do., pref., 138@140; do., bonds, 115@115; do., 2d mort., 104¼@105; Wyoming Valley Canal, 89½@90; do., 6s, 106@106½; Susquehanna Canal, 20¼@20⅜; do., 6s, 66@67; Sch. Nav., 33@34¼; do., pref., 40¼@40⅜; do., 6s, 1882, 93@94; Union Canal bonds, 22@23; Delaware Div. Canal, 41@42; do., bonds, 104@104½; Elmira and Williamsport, 35@37; do., pref., 53@54; do., 7s, 1873, 113¼@113½; do., Chattle 10s, 80@81½; Beaver Meadow, 90@93½; Long Island R. R., 48@49; Lehigh Coal and Navigation, 83@84; North Pennsylvania, 34@34; do., 6s, 103¼@103¾; do., 10s, 125@135; Philadelphia and Erie, 35@35⅜; do., 6s, 111@112¼; Minehill, 62½@63; Catawissa, 21½@22; do., pref., 40½@41½; Lehigh Valley, 90@93; do., bonds, 115@117; Fifth and Sixth streets, (horse,) 60@64; do., 7s, 107@108; Second and Third, 71@72¾; do., 7s, 110; Race and Vine, 13@14; West Philadelphia, 70@74; Spruce and Pine, 35@39; Green and Coates, 34@34½; do., 7s, 105@110¼; Chestnut and Walnut, 58@60; Arch, 23⅞@24; Thirteenth and Fifteenth, 32⅛@33; Seventeenth and Nineteenth, 16; Girard College, 26@29; Tenth and Eleventh, 50½@51; Norristown, 66@70.

Boston.—Boston and N. Y. Air Line 6s, 62; Northern (Ogdensburg,) 1st mort., 103¼; do., 2d mort., 31¾; Vermont Central 1st mort., 82; Old Colony and Fall River 6s, 1867, 102½; Salem and Lowell 6s, 1878, 100½; Eastern R. R. 6s, 1874, 108⅝; New Bedford and Taunton, 102¼; Conn. and Passumpsic Rivers, old, 10; do., pref., 65; Worcester and Nashua R. R., 97¼; Massachusetts 6s, 1875, 128; New Hampshire 6s, 98¾; Rhode Island 6s, 100; Maine 6s, 100¼; Roxbury 6s, 100; Brunswick 6s, 100; Essex Co., 99; Boston and Roxbury Mill Co., 51¾; Boston Water Power Co., 32½; Union S. S Co., 145; Cary Imp. Co., 12¾; East Boston Co., 11¾; Short Mt. Coal Co., 48¼; Gilberton Coal, 92½; South Boston Gas, 101½; City Bank, 107¼; State Bank, 72½; Merchants' Bank, 102½; Globe Bank, 131½; Exchange Bank, 120½; Bank of the Republic, 100¼; Tremont Bank, 120; Bank of Commerce, 102¾; Acton Mining Co., 2; Albany and Boston, 33; Aztec, 7; Albion Gold, 3⅝; Bay State, 19; Bedford, 1⅛; Black River, 25c.; Copper Falls, 33¼; Canada, 2¾; Concord, 4⅞; Dana, 2⅜; Great Western, 4; Hancock, 12¼; Humboldt, 7; Huron, 31; Highland, 10; Manhattan, 7½; Mesnard, 9⅛; Massachusetts Gold, 2½; Madison, 5¼; Macomb Lead, 2½; Ottawa, 38c.; Pontiac, 5; Superior, 8; Star, 5¾; St. Clair, 8½; Tremont, 3¼; Toltec, 2¼; Wickham, 50c.

Baltimore.—Marietta and Cincinnati Bonds, 103½; Am. Gas Coal, 2.00; Md. Mining Co., 0.90; North State, 0.15; Bare Hill, 4.15; Springfield, 2.10; Atlantic Coal, 1.40; Gardner Hill, 0.65; Santa Clara Mining, 2¾. Balt. and North Carolina, 0.25; Mineral Hill, 2.65; Maryland bonds, 1870, 112; City Passenger R. R., 21½; Farmers' and Planters' Bank, 31; Merchants' Bank, 108; Citizens' Bank, 11¼. The latest quotations are: Balt. and Ohio, 114@116½; do., 6s, 1867, 108@110; do., 1875, 114@116½; do., 1880, 113¼@113½; do., 1885, 114@115; Northern Central, 54@57; do., bonds, 1885, 104@105¼; N. W. Va., 10@23; do., 1st mort., 114@114; do., 2d mort., 104@109½; do., 3d mort., 26@35; do., guar., 112@112; Marietta and Cincinnati 7s, 1891, 103@103¾; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 58@60; do., income 1857–'60, 40@41½; Western Md. bonds, 87¼@90; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112; do., Ins., 110@115; do., 1890, 114; Baltimore 6s, 1870, 110@114; do., 1873, 110@114; do., 1875, 114@114½; do., 1886, 115@116; do., 1890, 115@115; do., coupon, 114@115; do., 5s, 1838–'70, 96@96; City Passenger R. R., 21⅞@22; Canton Co. 34@35; Gardner, 0.70@0.90; Gas Coal, 1.50@2.00; Maryland, 0.80@0.90; North State, .10@.20; Rudisell, .65@.75; Silver Hill, .20@.30; Springfield, 2.05@2.15; George's Creek, 100@110; Santa Clara, 22½@23¾; Balt. and North Carolina, .20@.35; Balt. Chrome, 1.50@2.00; Bare Hill, 4.00@4.20; Atlantic Coal, 1.35@1.50; Mineral Hill, 2.55@2.75; Baltimore Coal, 85@95; Lake Chrome, 50@60.

☞ We call attention to the advertisement of CABOT & Co., on the first page. This firm are agents for the Lehigh Rolling Mill, the Allentown Rolling Mill, the Palo Alto Rolling Mill, the Philadelphia Rivet Works and others, and are always prepared to receive and fill orders for the best quality of refined and ordinary bar iron, first class railroad iron, finest quality of boiler and tank rivets, railroad spikes, superior locomotives, &c., &c., all at manufacturers' prices. They are ready to furnish light T rails suitable for turnouts and collieries at short notice. They also deal largely in anthracite foundry and forge pig iron, and acting in connection with Messrs. Cabot & Etting, Philadelphia, they have command of both markets.

Railway Progress in India.—Facilities for Shipping Cotton.

The annual report on the railways in India for 1864 shows that two thousand six hundred and eighty-seven miles of railway are already completed in that country, and as many more are authorized by Government. £3,300,000 have been expended in the work during the past year, while the whole capital raised for the construction of railways in India to the first of May in the present year amounted to £54,285,088, and the total expenditure to £51,144,722. The traffic of the railways of India is increasing. In the year ending the 30th June, 1863, the amount received for the conveyance of goods was £1,033,000, and that for the conveyance of passengers £679,400. In the previous year the receipts for goods were £590,000, and for passengers £438,829. The net earnings in 1863 were £780,000, compared with £434,000 in 1862; and these are only the aggregate results of the working of several incomplete and broken lines.

Almost all the railroads now in course of construction in India either are, or, before they are completed, will be connected with the cotton fields of that country. The Bombay, Baroda and Central India Railway runs from the cotton districts of Guzerat to Bombay, and is completed, except one short break, from Ahmedabad to that port. The distance open is 185⅛ miles, and for

the greater part of that distance the railway passes through the great cotton districts of Guzerat, Baroda, Baroche, Surat and Damun.

The Great Indian Peninsular, which is now completed for a distance of 553 miles from the port of Bombay, runs far into the cotton district of Central India, though it has still to be carried a considerable distance before it reaches the great cotton districts of Oomrawuttee and Nagpoor. It is still further from the cotton district of Saugor and Jubbulpoor, although it is intended that it shall ultimately pass through that district, and unite it with the Ganges and with the East Indian Railway at Allahabad.

The southern branch of the Great Indian Peninsular Railway has also been carried into the cotton district of the South Mahratta country, being completed as far as Sholapoor. It is still, however, a great distance from the Dharwar and the Bellery districts, which are amongst the finest cotton districts of India.

The Madras Railway is completed from sea to sea—that is, from Madras to Beypore. It passes through the middle of the fine cotton-growing district of Coimbatoor, and will have a great effect in stimulating the production in every part of the Mysore district, which is said to be one of the finest in India.

There is not at present any railway through the cotton district of Tinnevelly, at the southern extremity of India, but it is so near to the sea that a line of moderate length would supply all its wants.

The most extensive line of railway at present completed in India is the East India line. It is open for a length of upwards of eleven hundred miles, with only one break, caused by the bridge at the river Jumna, a work of great magnitude, which will probably not be finished before the end of next year.

The railroad over the great mountain pass of the Bhore-Ghat was opened in April, 1863, and it is expected that the works across the Thull-Ghat will be completed by October in the present year.

☞ We invite the attention of our railroad and car building friends to the advertisement of Aug. C. Downing, who can supply any article required in the way of imported glass. Having made a "glass" a speciality for the past 20 years, he can meet any demands upon him, from the roofing of a depot to ornamenting a ladies' saloon car.

Mining Product of Great Britain.

The official report of mining operations in Great Britain and Ireland in 1862 shows that there are in operation 561 blast furnaces in the United Kingdom—in England 300, in Wales 130, and in Scotland 125. The yield of the mines in 1860 was 3,826,752 tons, in 1861 3,712,390 tons. The details of the product for 1862, including coal, are as follows:

		Value.
Coal, tons	81,638,338	£20,409,584
Pig iron, tons	3,948,469	9,358,672
Zinc tons	2,251	50,581
Silver, oz.	336,125	189,041
Lead, tons	69,031	1,436,345
Copper, tons	14,343	1,493,241
Tin, tons	8,476	984,216
Gold, oz.	5,209	29,890
Other Metals	—	250,009
Total value		£34,691,037

The Tin Mines of Cornwall.

The London *Times* says that there is but little doubt that unless a better price can be obtained for the article, Cornish tin-mining will be abandoned. Tin cannot be raised at a very large majority of the mines under £70 to £75 per ton; the present price is about £60. There are not more than half a dozen mines in the county which leave any profit to the adventurers. The system of underselling has had a ruinous effect, and it is thought that the only way to stop such proceedings is to have public sales, as in the case of copper. It is calculated that 15,000 tons of tin ore are raised annually in Cornwall, representing a revenue of over £1,000,000 sterling.

Railroad Earnings—Monthly.

The traffic of the Cincinnati and Chicago Air-Line Railroad for the month of July was:

	1864.	1863.
Freight	$22,461 94	$12,067 89
Passengers	26,426 48	15,570 58
Mail, express & sundries	4,661 74	2,569 40
	$53,550 16	$30,207 87
Increase		$23,342 29

The earnings of the Chicago, Burlington and Quincy Railroad for the months of May, June and July, were:

1864	$1,148,280 67
1863	1,086,693 28
Increase	$61,587 39

Suncook Valley Railroad.

At a meeting of Suncook Valley Railroad Co., held at Concord on the 16th ult., Reuben L. French, Chas. H. Carpenter, Stephen Henrick, S. N. Bell, Jas. H. Butler, Nath. Head and Henry F. Sanborn were elected directors. At a subsequent meeting of the directors, S. N. Bell was elected president; Lewis W. Clark, clerk; and E. W. Harrington, treasurer.

Use of the Waste Steam of Locomotives.

In France, the waste steam from the engine, instead of being allowed to escape into the air, is conduced from the escape pipe by means of a vulcanized India-rubber tube, to copper pipes, through which it circulates under the seats and flooring of the cars. As soon as the train is set in motion, the steam begins to circulate through the pipes, and warms the cars, first, second and third class equally, and being connected with each other by India-rubber tubing, they can be immediately detached or reunited at pleasure. In a trial of this plan on the Lyons line, two thermometers placed in first class cars marked sixty degrees Fahrenheit during the whole journey; and in the second and third class cars also, the temperature was found to be sufficiently elevated to allow of the longest winter's journey being accomplished without discomfort to the travelers.

Farmers and the Income Tax.

By a recent Internal Revenue Decision, farmer's incomes are to be thus estimated: The value of the live stock on hand at the beginning of the year is to be added to the amount paid for animals which are held alive at the close of the year. The sum thus obtained will be deducted from the amount obtained by adding the estimated value of the live stock held at the close of the year to the amount received for animals sold during the year, the amounts received for meats and vegetables, the productions of the farm sold during the year, or consumed by the farmer or his family, or consumed by animals kept for the purpose of pleasure. The difference thus obtained will be charged as income, and will be subject to proper deductions for the cost of carrying on the farm. No deduction can, however, be allowed for the cost of hay or grain produced upon the farm and consumed by cattle employed upon the farm.

☞ Mr. John A. Stewart, for the last eleven years associated with the United States Loan and Trust Company, has been appointed to fill the vacant Sub-Treasuryship in this city.

☞ The Swiss Central Railway has a trunk line from Basle to Olten and three main branches leading thence to Berne, Lucerne and Zurich, the three chief towns of the Confederation. The line to Olten starts from the station at Basle, which forms the terminus of the Alsace railway. Swiss railways are regulated by Berne time, twenty-six minutes in advance of Paris time kept on the French lines.

Injury to Cattle, Reasonable Care, Negligence.

The case of The Central Ohio Railroad Company against Albert G. Lawrence, in the Supreme Court of Ohio, was on error to the District Court of Guerney County of that State.

The original action was brought by Lawrence against the railroad company to recover damages for an injury to cattle by a locomotive, the cattle being on the railroad track, and having been some killed and others injured, as was alleged, by the negligence of those having charge of a passenger train of the railroad company.

The answer denied that there was any negligence. It appeared on the trial that plaintiff's cattle were injured, and killed by a train of cars transporting passengers, running as a passenger train upon the railroad, at the time and place stated in the plaintiff's petition; that said killing and injury resulted from the negligence of the servants of the defendant in charge of the train; that the train was running at a speed which was unusually fast for that train at that place; that when the cattle were injured, it was in the night season; that the train was behind time; that it was expected the train would meet another train going in an opposite direction, about one and a half miles from the place where the cattle were injured, within a few minutes from the time of the injury, that the train had connections to make with other passenger trains; that the train was running little if any faster than usual, and that on a track like that where the cattle were injured, running the train faster than the usual rate of speed would not increase the danger to cattle that might be on the railroad track in the night season.

The court charged the jury that the defendant was not liable, unless the injury was the direct result of the negligence of the agents of the defendant, and the burden was on the plaintiff to prove the negligence, that if the jury became satisfied from the evidence that the cattle of the plaintiff were killed by the cars of the defendant running against them, when they were on the track of the railroad of the defendant, and said cars were employed in conveying passengers on said road, and that when the cattle were killed the cars were being run faster than the usual or ordinary speed of that train at the place of the injury, and that such unusual speed contributed directly to the injury, and was not rendered necessary by some such important object as to avoid

a collision or to make a connection with some other train then the verdict must be for the plaintiff. That one of the considerations to determine the rate of speed at which cars may be run is the fact that cattle are liable to stray upon the track of unfenced railroads or roads only partly fenced, and in determining whether the train shall be run at an unusual speed, except when the speed shall be necessary in order to avoid a collision or to make a connection, or to attain some such desirable end, the agents of the company must consider and take into consideration the danger to cattle consequent upon such unusual speed. But the defendant cannot in any case be held liable because of unusual speed, unless it shall appear that such unusual speed contributed directly to the injury.

A verdict having been rendered for the plaintiff, and judgment entered thereon, the defendant filed a petition in error in the district court, and the judgment having been affirmed, a petition in error was filed in the Supreme Court.

GHOLSON, J.—The relation toward each other, of a railroad company operating an unfenced road, and the owners of cattle, has been settled by several decisions of this court, Kerwhacker *vs.* C. & C. R. R. Co., 3 Ohio St. Rep. 172; C., H. & D. Railroad Co., *vs.* Waterson 4 Ohio St. Rep. 424; C., C. & C. Railroad Co., *vs.* Elliot, 4 Ohio St., Rep., 474. The difficulty now is in the application of the principles established by those decisions.

The owner of the cattle, found on an unfenced railroad, is not to be regarded as a trespasser or wrong doer, but is entitled to the exercise of ordinary and reasonable care, under all the circumstances, to avoid any injury to his cattle. A railroad company like any other land proprietor, has a right to the free, exclusive and unmolested use of its railroad track, not exempt, however, from the duty of so using its own property as to do no unnecessary injury to another, and bound, when using its property in a mode which may result in injury to another, to the exercise of due care. If a railroad company is in the reasonable use of its railroad track, its own property, with reference to any rights of others, and on the occasion of an injury to cattle found on a railroad track, exercises reasonable care, under all the circumstances, to avoid the injury, it cannot be held liable to the owner, of the cattle. But if, as to any rights of such owner, the use being made of the railroad track is unreasonable, and dangerous, or there is a want of proper care to avoid injury to his cattle found on the track of the road, and there is injury resulting from such unreasonable and dangerous use of the railroad track, or from such want of care, the railroad company will be liable therefor to the owner.

The question is, what, as to the owner of cattle is to be regarded an unreasonable and dangerous use of its railroad track by the company? It is certainly not enough that the use should be dangerous, it must also be unreasonable, and that with reference to some right of the owner of the cattle. The very object of a railroad is the transportation of persons and property, at a high rate of speed, by means of ponderous engines and cars, and this must necessarily be dangerous to cattle coming on the track. That the owner of cattle have no such right or interest in the uninclosed lands of their neighbors, as to entitle them to claim that its use for a railroad is unreasonable, is settled by the decisions to which reference has been already made. Have they any right to complain as to the degree of speed at which it may be the interest of a railroad company to transport persons, and property, and at which persons may be willing to have themselves and their property carried on a railroad? We do not think that they have any such right; and the admission of such a right would be inconsistent with the progress of improvement in facilities for travel and commerce, with which progress such a right as that of an owner of cattle to have them run on the uninclosed lands of others ought not to interfere. In determining, therefore, the rate of speed at which its trains shall run, the same being otherwise reasonable and proper in view of the object to be accomplished, we do not think a railroad company is bound to consider the increased risk to cattle on its track, which may be thereby occasioned, and lessen the speed on that account. The use, on land, of engines and cars running on a railroad track, at a high rate of speed, though dangerous, is a reasonable use of land, because it is for a proper object, and a highly beneficial purpose, and the danger may be avoided by proper care. There is certainly a risk to cattle running at large in the vicinity of an uninclosed railroad track, but this risk the owners of cattle must take, unless they choose to avoid it by keeping the cattle within their own inclosures. If they do not choose to do this they can ask no more than that the agents of the railroad company in the legitimate conduct of its business, running its trains with a speed regulated by the grade of its road, the capacity of its locomotive power, and the safety of the persons and property carried shall, with due regard to the safety of persons and property in their charge being the paramount consideration, exercise what, "in that peculiar business, would be ordinary and reasonable care to avoid unnecessary injury to animals casually coming upon their uninclosed road," 3 Ohio St. Rep. 173. Where there is nothing in the running of a train or in its rate of speed, at a particular time and place, inconsistent with the general and legitimate conduct of the business of the railroad company, we cannot see how the occasion and necessity therefor can properly concern an owner of cattle running at large. He cannot properly discuss with the company the proper exercise of the discretion vested in its agents as to the time or occasion of running its trains, and has no right to bring forward its time table, and list of connections, and enter into an inquiry whether the rate of speed was greater than usual for a particular train, at a particular place, and whether such rate of speed was necessary to make a connection or avoid a collision, or for some other proper object.

No evidence is referred to in the bill of exceptions, which shows that the rate of speed at which the train was running was a rate at which the railroad company, in the ordinary and legitimate conduct of its business, might not reasonably and properly run its trains. Such being the case, we think the injury should have been limited, in accordance and in connection with the rights and liabilities established in such cases, as in the case of the C., C. & C. R. R. Co., *vs.* Elliot, 4 Ohio St. Rep. 474, to the question, "whether, under all the circumstance of the case, the defendants exercised reasonable and proper care in running their engine to avoid injury to the cattle of the plaintiff." And, as said in the case of the C., H. & D. R. R. Co., *vs.* Waterson, 4 Ohio St., Rep. 434, "the facts and circumstances relied upon to show a want of *proper* care, were for the exclusive consideration of the jury."

In accordance with these views, the judgment of the district court and of the court of common pleas must be reversed, and the case remanded to the court of common pleas for another trial.

Judgment reversed.

Increase of Railroad Earnings.

For the purpose of showing the increase of earnings of the railroads during the war, the following comparison of the gross receipts of six roads during the month of July 1861 and 1864 will be found of interest:

	July 1861.	July 1864.	Increase.
Illinois Central...	$170,209	$404,106	137 per ct.
Mil. & P. du Chien	107,399	139,547	30 "
Michigan Central.	123,377	263,144	113 "
Cleveland & Tol..	56,138	113,315	102 "
Erie	377,905	974,816	158 "
Pitt., F. W. & Chic.	178,410	435,631	172 "

The rate of increase in earnings varies from 30 per cent. to 172 per cent. and averages considerably over 100 per cent. The following shows the market value of the shares of the respective roads:

	Aug. 1861.	Aug. 1864.
Illinois Central	64½	127
Milwaukee & Prairie du Chien.	15	62
Michigan Central	42	134
Cleveland and Toledo	29	125
Erie	25	109

There is a wide margin between the increase of earnings and the increase in the market price of the shares. This is attributable to the fact that before the war the bonds and preferred stock of the roads absorbed nearly the entire profits. The large increase of the earnings has enabled the roads to pay dividends upon all their securities, giving to the common stock a value almost equal to that of bonds or preferred stock.

The Developement of the Pennsylvania Oil Region.

We look in vain through the history of past discoveries of the mineral wealth of the earth, for any one of them that will equal, in the same length of time, in the growth and extent of its developement, that of the Pennsylvania Oil Region. So suddenly has this business sprang into existence, and so vast its present extent, that it has been an impossibility to present to the public anything more than an approximation of its statistical value. Petroleum was discovered just when it was most needed, when there was trouble in the manufacturing world about the production of oils, of which machinery alone requires immense quantities for lubricating purposes. The problem of a cheap production of artificial light was also becoming serious, in consequence of the exhaustion of the whale fisheries, and even by the increasing value of the fat of the hog, in consequence of its employment for illumination. In camphene and such burning fluids, there were dangerous gasses, which led to frequent explosions of lamps, and to some painful instances of loss of life. To our own people this discovery has been a blessing, but to foreign nations a boon which it is shown they appreciate by the heavy and increasing demand for the article that has already become so important a commercial material.

For the past four years, the valley of Oil Creek, which has been and is now, the main producing locality of the Region, has yielded an annual supply of fully 1,500,000 barrels, of say forty gallons

each, of petroleum. The excitement that followed the first discovery of the large flowing wells was very great, and prevaded all classes. Thousands of industrious, energetic men came here to try their fortune. But while many failed, the general result in a few brief years, has been the creation of a business that in a manner has revolutionized the commercial world. And even now, but few, if any of those engaged in the business, can realize the extent to which it will be increased. A few recollections of the early history of its discovery and the ideas then prevailing among operators, may not be uninteresting to our readers generally.

The prevailing idea among the first operators was, that the best location for a well lay immediately upon the banks of the running streams, as near as practicable to the water. Hence the first leases upon Oil Creek were so located. Some good wells were struck, but the front row of lots being soon taken up, forced other operators to develope the lots a short distance back of these.

Equally as successful results followed. The same circumstances soon caused the whole breadth of the flats to be operated upon, as far back and even into the sides of the hills which skirt them. In each and every locality have good wells been obtained. But from the fact of so many large wells having been struck upon the valley of Oil Creek, and the supply being greater than the demand, it was not deemed necessary to seek any other locality but the valley of Oil Creek for further sources of supply. Consequently, the valleys formed by the numerous streams emptying into Oil Creek, and the Allegheny river, as well as the valley of the river itself were neglected. The prices for quite a length of time after the first material discoveries, averaged from twenty to thirty cents per barrel, at the wells.

As soon as the utility of petroleum began to be discovered, its value increased. In the fall of 1862, petroleum was sold for $10 per barrel. The realization of such a price as this for a product that flowed almost spontaneously from the earth, and in such quantities that a single well often produced from one thousand barrels to as high as even three thousand barrels per day, attracted the serious attention of men of enterprise, as well as the capitalists of the whole country. This soon assumed an epidemical form, and the "Oil fever" began to rage among all classes especially in the large cities, to an alarming extent.

During the past winter and spring, the parties alluded to, went quietly to work buying up all the territory that could be obtained upon the favored valley of Oil Creek. The quantity of this being limited, was soon taken up. The fever having now assumed the shape of speculation, and the demand for oil territory increasing, other parties concluded to buy up not only the oil lands adjoining Oil Creek, but also the hitherto only partially developed or wholly neglected oil lands along the Allegheny river. This general movement on the part of our moneyed men was viewed as wild and visionary by the capitalists of the Old World, and of some in the new. But guided by that unerring sagacity which everywhere characterizes the American business man, some of the first capitalists of the nation invested in the oil lands of the Pennsylvania region. Owing to these investments the extent of the Petroleum field has been materially increased. Every spot of ground having the slightest appearance of oil lands for a space of probably not less than one hundred miles square, in the aggregate, have been bought or is now being negotiated for.

In order that the reader may form idea of the extent of these operations, we shall endeavor to give a few statistics. We estimate that the new oil companies formed in the various parts of the country during the past winter, spring, and up to the present date, will number fully two hundred. The capital stock of these companies will present an aggregate of at least $100,000,000. The amount of capital that had been previously invested in the business of production and manufacturing we should estimate at from $12,000,000 to $15,000,000, and by including the different ramifications of the business, it will amount to a still greater sum.

These estimates may seem large to the casual reader, but to those who have given the subject due attention, they will appear reasonable enough.

The question will be doubtless asked by some, whether it is barely possible that any number of these companies will realize sufficient to pay for the heavy investment required? We have no hesitation in giving an affirmative answer, so far as our past experience has enabled us to judge. Of course there will be individual failures, and plenty of them, as there is in every other business where prudence and foresight are required. But in the aggregate we have not the slightest doubt in the realization of not only the full amount invested, but of more too. Oil now sells at the wells readily for $10 per barrel. It is fair to presume that this will be the approximate ruling price in future. A daily production of fifty or one hundred barrels per day will not only pay a handsome dividend, but will eventually, if the price of oil still farther advances, yield a handsome profit. The cost of boring a well does not exceed $3,500, including the machinery. And the time required from twenty to thirty days.—*Oil City Register, August* 18.

☞ A Parliamentary paper gives the following statistics in relation to the income tax of Great Britain in the years 1862 and 1863:—

	1862.	1863.
Tax received	£3,222,033	8,376,405
Persons assessed	285,459	293,468
Am't of incomes assessed	89,013,493	93,322,864
Persons with less than £100	18,761	18,700
Between £100 and £150.	135,262	139,297
Income above £50,000	67	80

—In Ireland the number of persons charged had fallen off from 17,602 to 17,438; the amount paid from £168,132 to £167,834; and the income assessed from £4,677,568 to £4,673,743. The number paying on incomes of less than £100 a year had diminished from 1,264 to 1,124, but the number with £50,000 a year and upwards had risen from two to three.

☞ The exports of treasure from San Francisco from July 1 to 31, were $5,729,553
Previously this year 28,993,711

Total since Jan. 1, 1864 ..... $34,723,264
Corresponding period, 1863 26,007,183

Excess this year $8,716,081

Cold Rolling Iron.

Interesting experiments have been made with the process of cold rolling as applied to iron. In one case, on testing specimens of cold rolled iron, a black bar from the rails broke with 26,173 tons per square inch, a similar turned bar with 27,119 tons, and a cold rolled bar of the same iron sustained 39,388 tons. The elongations, which may be considered as the measure of ductility, were 200 and 220 per unit of strength in the case of ordinary iron, and .079 in the case of the cold rolled iron. A plate of cold rolled iron sustained no less than 51.3 tons per square inch. Endeavors are being made to apply this invention to railway bars.

☞ The first through train from New York to St. Louis by the broad gauge route *via* the Atlantic and Great Western Railway reached its destination on the 26th of August in forty-four hours.

☞ Gov. Dennison, of Ohio, declines the appointment made by the President as one of the Commissioners to examine the roads to be constructed by the Union Pacific R. R. Co.

Railroads at the West.

During the past ten years there have been built at the West 3,656 miles of railroad, at a cost of $253,820,364, mostly by Eastern or imported capital. The Illinois Central Railroad Company alone brought into Illinois $30,000,000, and built a road which enabled the Federal Government to sell $11,000,000 worth of land, and the company to sell $20,000,000 more to actual settlers; making over $61,000,000 concentrated in this State by the operations of one company. The chief effect of this has been to swell the aggregate grain receipts at Chicago during the ten years to 158,544,554 bushels, which, at an average price of 66 cents per bushel, (the volue for 1860 at Chicago,) would be worth $126,000,000, thus exceeding by $31,000,000 the cost of the railroads, through the agency of which the grain was made available. In 1861, the grain increased to 47,697,509 bushels, the Southern routes being closed; and in 1862 the amount was 60,150,390 bushels. These figures but indicate the extent of that prosperity which has developed so rapidly during the last ten years in the northern section of the West.—*Western R. R. Gazette.*

The Iron Business of Lake Superior.

The amount of iron ore shipped from Lake Superior in 1855 was 1,447 tons against 116,998 tons in 1860, and 185,557 tons in 1863.

These amounts, especially those for the last two years, fall far below the demand, the difficulty having been in procuring transportation for the ore, and men to mine it. The quantity actually spoken for to supply the various furnaces using this ore, before the opening of navigation in 1862, was over 140,000 tons, while in 1863, 250,000 tons would not have supplied the demand.

Large investments have been made in timbered lands, along the lines of the Marquette and Ontonagon, and Peninsula Railroads, as well as on Big Bay de Noquet, with a view to erect blast furnaces for the manufacture of charcoal pig iron.

The average value at Marquette of the ore shipped during the past year was $5 per ton, and that of the pig iron produced $45 per ton, giving the aggregate value of the iron product of the country for 1863, $1,327,245,245.—*Marquette Journal.*

British Emigration.

The last report of the British Emigration Commissioners contains some exceedingly interesting statistics. It appears that the emigration of 1863 approaches that of the years of famine beginning with 1847. During the last year 223,758 emigrants left the United Kingdom, 27 per cent. of them English, 7 per cent. Scotch, 52 per cent. Irish, 4 per cent. foreigners, and 10 per cent. not distinguished. 146,813 of them went to the United States, 53,054 to Australia and New Zealand, 18,083 to British North America. At this rate the drain on the laboring population of Great Britain must be in excess of the losses of our war. It happens also that the emigration to this country comprises a very great proportion of single men, of the same class required in military service. The commissioners, however, do not think that this circumstance warrants the conclusion that any large number of emigrants are attracted here for enlistment, inasmuch as the proportion of single men last year was almost precisely the same as in 1860, the year before the war began. Much of it is due to distress at home, and it has been immensely facilitated by the liberality of preceding emigrants, who remitted, in 1863, more than £412,000 sterling, to bring over their relatives in Ireland. This single circumstance must speak volumes in favor of the prosperity which has thus far attended our prosecution of this great war.

☞ Providence, R. I., has voted to allow a horse railroad track to be laid through her principal streets.

Railroads of Connecticut 1860 -'63.

An abstract of the Annual Returns published by the State Railroad Commissioners.

Railroads.	Capital.				Cost of Road and Equipm'nt.	Length of Road.	Gross Earnings.				Operating and Repairs.	Earnings less Expenses.	Dividends.	
1860.	Share Capital.	Bonded Debt.	Floating Debt.	Total Capital.			Passenger.	Freight.	Mails, etc.	Total.			Am'nt.	Rate.
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Hartford and New Haven	2,350,000	936,000	.....	3,286,000	3,407,780	72.37	428,042	320,854	41,641	790,537	388,731	401,806	235,000	10
Norwich and Worcester	2,122,500	630,600	25,986	2,779,086	2,613,694	66.40	121,814	222,516	14,032	358,362	231,636	126,726	.....	..
Housatonic	2,000,000	197,000	96,133	2,293,133	2,439,775	74.00	101,418	196,307	21,382	319,107	262,598	56,509	.....	..
New York and New Haven	3,000,000	2,104,000	19,889	5,123,889	5,384,284	62.35	800,182	186,540	63,046	1,049,768	653,517	396,251	90,000	3
New Haven and Northampton	922,500	500,000	.....	1,422,500	1,400,000	68.82	(Operated by N. Y. and N. Hav.)				149,317	28,722	120,595	46,125	5
Prov., Hartford and Fishkill	1,936,740	1,810,500	319,444	4,066,684	4,205,966	122.36	186,269	153,909	18,969	359,147	209,670	149,477	.....	..
N. London, Williamantic and Palmer	510,900	1,052,100	.....	1,563,000	1,573,569	66.00	61,157	61,588	7,550	130,295	130,309	(Loss.)	.....	..
Naugatuck	1,031,800	289,750	21,408	1,342,958	1,381,800	57.00	91,829	161,481	10,449	263,209	168,618	94,591	82,544	8
Danbury and Norwalk	307,010	96,500	.....	403,510	402,476	24.00	32,784	41,192	3,051	77,027	42,161	34,866	18,421	6
N. H., N. London and Stonington	788,538	750,000	156,429	1,644,967	1,454,040	62.00	111,354	15,564	8,154	135,072	122,410	12,662	.....	..
Total 10 railroads	14,919,988	8,366,450	639,289	23,925,727	24,263,384	675.30	1,934,849	1,359,901	188,274	3,631,841	2,238,372	1,393,469	472,090	3.16
1861.														
Hartford and New Haven	2,350,000	927,000	.....	3,277,000	3,442,970	72.37	405,335	262,169	45,872	713,376	358,740	354,636	282,000	12
Norwich and Worcester	2,122,501	809,300	62,477	2,994,277	2,613,694	66.40	113,719	156,301	18,492	288,512	179,876	108,636	.....	..
Housatonic	2,000,000	189,000	78,174	2,267,174	2,439,775	74.00	79,851	125,286	20,155	225,292	217,337	7,955	.....	..
New York and New Haven	3,000,000	1,890,000	22,639	4,912,639	5,419,508	62.35	618,182	125,092	64,786	808,060	506,082	301,978	180,000	6
New Haven and Northampton	1,010,000	450,000	.....	1,460,000	1,400,000	68.82	(Operated by N. Y. and N. Hav.)				101,084	31,551	69,483	43,766	4⅓
Providence, Hartford and Fishkill	2,037,940	1,810,000	340,116	4,188,556	4,204,866	122.36	158,329	112,514	17,003	287,846	179,059	108,787	.....	..
New London Northern	602,138	85,000	.....	687,138	686,074	66.00	54,972	53,714	8,255	116,941	102,766	14,175	12,043	2
Naugatuck	1,031,800	284,050	17,134	1,332,984	1,381,800	57.00	68 057	102,886	10,388	178,331	105,971	72,360	51,590	5
Danbury and Norwalk	407,010	96,500	6,500	410,010	410,959	24.00	27,492	35,001	3,449	65,942	41,622	24,320	18,421	6
N. H., N. London and Stonington	788,538	750,000	205,144	1,693,682	1,454,040	62.00	89,788	14,710	7,922	112,420	91,629	20,791	.....	..
Total 10 railroads	15,199,926	7,291,350	732,184	23,223,400	23,453,686	675.30	1,612,725	987,673	196,322	2,897,754	1,814,633	1,083,121	587,820	3.87
1862.														
Hartford and New Haven	2,350,000	927,000	.....	3,277,000	3,453,957	72.50	412,452	292,596	42,252	747,300	409,912	337,388	270,250	11½
Norwich and Worcester	2,120,500	799,300	9,297	2,981,197	2,613,694	66.40	141,868	196,321	15,476	353,665	194,747	158,918	.....	..
Housatonic	2,000,000	240,000	61,892	2,301,892	2,439,775	74.00	90,318	165,023	29,148	284,484	197,845	86,639	47,240	4
New York and New Haven	3,000,000	2,000,000	69,136	5,069,136	5,419,525	62.35	756,925	194,305	44,021	995,251	788,995	206,256	180,000	6
New Haven and Northampton	1,010,000	753,014	.....	1,763,014	2,305,202	93.75	(Operated by N. Y. and N. Hav.)				76,262	16,050	60,212	15,105	1½
Providence, Hartford and Fishkill	2,037,940	2,055,500	95,116	4,188,556	4,204,866	122.36	172,067	131,789	14,297	318,153	183,401	134,752	20,379	1
New London Northern	602,152	75,400	.....	677,552	677,552	66.00	64,503	59,252	26,487	150,242	108,957	41,285	30,108	5
Naugatuck	1,031,800	284,050	26,918	1,342,768	1,410,889	57.00	78,363	123,846	9,210	206,419	107,792	98,627	72,226	7
Danbury and Norwalk	307,010	100,000	1,000	408,010	410,959	24.00	25,079	26,274	3,302	54,655	25,079	19,576	12,260	4
N. H., N. London and Stonington	788,538	750,000	294,250	1,782,788	1,454,040	62.00	113,769	15,528	21,510	150,807	140,360	10,447	.....	..
Total 10 railroads	15,199,940	7,984,264	557,609	23,741,813	24,389,459	700.36	1,850,339	1,204,934	205,703	3,337,238	2,173,138	1,164,100	647,568	4.24
1863.														
Hartford and New Haven	2,350,000	927,000	.....	3,277,000	3,514,095	72.50	557,906	354,510	46,043	958,459	497,056	461,403	399,500	17
Norwich and Worcester	2,122,600	764,300	21,126	2,907,426	2,613,694	66.40	179,414	236,873	16,272	432,559	251,720	180,839	119,701	5½
Housatonic	2,000,000	191,000	64,859	2,255,859	2,439,775	74.00	112,804	190,894	25,840	329,538	237,100	92,438	94,400	8
New York and New Haven	3,000,000	2,000,000	121,223	5,121,223	5,451,939	62.35	1,030,433	187,804	80,352	1,298,589	741,641	556,948	360,000	12
New Haven and Northampton	1,010,000	753,014	.....	1,763,014	2,305,205	93.75	(Operated by N. Y. and N. Hav.				156,663	78,032	78,631	35,350	3½
Providence, Hartford and Fishkill	2,037,940	1,936,740	213,876	4,188,556	4,204,867	122.36	226,933	167,207	14,669	408,809	254,472	154,337	.....	..
New London Northern	602,152	75,202	.....	677,352	687,153	66.00	86,333	81,600	27,122	195,055	133,820	61,235	42,149	7
Naugatuck	1,031,800	305,050	26,084	1,362,934	1,460,193	57.00	96,970	154,949	13,468	265,387	129,420	135,967	82,544	8
Danbury and Norwalk	307,010	100,000	.....	407,010	410,959	24.00	32,389	30,211	3,309	65,909	29,243	36,666	15,615	5
N. H., N. London and Stonington	788,538	750,000	156,429	1,644,967	1,454,040	62.00	172,380	21,217	18,947	212,553	312,474	79	.....	..
Rockville	97,350	4,500	44,026	105,976	150,000	4.80	.....	.....	.....	.....	3,638	.....	.....	..
Total 11 railroads	15,297,390	7,806,806	647,723	23,751,919	24,691,919	705.16	2,495,571	1,425,265	246,022	4,323,521	2,568,616	1,758,543	1,149,25	7.951

☞ Of the mileage attributed in the above table there are located in other states as follows:

	miles.
Hartford and New Haven in Mass	5.89
Norwich and Worcester in "	17.75
New York and New Haven in N. Y.	14.14
Prov., Hartford and Fishkill in R. I.	26.32
New London Northern in Massachusetts	10.91
Total in 1860 and 1861	75.01
New Haven and Northampton in Mass	24.93
Total in 1862 and 1863	99.94

☞ Mileage attributed to Connecticut as shown in the above tables viz:

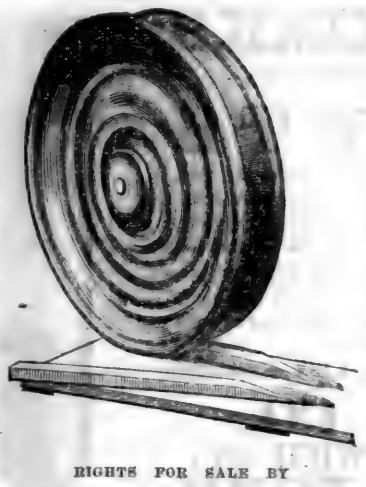
	1860.-'61	1862.	1863.
	675.30	700.36	705.16
Deduct mileage attributed to Conn. but located in other States, as *per contra*, viz	75.01	99.94	99.94
Leaving an actual mileage	600.29	600.42	605.22
Add mileage attributed to other States but actually in Connecticut viz:			
N. Y., Prov. & Boston. 6 m. Southern Midland 8 "	14.00	14.00	14.00
Actual t'l mileage in Conn.	614.29	614.42	619.22

NOTE.—Abstracts for twenty-one years (1839—1859, inclusive) have heretofore been given, and may be found in Volume XXXIII (1860) p.p. 748,749. A yearly aggregate *resume* will be found on p. 797 of the same volume.

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Aug. 16, 1864

AT A MEETING OF THE BOARD OF DIRECTORS of the Illinois Central Railroad Company held this day, the following resolutions were adopted:

Whereas, In the mortgage given by this company to the trustees to secure their construction bonds, it was agreed that the moneys received upon sales of the lands mortgaged, as fast as received, be applied to the cancellation of said bonds, and it has become necessary for this purpose to take up a portion of the bonds in pursuance of a provision contained in each bond, the company may "pay the same at any time to be named by them by adding to the principal a sum equal to twenty per cent. thereof."

Resolved, That the Company will, on the first day of October next, pay the seven per cent bonds for one thousand dollars each, numbered from one to three thousand, (1 to 3 000,) with twenty (20) per cent. added to the principal thereof, upon surrender at its office in the City of New York; and that it doth hereby name the first day of October, 1864, as the time when the principal of said bonds shall be paid, after which day interest upon them will cease.

Resolved, That the holders of the scrip stock of this Company be required to pay the unpaid ten per cent. upon the stock held by them respectively, on or before the twenty-sixth day of September next, at the office of the company in the City of New York; and that upon all sums unpaid, interest will be charged from that day; and that after the twenty-sixth day of September next, no transfer shall be made of stock which shall not be paid in full. THOMAS E. WALKER, Treasurer.

U. S. 7-30 LOAN.

The Secretary of the Treasury gives notice that subscriptions will be received for Coupon Treasury Notes payable three years from Aug. 15th, 1864, with semi-annual interest at the rate of seven and three-tenths per cent per annum,—principal and interest both to be paid in lawful money.

These notes will be convertible at the option of the holder at maturity, into six per cent gold bearing bonds, payable not less than five nor more than twenty years from their date, as the Government may elect. They will be issued in denominations of $50, $100, $500, $1,000 and $5,000, and all subscriptions must be for fifty dollars or some multiple of fifty dollars.

The notes will be transmitted to the owners free of transportation charges as soon after the receipt of the original Certificates of Deposit as they can be prepared.

As the notes draw interest from August 15, persons making deposits subsequent to that date must pay the interest accrued from date of note to date of deposit.

Parties depositing twenty-five thousand dollars and upwards for these notes at any one time will be allowed a commission of one-quarter of one per cent, which will be paid by the Treasury Department upon the receipt of a bill for the amount, certified to by the officer with whom the deposit was made. No deductions for commissions must be made from the deposits.

SPECIAL ADVANTAGES OF THIS LOAN.

IT IS A NATIONAL SAVINGS BANK, offering a higher rate of interest than any other, and THE BEST SECURITY. Any savings bank which pays its depositors in U. S. Notes, considers that it is paying in the best circulating medium of the country, and it CANNOT pay in anything better, for its own assets are either in government securities or in notes or bonds payable in government paper.

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In addition to the very liberal interest on the notes for three years, this privilege of conversion is now worth about three per cent per annum, for the current rate for 5-20 Bonds is not less than FIVE PER CENT PREMIUM, and before the war the premium on six per cent U. S. stocks was over twenty per cent. It will be seen that the actual profit on this loan, at the present market rate, is not less than ten per cent per annum.

Its Exemption from State or Municipal Taxation.

But aside from all the advantages we have enumerated, a special Act of Congress EXEMPTS ALL BONDS AND TREASURY NOTES FROM LOCAL TAXATION. On the average, this exemption is worth about two per cent per annum, according to the rate of taxation in various parts of the country.

It is believed that no securities offer so great inducements to lenders as those issued by the government. In all other forms of indebtedness, the faith or ability of private parties, or stock companies, or separate communities only, is pledged for payment, while the whole property of the country is held to secure the discharge of all the obligations of the United States.

While the government offers the most liberal terms for its loans, it believes that the very strongest appeal will be to the loyalty and patriotism of the people.

Duplicate certificates will be issued for all deposits. The party depositing must endorse upon the ORIGINAL certificate the denomination of notes required, and whether they are to be issued in blank or payable to order. When so endorsed it must be left with the officer receiving the deposit, to be forwarded to the Treasury Department.

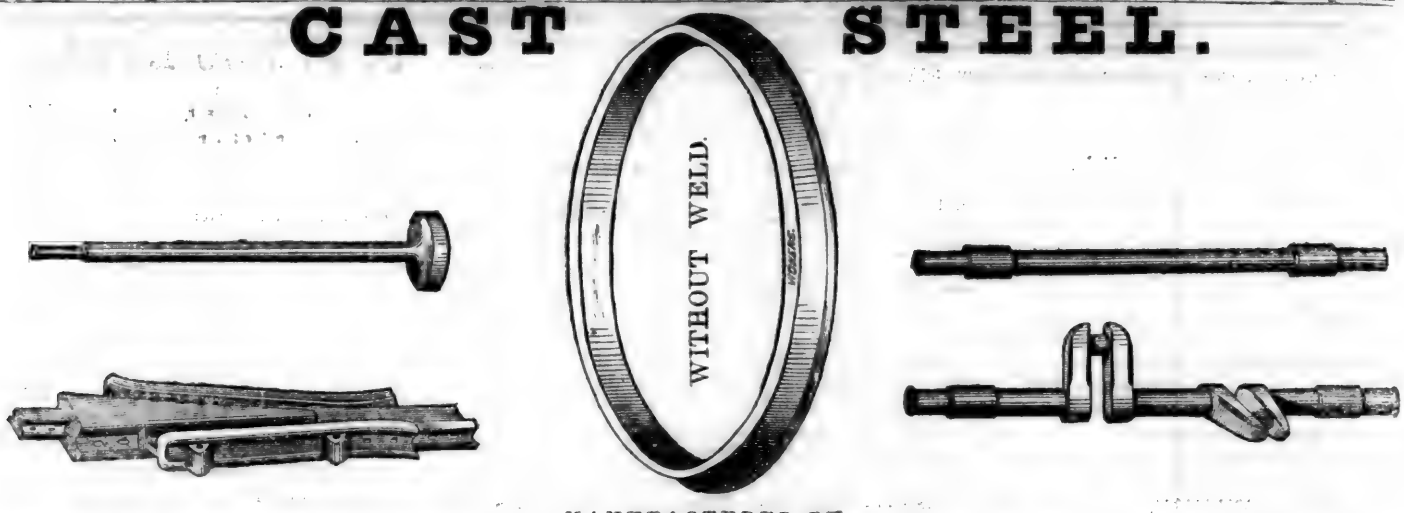
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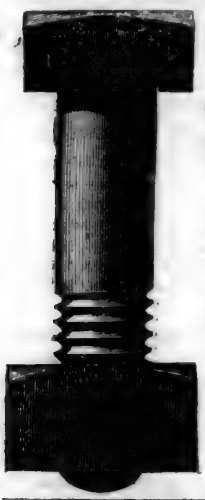
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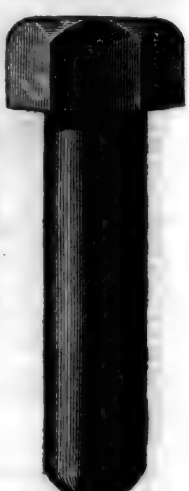
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SECOND QUARTO SERIES, VOL. XX., No. 37.] SATURDAY, SEPTEMBER 10, 1864. [WHOLE No. 1,487, VOL. XXXVII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 10, 1864.

The Northern Pacific Railroad.

The narrow statesmanship of the day has been slow to conceive, and still slower to execute the idea of a railway union of our two ocean coasts. When the first legislative concession was made to the popular demand, in 1861, it was done under the stimulus of fears excited by the war, and which anticipated the possibility of foreign contests in which the Isthmian communication with our Pacific States might be in the hands of our enemies; and this wholesome apprehension wrung from Congress the enactment under which the Union Pacific Railroad and its branches have since been commenced. Previous schemes for three simultaneous roads had been entertained; but these were the offspring of sectional jealousy, and advocated oftener by partisan politicians and the agents of Pacific Steamship Companies, with a view of killing the measure, than by real friends actuated by any desire for their construction. When, finally, the single line referred to was authorized, the result was hailed as a miracle of enterprise and foresight. And in fact, when the Union Pacific Railway was chartered and endowed, the index of our National power moved visibly on the dial of destiny.

But war is not an unmixed evil; and one of the fruits of that which unhappily now desolates our land, is a thorough awakening of material, as well as moral perceptions of the principles which should enter into our political economy. We have rapidly reasoned out a wise result from the premises furnished by our vast geographical extent and corresponding resources.

Progress is contagious; and national sagacity, having once secured a precedent, advances by forced marches; so that, within three years from the passage of the first act, another enterprise has been similarly sanctioned, which if less expensive and less richly endowed, is not less stupendous in conception or in absolute magnitude. This is known as the "Northern Pacific Railroad," and is designed to connect the waters of the great lakes directly with those of the Pacific by way of Puget Sound; passing through those new territories which border on British America and opening up a virgin field for the swelling immigration continually flowing in on us from Europe.

The act of Congress authorizing this road, creates a Board of Commissioners to superintend the organization of the company; and this board met in Boston on the first instant, and complied with the preliminary requirements of the law by the selection of its officers. These are JOSIAH PERHAM, President, WILLARD SEARS, Vice President, ABIEL ABBOTT, Secretary, and I. S. WITHINGTON, Treasurer. These gentlemen are all residents of Boston and vicinity; and it will be seen from the selection that the enterprise is likely to become what it was designed and should be—a means of developing the resources and stimulating the industry of the northern portion of the Republic. A resolution was also passed, instructing the officers to open books within ninety days in the cities of Boston, Massachusetts, and Portland, Maine, for subscriptions to the capital stock.

The capital stock is fixed by law at one hundred millions of dollars. When two millions shall have been subscribed, and ten per cent. of the amount paid in, it will become the duty of the Commissioners to call a meeting of the shareholders for the purpose of electing a board of thirteen Directors, for a permanent organization; and this done, the functions of the Commissioners will cease and their board be dissolved.

The endowment of the Northern Pacific Railroad is altogether in lands; but these are liberal in quantity, and in quality equal to any west of the great lakes. It is generally supposed that the lands owned by our Government in the higher latitudes, are comparatively valueless, owing to the severity of the climate; but the error of this opinion is proven by abundant corroborative testimony, including meteorological statistics, reports of explorers, both official and voluntary, and the fact that animal and vegetable life in those regions are sustained in a vigor and profusion utterly incompatible with any serious defect in climate or soil. It is unquestionable that the isothermal lines in that latitude, are deflected rapidly northward, as they extend west from the lakes; and the valley of the Red River of the North, crossing the National boundary, is as mild in its winter temperature as the more favored portions of Wisconsin and Michigan. The rich growth of forests and grass in that part of the continent, and the immense herds of buffalo which subsist there, prove sufficiently the fertility of the soil; and the history of the British settlements for a quarter of a century, shows that the climate interposes no obstacle to health, comfort, or the accumulation of wealth.

The construction of the Northern Pacific Railroad will add greatly to our national prosperity by filling our now waste and vacant territories with a productive population. Practically, it will give to the nation as many new and rich provinces as we now possess in that quarter, Territorial organizations. Besides this, it will develop a most important mineral interest in the same chain of mountains which has yielded to the hand of enterprise such vast wealth of gold and silver and iron in California and Arizona and Colorado. And when the line shall have been completed to Puget Sound, we shall have opened up a source of future trade, now absolutely inconceivable to those who are unaware of the great commercial facilities of the North Pacific coast, with its fisheries, its forests, and its proximity to Japan, China and the Asiatic provinces of the Russian empire. Realizing all this, and knowing the anxiety of our

British neighbors to forestall us in the advantages to be derived from a road across the continent in this latitude, we can but hope that the subject will engage the immediate attention of our capitalists; and that the Commissioners may soon be able to announce the subscription of the two millions of dollars necessary to secure the organization of the company and inaugurate the work of construction.

Lake Superior Mines.

The following statement will show the aggregate cost of stock, cost per share, present value per share, and total value of the six leading mines worked in the Portage District, they being the only ones that have been carried forward so as to approach a state of complete development. The number of shares in each company is 20,000:

	Aggregate cost of Stock.	Cost per Share.	Present value per Share.	Total value of Mine.	Div'ds.
Quincy	$160,000	$8 00	$105	$1,900,000	$540,000
Pewabic	120,000	6 00	65	1,200,000	340,000
Franklin	80,000	4 00	55	1,000,000	160,000
Isle Royale	260,000	15 50	20	600,000	
Huron	240,000	12 00	33	800,000	
Grand Portage	50,000	2 50	40	880,000	

The above shows dividends amounting to $1,040,000, or about 300 per cent. on the total cost to the stockholders.

☞ A connecting link has just been completed at Sharon, Pa., between the Erie and Pittsburg Railroad and Coleman, Westerman & Co.'s track, which meets the Hubbard Branch of the Mahoning Railroad at the State line. It is expected that an arrangement will soon be made by which regular freight and passenger cars will be put upon the road. This will afford Youngstown a direct railroad communication with Pittsburg, and be a very desirable route for travel, and transportation of pig iron and other products between the two points.

Bellefontaine Railroad Line.

This line is 206 miles in length. It is composed of the *Bellefontaine and Indiana Railroad*, extending from Indianapolis to Union 84 miles; and the *Indianapolis, Pittsburg and Cleveland Railroad*, thence to Crestline, 122 miles. We have been favored with a copy of the Eighth Joint Annual Report of the directors of these companies—being the Fourteenth Annual Report af the former, and the Fifteenth of the latter. The following is a statement of the transactions of these roads during the fiscal year ending December 31, 1863:

BELLEFONTAINE AND INDIANA RAILROAD.

Earnings from passengers	$203,782 10	
" freight	515,207 48	
" mail	17,850 00	
" express	14,482 23	
		$751,221 81
Expenses, viz:		
Repairs of track	$113,862 85	
" engines	30,572 79	
" cars	36,183 86	
" buildings	14,202 36	
" bridges	4,875 23	
Train expenses	55,328 25	
Depot and station exp.	25,835 11	
Fuel	48,087 96	
Oil and waste	7,357 04	
Salaries	5,546 70	
Loss and damage	15,979 18	
Foreign agencies	6,886 71	
Freight expenses	11,622 39	
All other expenses	19,398 29	
		389,688 72
Net earnings		$361,533 09
Interest on bonds	$77,348 11	
Taxes	13,856 29	
		91,204 40
Balance		$270,328 69
From which has been paid—		
For 483 tons of new rails	$37,729 98	
Proportion of 4 new engines	27,111 54	
Redempt'n of income bonds	21,500 00	
Redempt'n of 2d mort. b'ds.	29,000 00	
Deposit for 2d mort. bonds	80,000 00	
Expenses of Executive Committee	3,435 76	
		198,777 28
Surplus		$71,551 41
Surplus from previous year		69,962 44
Total		$141,513 85
Compared with the previous year the earnings show an increase of		$202,071 85
With an increase in expenses of		74,859 18
Making the increase in net earnings		$127,212 67

The capital stock has been increased in the sum of $189,178 52. This was used in the payment of this Company's proportion of the indorsement of the third mortgage bonds of the Columbus, Piqua and Indiana Railroad Company; the stock was used at par, and that indebtedness of this Company is now extinguished. For the purpose of extending the first mortgage bonds, which mature in 1866, the Directors, at a meeting in July, adopted the following

RESOLUTIONS:

Resolved, That the President and Secretary of the Bellefontaine and Indiana Railroad Company be, and they are hereby authorized, empowered and directed to prepare and execute a mortgage upon all the road, and property and franchises of said Company to Amasa Stone Jr., Trustee, in order to secure the payment (at their respective dates of maturity), of the following bonds, and interest thereon, to-wit:

Maturing on the first day of January of each year from 1870 to 1876, both inclusive, ten thousand dollars in each of said years, being an aggregate of eighty thousand dollars.

Maturing on the first day of January of each year from 1877 to 1880, both inclusive, twenty thousand dollars in each of said years, making an aggregate of eighty thousand dollars.

Maturing on the first day of January of each year from 1881 to 1886, both inclusive, thirty thousand dollars in each of said years, making an aggregate of one hundred and eighty thousand dollars.

Maturing on the first day of January of each year from 1887 to 1898, both inclusive, thirty-five thousand dollars in each of said years, making an aggregate of four hundred and twenty thousand dollars.

Maturing on the first day of January 1899, the sum of forty-one thousand dollars.

The whole of said bonds, amounting to the aggregate sum of seven hundred and ninety-one thousand dollars, being the amount of the present first mortgage bonds of said Company outstanding, and maturing on the first day of July, 1866.

Resolved, That warrants or coupons be attached to each of such bonds, for payment of interest, at the rate of seven per cent. per annum, semi-annually, on the first days of January and July in each year, in the city of New York.

Resolved, That said new issue of bonds be placed in the hands of said Trustee to be used by exchange or negotiation, in taking up or retiring the first mortgage bonds of the Company, and for no other use or purpose whatsoever; provided that none of said bonds shall be negotiated or sold until after six months' notice, by publication in two newspapers of general circulation in the city of New York, to holders of the present first mortgage bonds, and allowing them the prior right, within said time, to exchange their bonds for the new issue above provided for; such exchange to be made by lot, or the drawing of numbers representing the numbers of the new bonds.

Resolved, That as there are one hundred and sixty-four thousand dollars of the second mortgage bonds of said Company now outstanding, and maturing on the first day of April, 1870, the mortgage hereby authorized shall contain a stipulation on behalf of said Company, that there shall be paid to the Trustee thereof, from the earnings of said road, in each of the years 1864, 1865, 1866, 1867, 1868 and 1869, the sum of twenty-seven thousand and five hundred dollars, either in money or said second mortgage bonds. If said payments be made in money, the said Trustee shall at once invest the same in said second mortgage bonds, at, or below par, if he is able so to do; but if said bonds cannot be so purchased, he shall invest the money in such other safe and saleable security, as may be approved by the Executive Committe of said company collecting and funding the interest thereto until the maturity of said second mortgage bonds, when he shall redeem the same from the proceeds thereof.

Resolved, That the same mortgage shall also provide that in the event of the failure of said Company to make any payment of said sinking fund for said second mortgage bonds, the Trustee shall have the same power to enter upon and proceed against said Company as is provided and given him by said mortgage for non-payment of any interest or principal of said new issue of bonds.

Resolved, That said Trustee shall be empowered, by the terms of said mortgage, to hold all of said first mortgage bonds which shall have been exchanged for new bonds, uncancelled, in trust for, and as a matter of security to the prior holders thereof, until the whole of said issue of second mortgage bonds, or within five thousand dollars thereof, shall have been redeemed; when it shall be his duty to cancel the same; and in the event of the failure of the railroad company to meet any of its stipulated payments of sinking fund or interest, and the full retirement of its second mortgage bonds, and the cancelation of the mortgage of said second mortgage bonds, he may re-exchange with prior holders of said bonds, in order to place them in their original position, if they shall so desire.

Resolved, That Dan P. Eells be named in the mortgage as alternate Trustee.

In accordance with these resolutions a mortgage has been executed, and the bonds prepared and deposited with the Trustee.

In December it was resolved to change the security for the second mortgage bonds, from a yearly sinking fund, into a deposit of Government 5-20 bonds, in the hands of the Trustee, equal to the amount of said second mortgage bonds outstand on the 1st day of January, 1864. Accordingly, a deposit of Government securities was made with Mr. Stone on the 2d day of January, from which he will purchase the outstanding bonds, or redeem them at maturity. In so doing, the Directors contracted a temporary loan of $50,000, which will be paid out of the surplus earnings of the year as they are realized.

Of the income bonds, $87,000 is outstanding, maturing in 1870. The remainder has been redeemed and cancelled.

Of the real estate bonds, the amount outstanding is $50,000. Of this amount $1,000 was due in 1858, and $1,000 in 1863, which have not been presented for redemption; the balance mature in 1866. The amount redeemed in 1863 is $23,000 from funds derived from real estate.

The reduction of the funded debt during the year, amounts to $82,000; giving an annual reduction of interest of $5,740.

GENERAL BALANCE SHEET.

Cost of road and equipment		$3,030,583 92
Piqua endorsem't paid in stock at par		189,250 00
Due from executive committee B. line		158,506 02
Bills receivable		20,350 74
Track repair materials on hand		46,712 56
Unsold real estate		34,986 83
J. H. Godman, real estate trustee		39,399 93
" to apply on Inc. B'ds		5,608 95
O. Bowen, former trustee		1,000 00
A. Stone, jr., to apply on 2d mort. b'ds		130,000 00
Cash in hands of agents to pay interest on bonds		33,821 85
Personal property, 200 shares C., P. & I. R. R. Stock		10,000 00
		$3,700,220 80
Capital stock		$2,058,991 54
1st mort. bonds, due in 1866	$791,000	
2d mort. bonds, due in 1870	130,000	
Income bonds, due in 1870	87,000	
Real estate b'ds, due in 1858	1,000	
Real estate b'ds, due in 1863	1,000	
Real estate b'ds, due in 1866	48,000	
		1,058,000 00
Dividend scrip		1,510 00
Int. on b'ds of 1863, payable in 1864		33,406 95
Bills payable		62,791 68
Balance of transportation account		495,520 63
		$3,700,220 80

President.—JOHN BROUGH.

Directors.—John Brough, Henry Wick, W. A. Otis, Selah Chamberlain, S tillman Witt, James H, Godman, L. M. Hubby.

Secretary.—J. M. TOWNSEND.

Treasurer.—HENRY WICK.

Gen. Superintendent.—J. W. WEBB.

INDIANAPOLIS, PITTSBURG AND CLEVELAND R. R.

Earnings from passengers		$202,819 51
" freights		374,373 90
" mail service		10,625 00
" express service		10,273 80
		$598,092 21
Expenses, viz:		
Repairs of engines	$21,763 67	
" cars	25,758 00	
" track	40,738 88	
" bridges	10,940 73	
" structures, etc	8,852 68	
Train expenses	39,386 21	
Depots and stations	17,695 87	
Fuel	34,232 03	
Salaries	4,586 63	
Loss and damage	14,955 71	
Oil and waste	5,237 21	
Freight expenses	8,274 29	
Foreign agencies	4,866 66	
All other expenses	10,278 68	
		247,567 45
Net earnings		$350,524 76
Interest and taxes		71,240 31
Balance		$279,284 45
From which has been paid—		
For two dividends	$61,856 00	
New grounds and buildings	67,009 43	
200 tons rails	15,255 42	
Proportion 4 new engines	19,299 74	
5 years' exp. Ex. Com.	10,132 19	
Sinking fund	39,242 84	
Last domestic bond	500 00	
State Fair Grounds	351 45	
		213,647 07
Surplus		$65,687 38
Surplus previous year		78,379 38
Total		$144,016 76

This surplus has all been specifically appropriated to outstanding contracts for cars and engines, and the completion of the new buildings and works at Indianapolis.

Compared with the previous year, the gross earnings show an increase of $148,013 42
With an increase in expenses of 44,826 54

Making the increase in net earnings $103,186 88

The capital stock has been increased $464,028 74. Of this sum, $164,048 74 was used at par in paying the company's indorsement on the C., P. & I. bonds; the balance to cover expenditures in equipment, and payment of floating debt prior to July, 1862.

GENERAL BALANCE SHEET.

Cost of road and equipment		$1,848,508 29
Piqua endorsement		169,125 81
Lands and lots		37,285 38
Bill receivable		14,738 86
Stock of C., P. & I. R. R. Co., at par		10,000 00
Sinking fund 1st mort. bonds of Co.	$116,000 00	
Bonds of other Co's	2,000 00	
Notes, &c. in hands of Agents	985 84	
Cash in hand of Trustee	48,667 84	
		167,653 68
In hands of Agent to pay Coupon Int.		21,032 72
Executive Committee B. Line		201,159 82
Material on hand (Track and Stone)		21,814 17
Domestic bonds		100 00
		$2,491,368 73
Capital stock		$1,299,571 26
Funded debt 1st mort. b'ds	$650,000	
2d mort. bonds	347,000	
Income bonds	1,000	
		998,000 00
Bills payable		3,956 71
Scrip (convertible into stock)		3,450 00
Unpaid dividends		33,312 29
Surplus earnings to Dec. 31, 1863		148,579 65
Unpaid taxes of 1863		4,498 82
		$2,491,368 73

President.—JOHN BROUGH.

Directors.—John Brough, Stillman Witt, Henry Wick, T. P. Handy, W. A. Otis, Simon Yandes, Edward King, Wm. Collins, J. M. Townsend, E. J. Peck, M. G. Walker, Allen Makepeace, D. Kilgore, S. P. Anthony L. M. Hubby.

Vice President.—E. J. PECK.

Secretary and Treasurer.—ED. KING.

Gen. Superintendent—J. W. WEBB.

Central Pacific Railroad.

The Central Pacific Railroad of California is now completed and in successful operation to Newcastle, near Auburn, 31 miles from Sacramento. Nearly 300 men are at work on the track beyond Newcastle. The work on Bloomer's Divide, a cut 60 feet deep, will soon be completed with the force now engaged in carrying it forward. All the culverts required on the next twelve miles of the road are being rapidly completed in a substantial manner. This addition of twelve miles, which will extend to Clipper Gap, it is designed to complete by January next, the iron and ties for that portion having already been received. As soon as the Government accepts the thirty-one miles of road now finished, the directors of the company can issue and control the United States bonds and State bonds provided for by Congressional and legislative enactment, which, with other facilities within their control, will place at their disposal at the market rates of those bonds over $1,000,000 in coin, exclusive of the $400,000 now overdue from San Francisco, and exclusive of public lands. Governor Low, P. H. Sibley and Josiah Johnson have been appointed by President Lincoln as Commissioners to examine and report upon the road now finished, and there is therefore every reason to believe the road will be accepted by the Government at an early day. The telegraph line which the company is required to put up is in a forward state of construction between Sacramento and Newcastle.

Beloit and Madison Road.

The laying of the track on the branch of the Northwestern road, formerly known as the Beloit and Madison Railroad, was completed yesterday, and regular trains will be running in course of a few days.

This gives Madison, at last, a direct railroad communication with Chicago.—*Madison Journal.*

Northern Pacific Railroad Act.

AN ACT granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget's Sound, on the Pacific coast, by the northern route.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Richard D. Rice, John A. Poor, Samuel P. Strickland, Samuel C. Fessenden, Charles P. Kimball, Augustine Haines, Edwin R. W. Wiggin, Anson P. Morrill, Samuel J. Anderson, of Maine; Willard Sears, I. S. Withington, Josiah Perham, James M. Becket, A. W. Banfield, Abiel Abbot, John Newell, Austin L. Rogers, Nathaniel Greene, jr., Olivee Frost, John A. Bass, John O. Presbrey, George Shiverick, Edward Tyler, Filander J. Forristall, Ivory H. Pope, of Massachusetts; George Opdyke, Fairley Holmes, John Huggins, Philander Read, George Briggs, Chauncey Vibbard, John C. Fremont, of New York; Ephraim Marsh, John P. Jackson, jr., of New Jersey; S. M. Felton, John Foy, O. J Dickey, B. F. Archer, G. W. Cass, J. Edgar Thomson, John A. Green of Pennsylvania; T. M. Allyn, Moses W. Wilson, Horace Whittaker, Ira Bliss, of Connecticut; Joseph A. Gilmore, Onslow Stearns, E. P. Emerson, Frederick Smyth, William E. Chandler, of New Hampshire; Cyrus Aldrich, H. M. Rice, John McKusick, H. C. Waite, Stephen Miller, of Minnesota; E. A. Chapin, John Gregory Smith, George Merrill, of Vermont; James Y. Smith, William S. Slater, Isaac H. Southwick, Earl P. Mason, of Rhode Island; Seth Fuller, William Kellogg, U. S. Grant, William B. Ogden, William G. Greene, Leonard Sweat, Henry W. Blodgett, Porter Sheldon, of Illinois; J. M. Winchell, Ellsworth Cheesebrough, James S. Emery; of Kansas; Richard F. Perkins, Richard Chenery, Samuel Brannan, George Rowland, Henry Platt, of California; William F. Mercer, James W. Brownley, of Virginia; John H. B. Latrobe, W. Prescott Smith, of Maryland; Greenbury Slack, A. J. Boreman, of West Virginia; Thomas E. Bramlette, Frank Shorin, of Kentucky; John Brough, John A. Bingham, Orsan Follet, John Gardner, S. S. L'Hommedien, Harrison G. Blake, Philo Chamberlain, of Ohio; John A. Duncan, Samuel M. Harrington, of Delaware; Thomas A. Morris, Jesse L. Williams, of Indiana; Samuel L. Case Henry L. Hall, David H. Jerome, Thomas D. Gilbert, C. A. Trowbridge, of Michigan; Edward H. Brodhead, Alexander Mitchell, Benjamin Ferguson, Levi Sterling.——Marshall, of Wisconsin; J. C. Ainsworth, Orlando Humason, H. W. Corbett, Henry Failing, of Oregon; J. B. S. Todd, M. K. Armstrong, J. Shaw Gregory, J. Le Berge, of Dakota Territory; John Mullan, Anson G. Henry, S. D. Smith, Charles Terry, of Washington Territory; H. W. Starr, Platt Smith, Nixon Dentor, William Leighton, B. F. Allen, Reuben Noble, John L. Davies, of Iowa; Willard P. Hall, George R. Smith, H. Gayle King, John C. Sargent, of Missouri; William H. Wallace, of Idaho Territory; J. H. Lathrop, Henry D. Cooke, H. E. Merrick, of the District of Columbia, and all such other persons who shall or may be associated with them, and their successors, are hereby created and erected into a body corporate and politic, in deed and in law, by the name, style, and title of the "Northern

Pacific Railroad Company," and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal. And said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph line, with the appurtenances, namely, beginning at a point on Lake Superior, in the States of Minnesota or Wisconsin; thence westerly by the most eligible railroad route, as shall be determined by said company, within the territory of the United States, on a line north of the forty-fifth degree of latitude to some point on Puget's Sound, with a branch, *via* the valley of the Columbia river, to a point at or near Portland, in the State of Oregon, leaving the main trunk line at the most suitable place, not more than three hundred miles from its western terminus; and is hereby vested with all the powers, privileges, and immunities necessary to carry into effect the purposes of this act as herein set forth. The capital stock of said company shall consist of one million shares of one hundred dollars each, which shall in all respects be deemed personal property, and shall be transferable in such manner as the by laws of said corporation shall provide. The persons hereinbefore named are hereby appointed commissioners, and shall be called the board of commissioners of the "Northern Pacific Railroad Company," and fifteen shall constitute a quorum for the transaction of business. The first meeting of said board of commissioners shall be held at the Melodeon Hall, in the city of Boston, at such time as any five commissioners herein named from Massachusetts shall appoint, not more than three months after the passage of this act, notice of which shall be given by them to the other commissioners by publishing said notice in at least one daily newspaper in the cities of Boston, New York, Philadelphia, Cincinnati, Milwaukee, and Chicago, once a week at least four weeks previous to the day of meeting. Said board shall organize by the choice from its number of a president, vice-president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof as they may deem proper. The secretary shall be sworn to the faithful performance of his duties, and such oath shall be entered upon the records of the company, signed by him, and the oath verified thereon. The president and secretary of said board shall in like manner call all other meetings, naming the time and place thereof. It shall be the duty of said board of commissioners to open books or cause books to be opened at such times and in such principal cities or other places in the United States as they or a quorum of them shall determine, within six months after the passage of this act, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to receipt therefor. So soon as twenty thousand shares shall in good faith be subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of the subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened, at least fifteen days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by lawful proxy, then and there shall elect by ballot thirteen directors for said corporation; and in such election each share of said capital stock shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners, and in case of their absence or inability, any two of the officers of said board, shall act as inspectors of said election, and shall certify under their hands the names of the directors elected at said meeting; and the said commissioners, treasurer, and secretary, shall then deliver over to said directors all the properties, subscription books, and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. Annual meetings of the stockholders of the said corporation for the choice of officers (when they are to be chosen) and for the transaction of business shall be holden at such time and place and upon such notice as may be prescribed in the by-laws.

SEC. 2. *And be it further enacted*, That the right of way through the public lands be, and the same is hereby, granted to said Northern Pacific Railroad Company, its successors and assigns, for the construction of a railroad and telegraph as proposed; and the right, power and authority is hereby given to said corporation to take from the public lands, adjacent to the line of said road, material of earth, stone, timber, and so forth, for the construction thereof. Said way is granted to said railroad to the extent of two hundred feet in width on each side of said railroad where it may pass through the public domain, including all necessary grounds for station buildings, workshops, depots, machine shops, switches, side tracks, turn-tables, and water stations; and the right of way shall be exempt from taxation within the Territories of the United States. The United States shall extinguish, as rapidly as may be consistent with public policy and the welfare of the said Indians, the Indian titles to all lands falling under the operation of this act, and acquired in the donation to the [road] named in this bill.

SEC. 3. *And be it further enacted*, That there be, and hereby is, granted to the Northern Pacific Railroad Company, its successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line to the Pacific coast, and to secure the safe and speedy transportation of the mails, troops, munitions of war, and public stores, over the route of said line of railway, every alternate section of public land, not mineral, designated by add numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as said company may adopt, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad whenever it passes through any State, and whenever, on the line thereof, the United States have full title, not reserved, sold, granted, or otherwise appropriated, and free from pre-emption, or other claims or rights, at the time the line of said road is definitely fixed, and a plat thereof filed in the office of the Commissioner of the General Land Office; and whenever, prior to said time, any of said sections or parts of sections shall have been granted, sold, reserved, occupied by homestead settlers, or pre-empted, or otherwise disposed of, other lands shall be selected by said company in lieu thereof, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections: *Provided*, That if said route shall be found upon the line of any other railroad route to aid in the construction of which lands have been heretofore granted by the United States, as far as the routes are upon the same general line, the amount of land heretofore granted shall be deducted from the amount granted by this act: *Provided further*, That the railroad company receiving the previous grant of land may assign their interest to said Northern Pacific Railroad Company, or may consolidate, confederate, and associate with said company upon the terms named in the first section of this act: *Provided further*, That all mineral lands be, and the same are hereby, excluded from the operations of this act, and in lieu thereof a like quantity of unoccupied and unappropriated agricultural lands, in odd numbered sections, nearest to the line of said road and within fifty miles thereof, may be selected as above provided: *And provided further*, That the word "mineral" when it occurs in this act shall not be held to include iron or coal: *And provided further*, That no money shall be drawn from the treasury of the United States to aid in the construction of the said Northern Pacific railroad.

SEC. 4. *And be it further enacted*, That whenever said Northern Pacific Railroad Company shall have twenty-five consective miles of any portion of said railroad and telegraph line ready for the service contemplated, the President of the United States shall appoint three commissioners to examine the same, and if it shall appear that twenty-five consecutive miles of said road and telegraph line have been completed in a good, substantial, and workmanlike manner, as in all other respects required by this act, the commissioners shall so report to the President of the United States, and patents of lands, as aforesaid, shall be issued to said company, confirming to said company the right and title to said lands, situated opposite to and coterminous with said completed section of said road; and, from time to time, whenever twenty-five additional consecutive miles shall have been constructed, completed, and in readiness, as aforesaid, and verified by said commissioners to the President of the United States, then patents shall be issued to said company conveying the additional sections of land as aforesaid, and so on as fast as every twenty-five miles of said road is completed as aforesaid: *Provided*, That not more than ten sections of land per mile, as said road shall be completed, shall be conveyed to said company for all that part of said railroad lying east of the western boundary of the State of Minnesota, until the whole of said railroad shall be finished and in good running order, as a first-class railroad, from the place of beginning on Lake Superior to the western boundary of Minnesota: *Provided also*, That lands shall not be granted under the provisions of this act on account of any railroad, or part thereof, constructed at the date of the passage of this act.

SEC. 5. *And be it further enacted*, That said Northern Pacific railroad shall be constructed in a substantial and workmanlike manner, with all the necessary draws, culverts, bridges, viaducts, crossings, turnouts, stations, and watering places, and all other appurtenances, including furniture, and rolling stock, equal in all respects to railroads of the first class, when prepared for business, with rails of the best quality, manufactured from American iron. And a uniform gauge shall be established throughout the entire length of the road. And there shall be constructed a telegraph line, of the most substantial and approved description, to be operated along the entire line: *Provided*, That the said company shall not charge the government higher rates than they do individuals for like transportation and telegraphic service. And it shall be the duty of the Northern Pacific Railroad Company to permit any other railroad which shall be authorized to be built by the United States or by the legislature of any Territory or State in which the same may be situated, to form running connections with it, on fair and equitable terms.

SEC. 6. *And be it further enacted*, That the President of the United States shall cause the lands to be surveyed for forty miles in width on both sides of the entire line of said road, after the general route shall be fixed, and as fast as may be required by the construction of said railroad; and the odd sections of land hereby granted shall not be liable to sale, or entry, or pre-emption before or after they are surveyed except by said company, as provided in this act; but the provisions of the act of September, eighteen-hundred and forty-one, granting pre-emption rights, and the acts amendatory thereof, and of the act entiled "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, shall be, and the same are hereby, extended to all other lands on the line of said road, when surveyed, excepting those hereby granted to said company. And the reserved alternate sections shall not be sold by the government at a price less than two dollars and fifty cents per acre, when offered for sale.

SEC. 7. *And be it further enacted*, That the said Northern Pacific Railroad Company be, and is hereby, authorized and empowered to enter upon, purchase, take, and hold any lands or premises

that may be necessary and proper for the construction and working of said road, not exceeding in width two hundred feet on each side of the line of its railroad, unless a greater width be required for the purpose of excavation or embankment; and also any lands or premises that may be necessary and proper turnouts, standing places for cars, depots, station-houses, or any other structures required in the construction and working of said road. And the said company shall have the right to cut and remove trees and other material that might, by falling, encumber its road-bed, though standing, or being more than two hundred feet from the line of said road. And in case the owner of such lands or premises and the said company can not agree as to the value of the premises taken, or to be taken, for the use of said road, the value thereof shall be determined by the appraisal of three disinterested commissioners, who may be appointed, upon application by either party, to any court of record in any of the Territories in which the lands or premises to be taken lie; and said commissioners, in their assessment of damages, shall appraise such premises at what would have been the value thereof if the road had not been built. And upon return into court of such appraisement, and upon the payment into the same of the estimated value of the premises taken for the use and benefit of the owner thereof, said premises shall be deemed to be taken by said company, which shall thereby acquire full title to the same for the purposes aforesaid. And either party feeling aggrieved at said appraisement may, within thirty days after the same has been returned into court, file an appeal therefrom, and demand a jury of twelve men to estimate the damage sustained; but such appeal shall not interfere with the rights of said company to enter upon the premises taken, or to do any act necessary and proper in the construction of its road. And said party appealing shall give bonds, with sufficient surety or sureties, for the payment of any cost that may arise upon such appeal; and in case the party appealing does not obtain a verdict, increasing or diminishing, as the case may be, the award of the commissioners, such party shall pay the whole cost incurred by the appellee, as well as his own, and the payment into court, for the use of the owner of said premises taken, of a sum equal to that finally awarded, shall be held to vest in said company the title of said land, and of the right to use and occupy the same for the construction, maintenance, and operation of said road. And in case any of the lands to be taken, as aforesaid, shall be held by any infant, femme covert, non compos, insane person or persons residing without the territory within which the lands to be taken lie, or persons subjected to any legal disability, the court may appoint a guardian for any party under any disqualification, to appear in proper person, who shall give bonds, with sufficient surety or sureties, for the proper and faithful execution of his trust, and who may represent in court the person disqualified, as aforesaid, from appearing, when the same proceedings shall be had in reference to the appraisement of the premises to be taken for the use of said company, and with the same effect as has been already described; and the title of the company to the lands taken by virtue of this act shall not be affected or impaired by reason of any failure by any guardian to discharge faithfully his trust. And in case any party shall have a right or claim to any land for a term of years, or any interest therein, in possession, reversion, or remainder, the value of any such estate, less than a fee simple, shall be estimated and determined in the manner hereinbefore set forth. And in case it shall be necessary for the company to enter upon any lands which are unoccupied, and of which there is no apparent owner or claimant, it may proceed to take and use the same for the purposes of said railroad, and may institute proceedings, in the manner described, for the purpose of ascertaining the value of and of acquiring a title to the same; but the judge of the court hearing said suit shall determine the kind of notice to be served on such owner or owners, he may in its discretion appoint an agent or guardian to represent such owner or owners in case of his or their incapacity or non-appearance. But in case no claimant shall appear within six years from the time of the opening of said road across any land, all claims to damages against said company shall be barred.

SEC. 8. *And be it further enacted*, That each and every grant, right, and privilege herein are so made and given to, and accepted by, said Northern Pacific Railroad Company, upon and subject to the following conditions, namely: That the said company shall commence the work on said road within two years from the approval of this act by the President, and shall complete not less than fifty miles per year after the second year, and shall construct, equip, furnish, and complete the whole road by the fourth of July, anno Domini eighteen hundred and seventy-six.

SEC. 9. *And be it further enacted*, That the United States make the several conditional grants herein, and that the said Northern Pacific Railroad Company accept the same, upon the further condition that if the said company make any breach of the conditions hereof, and allow the same to continue for upwards of one year, then, in such case, at any time hereafter, the United States, by its Congress, may do any and all acts and things which may be needful and necessary to insure a speedy completion on the said road.

SEC. 10. *And be it further enacted*, That all people of the United States shall have the right to subscribe to the stock of the Northern Pacific Railroad Company until the whole capital named in this act of incorporation is taken up, by complying with the terms of subscription; and no mortgage or construction bonds shall ever be issued by said company on said road, or mortgage, or lien made in any way, except by the consent of the Congress of the United States.

SEC. 11. *And be it further enacted*, That said Northern Pacific Railroad, or any part thereof, shall be a post route and a military road, subject to the use of the United States, for postal, military, naval, and all other government service, and also subject to such regulations as Congress may impose restricting the charges for such government transportation.

SEC. 12. *And be it further enacted*, That the acceptance of the terms, conditions, and impositions of this act by the said Northern Pacific Railroad Company shall be signified in writing under the corporate seal of said company, duly executed pursuant to the direction of its board of directors first had and obtained, which acceptance shall be made within two years after the passage of this act, and not afterwards, and shall be served on the President of the United States.

SEC. 13. *And be it further enacted*, That the directors of said company shall make an annual report of their proceedings and expenditures, verified by the affidavits of the president and at least six of the directors, and they shall from time to time, fix, determine, and regulate the fares, tolls, and charges to be received and paid for transportation of persons and property on said road, or any part thereof.

SEC. 14. *And be it further enacted*, That the directors chosen in pursuance of the first section of this act shall, so soon as may be after their election, elect from their own number a president and vice-president; and said board of directors shall, from time to time, and so soon as may be after their election, choose a treasurer and secretary, who shall hold their offices at the will and pleasure of the board of directors. The treasurer and secretary shall give such bonds, with such security as the said board from time to time may require. The secretary shall, before entering upon his duty, be sworn to be faithful discharge thereof, and said oath shall be made a matter of record upon the books of said corporation. No person shall be a director of said company unless he shall be a stockholder, and qualified to vote for directors at the election at which he shall be chosen.

SEC. 15. *And be it further enacted*, That the president, vice-president, and directors shall hold their offices for the period indicated in the by-laws of said company, not exceeding three years, respectively, and until others are chosen in their place, and qualified. In case it shall so happen that an election of directors shall not be made on any day appointed by the by-laws of said company, the corporation shall not for that excuse be deemed to be dissolved, but such election may be holden on any day which shall be appointed by the directors. The directors, of whom seven, including the president, shall be a quorum for the transaction of business, shall have full power to make and prescribe such by-laws, rules and regulations as they shall deem needful and proper touching the disposition and management of the stock, property, estate, and effects of the company, the transfer of shares, the duties and conduct of their officers and servants touching the election and meeting of the directors, and all matters whatsoever which may appertain to the concerns of said company; and the said board of directors may have full power to fill any vacancy or vacancies that may occur from any cause or causes from time to time in their said board. And the said board of directors shall have the power to appoint such engineers, agents, and subordinates as may from time to time be necessary to carry into effect the object of the company, and to do all acts and things touching the location and construction of said road.

SEC. 16. *And be it further enacted*, That it shall be lawful for the directors of said company to require payment of the sum of ten per centum cash assessment upon all subscriptions received of all subscribers, and the balance thereof at such times and in such proportions and on such conditions as they shall deem to be necessary to complete the said road and telegraph line within the time in this act prescribed. Sixty days' previous notice shall be given of the payments required, and of the time and place of payment, by publishing a notice once a week in one daily newspaper in each of the cities of Boston, New York, Philadelphia, and Chicago; and in case any stockholder shall neglect or refuse to pay, in pursuance of such notice, the stock held by such person shall be forfeited absolutely to the use of the company, and also any payment or payments that shall have been made on account thereof, subject to the condition that the board of directors may allow the redemption on such terms as they may prescribe.

SEC. 17. *And be it further enacted*, That the said company is authorized to accept to its own use any grant, donation, loan, power, franchise, aid, or assistance which may be granted to or conferred upon said company by the Congress of the United States, by the legislature of any State, or by any corporation, person, or persons; and said corporation is authorized to hold and enjoy any such grant, donation, loan, power, franchise, aid, or assistance, to its own use for the purpose aforesaid.

SEC. 18. *And be it further enacted*, That said Northern Pacific Railroad Company shall obtain the consent of the legislature of any State through which any portion of said railroad line may pass, previous to commencing the construction thereof; but said company may have the right to put on engineers and survey the route before obtaining the consent of the legislature.

SEC. 19. *And be it further enacted*, That unless said Northern Pacific Railroad Company shall obtain bona fide subscriptions to the stock of said company to the amount of two millions of dollars, with ten per centum paid within two years after the passage and approval of this act, it shall be null and void.

SEC. 20. *And be it further enacted*, That the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the government at all times (but particularly in time of war) the use and benefits of the same for postal, military, and other purposes, Congress may, at any time, having due regard for the rights of said Northern Pacific Railroad Company, add to, alter, amend, or repeal this act.

APPROVED, July 2, 1864.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	2
Acton Vale ..... Ca.	50,000	5	----	1
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	33
Algomah ..... "	20,000	----	2	3¼
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	4½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	6
Balt. and N. C. ..... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	4½
Bay State ..... L. S.	20,000	----	3½	18
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	1½
Black River ..... "	200,000	2½	----	25c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	4½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1
Cabot ..... L. S.	20,000	----	----	½
Caledonia ..... "	20,000	----	----	11½
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	4
Carp Lake ..... L. S.	20,000	----	----	4½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	65
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	----	½
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	25,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	34½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	2½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	2½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	----	¾
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	4½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	½
Essex	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	13
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	20
Flint Steel ..... "	20,000	----	----	11
Forest City ..... "	20,000	----	3	----
Forest Shepherd .. "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	50
French Creek ..... Pa.	100,000	5	----	87c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	85c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	11c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	----
Grand Trunk ..... Ca.	100,000	5	----	62c
Great Western ... L. S.	20,000	----	2	4½
Green Mountain ... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	5½
Hancock ..... "	20,000	----	6½	10
Hanover ..... "	20,000	----	2½	----
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	10
Hilton ..... "	20,000	----	----	5
Hope ..... "	20,000	----	½	2½
Hudson ..... "	20,000	----	----	3
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	8½
Hungarian ..... "	20,000	----	1	3
Huron ..... "	20,000	----	16	20
Indiana ..... "	20,000	----	----	9
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	16

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	8½
Lafayette ..... Ca.	200,000	1	----	2
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	1
Madison ..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	7½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	1
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	1	3½
Mendota ..... "	20,000	----	----	4½
Merrimac ..... "	20,000	----	5	----
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	9½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	2½
Minnesota ..... L. S.	20,000	----	3½	31
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	50
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	2½
N. Y. & Passaic ... N. J.	100,000	----	----	----
North Cliff ..... L. S.	20,000	5	----	----
North Silver Lake "	20,000	----	4	6½
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	3½
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	4½
Ottawa ..... Ca.	200,000	1	----	25c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	9
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3	60
Phila. & Boston .. "	20,000	----	10	8
Phœnix ..... "	20,000	----	----	24
Pittsburg & Boston "	20,000	----	5½	84
Pontiac ..... "	20,000	----	3½	4½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	2½
Quincy ..... "	20,000	----	10	100
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	3
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	12½
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	8½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	2½	----
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	3½
Springfield ..... Md.	----	5	----	2
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	6
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	2½	----
Superior ..... L. S.	20,000	----	4	7
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	22
Tremont ..... "	20,000	----	5*	3½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	35c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	15
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	6
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	5
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	4½
Tyson	20,000	10	----	----
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	----
Clute	----	----	----	1½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	2½
Mineral Point	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	20,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	2
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	65c
Union	100,000	5	----	67c.
Wallkill ..... N. Y.	----	----	----	½
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	83
Ashburton ..... "	50,000	50	----	19
Atlantic & G. C. ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	55
Bear Valley ..... "	40,000	12½	----	21
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	8
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou .. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	18
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	½
Central ..... "	----	----	----	61
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	60½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	88
Fulton ..... "	----	----	----	9½
Gilbertson	5,000	100	----	89½
George's Creek ..... Pa.	10,000	----	----	100
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	6½
Hampton & Balt. .. Md.	----	----	----	104
Hazleton ..... Pa.	32,200	50	----	82
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain ... "	----	----	----	62
Lorberry ..... "	4,000	100	----	----
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	22½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	205
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	60
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	23
Schuylkill Valley .. "	20,000	10	----	3½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	49
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	5
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	----	----	----	50

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	5½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	80,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	1
Black Hawk (G.) .. "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	40c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinahe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	3
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	3½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	½
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	45
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	½
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	100,000	100	----	9
Quicksilver ..... Cal.	40,000	25	----	82½
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	10½
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	.....	46½
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	.....	62
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	.....	122
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	—	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	.....	.....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	.....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	.....	46
30 Nov. '63	11.75	—	125	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	.....	105½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,225	—	—	—	.....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	.....
30 Nov. '63	36.68	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	.....	59½
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	.....	76
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	.....	.....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	.....	.....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	.....	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	.....	.....
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	.....	.....
30 Nov. '63	—	—	311	60	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	.....	.....
30 Nov. '63	1.56	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	.....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	.....	.....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	.....	.....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	89,000	20,000	—	6,202	542	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	56,780	15,491	6	.....	.....
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.80	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	.....	68
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N. Y.)	994,655	446,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	84	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	290,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	118
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	810	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '62	4.50	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	59½
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	—	—
31 Oct. '63	4.12	—	11	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	.....	74
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	302,367	58,757	7	50	64½
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	66
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	.....	27
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	.....	85
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,022	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	—	—
31 Oct. '63	8.16	—	158	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	—	13
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	.....	19
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	90,502	36	20	71½
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	.....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'd F.)	173,010	159,312	15,500	—	75,066	18,417	17½	.....	70½
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	128,623	45,960	16½	20	51
31 Oct. '63	0.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	32
31 Oct. '63	9.31	—	293	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	.....	72
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,060	21,058	—	.....	21½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.03	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,487	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov. '62	10.20	—	—	—	—	St. Louis	208,604	208,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1893	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1891	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	47,500	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1900	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	110
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	.....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1900	.....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J	1871	.....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	.....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	.....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of June 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	145
" " " coupon		6	" "	1867	----
Loan of Dec. 31, 1848 registered	8,909,342	6	" "	1868	118
" " " coupon		6	" "	1868	118
Texas Indemnity, of Sep. 9, 1850 coupon	2,169,000	5	" "	1865	215
Loan of June 14, 1858 registered	20,000,000	6	" "	1874	100
" " " coupon		5	" "	1874	98½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	97
" " " coupon		5	" "	1871	100½
Oregon War Debt of June, 1861 coupon	1,016,000	6	" "	1881	105
" " " "		6	Yearly.	1881	101
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	107
" " " coupon		6	" "	1881	107½
Loan of July 17, 1861 registered	71,421,700	6	" "	1881	108½
" " " coupon		6	" "	1881	110
Loan of Feb. 25, 1862 (5-20s) registered	510,756,900	6	May & Nov.	1882	110
" " " (5-20s) coupon		6	" "	1882	111½
Treasury Notes of Aug. 1861 coupon	118,577,650	7.3	Feb. & Aug.	1864	----
" " Oct. 1861 coupon		7.3	April & Oct.	1864	107½
Loan of 1864 (10-40s) coupon	70,239,250	5	Mar. & Sept	1904	97
" " " registered		5	" "	1904	----
One Year Treasury Notes (legal tender)	44,500,000	5	----------	------	----
Two Year " " " "	127,909,300	5	----------	------	----
Certificates of Indebtedness	151,993,000	5	On redemp'n	------	93½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
State Loans.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k) coupon	599,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July.	1876	150
" — " " 1860 "	198,500	7	" "	1880	----
" —War bonds "	610,004	7	" "	1872	----
Connecticut—War Fund bonds coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " ----- "		6	" "	'81-'82	105½
" — " " " ----- "	1,000,000	6	" "	1887	----
Florida—State bonds coupon	143,000	7	----------	------	----
Georgia—State bonds coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) "	2,073,750	6	" "	'53-'80	65
" — " " (R. R.) "	525,000	7	" "	'72-'77	----
Illinois—New Int. Impr. stock inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds "	1,322,085	6	" "	1877	102
" —Interest stock "	737,222	6	" "	1880	100
" —Refunded stock coupon	2,187,000	6	" "	'63-'80	106
" —War bonds "	2,000,000	6	" "	1879	98
" —Canal bonds (sterling) "	1,778,423	6	" "	1870	102
" — " " (dollar) "	1,969,397	6	" "	1870	100
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	87
" — " " "	2,058,173	2½	" "	1886	68
" —State Int. Imp. bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock "	4,079,500	5	Jan. & July.	------	96
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks coupon	200,000	7	Jan. & July.	1886	----
" — " " (war loan) "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	84,000	7	May & Nov.	1878	----
" — " " (domestic) "	65,000	6	July.	1883	----
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	'66-'75	----
" — " " ----- "		5	" "	'81-'91	----
" — " " ----- "		5	" "	'94-'96	----
" — " " (bank) "	600,000	5	" "	1891	----
" — " " ----- "	67,500	6	" "	'91-'96	110
" — " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	----------	d'm'd.	65
" — " " (R. R. etc.) "	3,902,000	6	----------	'87-'89	----
" — " " (banks) "	5,295,533	6	----------	------	----
" — " " (war loan) "	670,000	6	----------	------	----
Maine—State bonds coupon	--------	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g) coupon	816,000	5	Chiefly quarterly.	1885	----
" — " (st'l'g conv.) "	200,376	5		1885	----
" — " " (st'l'g) "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.) "	2,490,569	5		'89-'90	106
" — " " (dollar) inscribed	500,000	3		1890	----
" — " " (") "	104,000	4½		1888	----
" — " " (") "	767,560	5		'42-'58	----
" — " " (") "	399,408	5		1880	----
" — " " (") "	148,711	5		'80-'90	103
" — " " (") "	135,650	6		pleas.	----
" — " " (") "	3,000,000	6		1870	107
" — " " (") "	35,000	5		1885	----
" — " " (") "	500,333	5		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	5	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) "	508,380	6	" "	'88-'90	----
" — " " (" ") dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	200,000	5	" "	1893	123½
" — " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'66-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip "	200,000	6	" "	'64-'66	----
" — " " ----- "	247,000	6	June & Dec.	'68-'72	----
— — " ----- "	88,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ----- "	600,000	5	" "	'77-'78	116½
" —Bounty Fund Loan "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan "	1,000,000	6	" "	1888	118½
" —Back Bay Loan "	168,000	5	" "	1890	----
Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan (" ") "	667,000	7	" "	1886	105
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds coupon	236,000	8	Jan. & July.	1867	100
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1865	69½
" — " " " " -----	199,000	6	" "	1863	66
" — " " " " -----	100,000	6	April & Oct	1864	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1903	----
" —Renewal Loan of 1863	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. coupon	7,000,000	6	" "	'72-'88	71
" — " " S.W. Branch "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'78-'87	80
" — " " N. Missouri "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton "	650,000	6	" "	'87-'90	----
" — " " Platte Co. "	700,000	6	" "	1889	----
" —Revenue bonds "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	------	----
New Hampshire—State bonds coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes "	200,000	6	----------	------	----
New Jersey—State stock registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) coupon	531,820	6	" "	'65-'71	----
" — " " (" ") "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans	348,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1866	107
" " — " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " "	1,300,000	6	" "	'68-'78	116
" " — " " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	25,000	5	----------	d'm'd	----
" " — " " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " " "	14,230	6	----------	d'm'd.	----
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	25,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	6½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	109½
" " — " " " -----	15,889,025	6	" "	'64-'76	111
" " — " " " -----	1,200,000	7	" "	1854	----
North Carolina—State bonds coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") "	1,015,000	5	" "	1865	95
" — " " (" ") "	279,866	6	" "	1868	----
" — " " (" ") "	2,183,532	6	" "	1870	110
" — " " (" ") "	1,600,000	6	" "	1875	107
" — " " (" ") "	4,095,500	6	" "	1881	113
" — " " (" ") "	2,400,000	6	" "	1886	113
" — " " (domestic debt)	125,680	6	" "	1883	104
" — " " (war loan) coupon	1,500	----	" "	1886	----
" — " " (" ") "	299,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----	----------	------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " " -----	10,780,095	5	Jan. & July.	due.	99½
" — " " " -----	3,886,070	5	Feb. & Aug.	due.	----
" — " " " -----	3,690,614	5	Mar. & Sept.	due.	----
" — " " " -----	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " " -----	675,029	5	Feb. & Aug.	1864	----
" — " " " -----	1,045,629	5	June & Dec.	1864	----
" — " " " -----	1,558,673	5	Jan. & July.	1865	----
" — " " " -----	2,277,755	5	" "	1868	----
" — " " " -----	1,766,214	5	" "	1870	100½
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	101
" — " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----------	------	----
" —Relief Notes in circulation	97,360	----	----------	------	----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) coupon	484,444	6	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'89-'90	----
" " —State b'ds (railroads) coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) coupon	1,125,000	6	----------	1892	59½
" — " " (intern. impr.) "	2,063,806	5	----------	Var.	48
" — " " (railroads) "	12,799,000	6	----------	Var.	----
" — " " (capitol) "	608,000	5	----------	1890	59½
" — " " (Hermitage) "	43,000	6	----------	1890	59½
Texas—Had no debt in 1861	----------	----	----------	------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) coupon	58,000	6	----------	'62-'63	----
" — " " (" ") "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'82-'93	55½
" —State bonds (railroad) coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) "	1,565,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	------	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) "	100,000	6	" "	1877	----
" — " " (") "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,754	55,123	74,690	63,905	86,211	76,426	81,463	103,635	94,928	107,758	73,751	64,337	888,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,224	80,296	1,098,464
1862	73,160	93,591	110,985	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	215,680	288,018	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,052	128,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	154,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,763	1,261,060
1862	120,776	90,607	75,676	76,450	102,353	138,374	119,947	117,086	146,268	161,503	138,796	135,595	1,423,429
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	190,435	201,134	1,969,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,538	51,340	55,831	55,001	42,101	400,450
1860	32,192	33,408	46,346	48,919	62,892	45,965	39,500	49,571	80,819	108,737	74,331	53,554	676,784
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	87,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,210
1860	78,170	67,210	80,260	76,032	65,907	55,085	50,356	66,573	84,602	94,400	82,467	82,400	880,409
1861	85,239	76,918	85,603	90,324	65,292	63,137	52,229	60,255	84,640	98,529	88,401	105,251	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,339	165,780	121,278	103,407	92,569	90,882	96,134	130,551	160,397	143,836	188,920	1,579,609
1864	154,058	176,105	205,229	158,077	123,000	100,000	113,515	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	485,959	536,608	414,764	4,631,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,965	477,642	600,124	687,242	561,448	412,723	5,535,424
1861	404,507	391,932	458,566	547,174	506,610	430,053	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,395	638,006	626,070	687,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	------	------	------	------	------	------
Galena and Chicago:													
1860	60,653	62,893	80,793	93,254	115,505	93,449	80,705	106,541	219,528	252,108	142,658	94,560	1,402,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,617	163,245	261,494	287,122	228,407	204,716	2,193,396
1864	143,906	160,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,053	1,933,454
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,702	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,026	278,540	281,759	253,049	273,726	306,595	------	------	------	------	------
Illinois Central:													
1859	132,936	134,211	154,090	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,222	2,125,066
1860	186,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	228,196	2,664,848
1861	221,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	259,802	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	209,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,284	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	85,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	76,055	89 533	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,062	48,797	37,429	60,229	139,761	163,615	90,900	44,395	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,380	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	83,177	106,967	111,260	71,587	69,342	155,417	205,054	138,342	90,000	1,223,343
1864	102,748	116,135	88,222	140,417	156,747	212,226	139,547	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	213,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	206,492	134,972	2,065,896
1861	140,925	116,938	156,170	186,951	170,362	161,391	126,568	178,773	225,690	276,181	221,295	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,550	2,647,833
1863	248,784	230,508	257,227	268,613	264,985	241,236	189,145	238,012	308,106	375,567	332,280	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,803	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	256,514	307,223	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,569	307,474	258,534	2,660,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	305,105	375,488	339,794	300,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	------	------	------	------	------
New York Central:													
1859	380,340	370,544	500,211	478,503	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,709
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,582	868,985	811,458	730,736	523,047	7,154,822
1861	489,065	420,793	627,051	589,888	677,073	558,743	523,138	562,076	696,175	927,098	952,966	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	908,228	1,002,768	9,660,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,923
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,619	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,838	91,111	90,671	1,110,065
1862	100,604	96,589	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,005	116,898	114,090	125,817	124,615	129,121	119,854	131,804	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,509	215,475	225,464	230,377	248,862	241,695	284,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	266,011	278,270	314,806	337,495	339,911	368,906	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	266,355	284,456	276,209	291,762	278,219	2,966,839
1862	192,216	217,161	244,423	258,674	293,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	481,884	574,486	714,302	815,902	746,955	530,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,168	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,544	231,253	191,138	2,335,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	384,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,200	487,642	5,132,984
1864	290,676	455,211	602,803	574,680	499,547	520,942	486,687	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,259	95,999	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,278	153,470	144,736	143,748	162,921	1,654,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	54,414	73,679	67,946	67,423	54,879	122,785	106,100	125,027	77,599	51,256	926,735
1861	59,659	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,854	157,066	92,574	1,172,100
1862	82,235	47,142	56,906	81,582	106,845	113,578	115,214	168,219	170,580	172,870	147,548	139,428	1,402,147
1863	86,321	91,971	102,056	132,111	134,372	152,565	105,554	116,379	120,096	151,952	134,563	111,339	1,439,788
1864	79,785	95,842	132,990	123,987	127,009	166,336	139,026	244,114	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1887	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	80
2d Mortgage	893,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	105
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	494 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	114
" " " 1850	700,000	6	Jan. & July.	"	1880	115½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	116
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1868	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	600,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	114
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1853	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $300,000	790,600	6	"	"	1870	116
" " $375,000	675,000	6	"	"	1875	110
" " $1,700,000	1,700,000	6	"	"	1883	108½
" " $2,500,000	867,000	6	"	"	1889	109
Consolid. Mort. Loan $5,000,000			"	"		117½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	120
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,368,800	7	" "	" "	1876	58½
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	130½
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1860	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1865	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	115
1st Mortgage pref. S. F.	586,000	7	April & Oct.	" "	1877	102
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
Mortgage	2,000,000	7	Apr. & Oct.	"	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	117
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1865	115
General 1st Mortgage	3,600,000	7	" "	" "	1868	100
Bonds issued for coupons of do.	750,000	7	May & Nov.	" "	1863	104
2d Mortgage	2,000,000	6	" "	" "	1860	105
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1860	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	168,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1875	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	112
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	110
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	86
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1854	
C. and T. Dividend (convert.)	125,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	114½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1876	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	121
2d Mortgage	2,616,500		March & Sept.	" "	1881	124
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	107½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'68-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,888					
East Tennessee and Virginia:						
State, 1st Lien	1,802,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	960,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	125
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1858	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	89
Land Security	3,344,600	7	April & Oct.	" "	1881	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	159,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	----	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	119
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	131½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	101½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	132
Construction	11,432,500	7	April & Oct.	London.	1876	----
Construction	2,896,500	6	" "	New York.	1875	122
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	120
Income	20,500	----	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1861	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston,	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Muscat.						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt.						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	117
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	554,666	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,785,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	----	Jan. & July.	New York.	1851	----
1st Mortgage	201,000	----	" "	" "	'65-'75	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	103½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	----	----
1st Mortgage	1,600,000	7	----	----	1880	----
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	1,540,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	487,459	6	Jan. & July.	London.	1872	93
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	94
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	132
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----	1882	13
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	135
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	61
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	691,000	7	" "	" "	1868	101
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	126½
2d General Mortgage	2,194,500	7	" "	" "	1877	107
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----	----	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	115
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	500,000	7	----	" "	----	----
1st Land Grant	2,000,000	7	----	" "	----	61
2d Land Grant	700,000	----	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1855	----
Mississippi State Loan	202,700	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1882	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	----	----	----	----	----
Mortgage (due 1860, '62 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	----	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	----	----	----	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1871	----
2d Mortgage	200,000	6	Jan. & July.	"	1885	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----	----	----	----
New Jersey:						
Company's (various)	642,500	----	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'62-'75	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1880	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	115
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	132
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	155,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	132
Bonds of Dec. 1862, (S. F.)	----	6	June & Dec	" "	1887	121
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	130
3d Mortgage	6,000,000	7	" "	" "	1883	130
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	119
5th Mortgage	1,739,500	7	June & Dec	" "	1888	114
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	114
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	120
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	103½
3d Mortgage	980,500	7	Jan. & July.	"	1867	105
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	8	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1856	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	104½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	103
2d Mortgage	3,077,000	7†	" "	" "	1861	30½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103
Chattel Mortgage	360,000	10	" "	"	1887	128
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	5	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	64
2d Mortgage	258,000	8	April & Oct.	" "	1880	----
Construction	4,242,000	8	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	6	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	123
2d Mortgage	2,621,000	6	April & Oct.	"	1875	118
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1867	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	8	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	8	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	110
" 1861, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	118
" 1844, "	810,000	6	" "	"	1880	118
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,450,300	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1885	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1899	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	123
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	114
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	99
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1885	----
" "	39,420	8	May & Nov.	"	1885	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$630,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	25
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	139,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75
2d Mortgage	937,500	7	" "	"	1863	27
3d Mortgage	440,000	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1868	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	800,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	800,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	113
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	103
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1873	91
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	----	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	83
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	"	1872	----
Mortgage, (coupons)	926,000	6	" "	Richm'd & New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	563,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	500,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	113
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	89½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance incl. all other assets and liabilities.	Total.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.														
30 Jun. '60	85.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,386	*	—	877,963	503,500	105,256	1,515,704	54.0	----	101,102	37,866	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,63[illegible]	618,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,025	109.6	----	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	----	----	----	----	----	----	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,285	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----	505,156	280,269	6	----
								ARKANSAS.														
8 Nov. '58	38.6	—	----	107.5	---	---	-----	Memphis and Little Rock	558,377	*	—	351,524	446,000	10,725	511,949	—	—	—	—	—	----
								CALIFORNIA.														
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,904	----	----
								CONNECTICUT.														
31 July '63	23.5	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.5	46,938	65,939	36,666	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,556	122.4	281,451	408,[illegible]10	154,337	—	----
31 Aug. '63	61.6	11.2	63.2	—	22	37	321	Hartford and New Haven	3,094,444	369,283	141,706	2,350,000	927,000	—	4,181,255	72.8	404,297	958,459	461,40	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,539	92,439	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,357	13,988	8	—
29 Feb. '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	----	—	117½
30 Nov. '63	5.45	3.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	----	2,363,942	----	----	156,663	78,631	3½	----
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,055	61,245	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	150
30 Nov. '63	59.4	7.0	8.3	—	16	17	563	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	105
								DELAWARE.														
31 Oct. '60	54.3	—	10.7	—	---	---	-----	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	---	---	-----	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	----
								FLORIDA.														
— — '62	154.9	—	----	150	---	---	-----	*Florida*	----	----	—	----	----	----	----	----	----	----	----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,596	—	191,495	195,000	75,894	619,112	32.0	----	7,857	3,535	—	----
— — '62	59.9	—	5.0	—	---	---	-----	*Flo., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	----
— — '62	100.0	5.9	10.0	153.5	---	---	-----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.														
30 Jun. '60	56.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	----	1,597,385	86.7	----	418,036	255,827	8	125
— — '62	92.0	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	----	----	53.0	----	168,988	95,612	—	----
30 Apr. '60	42.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	21.0	----	----	----	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	----	----	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,050	4,156,000	312,500	—	6,123,343	232.0	----	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,028,868	50.0	----	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	8	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----	----	388,853	13	----
30 Sep. '59	136.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	----	832 343	454,541	—	----
								ILLINOIS.														
31 Dec. '63	220.0	—	----	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	87
30 Apr. '63	138.0	—	25.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102 594	—	13,179,600	263.0	1,308,146	2,412,821	1,206,039	8	127
1 Apr. '63	242.0	—	----	20.0	36	28	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	----	1,083,064	448,503	—	52
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	108½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	241 7	1,484,065	2,201,481	1,279,40[illegible]	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4.039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	----	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	128½
— — —	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----	----	148.0	----	----	----	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	----	----	3,900,000	6,700,000	—	10,600,000	209.0	15 mos.	2,202,415	704,650	—	55½
								INDIANA.														
— — —	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	----	1,106,679	1,006,125	----	----	108.0	----	----	----	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,160	51,772	2,283,748	109.0	----	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	206	Indiana Central	1,667,039	274,061	25.041	611,030	1,254.500	15,900	2,102,761	109.0	----	442.893	158,541	—	72
1 Dec. '58	89.5	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,042	25,689	1,689,900	1,362,284	140,699	3,458,108	110.0	----	448,858	220,834	9	100
1 Dec. '63	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,57[illegible]	998,000	11,036	2,491,368	84.0	355,887	598,09[illegible]	350,525	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
1 Mar. '63	86.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132 0	----	285,974	104,961	—	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,40	—	36½
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	235,679	1,517,450	94,000	—	2,326,956	73 0	357,302	774,61[illegible]	307,527	13	118
								IOWA.														
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	----	----	----	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	----	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	260.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	----	88.5	11 mo's.	466,821	21,356	—	----
— — '62	136.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,[illegible]0,000	4,600,000	15,000	----	230.0	----	----	----	—	45
								KENTUCKY.														
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----	428,408	227,584	—	----
30 Jun. '63	29.0	—	----	—	}			} Lexington and Frankfort	597,950	52,500	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	----	—	18	5	160	} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	878	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595.258	1,777,983	1,062,165	—	—
								LOUISIANA.														
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	[illegible]	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----	2,655,000	1,150,717	----	206.0	----	1,232,624	845 434	—	----
31 Aug '60	53.7	—	----	135.3	---	---	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108,434	1,710,819	53.7	----	----	----	—	—
								MICHIGAN.														
30 Sep. '62	57.0	—	----	—	---	---	-----	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	----	----	----	----	----	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----	9,008,369	188.6	----	340,898	----	—	----
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3[illegible]5,906	7,740,989	—	15,066,822	329.3	1,858,277	3,417,1[illegible]5	1,697,060	12	133
31 Mar. '64	240.0	281.0	----	—	90	110	1,136	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18[illegible]07,655	527.0	2,171,477	3,384,294	1,630,777	—	90½
								MINNESOTA.														
31 Dec. '62	14.5	—	—	305.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----	—	—	----	575,000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----	—	—	----	600,000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----	—	—	----	500,000	----	----	----	----	----	----	—	----
								MISSISSIPPI.														
30 Apr. '60	258.6	—	----	—	26	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,902	6,331,899	236.0	----	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----	176,462	116,433	—	----
31 Dec. '58	55.2	—	----	80.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----	----	83.2	----	250,047	121,659	—	----
								MISSOURI.														
1 Aug. '63	66.8	—	15.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	----	206.8	579,324	1,047,567	420,026	—	40
1 Dec. '62	266.5	—	17.7	68.0	21	26	507	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	----	168.8	----	444,460	182,695	—	----
1 Dec. '62	152 0	—	5.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	—	----	52.0	----	----	----	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	562,617	—	3,486,916	7,000,000	137,019	20,455,420	198.7	501,040	679,950	227,398	—	----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	----	114.0	98,371	241,482	128,886	—	----
0 Sep. '62	80.5	5.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,231,493	344,165	—	1,971,127	3,501,000	87,561	5,006,277	90.1	233,621	263,236	86,250	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	70,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,993	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	18	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	113½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	—	—	169,200	556,000	.....	.....	37.0	.....	55,402	25,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,761,833	556,070	31,241,011	286.6	.....	3,922,203	2,305,738	6	114
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,200,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	53
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,058	503,718	167,051	6	118
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	495,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	137½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,962,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	883,727	397,729	8	145
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	154
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,565	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	220,000	—	1,949,286	52.4	169,351	344,194	168,008	6	117
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	59.0	477,753	812,556	390,594	6	110
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	329,043	8	126
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,536	71.0	167,154	223,794	59,077	8	127
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,996	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,156	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	506	Old Colony and Fall River	3,179,661	254,503	—	3,016,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	127
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	218,182	—	1,650,000	23,000	—	1,676,000	44.4	226,461	384,512	169,146	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,286	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	114
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,696	77.3	112,506	271,815	140,136	—	41
30 Nov. '63	166.1	17.3	126.6	—	78	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,287,520	—	4,746,504	218.0	1,275,929	2,439,338	1,232,931	10	166
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	108,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	97½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,655	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	622,266	—	2,085,925	655,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	70
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	130
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	999,258	*	—	595,533	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	83
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	84,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,069,800	173,982	3,261,344	76.0	.....	259,921	113,533	—	—
31 Dec. '62	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	3,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	155
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	674	Central of New Jersey	5,901,676	773,000	609,638	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	63.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,187,800	340,000	—	1,756,710	63.0	147,000	226,448	101,520	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,860	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec '62	.....	—	.....	—	—	—	—	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	24,242	—	80
31 Dec '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154 905	6½	110
31 Dec. '62	38 5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,503	212,500	31,743	821,984	—	82,956	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,558	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	15.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	518,300	1,134,256	317,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,299,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	68.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	296,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	107½
30 Sep. '63	144.0	—	125.2	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	120½
30 Sep. '63	94.0	2.5	12.1	—	13	28	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	5	48
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,905	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,297,631	3,994,999	7	128½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,003	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	87½
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	183,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	849,844	56.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g	3,091,576	268,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,568	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	333,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,126	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	282,900	1,139,470	1,045,000	51,300	2,234,909	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,009	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	196.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,625,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,581	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,999,265	202.0	.....	1,083,328	495,691	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,632,000	226,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	525,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	170
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,759	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	243,387	375 399	228,551	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,568,896	738,202	500,000	3,000,000	1,508,000	—	5,108,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	152.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	94,329	8,251,646	208.5	.....	1,436,317	552,800	—	110½
31 May '64	109.1	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,554,800	7,288,790	—	8,107,006	188.6	785,262	1,691,266	823,714	8	125
31 Dec. '58	61.4	—	.....	32.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	550,675	575,250	632,488	.....	61.5	75,120	68,128	19,703	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,955	618,150	1,420,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	296,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	469,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	708,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,362	10	143
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	43	34	828	Ohio and Mississippi	10,823,614	745,476	*	6,246,950	2,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,900,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	155.9	52.0	.....	—	31	28	422	Sandusky, Dayton and Cinc.	5,986,868	596,400	282,179	2,697,090	2,488,825	7,300	5,401,088	205.9	418,328	999,880	115,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	217	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,113,809	105,610	2,606,237	155.0	214,404	239,395	82 988	—	.....
31 Dec. '63	242.4	—	.....	—	47	18	923	Toledo & Wabash	9,995,636	*	25,000	3,214,775	6,661,830	55,372	10,152,632	260.0	1,279,950	1,439,793	540,921	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								Pennsylvania.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000	——	5,634,039	160.0	——	380,215	171,286	——	——
31 Oct. '63	24.5	——	24.9	——	19	3	1,303	Beaver Meadow	1,984,230	400,560	——	1,983,900	1,000	——	1,984,900	24.5	247,060	583,219	342,661	22½	90
30 Sep. '63	65.0	——	6.0	——	——	11	359	Catawissa	3,634,000	*	——	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	——	22
31 Oct. '63	52.0	——	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	——	956,900	270,000	16,481	1,243,381	152.0	165,712	276,358	118,193	8	——
31 Oct. '63	110.7	2.8	47.2	——	74	20	4,339	Del., Lackawanna and West'n	7,018,294	2,160,583	——	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	268
31 Oct. '63	35.8	1.1	3.2	——	7	4	65	East Pennsylvania	1,161,430	104,941	——	604,190	598,400	——	1,212,590	36.9	151,820	238,243	150,163	——	——
31 Dec. '63	78.0	——	8.5	——	16	7	647	Elmira and Williamsport	2,083,607	*	——	1,000,000	1,000,000	Lease'd to Northu	Cen.	196,907	334,790	110,368	——	35	
31 Oct. '63	18.6	——	4.6	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.6	144,871	423,358	169,268	10	——
31 Oct. '63	34.9	18.6	17.0	——	——	——	——	Harrisburg and Lancaster	1,882,560	*	——	1,182,550	700,000	——	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	74
31 Oct. '63	52.0	——	1.3	44.8	3	3	10	Hempfield	1,616,560	41,340	——	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	——	——
31 Oct. '63	31.3	14.5	10.5	——	14	2	100	Huntingdon and Broad Top	1,927,246	*	——	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	——	30
31 Dec. '63	80.0	——	17.0	——	16	7	1,068	Lackawanna and Bloomsburg	2,902,846	*	——	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	——	——
31 Oct. '63	46.0	34.0	32.0	——	29	12	1,209	Lehigh Valley	3,622,008	869,222	——	2,297,250	1,455,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	80
31 Oct. '63	28.3	5.5	8.0	——	10	——	61	Little Schuylkill	1,371,866	*	——	2,646,100	960,000	62,227	3,668,327	(Phila. & Re	ading	R. R.)	——	7	46½
31 Oct. '63	24.5	108.0	63.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,311 613	*	——	4,132,935	——	——	4,132,935	130.0	319.162	363 367	89,991	8	62½
30 Nov. '63	55.6	13.2	10.5	——	17	27	613	North Pennsylvania	5,485,709	404,764	——	3,147,750	3,104,287	——	6,252,037	68.8	274 990	511,396	273,391	——	344
31 Dec. '63	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,048,814	3,643,484	2,883,457	13,450,250	16,949,124	——	38,345,668	356.9	5,311,202	1,891,413	5,111,413	——	74½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	——	1,267,200	405,500	——	1,672,200	24.0	244,425	334,489	179,565	9	66
31 Oct. '63	230.0	——	21.5	58.0	30	5	530	Phila. and (Sunbury) Erie	——	——	——	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699.800	193,486	7½	34
30 Nov. '63	147.4	51.1	211.3	——	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	——	26,618,828	403 0	2,721,689	6,252,902	3,706,900	7	66½
31 Oct. '63	25.2	——	1.9	——	——	——	——	Philadelphia and Trenton	6 13,282	——	——	999,200	250,000	——	1,249,200	28.2	137,074	644,050	353.648	10	188½
31 Oct. '63	95.9	——	51.4	——	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	——	8,477,500	200 5	647,020	2,540 248	1,602,119	10	74½
31 Dec. '63	59.5	——	6.4	29.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	——	1,767,373	1,500,000	82,530	3,565,629	72.0	209,746	215,587	105,356	9	12
31 Dec. '63	468.3	——	73.8	——	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,935,173	——	19,932,741	468.3	3,472,914	5,132,934	2,106,923	——	109½
31 Dec. '63	28.0	——	6.2	——	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	721,597	Lease'd to Northu	Cen.	40,476	144.758	87.112	10	40	
31 Oct. '63	29.0	——	3.1	——	5	4	195	Tioga	730,967	106,553	——	367,300	396,500	66,203	832,009	29.6	76,358	126,693	79,976	7	43
								Rhode Island.													
31 Aug. '63	80.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,800	——	——	62.0	297,700	421,757	190,155	8½	120
30 Nov. '63	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	424,943	13,290	——	437,917	8,500	——	——	13.6	24,916	31,702	9,718	——	——
								South Carolina.													
31 Dec. '58	54.9	——	——	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,226	197,905	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	109.6	——	——	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,263	151,536	6	——
1 Jan. '59	143.2	21.3	——	——	——	——	——	Greenville and Columbia	2,439,709	324,161	——	1,429,008	1,145,000	345,546	——	164.5	——	341,190	125.871	——	——
28 Feb. '59	102.0	——	——	——	——	——	——	North-Eastern	2,011,552	*	——	985,743	960,410	108,172	2,057,325	102.0	——	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	——	——	62	59	790	South Carolina	——	——	——	——	2,643,833	——	——	——	——	1,499,636	701,943	7	——
								Tennessee.													
30 Sep. '60	47.6	——	——	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	——
1859	50.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,466	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	——	130.8	150,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	——	1,636,096	873,567	——	——
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	——
1859	100.0	——	50.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	296,721	740,000	——	——	——	——	——	——	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	519,518	——	59.4	69,870	177,256	60,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	652,500	22,360	——	47.4	54,175	83,129	44,666	——	——
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	——	34.2	30,065	23,808	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	30	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	——	——	150.0	——	734,118	337,384	6	——
1859	——	——	——	——	——	——	——	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	——
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	70,016	76,016	——	595,922	860,000	204,544	——	45.8	57,950	127,953	87,243	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,982	413,000	408,477	——	30.0	——	1,248	——	——	——
								Texas, (*all aided by State*).													
— —	'58	32.0	——	——	158.0	——	——	——	Buffalo Bayou, Braz. & Col'r'do	——	——	——	——	——	——	——	32.0	——	——	——	——	——
— —	'58	56.0	——	——	184.0	——	——	——	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	56.0	——	——	——	——	——
— —	'60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	275 000	240,000	171,560	——	50.0	31,300	32,670	——	——	——
1 May	'60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,282,345	*	——	455,000	975,000	369,000	——	70.0	102,200	282,846	196,568	——	——
— —	'59	25.0	——	——	110.0	——	——	——	San Antonio & Mexican Gulf	——	——	——	——	——	——	——	25.0	——	——	——	——	——
								Vermont.													
31 May	'64	110.3	——	6.0	——	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,000	800,000	——	3,036,338	90.7	139,877	308,850	167,430	——	68
31 Aug.	'63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	117,163	——	——
31 Aug.	'63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	——	——	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May,	'63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,209	941 045	262,887	——	1½
31 May,	'63	47.0	6.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	——	1,687,500	ope	r. by Vt.	Central	——	8	115
30 Jun.	'63	23.7	——	0.9	——	4	6	89	Vermont Valley	1,212,274	89,612	——	516,164	793,200	——	1,301,886	23.7	48,996	64,267	26,451	——	——
30 Jun.	'63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,900	700,000	——	——	ope	r.b.Troy	& Bost.	53,852	——	——
								Virginia.													
1 Aug.	'59	41.5	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep.	'59	77.8	5.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	——	113.7	703,034	136,302	43,062	——	——
30 Sep.	'59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep.	'59	103.5	——	——	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,666	5,719,229	——	——	103.5	345,427	248,004	loss	——	10
30 Sep.	'60	88.3	69.4	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,655	2,617,500	590,056	——	107.7	270,846	450,427	222,214	——	——
30 Sep.	'59	123.3	10.1	——	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,800	1,851,500	292,842	4,745,256	133.4	——	410,166	201,344	——	——
30 Sep.	'59	59 2	21.3	——	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326.554	213,852	7½	——
30 Sep.	'60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,804	282,528	——	57
30 Sep.	'59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	——	78.6	159,981	279,945	145,585	7	77
30 Sep.	'59	22.2	2.8	3.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	25,853	——	43.5	1,058,054	163,753	79,585	6	60
30 Sep.	'59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	667,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan.	'60	80.0	——	——	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	——	240,446	121,063	7	——
30 Sep.	'60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,848	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	70
30 Jun.	'60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	——	——
								Wisconsin.													
1 Dec.	'59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	——	55.0	——	——	——	——	——
31 Dec.	'61	199.9	——	24.9	27.8	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	——
31 Dec.	'62	191.9	42.5	28.3	——	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,454,000	221,282	7,978,841	234.4	——	1,163,734	414,741	——	60½
10 May,	'62	104.0	——	——	——	8	11	375	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	82,939	——	——
								Canada.													
31 Jan.	'63	161.0	——	——	——	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	——	226,798	67,652	——	——
31 Dec.	'62	49.0	——	——	——	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	——	242,798	117,842	——	15
30 Jun.	'63	1,096	187.0	——	78.0	204	130	2,399	Grand Trunk	77,210.345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	——	4,368,510	1,154,955	——	——
31 July,	'63	229.0	115.5	65.0	——	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,261,435	——	26,084,180	357.0	——	3,011,800	1,649,510	1½	——
31 Dec.	'62	96.0	1.6	——	——	17	20	337	Northern (O. S. & H.)	——	——	——	——	——	——	——	96.6	——	——	——	——	——
								New Brunswick.													
1 Oct.	'62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108 0	100,421	107,640	20,005	——	——
1 July,	'61	60.0	——	——	——	——	——	——	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	13,100	136,000	1,799,232	60 0	——	133,565	36,670	——	——
								Nova Scotia.													
Dec.	'63	51.5	30.5	——	——	30	18	160	Nova Scotia	4,275,401	*	——	4,275,281	——	——	4,275,281	92.0	188,418	139,107	37,181	——	——
								New Granada.													
31 Dec.	'63	48.7	——	——	——	11	29	120	Panama	8,000,000	*	615,668	5,000,000	3,376,000	——	10,782,729	48.7	——	2,027,458	1,196 821	12	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$50,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	584,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	41½
Chemung (guarantied)	380,000	--	--	----
Cayuga & Susquehanna (guarant.)	343,500	--	--	----
Cheshire (preferred)	2,017,825	7	—	54½
Chicago & Alton (preferred)	2,422,596	7	7	92
Chicago & Northwestern (pref.)	2,400,000	7	1¾	85½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	--	--	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	--	--	----
Elmira & Williamsport (preferred)	500,000	--	—	53½
Erie (preferred)	8,535,700	7	7	109
Hannibal & St. Joseph (preferred)	5,309,528	7	—	60½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	65
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	147
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	121
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,265,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	--	4	----
New York & Harlem (preferred)	1,500,000	8	—	105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	--	8	----
Paterson & Ramapo (guarantied)	248,000	--	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	--	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	--	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	98½
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	982,900	7	7	78
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18--	----
Bonds guar. by Virginia	200,000	6		18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	115
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1863	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	114
2d Mortgage	294,750	6	----	----	104½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	38
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103½
2d Mortgage	3,980,670	6	J. & J.	1882	92
Improvement	568,500	6	M. & N.	1876	93
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	85
Preferred Interest b'ds.	227,500	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	21
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	974,000	6	J. & J.	1875	104½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p. c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,223,595	—	----
Delaware Division	100	1,633,350	—	39
Delaware and Hudson	100	7,500,000	10	191
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,479,950	6	81
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	103
" (preferred)	100	1,175,000	10	138
North Branch	100	----	—	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	53
" " (preferred)	50	2,722,607	—	39½
Susquehanna and Tide Water	50	2,048,260	—	20½
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	106
Wyoming Valley	100	500,000	6	89½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 72 — @ 74 —
Pig, American, No. 1 73 — @ 74 —
Bar, Swedes, assorted sizes (in gold) — @ 92 50
Bar, English, Refined 220 — @235 —
Bar, English, common 205 — @220 —
Hoop, English, Common 260 — @340 —
Sheet, Russia per lb.— 32 @ — 34
Sheet, English, Single, Double and Treble.— 10 @ — 13½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.—28 @ — 45
English Spring (1st & 2d qlty.) — 18 @ — 24
English Blister (1st & 2d qlty.) — 28 @ — 32
English Machinery — @ — 29
American, Blister — 20 @ — 25
American, Cast, Hammered — 32 @ — 34
American, Cast, Rolled — 20 @ — 24
American Spring — 20 @ — 24
German — 24 @ — 36
Milan (in bond) — @ —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — @ — 72
Sheathing, &c. Old (cash) — @ — 46
Sheathing, Yellow — @ — 50
Pig, Chile — @ — —
Bolts — @ — 72
Braziers' — @ — 72
American Ingot (cash) — 50½@ — 53

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb

Galena per 100 lb.16 50 @ 16 75
Spanish 16 37½@ 16 50
German Refined 16 37½@ 16 50
English 16 37½@ 16 50
Bar per lb.— — @ — 20
Pipe and Sheet — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.— — @ — 75
Straits — 63½@ — —
English — 63½@ — 64
Plates, Charcoal I. C per box 23 50 @ 24 —
Plates, I. C. Coke 19 50 @ 20 —
Terne, Coke 17 — @ 18 —
Terne, Charcoal 18 50 @ 19 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash) per 100 lb.— — @ 10 —
Clinch (cash) — @ 11 50
Horse Shoe, Forged (cash) per lb.— 45 @ — 51
Wrought, English (cash) — @ —
Ausable Horse, Norway Iron, Forged — 45 @ — 51
Zinc Nails (6 mos.) — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb.— — @ 1 25
Para, Coarse and Medium — @ —
Carthagena, &c — @ — 75
Guayaquil — @ —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity — 50 @ — 50½
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 87 @ — 90
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 82 @ — 83
Naptha, Refined, (60@63 gravity) — 50 @ — 55

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign (cash) per lb.— — @ — 17½

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 7.

	Th 1.	F.2.	Sat.3.	M 5.	Tu.6.	W.7.
American Coal Co.	85	----	----	85	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	150	----	----	----
Canton Co.	34	34	35½	33½	33½	34
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	86	87	----
" " pref.	92	----	----	92	93	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	127	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	53½	54	53	52½	51½	52½
" " pref.	86	85½	84½	83½	83½	84½
" " 1st M.	100½	100	----	----	----	98
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	109½	109½	108½	108	108½	109½
" '1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	170	----	----	----	----	170
Clev. and Pittsburg.	110½	111½	110½	110½	111½	112
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	85	----	----	----	87	86
Clev. and Toledo	124	125½	124	----	124	125
" " S.F. 7 p.c.	----	114½	----	----	----	----
Cumberland Coal, pref.	60½	61	61	60½	60½	61
Del. & Hudson Canal	----	----	190	190	191	----
Del., Lack. & West.	----	265	264	----	268	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	118
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	100	109	108	108	107½	108½
" pref.	----	----	109	108½	109	109
" 1 M. 7 p.c. '67	----	----	110	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
" 2M. 7p.c. '76	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	54	55½	----	----	----	----
" " bonds	----	----	----	----	----	100
Hudson River	127½	127	125½	124½	122	123½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip.	127½	128½	127½	126½	127½	129½
" full stock.	128	128½	----	126	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	152	132	----	----	----	----
Marietta & Cin. 1st pref.	65	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	40½	40½	----	40	40	41
Michigan Central	134½	134½	----	134	134	134½
" S F. 8p.c. '82	134	----	135	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	85	84½	83½	82½	81½	81½
" " guar'd. 145	----	----	146	----	147	----
" " 1M. S.F.	----	----	----	----	----	116
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	61	62	----	59	----	62
" " 1st pref.	----	----	----	----	----	121
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	32	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	60	----	----	60	61
Missouri 6s	67	67	----	65	65	65½
" ins. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	73	72	71½	70	70	71
New York Central	128½	129	128	128½	128½	129
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83. 117	117	----	117	115	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " " pref.	----	----	----	----	----	----
" " 1M. 7p.c. '78	----	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	47½	47½	47	47	45½	46½
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	205	----	----	----	----	----
Phila. and Reading	133½	134	132½	132½	132½	133½
Pitts. Ft. W. & Chicago	110½	110½	110	108½	110½	110½
" " 1M. 123	----	----	----	----	----	123
" " 2M.	----	----	114	----	----	114
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	82	84½	82½	83½	82½	83
St. L., Alton & T. H.	55	55	----	55	55	55½
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	82	----	----	----	----	----
Tennessee 6s, 1890	60	59½	59½	----	----	----
Toledo & Wabash	----	----	----	----	----	66½
" " Pref.	----	----	----	76	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	55½	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s	97x	----	----	----	----	97
U. S. 6s, 1881, reg.	----	107	----	107½	----	107
U. S. 6s, 1881, cou.	107½	107½	107½	107½	107½	107½
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1861, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	124½	125	125	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	118	----	----	----	----
U. S. 6s, 1 year certif.	93½	93½	93½	94	94½	94
U. S. 6s, 5-20s, coupon	110	110½	110½	109½	110½	111½
U. S. 6s, " reg.	----	109	109	108½	----	110
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	112	112	111	110½	110½	110½
American Gold	244	254½	240	242½	241	242½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	22	----	----	----	----	----
" preferred	----	----	40½	----	----	41½
Camden & Amboy	165	----	159	----	156	155
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	110	----	----	----
" " 6s,'83	----	108	----	----	----	108½
" " 6s,'89	----	----	----	----	----	109
" mort. 6s,'89	117½	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	41	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	83	----	----	----
" 6s	----	----	----	----	----	115
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	46½	----	46½	46½
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	48	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	62½	----	----
Morris Canal	----	100	103	----	----	----
" " pref.	----	----	----	----	138	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	34	34½	34½	----	----	----
" " 6s.103	----	----	103	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	74½	74½	74½	----	----	74½
" 1st m.	123	----	----	----	123	----
" 2d m.	----	----	----	113	113	113
Penn. State, 5s	99½	99½	----	----	----	----
" " 5s, coupon	101	101	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	----	----	----	----	104½
" " new	103	103	105½	106	106½	103½
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	67	66½	66½	66	65½	65½
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
Philadelphia & Erie	35	----	34½	34	33½	34
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	34½	34	----	34½	----	33
" " pref.	40½	40½	40	40½	39½	----
" " 6s '82	----	----	93	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	67	----	----	----	65	65
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	20	21
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	89½	----	----	----	----
" " bonds	106	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	60	59½	59½	----	----
Green & Coates, "	----	35	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	72	72	----	----	71½
Spruce & Pine, "	----	39½	39½	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.
Baltimore City 6s, 1875	----	----	113	----	----	114
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	115	----	----	----	----	115½
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	114	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	105	----	----	104½	----	----
" " " 93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	138	138	----	137	----	137½
Boston and Providence	----	----	----	----	145	----
Boston and Worcest.	----	----	150	154	----	----
Cheshire, pref.	----	----	----	----	54½	54½
Concord	----	----	70	----	----	----
Connecticut River	----	----	----	----	----	117
Eastern, Mass.	110	----	----	110	110	110
Eastern, N. H.	----	----	110	----	----	----
Fitchburg	127½	127½	127	----	126	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	80	----	----	----	----	93
Old Colony and Fall R.	127	127	127	----	----	----
Ph., Wil. & Baltimore	74½	----	74½	----	74½	----
Portl'd, Saco & Ports.	----	----	----	----	113	111½
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	----	----	----	41	----
Western	----	----	168	----	166	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	----	----	----	59½
Middlesex "	76	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	52	51½	----	50½	50	----
Isle Royale "	----	----	16	16	----	16
National "	----	----	----	80	----	----
Minnesota "	33	34	----	31	----	----
Pewabic "	----	6½	60	60	----	60
Pittsburg "	----	84	----	----	----	----
Quincy "	----	----	----	100	----	100
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 26th of August:

Maryland 6s	65	to	68
United States 6s, 1881	50	"	60
Do. 5s, 1874	48	"	50
Virginia State 6s	45	"	48
Do. 6 per cent.	29	"	31
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Do., Pennsylvania do. do.	72	"	74
Erie shares, $100 (all paid)	40	"	42
Do., 7s, preference	38	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	43	"	48
Do., 7s, 5th mort.	43	"	48
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	45	"	44
Do. do. $100 shares, all paid	51	"	52
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	65
Do. do. S. F. 1st mort., do., '82, x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	55	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1866	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	50	"	55
Do. 2d mort., 6s, do.	78	"	80
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, September 10, 1864.

Stock Exchange and Money Market.

We have on our table the eighth report of the Commissioners of British Customs, which gives some interesting particulars of the progress of the commerce of the United Kingdom for the last ten years. The total value of the imports and exports for the year 1863 was £454,955,715, being an increase from 1862 of £63,070,605. This state of things gives intense satisfaction to the Commissioners, and doubtless to British merchants and to the Government. Yet it is to be noted that the balance of trade continues heavily against the country, as appears from the following statement from the same report, viz:

Imports of all descriptions 1863	£248,980,942	
Exp'ts of British origin	£146,489,768	
" foreign mdze.	49,485,005	
		195,974,773
		£53,006,169

In other words, the balance of trade against Great Britain in 1863 was $265,030,845!! We would ask of those persons who are continually grieving over the apparent balance of trade which exists against our own country, what they think of the above statement; why it is that a balance of trade against the former country is less prejudicial to it than it is to us, and whether there is any balance of trade at all when commerce is continually going on, from day to day, without regard to any almanacs, or fiscal years, or treasury budgets. Whether, in fact, it may not be, as some political economists maintain, that what is called the balance of trade, the difference between exports and imports, apparently against a country may after all be its profits. For if it sends away one hundred millions and gets back what is worth two hundred, it clearly makes a profit of one hundred. This appears a plausible conclusion, since England is growing richer every year, and the balance of trade against her is constantly increasing.

At all events we may console ourselves with the reflection, that if that country can grow rich under such circumstances, it is quite possible that we also may. And certain it is that our trade, our industry, our resources and our wealth have also been prodigiously increased, with the same continued balances of trade against us from year to year. It will be well for us therefore to pause before we are alarmed by any predictions of those economists, who consider only figures by themselves, and overlook the facts they represent, as well as those who keep the books.

As regards the particular trade between Great Britain and the United States for the last year 1863, the Commissioners report substantially that

"The trade of the country with the United States has, of course, gone through the most extraordinary fluctuations during the last four years, owing to the suspension of the cotton trade in the South and the demand for all kinds of munitions of war and army clothing in the North. The fluctuations in the value of the British and Irish produce and manufactures exported to the United States of America in the years 1860, 1861, 1862, and 1863, will be seen from the following table:

EXPORTS TO THE UNITED STATES IN THE LAST FOUR YEARS.

1860	£21,667,065
1861	9,064,504
1862	14,327,870
1863	15,351,626

"It will be seen from these figures that, though there was an increase in the value of the exports to the United States of £1,023,756 in 1863 as compared with 1862, there was still a decrease, in comparison with 1860, of £6,315,439. To a certain extent, however, this is compensated by the increase of British goods sent through the Bahamas and the West Indies into the Southern States.

"The imports into the United Kingdom from the United States *are still very large*, especially if we allow for the import of gold and of cotton from the Bahamas, the West Indies, and Mexico, from all of which we have received considerable quantities of cotton grown in the Southern States. Still there is a very serious decrease in the value of the imports in 1863 as compared with 1862; the value of the imports in 1862 having been £27,715,118, whilst in 1863 it was not more than £19,570,815. To this is to be added the import of bullion from the United States, amounting in 1863 to £8,147,524. and the value of the American cotton imported through the Bahamas, Mexico, &c. The value of the American cotton imported through the Bahamas rose from a mere nothing before the war to £2,194,385 in the year 1862."

Our own exports have been rapidly increasing for the last three months. They are in fact three times as large as they were during the same period in 1863. At the same time the amount of imports is falling off somewhat in the same ratio, so that beyond all question a safer condition is being reached, in respect to the demand for gold; and we may continue to look for a further decline.

The fall in this commodity, for such it is at present, and nothing else, has been very great. It has been down within two weeks to 131–2, and will undoubtedly be there again. We are more than paying for our imports by our exports; the demand for duties has lessened with the imports, and what is to keep up the price we are unable to imagine.

The reason why specie has risen so much here has been owing to the demand for it to pay duties, and this explains why it has been higher with us than it was in England when that country was driven to the exclusive use of a paper currency. We are indebted to our friend and correspondent, A. B. Johnson, Esq., of Utica, for the following interesting and valuable explanation of the principle connected with this subject, which has embarrassed many clever men. He says:

"Great Britain suspended specie payments during more than 20 consecutive years, but it never attained to more than some 20 per cent. premium over the paper money that was substituted for the specie. We have suspended specie payments for only about three years, and our premium on specie is 150 per cent. Many persons attribute the difference in the two countries, to a difference in their respective paper moneys; but in both countries the paper money was equal to specie for all domestic uses between private individuals; hence specie differed in the two countries from causes affecting specie only. Great Britain had no need for specie in liquidating foreign debts, while our foreign indebtedness constitutes an urgent use for much of the specie we possess. Had we no greater need for specie than England had, the premium here would not be higher than it was in Great Britain; and if England had suffered the same foreign need for specie that we suffer, specie would have been as high in Great Britain as it is with us; we find accordingly, that whenever England granted subsidies to any of its foreign allies, gold invariably rose with the new need therefore. By the same principle, gold and silver are continually fluctuating in relative value whenever one happens to be more needed than the other. Place the saddle, therefore, on the right horse, and instead of estimating the value of paper money by the daily changing price of specie, let us understand that the price of specie varies with the daily need therefor; and that the urgency of the need, acting on the quantity attainable, controls the price. We have added to the price of specie in our country, by the requirement of coins in payment of import duties, and of interest on a large portion of the public debt; but these requirements strengthen the argument, that specie is worth more than paper money, in proportion only as it satisfies a need that paper cannot satisfy. The time will arrive *when our paper money and specie will again be equivalents*, for all paper money is extinguishable by the liquidation of existing debts; and ours will be thus extinguished, coercively or otherwise till what remains, if any, shall become so insufficient for men's need thereof, as to make it as valuable as coin; and this could never be produced by any such process, if specie and paper differed in value irrespective of men's relative need of them."

It is noticeable in connection with this view of the subject that the receipts of gold during the last month were in excess of the exports by a very large sum. We allude to the receipts from California exclusively, as it is well-known that we are receiving continually considerable sums from South America and the West Indies, which are not reported by the daily press.

Receipts during August	$1,286,265
Shipped abroad "	686,301
Retained in the country	$599,964

The amount of gold received at New York for customs from January 1 to September 1, is stated at $52,483,259
Other ports 17,500,000

$69.983,259

If for the remainder of the year the customs produce as much as they did in 1863, to wit., $31,883,521, the whole amount of gold received in the Treasury applicable to the payment of interest will be about $101,816,780, a sum nearly double of any current necessities of the Government for interest for months to come.

When the news of the late successes of the army and navy reach the holders of our gold paying securities on the continent, we presume they will realize with even greater distinctness than ever the favorable future of American loans, as well as a handsome profit by an immediate advance. All the efforts of the London *Times* to discredit and damage the financial character of our country on the continent, will be in vain against a rise in our securities, and the regular payment of the interest in gold. Our readers will do us the justice to believe that our remarks on these and all other financial subjects are entirely without reference to any operations in the street. We have not a dollar in any scheme which depends on the opinions of Wall street. On the other hand, we affirm that what are called the money articles in most, if not all the daily papers, are written under the inspiration of leading speculative houses, and it is a fact that many of the writers of these articles not only take a chance in the street with their friends unknown to their employers, but often realize so much profit, that they are able to retire or to travel, or do anything else they please. Opinions from such sources are always and justly liable to suspicion, especially when they are expressed by professional writers, who do not feel a particle of interest in the country.

The operations of the Secretary of the Treasury particularly call forth the criticism of this class of writers. They are very much afraid that the new bonds of 1881, for the unsubscribed balance of thirty-one millions will not be taken; they fear that Mr. Fessenden's agreement to accept the two year legal tender 5 per cents will bring them out in such quantities as to swamp the loan and cause it to produce nothing. *Consequently* the Secretary will be compelled to do this thing or that thing, as the writers have ingenuity enough to imagine. On the contrary, we learn that offers of foreign capitalists are already certain to be made of a most favorable character. Only two per cent. deposit is necessary at the time of subscription, and the instalments are easy. The interest on the bonds commences at the date of subscription. It will be seen that there are several little advantages given to subscribers as regards this loan; there are per centages and commissions lying about to tempt the brokers, and we are inclined to believe that the loan will be popular, and that it will be a profitable operation even for the speculators in the street.

For we must not forget that the military condition of our affairs was never more promising than at present. We all have known what the persistent spirit and overpowering strength of the loyal States were able to do, if they chose; and we have been equally confident that if the Government had been administered with an ability corresponding with the wishes of the people, this rebellion would have been put down long ago. But as it is, the blow which has fallen on the confederates in Georgia, the death of their great partizan leader, and the mortal hold which has been taken of Richmond by an army, that will not be denied, and is now being rapidly reinforced and strengthened are evidences of the collapse of the confederate cause, which neither foreign sympathy nor domestic treason, nor the loud boastings of the rebel press can longer postpone. And the sooner the better for our misguided brethren at the South, for their present and future interests, for their permanent peace and prosperity. While everywhere else in the world the nations are seeking strength by unity, it is folly for us to hope to obtain it by divisions of our territory. None but fools or knaves can advocate the establishment of new confederacies, with a common interest as against foreign nations, which can ever be as strong, as influential, or as useful as that we have already made to our hands by wiser men, than now seem to be playing the part of statesmen. We repeat it then, that the military situation is all we could wish at the present moment, and to give up the advantage under any pretence whatever would be not only an absurdity but an act of treason.

The Government stocks remain steady therefore, gold has fallen very largely within the last two weeks, and foreign exchange is about par in gold, and no great demand. The present bonds of 1881, are selling at 107½ to 107⅝, and the 5-20 6's have advanced to 110¼. Railway shares and bonds seem now to stand in high favor with investers, and are held without regard to speculation. If there is any kind of security in the world which may be relied on, it is that of a well-managed railway company.

The balance in the Sub-Treasury in N. Y. on Tuesday was $16,866,918.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending September 3, was $1,937,893, against $2,169,046 in 1863, and $3,337,-102 in 1862.

The amount of exports from New York last week was $5,286,408 against $2,637,963 in 1863, and $2,820,873 in 1862. The shipments of specie for the week were $444,503—a total since January 1, of $32,230,454. The exports since January 1, have been $140,748,002 against $121,685,027, an

increase of $19,062,975 on the same period in 1863. The customs gold revenue at New York, specifically pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to September 3, was $52,-881,677.

The value of foreign goods imported into the port of Boston for the week ending September 2, was $895,298, against $345,034 for the corresponding week in 1863. The exports were $415,925 against $257,070 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $781,857.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Raritan and Delaware Bay R. R., 80; McGregor Western, 60; do., 1st mort., 100; Chicago and Milwaukee, 85; Sixth Avenue R. R., 118; Goshen Branch bonds, 101; Buff., N. Y. and Erie 2d mort., 103; At. and Gt. Western (Ohio div.) 1st mort., 105; North Carolina 6s, 61; Connecticut 6s, 100; New York State 6s, 1868, 110; Illinois coupon bonds, 1879, 102; Wyoming Valley Coal, 51½; Consolidated Coal Co. of Md., 60; Ashburton Coal, 19; Mariposa 1st mort., 94; Atlantic Mail S. S. Co., 184; Canada Copper, 3½; Gregory Gold, 28; Bank of Commerce, 107; Hanover Bank, 104; Bank of Commonwealth, 100; Bank of State of New York, 115½; Importers' and Traders' Bank, 100; Bank of North America, 105.

Philadelphia.—Huntingdon and Broad Top R. R., 30; Camden and Atlantic 1st mort., 97; Elmira chattle 5s, 81½; Camden City 6s, 100; Allegheny Co. coupon 5s, 78; North Branch Canal bonds, 38; West Philadelphia horse, R. R., 72; 13th and 15th streets, 32; 10th and 11th streets, 51; New York and Middle Coal Fields, 22⅞; Shamokin and Bear Valley, 21; Green Mountain Coal, 6¼; Fulton Coal, 9¾; Clinton Coal, 1½; Locust Mt., 62; Swatara, 15; Big Mt., 8; Connecticut Copper, ¾; McClintock Oil, 7½; Globe, 2⅝; Egbert, 3½; Bruner, 2; Corn Pl., 4¾; Union Petroleum, 3½; McElheny, 8; Perry, 6; Noble and Delamater, 15¼; Farrell, 3; Dalzell, 12½; Phila. and Oil Creek, 1½; Densmore, 14⅜; Rock Oil, 4½; Big Tank, 2⅜; Story Farm, 4¼; Diamond, 21¼; Cherry Run, 8; Curtin, 3; Excelsior, 1⅜; Oil Creek, 5⅜; Reinhard, 2½; Maple Shade, 17½; Seneca, 1½; Petro. Central, 3⅞; Mineral Oil, 2¾; Bull Creek, 4¾; Hibbard, 2⅝; Tar Farm, 3¼; Hogue Island, 1⅞; Venango, 1¼; Howes Eddy, 1½; Girard Bank, 48; Farmers' and Mechanics' Bank, 61½; Louisville Bank, 119½; Mechanics' Bank, 28½; Kentucky Bank, 110; Manuf. and Mech. Bank, 28; Commercial Bank, 55. The latest quotations are: City 6s, 104@104¼; do., new, 106¼@106⅝; State 5s, 97½@97¾; do., coupon, 101@101¼; do., 6s, W. L., 105@106; Phila., Wil. and Balt., 74¾; Reading, 66@66⅛; do., 6s, 1870, 106@110; do., 1886, 138@138½; Camden and Amboy, 155@155¼; Pennsylvania R. R., 74¼@74⅜; do., 1st mort., 122@123; do., 2d mort., 113@114; Little Schuylkill R. R., 46½@46¾; Morris Canal, 103@104½; do., pref., 138@139; do., bonds, 114@115; do., 2d mort., 104¼@105; Wyoming Valley Canal, 89@90; do., 6s, 104½@105½; Susquehanna Canal, 20⅜@20½; do., 6s, 65@66½; Sch. Nav., 33⅜@34; do., pref., 40@40½; do., 6s, 1882, 92@93; Union Canal bonds, 21@21½; Delaware Div. Canal, 39@40; do., bonds, 104@104½; Elmira and Williamsport, 34@36; do., pref., 53¼@54; do., 7s, 1873, 112@112½; do., Chattle 10s, 80@81; Beaver Meadow, 90@92; Long Island R. R., 47@49; Lehigh Coal and Navigation, 81@84; North Pennsylvania, 34½@34¾; do., 6s, 101@102; do., 10s, 122@137; Philadelphia and Erie, 34@34¼; do., 6s, 111@112¼; Minehill, 62¾@63; Catawissa, 20½@21; do., pref., 40¾@40¾; Lehigh Valley, 90@92; do., bonds, 113@113; Fifth and Sixth streets, (horse,) 60@63; do., 7s, 107@108; Second and Third, 71¾@72½; do., 7s, 110; Race and Vine, 13@13; West Philadelphia, 70@71; Spruce and Pine, 39@39½; Green and Coates, 34@35; do., 7s, 105@110¼; Chestnut and Walnut, 59¾@60; Arch, 24@25; Thirteenth and Fifteenth, 32⅛@33; Seventeenth and Nineteenth, 16; Girard College, 27@27¼; Tenth and Eleventh, 50@50½; Norristown, 66@66¼.

Boston.—Northern (Ogdensburg,) 1st mort., 103; do., 2d mort., 30½; Rutland and Burlington 1st mort., 75; do., 2d mort., 27; Vermont and Massachusetts 6s, 100½; Boston and N. Y. Air Line 6s, 65; Salem and Lowell 6s, guar., 100½; Eastern R. R. 6s, 1874, 107¾; Worcester and Nashua R. R., 97¼; Taunton Br. R. R., 114; Bear Valley, Coal and Summit Br. R. R., 18; Maine 6s, 1889, 100; Rhode Island 6s, 1882, 100; Minnesota 8s, 1867, 102; Massachusetts 6s, 1875, 128; Connecticut 6s, 1881, 100¼; New Hampshire 6s, 1870, 98; Vermont 6s, 100¾; Poatland 6s, 1870, 100¼; Augusta 6s, 100½; Boston 5s, 1878, 124¼; Fall River 6s, 100⅜; Boston Water Power Co., 31¼; Essex Co., 99; Boston and Roxbury Mill, 50¾; Union S. S Co., 150; Locust Dale Coal, 87½; Franklin Coal, 88; Gilberton Coal, 89½; State Bank, 72; Globe Bank, 130½; Bank of the Republic, 100¼; Bank of Commerce, 102¼; Railroad Bank, Lowell, 86; Merchants' Bank, 102; Acton Mining Co., 2; Aztec, 6; Albany and Boston, 33; Albion Gold, 3⅝; Bedford, 1¼; Bay State, 18; Boston, 4¼; Canada, 4; Copper Falls, 34½; Concord, 4½; Chester, 12c.; Columbian, 9; Dana, 2¾; Eagle River, 4¼; Great Western, 4⅞; Huron, 29; Hanover, 2½; Hancock, 10; Hungarian, 3; Manhattan, 7¼; Madison, 3¾; Macomb Lead, 2½; Pontiac, 4¼; Phœnix, 24; Star, 6; Superior, 7; Toltec, 2¼; Tremont, 3½.

Baltimore.—Central Ohio Incomes, 40½; Western Md. bonds, 89; N. W. Va. 1st mort., 112; Marietta and Cincinnati Bonds 103½; Santa Clara Mining, 23; Md. Anthracite Coal, 17¾; Md. Copper, .80; Bare Hill, 4; Mineral Hill, 2.50; Atlantic Coal, 1.40; Springfield, 2.00; Am. Gas Coal, 2.00; Susq. Coal and Coal Mt., 5.00; North State, 0.15; Bank of Baltimore, 105½; Bank of Commerce, 23½; Marine Bank, 32; Merchants' Bank, 108; Union Bank, 71. The latest quotations are: Balt. and Ohio, 114@117; do., 6s, 1867, 108@110; do., 1875, 116@116; do., 1880, 113@115½; do., 1885, 114⅛@114¼; Northern Central, 53@57; do., bonds, 1877, 112¾@114; do., bonds, 1885, 104⅛@105; N. W. Va., 10@21; do., 1st mort., 112@113; do., 2d mort., 106@110; do., 3d mort., 25@32; do., guar., 112@112; Marietta and Cincinnati 7s, 1891, 102½@103¾; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 58⅛@60; do., income 1857-'60, 40@49½; Western Md. bonds, 87¼@90; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112; do., Ins., 112@115; do., 1890, 112; Baltimore 6s, 1870, 109@110½; do., 1873, 110@114; do., 1875, 114@114½; do., 1886, 115@115¾; do., 1890, 115@116; do., coupon, 114@115; do., 5s, 1838-'70, 96@96; City Passenger R. R., 21@22¼; Canton Co. 33@34¼; Gardner, 0.70@1.00, Gas Coal, 1.90@2.15; Maryland, 0.75@0.85; North State, .10@.15; Silver Hill, .20@.30; Springfield, 1.90@2.10; George's Creek, 100@104½; Santa Clara, 22@23¾; Balt. andNorth Carolina, .20@.35; Balt. Chrome, 1.50@2.00; Bare Hill, 4.00@4.05; Atlantic Coal, 1.35@1.50; Mineral Hill, 2.40@2.50; Baltimorp Coal, 87@95; Lake Chrome, 50@60.

☞ We invite attention to the advertisement of Messrs. John A. Iselin & Co., 32 Wall street, this city. Gold, Government Securities, Railway and Mining Stocks, etc., etc., bought and sold on commission. Mr. Iselin is an old established Broker of 16 years' standing. Geo. A. Soper and Sam'l F. Lockwood, his associates, are young men who were with Mr. Iselin.

Minnesota Central Railroad.

Iron for this road continues to arrive at St. Paul. The track is laid seven miles from Mendota. Two bridges over the Mississippi are progressing rapidly; machine shops and depot buildings are going up; and the road is expected to be in running order to Northfield or Fairbault this fall or winter.

New London Northern Railroad.

Proposals will be received until the 17th September, for the graduation and masonry of the extension of this road from Amherst to Grout's Corner in Montague—a distance of 15 miles. The work will be let entire, or in sections to suit bidders. The office of the company is at New London, Ct.

St. Paul and Pacific Railway.

The Secretary of the Interior has certified to the St. Paul and Pacific Railway branch line lands amounting to 34,524 acres. These lands are among the most valuable and attractive to settlers to be found in Minnesota. The road is now finished to Anoka, a distance of thirty miles directly north of St. Paul, and fifty miles more will be completed and in running order, it is confidently anticipated, some time the ensuing fall. George L. Becker, Esq., is the President and Land Commissioner of the road, (office at St. Paul,) Wm. B. Litchfield, Vice President and General Manager.

☞ A large force of workmen are at present engaged in laying the double track on the Baltimore and Washington Railroad. It is thought that the entire work will be completed by November.

☞ Col. George A. Merrill of St. Johnsbury has received and accepted the appointment of Superintendent of the Rutland and Burlington Railroad.

☞ E. H. Tracy, Esq., has been appointed Superintendent of the Morris and Essex Railroad.

☞ Hon. Simeon Draper, has been appointed Collector of the Port of New York, vice Hiram Barney resigned.

Railroad Earnings--Monthly.

The earnings of the Chicago and Northwestern Railway for the month of August, 1863 and 1864, were:

	1863.	1864.
Passenger	$103,235 29	$162,288 78
Freight	187,663 93	322,240 14
Express	3,563 60	5,543 19
Mail	5,144 47	5,622 51
Total	$299,607 29	$495,694 62
Increase 65 44-100 per cent		196,087 33

The business of the Illinois Central Railroad for the month of August, 1864:

LAND DEPARTMENT.

Acres construction lands sold	19,608.50 for	$201,147 79
Acres Interest Fund Land sold	5,490.45 "	54,163 88
Acres Free Lands sold	1,307.80 "	18,380 81
Total sales during month of Aug. 1864	26,406.03 for	$273,692 43
To which add town lot sales		3,600 95
Total of all		$277,293 38
Acres sold since Jan. 1, 1864	189,879.85 for	$2,014,564.27
Cash collected in August		$303,870 16

TRAFFIC DEPARTMENT.

Receipts from passengers	$168,839 66
" freight	400,235 95
" mails	6,358 34
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in month of Aug., 1864	$585,433 95
Total receipts in month of Aug., 1863	511,304 90

The earnings of the Long Island Railroad for the month of August were $71,260 00
Corresponding month of 1863 45,316 00
Increase $25,944 00

The earnings of the Michigan Central Railroad for the month of Aug., 1864, were $346,781 36
Corresponding month of previous year 215,449 14
Increase $131,332 22

The earnings of the Toledo and Wabash Railroad for the month of August 1864 $244,114 00
Corresponding month of 1863 116,380 00
Increase $127,724 00

The earnings of the Hudson River Railroad for the month of Aug., 1864, were $306,595 00
Corresponding month of previous year 219,561 00
Increase $87,034 00

The earnings of the Chicago and Rock Island Railroad Company for the month of August, 1864, were $271,141 00
Corresponding month of previous year 151,865 00
Increase $119,276 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Aug., 1864, were $355,264 00
Corresponding month of previous year 235,512 00
Increase $119,752 00

The following shows the gross receipts of the Chicago and Alton Railroad during the month of August, compared with the earnings for the same time last year:

Aug., 1864 $288,018 00
Aug., 1863 178,089 00
Increase $109,929 00

The earnings of the Cleveland and Pittsburg Railroad for the month of August were $264,637
Corresponding month of 1863 182,034
Increase $82,603

☞ Hon. ALBERT S. WHITE, the District Judge of Indiana, died at Lafayette on the 5th inst. Judge White was a representative in Congress, from Indiana, from 1837 to 1839; a Senator from 1839 to 1845, and again Representative in the 37th Congress. On the death of Hon. Caleb B. Smith he was appointed by President Lincoln Judge of the U. S. District Court for the State of Indiana.

Railroad Earnings--Weekly.

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 4th week in August:

	1863.	1864.
Passengers	$38,926 29	$70,240 17
Freight	71,035 01	124,618 40
Express	890 90	1,826 27
Mail	1,286 13	1,406 45
Total	112,138 33	197,591 29
Increase 76 20-100 per cent		$85,452 96

The earnings of the Chicago, Burlington and Quincy Railroad for the third week in August were $139,401 90
Corresponding week of previous year 87,252 45
Increase $52,149 45

The Detroit and Milwaukee Railroad traffic for the 3d week in August was $28,536 00
Corresponding week of previous year 18,434 00
Increase $10,103 00

The earnings of the Grand Trunk Railway for the week ending Aug. 29th, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways), were: $107,510 00
Corresponding week, 1863 88,983 00
Increase $18,527 00

The earnings of the Chicago and Alton Railroad Company for the week ending August 31, were:

	1864.	1863.
Passengers	$38,676 76	$16,446 59
Freight	57,674 59	31,226 07
Sundries	1,209 23	2,230 41
Total	$97,560 58	$49,903 07
Increase 1864		$47,657 51

The traffic of the Great Western Railroad for the week ending August 26th, '64, was as follows:

Passengers	$33,617 64
Freight and live stock	20,408 08
Mails and sundries	1,229 86
Total	$55,255 53
Corresponding week of 1863	42,564 15
Increase	$12,691 38

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Aug. 21, 1864, were:

	1864.	1863.
Passengers	$2,813 44	$1,952 44
Freight	8,408 22	4,893 33
Express	104 16	75 00
Mails	296 58	296 58
Total	$11,622 40	$7,217 35
Increase		$4,405 05

Receipts from January 1st to Aug. 21:

1864	$348,895 51
1863	212,401 66
Increase	$136,493 85

Chicago and Northwestern Railway.

The earnings of this road for three months ending August 31, were:

	1863.	1864.
Passenger	$281,520 16	$418,175 49
Freight	627,318 33	1,066,076 10
Express	10,799 53	17,256 66
Mail	15,391 11	16,865 39
Total	$935,029 13	1,518,373 64
Increase 62 38-100 per cent		583,344 51

Damages from Construction of Roadway.—Effect of Release.—Delivery.

The case of the Cincinnati, Wilmington and Zanesville Railroad Company against Thomas Iliff was an error to the District Court of Perry County, Ohio.

The original action was brought by Iliff against the railroad company in the Court of Common Pleas of Perry County, and was for entering and trespassing upon lands of said Iliff, and appropriating the same for the use of a railroad. The case was taken to the District Court by appeal, and therein came to trial to a jury and resulted in a verdict and judgment for the plaintiff.

It appeared that at the trial in the District Court the plaintiff offered evidence to the jury tending to prove that the company, prior to the commencement of the suit, opened its roadway through his farm one hundred feet wide and nearly a mile and a half in length. Also, that in the execution of the work upon said road, he sustained damages outside of the roadway, in this: that his grass, meadows and grain fields, which were enclosed with fences, were necessarily passed through in hauling stone for a culvert in said roadway, and that the meadows, grass and grain were greatly injured and destroyed by cattle and other stock, in consequence of the enclosures being left open by the teamsters, who in hauling the stone, passed and repassed. Also, that he had sustained a large amount of damage outside of the road bed in consequence of the deposit by the company, of timber and trees cut thereon, upon the plaintiff's lands adjacent to the roadway. The company then offered in evidence a release of a right of way by said Iliff in said lands and premises, signed and sealed by him, which is as follows: "In consideration of one dollar to be paid by the Cincinnati, Wilmington and Zanesville Railroad Company, we do hereby grant and release to said company the right to enter upon any lands I own which lie in the line of said company's road, surveyed and adopted by them, (or intended to be surveyed and adopted by them,) and the right to run in curves, and amend the line in the final construction of such railroad over said land, and to hold and use a strip thereof to be selected by the engineer, not exceeding one hundred feet in width for the purposes of a railroad, so long as may be necessary. Witness my hand," etc.

The company offered also in evidence to the jury, a written contract between one Chamberlain and the company, for the construction of its road by him, east of Lancaster, and embracing that part of the road running through the plaintiffs farm. As no question arises out of the provisions of that contract, it is unnecessary to embody it here.

The company offered evidence to the jury, tending to prove also, that all the injuries complained

of by the plaintiff outside of the road bed were done by Chamberlain and his employees in the execution of said written contract.

The plaintiff then offered evidence to the jury tending to prove that the release of the right of way executed by him, and given in evidence by the company, was, on the day of its date, by him placed in the hands of one Carrol as an *escrow* with authority to deliver it to the company, upon the condition that three of his neighbors, Reed, Crosby and Cherry, should execute and deliver to the company, like unconditional releases of rights of way through their respective farms, and that if these neighbors failed to do so, then the plaintiff's release should be returned to him, and not delivered to the company, and that Carrol promised to hold such release on such condition, and return it to the plaintiff if the condition was not complied with; that said Reed, Crosby and Cherry did not execute and deliver releases of right of way as provided for in said condition, but only special contracts touching the right of way through their respective farms.

The company then offered evidence to the jury, tending to prove that some months prior to the date of the plaintiff's release, the company through properly authorized officers, had employed said Carrol, for a compensation to be paid him therefor, as its agent to procure the right of way for its railroad through the county, and that the plaintiff when he delivered the release to Carrol, knew of the existence of such agency.

The jury found a verdict in favor of the plaintiff on which judgment was entered, and to reverse his judgment of the District Court, filed a petition in error in the Supreme Court.

Brinkerhoff, J.—To give a construction to and to declare the legal effect of contracts introduced in evidence to a jury, is undoubtedly the proper function of the Court; and it is the duty of the Court before whom the case is tried, so to do, if requested. But under the circumstances disclosed in the bill of exceptions, the failure of the Court below to do so in this case involves no error. It would seem that by the voluntary acts and actual or tacit consent of counsel on both sides, the contract between the railroad company and Chamberlain, for the construction of the road was formally offered and received as a part of the evidence in the case; but as is quite common in practice, when neither party desires to have the written evidence adduced construed by the Court, and when both parties are willing to trust its reading and interpretation to the jury, it was not read to either Court or jury; the attention of the Court was not specially called to its provisions; no request was made for its construction by the Court; and it was probably permitted to lie upon the table of counsel until the jury retired to deliberate on the verdict to be rendered, and then with other evidence it was handed to them. To claim that the failure of the Court to construe the contract under these circumstances is error, would be unfair, alike to the Court and to the opposite party; and if the claim were sustained it would sanction what would often be a surprise upon both. If a party desires the construction of the Court in regard to the contents of a written instrument, in evidence, he must in some way manifest such desire.

On the suppositious state of facts, to be found by the jury on an examination of said contract, the Court laid down the rule correctly, and in strict accordance with the ruling of this Court in Cincinnati *vs.* Stone, 5 Ohio, St. Rep., 38. It charged, "that if they found from the contract, that the company did reserve the right to control the mode and manner of constructing the road, then as to the damage sustained by the plaintiff outside of the one hundred feet not covered by the release, and also as to the damage done inside of said one hundred feet, in case they found, on the evidence and the law as before given, the release to be inoperative, the company was liable to the plaintiff for all damages he had proved he had sustained." And to guard against the possible inference from this general proposition, that the company might be held responsible for injuries by the contractor or his employees, growing out of acts not within the company's reserved power to control, or for injuries not by a reasonable necessity involved in the very act of constructing the road, the Court adds: "in all respects falling within the limits of the right of the company so reserved to direct and control;" and "that beyond those limits, the company would be responsible only so far as the construction of the road by a reasonable necessity, involved the doing of the damage complained of."

I have considered the last exceptions first, for the reason that in respect to them, the majority of the Court is very clear in the opinion that there was no error in the Court below.

The first exception presents a question of more doubt and difficulty, but in respect to that also, the majority of the Court is of opinion that there was no error.

The action was brought to recover damages for an alleged trespass upon, and an appropriation of the plaintiffs' land for the construction and use of a railroad. The railroad company answered, setting up in bar of the action, an alleged release of the right of way to it by the plaintiff. The signing and sealing of the instrument of release was not contested by the plaintiff. But the point of contest was whether the release had ever become operative by what, in law, amounted to an effective delivery. The record shows, and it was admitted on all hands, that the paper after being signed and sealed, was put into the hands of one Carrol, who was an agent of the company to procure the right of way for its road, and who subsequently delivered the paper into the possession of the company without any other authority from the plaintiff than what was given by him when he parted with its immediate custody.

From the tenor of the charge of the Court below to the jury, it would seem to have been claimed there in behalf of the company, as it is claimed here, that the act of the plaintiff in handing over the instrument of release to a known agent of the company to procure the right of way for its road, was of itself and *necessarily* in law, an effective delivery to the company.

On the part of the plaintiff, it seems to have been contended, as it is contended here, that he did not deliver the paper as a completed instrument of release to Carrol, as the agent of the company to accept such delivery; but that, at the time he handed the paper over to Carrol, he distinctly constituted him his own agent, or depositary, to hold the instrument as an *escrow*, until the performance of the condition mentioned in the statement of the case; and in case of its non-performance to return it to him; and that such act of handing the paper over to Carrol, was not in law, a delivery to the company.

Such being the claims of the parties respectively, and evidence having being given by both parties in support of their respective claims as to matters of fact, the Court below charged the jury, "that if they found the release of the plaintiff was executed, and delivered by him to Carrol, upon the condition hereinbefore stated, and that the condition had not been performed at the time Carrol delivered the release to the company, *the same was obligatory upon the plaintiff*, if he knew, or had good reason to believe, at the time he so delivered the release to Carrol, that Carrol was the agent of the company for the purpose of procuring for it the right of way for its railroad through the county; *unless* Carrol was distinctly constituted the plaintiff's agent, as well as the agent of the company for the purpose of holding and *returning to him* the paper in case of the non-performance of the condition; and that this could be done, although the plaintiff knew that Carrol was acting as the agent of the company in obtaining such right of way; that it was competent for the plaintiff, by plain and distinct terms to constitute Carrol his own agent for the purpose of holding the release, and returning it in case of the non-performance of the condition; and that it made no difference that the company did not know of, or give its consent to such agency in behalf of the plaintiff."

The delivery of the release to Carrol, in the case before us, is claimed by the defendant in error to have been a delivery of it as an *escrow*. I confess I am unable to see any objection to giving it that name; and to my mind, the state of fact which, under the charge of the Court the jury must have found, bring it clearly within the definition of an *escrow*. Chancellor Kent (4 Com., 454,) thus defines *an escrow*. A deed "may be delivered to a stranger as an *escrow*, which means a conditional delivery to the stranger, to be kept by him until certain conditions be performed, and then to be delivered over to the grantee. Until the condition be performed, and the deed delivered over, the estate does not pass but remains in the grantor. Generally an *escrow* takes effect from the second delivery, and is to be considered as the deed of the party from that time; but this general rule does not apply when justice requires a resort to fiction."

The phrase "a stranger, used in this definition, or the phrase "a third person," which, in many of the books, is used interchangeably with it, it seems to me can mean no more than this, a stranger to the deed as not being a party to it; or at most, this—a person so free from any personal or legal identity with the parties to the instrument, as to leave him free to discharge his duty, as a depositary, to both parties, without involving a breach of duty to either. And I believe that no case can be found, no opinion of any jurist can be cited, to the effect that the agent of one party is incapacitated from becoming the depositary of an *escrow*, and if we were to decide that such incapacity existed, we would originate a distinction hitherto unknown to the books.

Judgment affirmed.

Statistical Abstract for the United Kingdom.

A statistical abstract for the United Kingdom, for each of the last fifteen years, from 1849 to 1863, has just been published and presented to Parliament. This abstract includes a statement of the gross revenue and expenditure for that period, as estimated in the budgets, and received into the exchequer, and the amount of its several branches; also statistics of imports and exports, bullion, transmitments, shipping, excise, savings banks, population, railways, mines, &c., for the several years from 1849 to 1863.

During the fifteen years mentioned, the actual receipts in three years only were less than the estimated amount in the budget; while in 1854, and the present financial year ending March 31, the surplus of receipts exceeded two millions. In all the other years the surplus over the estimated receipts was below that amount, being in one year, 1855, only £154. As regards expenditure during the fifteen years in question, the outlay was, in seven instances more, and in eight years less, than the estimated amount in the budget.

An abstract of alterations of taxes from 1849 to 1863 shows under the heads of customs, excise, property and income tax, other taxes, and stamps, that the total amount of taxes repealed or reduced has been £35,151,818; but, as the taxes imposed during that period amounted to £26,978,020, the actual diminution was £8,173,798. The balances in the exchequer at the end of each financial year show that on the 1st of January, 1850, the amount was £9,748,540, and at the close of 1846, £7,352,543.

The real value of the total imports into the United Kingdom was, in 1854, £152,389,053; and in 1863, £248,980,942. In 1854 the total amount of exports was £115,200,145; and in 1863, £195,974,773. Full details of the exports and imports of the various foreign countries and British possessions are also embodied in the return, the statistics of British and foreign shipping, sales of corn, and the principal market towns in England and Wales, being included.

Under the head of railways, it is stated that the number of miles open in 1849 was, 6,031; and in 1862, 11,551 miles. The total amount of railway capital in the first mentioned year was £229,749,778; and in 1862, £385,218,438. The traffic receipts in 1849 amounted to £11,806,491; and in 1862 to £29,128,558.

Light Magnetizing Steel.

It has often been stated that light will magnetize a bar of steel, but, according to the experiments of M. St. Victor, the distinguished French chemist, the common opinion in this respect is an erroneous one. He has tried several experiments upon fine needles, but has not succeeded, and concludes, therefore, that this activity of light is not owing to electricity or magnetism. From his various experiments with magnetized and unmagnetized needles, he concludes that light has no effect upon their electricity. From all that appears in respect to this subject, it is manifest that, with light alone, it is impossible either to magnetize or demagnetize any body.

☞ The number of emigrants landed here last week was 2,041—making the number since January 1, 137,342. The number landed in the corresponding period of last year was 107,798. In the early part of the year the Irish emigration was largely in excess of the German, but the proportion has gradually diminished, and now the number of Germans arriving largely exceeds the Irish. The commutation balance now in bank is $72,549 87.

Milwaukee and St. Paul Railroad.

The first through train on the new route of the Milwaukee and St. Paul Railway *via* Columbus, Watertown and Oconomowoc, arrived here this morning, and was the occasion of quite an enthusiastic demonstration on the part of railroad men and many of our citizens.

Hereafter the through St. Paul trains will continue to run by this new route, three trains leaving here daily, the same as heretofore on the old route, *via* Horicon.

There were six or seven passenger cars on this first through train, and they were all completely filled, while the passengers were universally delighted with the new arrangement. The route is through the garden of the State, from here to Portage, and the pleasant thrifty villages and towns of Pewaukee, Oconomowoc, Watertown, Columbus, &c., will give additional interest to the trip. From the junction to Milwaukee, the trains are at present obliged to run over the track of the Milwaukee and Prairie du Chien Railway, but some time next month the Milwaukee and St. Paul will have the entire distance spanned by a track of its own. It is completed and in use already, all the way except from here to the junction. Now give us the Union Depot, and we will have unbroken connection through Milwaukee. This will be a strong point gained in our favor.—*Milwaukee Wis., Aug.* 31.

Railroads in Vermont.

Notices have been given of intention to apply to the next Legislature of Vermont for the following charters:

For a charter for a railroad company with power to construct a railroad from Rutland through Ira to Castleton.

For a charter for a railroad connecting with the Rutland and Washington Railroad at some point in Poultney or Castleton, and extending through the towns of Fairhaven, Benson, Orwell, Shoreham and Bridport, or any of them, and connecting at some point on Lake Champlain with a line of steamers to be built and owned by said company.

For a charter for a railroad from Windsor to connect with the Rutland and Burlington Railroad at some convenient point in the town of Chester or Rockingham.

For a charter for a railroad from St. Johnsbury, to connect with the Atlantic and St. Lawrence road.

For a charter for a railroad from Fairfax, to unite with the Vermont and Canada road in Georgia.

The United States Railway Post Office.

We are pleased to learn that this new and important system will be inaugurated as speedily as possible. When in operrtion, letters for any city, town, or village between Washington City and New York, or to places immediately diverging from that line of travel, can be deposited in the letter boxes of this car up to the very moment of its departure, and with certainty that as quickly as the train reaches the point to which the letter is addressed the correspondence will be there delivered. These advantages will also apply to the distribution, prompt transmission, and regular delivery of newspapers. One of these new post-office cars reached here yesterday. On the exterior we are informed that this is the "Through line between New York and Washington." There are also the usual apertures through which letters may be conveniently dropped in for mailing. The car is forty-five feet five inches in length, in breadth nine feet four inches. The roof is finished in elegant style, with the most approved ventilating windows, in the centre about nine feet, and at either side seven. The interior of the car is furnished with four hundred small boxes or "pigeon holes," and eighty feet of dimensions which will admit of packages, newspapers, or other printed matter, mailing tables, drawers for mailing purposes; whilst stoves, water apparatus, and other conveniences cannot fail to render the traveling clerks perfectly comfortable. This beautiful and substantial car is the handiwork of the mechanics of Mount Clare Works, Baltimore and Ohio Railroad Company. The design is that of Hon. A. N. Zevely, Third Assistant Postmaster-General. There is a second car now finishing at the works of the Camden and Amboy Company. When that is received, in a few days, the new plan will be put into operation.—*Washington Chronicle, August* 30.

Interest and Dividends.

The Hudson River Railroad Company have declared a dividend of three per cent. payable on the 15th inst. free of tax.

The Chemung Railroad Company will pay on demand a Quarterly Dividend of two per cent., free of government tax, at the Park Fire Insurance Office, 237 Broadway.

Albany and Susquehanna Railroad.

At the annual election held on the 6th inst., the following persons were chosen directors for the ensuing year: Joseph H. Ramsey, Edward C. Delavan, Peter Cagger, Jacob Leonard, Albany; Charles Courter, Cobleskill; John Westover, Richmondville; John Cook, Worcester; Jared Goodyear, Milford; E. R. Ford, Oneonta; Arnold B. Watson, Unadilla; Lewis Northrup, Colesville; Alonzo Everts, Binghamton; Daniel Drew, New York.

At a subsequent meeting of the Directors, Joseph Ramsey was elected President and Jared Goodyear Vice President for the ensuing year.

The Cotton Trade of China.

Total exports of cotton from Shanghae during the year commencing June 1, 1863, and ending May 31, 1864:—

	Piculs.
To Great Britain (direct)	332,133 04
To Hong Kong	203,684 53
To coast ports	61,133 55
To India (direct)	15,291 00
To America (direct)	1,728 63
To Manila (direct)	148 35
To Japan	347 00
Total piculs of 133⅓ lbs.	664,466 10

Value of cotton exported from Shanghae from June 1, 1863, to May 31, 1864, inclusive, obtained by average monthly prices as declared by merchants, 12,805,494 10 Shanghae taels; at exchange, 6s. 6d., £4,161,460.

Railroad across the Pyrenees.

An interesting event has just taken place in the Pyrenees. A locomotive on a trial trip passed on the 15th ult., from Spain into France, across the mountains. More than sixteen miles of tunnel had to be traversed, some of them, it is said, at an elevation of thirteen hundred feet. The official inauguration of the line is reserved for the Emperor's presence at Biaritz.

☞ The Pictou *Standard* learns that the Chief Engineer of the Nova Scotia Railways has reported in favor of adopting the East River line for the Pictou Railway route, and the Surveyors are now employed in locating a portion of the line near the Albion Mines.

☞ The valuation of Providence this year is —real estate, $38,961,900; personal property, $41,037,900; total, $79,999,800—an increase of $13,584,000 since last year. The rate of tax is $7 on $1,000.

☞ The whole number of sheep in Ohio is 4,300,000, and this year's wool will be 19,000,000 pounds, worth $15,000,000.

Iron Bridge across the Schuylkill River.

The Philadelphia *Railroad and Mining Register* states that the connecting railway bridge will cross the Schuylkill River a little west of Girard Avenue bridge, where there are bold, high bluffs of bare rock on either side of the channel. The piers will rest on foundations laid on solid rock. The work is progressing. An iron section of two hundred and seventy feet span will arch the channel of the river. To this iron section, which is being built in the Altoona shops of the Pennsylvania Railroad Company, the road will be carried on massive brick arches of sixty feet span. The track will be about seventy feet above the surface of the Schuylkill River, and it will rest on a bridge over the carriage way and sidewalks of Girard Avenue. In fact, from its forked junction with the Pennsylvania Railroad, the connecting railroad is located at an elevation which will carry its track over the intersecting rail and carriage roads on either side of the Schuylkill River, thereby rendering collision impossible at such intersections, at the same time securing an important object without risk to the public.

PORTABLE ENGINE DEPARTMENT
OF THE
WASHINGTON IRON WORKS,
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AGENCY, 55 Liberty street, New York, Room No. 8. Engines of all sizes, from 3 to 30 horse power, furnished at short notice. 2t-37

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BALL AND WHEELOCK, PATENTEES.



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LOWMOOR, BOWLING & SEMI-STEEL.
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DAMPER REGULATORS.
GUARANTIED to effect a great saving in fuel, and give the most perfect regularity of power. For sale by the subscribers who have established their exclusive right to manufacture Damper Regulators, using diaphragms or flexible vessels of any kind. CLARK'S PATENT STEAM AND FIRE REGULATOR COMPANY, No. 5 Park Place, N. Y.

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UNION COLLEGE.
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☞ The next term commences Sept. 16.
For Circulars, &c., address "Registrar of Union College, Schenectady, N. Y." 4t 34

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24 COLUMBIA ST., NEW YORK,
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Hydraulic Presses WITH PLATENS.
Hydraulic Punches for punching iron from three-eighths to 1 inch thick. Force Pumps for Hydraulic Presses. Force Pumps for testing tubes, cylinders, etc.
STEAM CARRIAGES for good hard roads.—Squirting Oil Cans, also Denver's Patent Steam Hammer

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Aug. 16, 1864.

AT A MEETING OF THE BOARD OF DIRECTORS of the Illinois Central Railroad Company held this day, the following resolutions were adopted:

Whereas, In the mortgage given by this company to the trustees to secure their construction bonds, it was agreed that the moneys received upon sales of the lands mortgaged, as fast as received, be applied to the cancellation of said bonds, and it has become necessary for this purpose to take up a portion of the bonds in pursuance of a provision contained in each bond, the company may "pay the same at any time to be named by them by adding to the principal a sum equal to twenty per cent. thereof."

Resolved, That the Company will, on the first day of October next, pay the seven per cent. bonds for one thousand dollars each, numbered from one to three thousand, (1 to 3,000,) with twenty (20) per cent. added to the principal thereof, upon surrender at its office in the City of New York; and that it doth hereby name the first day of October, 1864, as the time when the principal of said bonds shall be paid, after which day interest upon them will cease.

Resolved, That the holders of the scrip stock of this Company be required to pay the unpaid ten per cent. upon the stock held by them respectively, on or before the twenty-sixth day of September next, at the office of the company in the City of New York; and that upon all sums unpaid, interest will be charged from that day; and that after the twenty-sixth day of September next, no transfer shall be made of stock which shall not be paid in full. THOMAS E. WALKER, Treasurer.

U. S. 7-30 LOAN.

The Secretary of the Treasury gives notice that subscriptions will be received for Coupon Treasury Notes payable three years from Aug. 15th, 1864, with semi-annual interest at the rate of seven and three-tenths per cent per annum,—principal and interest both to be paid in lawful money.

These notes will be convertible at the option of the holder at maturity, into six per cent gold bearing bonds, payable not less than five nor more than twenty years from their date, as the Government may elect. They will be issued in denominations of $50, $100, $500, $1,000 and $5,000, and all subscriptions must be for fifty dollars or some multiple of fifty dollars.

The notes will be transmitted to the owners free of transportation charges as soon after the receipt of the original Certificates of Deposit as they can be prepared.

As the notes draw interest from August 15, persons making deposits subsequent to that date must pay the interest accrued from date of note to date of deposit.

Parties depositing twenty-five thousand dollars and upwards for these notes at any one time will be allowed a commission of one-quarter of one per cent, which will be paid by the Treasury Department upon the receipt of a bill for the amount, certified to by the officer with whom the deposit was made. No deductions for commissions must be made from the deposits.

SPECIAL ADVANTAGES OF THIS LOAN.

IT IS A NATIONAL SAVINGS BANK, offering a higher rate of interest than any other, and THE BEST SECURITY. Any savings bank which pays its depositors in U. S. Notes, considers that it is paying in the best circulating medium of the country, and it CANNOT pay in anything better, for its own assets are either in government securities or in notes or bonds payable in government paper.

It is equally convenient as a temporary or permanent investment. The notes can always be sold for within a fraction of their face and accumulated interest, and are the best security with banks as collaterals for discounts.

Convertible into a Six per cent. 5-20 Gold Bond.

In addition to the very liberal interest on the notes for three years, this privilege of conversion is now worth about three per cent per annum, for the current rate for 5-20 Bonds is not less than NINE PER CENT PREMIUM, and before the war the premium on six per cent U. S. stocks was over twenty per cent. It will be seen that the actual profit on this loan, at the present market rate, is not less than ten per cent per annum.

Its Exemption from State or Municipal Taxation.

But aside from all the advantages we have enumerated, a special Act of Congress EXEMPTS ALL BONDS AND TREASURY NOTES FROM LOCAL TAXATION. On the average, this exemption is worth about two per cent per annum, according to the rate of taxation in various parts of the country.

It is believed that no securities offer so great inducements to lenders as those issued by the government. In all other forms of indebtedness, the faith or ability of private parties, or stock companies, or separate communities, only, is pledged for payment, while the whole property of the country is held to secure the discharge of all the obligations of the United States.

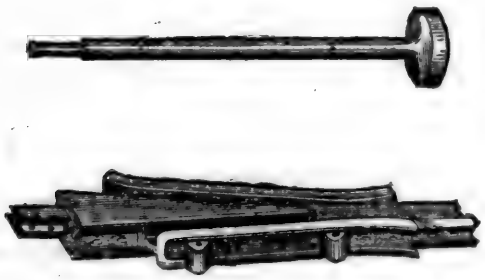
While the government offers the most liberal terms for its loans, it believes that the very strongest appeal will be to the loyalty and patriotism of the people.

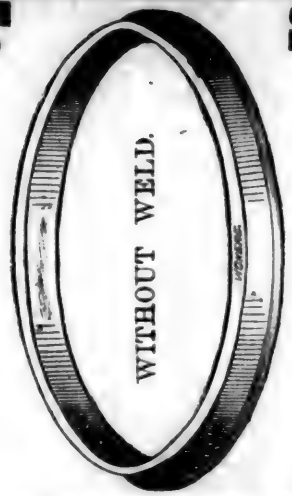
Duplicate certificates will be issued for all deposits. The party depositing must endorse upon the ORIGINAL certificate the denomination of notes required, and whether they are to be issued in blank or payable to order. When so endorsed it must be left with the officer receiving the deposit, to be forwarded to the Treasury Department.

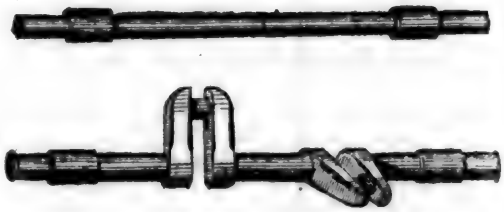
SUBSCRIPTIONS WILL BE RECEIVED by the Treasurer of the United States, at Washington, the several Assistant Treasurers and designated Depositaries, and by all National Banks which are depositaries of public money,

AND ALL RESPECTABLE BANKS AND BANKERS
throughout the country will doubtless
AFFORD FACILITIES TO SUBSCRIBERS.

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CAST STEEL TYRES WITHOUT WELD,

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AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

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STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

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WE are now manufacturing these goods at our Works at BOONTON, N. J.—In the manufacture of the Nuts, the **patented device of the "Double Punch,"** viz, two punches operating from opposite sides **towards the centre of the Nut, forces into the body of the Nut most of the Iron** which in all other processes is punched out, and also **condenses the Iron** around the Bolt hole, thus **ensuring the greatest strength in the Screw Thread**, and making a Nut **SUPERIOR TO ANY** made by hand or the ordinary machine processes. In size they are made according to the standard approved and adopted by our best Machinists and Engine Builders. The mode of making Bolts is such as to produce an **upset solid head, perfectly true on all sides, and of uniform size.** The Iron used is **of our own manufacture,** and we guaranty it of superior quality.

We invite consumers to make trial of them, and will furnish **SAMPLES** and **PRICE LIST** on application.

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NEW 7 3-10 LOAN AND TEN-FORTY BONDS.

TENTH NATIONAL BANK,

No. 240 Broadway,

Will receive subscriptions for the New 7 3-10 Treasury Notes, which will be dated Aug. 15, with semi-annual coupons, and issued in sums of $50, $100, $500, $1,000 and $5,000. Parties subscribing will be allowed interest to Aug. 15, and the commission allowed by Government of $2 50 on each $1,000. The Ten-Forty 5 per cent. Bonds date from March 1, and 50 per cent. premium for gold interest. Payments must be made in Legal-Tenders or National Bank Notes.

D. L. ROSS, President.
J. H. STOUT, Cashier. 41-31

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y. The FORTY-FIRST ANNUAL SESSION of this well-known SCHOOL OF ENGINEERING AND NATURAL SCIENCE, will commence SEPT. 14th, 1864. The PRINCIPAL BUILDING is completed and ready for occupation. The NEW ANNUAL REGISTER, giving full information, may be obtained at APPLETON'S Bookstore, New York, or from
31-31 Prof. CHARLES DROWNE, Director, Troy, N. Y.

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SIX NEW FIRST-CLASS FLAT CARS, 4 feet 8½ inch gauge. Apply to

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Incrustation Preventer,
AND REMOVER
FOR STEAM BOILERS,

In either Salt or Fresh Water. No invention connected with Steam Power combines so many advantages as this. The economy in fuel alone, from its use, repays the cost of the preventive. Certificates from Engineers and owners of Steam Boilers, at sea and on shore, can be seen at the office of

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XX., No. 38.] SATURDAY, SEPTEMBER 17, 1864. [WHOLE No. 1,483, VOL. XXXVII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorised European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, September 17, 1864.

Railway Travel.

We perceive from our foreign exchanges that quite a number of eminent Civil Engineers in England are turning their attention to the subject of railway accidents, with the intention of preventing them. Several interesting works on the subject have accordingly made their appearance. One of them is entitled "Railway accidents, their causes and means of prevention" by James Brumlee, C. E. Another is on "Railway accidents showing the bearing which existing Legislation has upon them," written by Captain Douglas Galton, R. E. with an abstract of a discussion on the subject by Charles Manly and James Forrest, C.E.

One of the results of these works is that the public are put in possession of statistics which explain the causes of the accidents occurring in England, upon the railways in that Country, and the remedies naturally enough suggest themselves.

Between the years 1854 and '60 inclusive as it is ascertained, 11 per cent. of these unfortunate occurrences were justly to be attributed *to defective construction and neglect of permanent way*, 7 per cent. *to neglect and defective construction of rolling stock*, and 76 *per cent. to mismanagement*, or want of good management. Under this last head are given the following as immediate causes of disaster, viz:

Negligence of servants, badly enforced regulations, want of electric telegraph, and other signals, and want of communication between the conductor, and drivers of the Engines. Of all the accidents which happen, but 6 per cent. are to be traced to any other palpable causes. This result of the inquiry is certainly making a long step towards a better system of management. We are not prepared to say how nearly the same, are the causes of disasters on our American railways. Under the head of negligence of servants we may place the numerous accidents which occur in this Country, from the neglect of the switches. Nearly all the worst of them have been directly owing to this circumstance. And we are specially liable to them for the reason, that so many of our lines are single tracks, notwithstanding they are worked by many trains day and night, and the movements of the expresses, the frequent stoppages of the freight and accommodation trains at particular points to allow each to pass in its proper direction, are all more or less the cause of danger especially at night, through inattention to the switches. Our system of signals by electric telegraph on the great lines is generally perfect, and as our telegraphic system is much simpler and more intelligible, than the needle system of the English, we have nothing to alter in this particular. The communications between the engine driver and the conductor and passengers, are simple and efficacious. Any one who will pull the cord which passes from the cars to the locomotive, can in any emergency bring the train to a full stop.

Our system of head lights is far better than the English. Particularly is the application of the air light contrivance of Dr. Smith a great advance in the right direction. The intensity of his illumination makes the track almost as visible within a stopping distance at night as in day light. Our Engine drivers as a general rule are a careful class of men, and have innumerable resources of mind and manual skill, rarely found in the stereotype who drives the trains in foreign countries. They are as a whole, remarkable men, and entitled to a more liberal remuneration, than they have yet received on all of the principal lines.

We think however that the safety and comfort of travellers may be greatly increased before railroad traveling will have reached its acme. We have done something towards this desirable object by presenting to the public, many recent improvements which we have recommended. The two last most immediately worthy of notice, are the use of the steel tyres of Krupp, and the double flange wheels, these last apparently giving perfect security against running off the track.

We have long thought that the construction of passenger cars of iron would finally prevail, and that the experiments said to be making with them on some of our roads would bring the system into general and early use. Most unquestionably, collisions and upsets where they are in use would be comparatively harmless to passengers, as the iron could not splinter, nor do more than twist or compress with the most violent concussion. The weight of these iron cars is also much less than those of wood, an important consideration. There is no good reason why the seats in cars should not be placed on springs, so that the motion should be as gentle or as insensible as that in the most scientifically hung carriage. A certain class of injuries to the limbs and to the spinal process is said to be discoverable of late in those persons whose business requires them to be frequently on railways. An easy seat in a car is perfectly attainable by a very simple arrangement.

It is not very improbable that another improvement may take place in railway traveling, that of having small cars, or cars in sections for the accommodation of families and private parties, charged for at a reasonable advance beyond the ordinary rate. At present a family party cannot without the greatest difficulty keep together while traveling. If private cars with sleeping apartments, sofas and easy chairs could be secured for a whole trip as from New York to Buffalo, or Niagara, there is no doubt that pleasure travel would be increased to a very considerable degree. So too as political meetings are constant, and the Americans are very fond of traveling in committees on public business, cars permitting such to travel conveniently together would be desirable and profitable to the Companies. When the Saratoga Railway first went into operation it was provided with a number of open barouche cars,

which were very popular, and plied at all hours between Saratoga and Balston. The latter place losing its celebrity when its best spring gave out, ceased to be attractive and these pleasant cars went out of use. The saloon car which was in use between this city and Saratoga a few years since was extremely comfortable and a great favorite with travelers. It was divided into compartments opening on a gallery on one side of the car. These apartments were carpeted, curtained, had sofas, easy chairs and centre tables, and it was a pleasure to travel in them. Why they were given up we never learned, but believe it was because they had an appearance of exclusiveness. But if all cars were made equally comfortable, the idea of exclusiveness would vanish.

Many years ago some of the cars on the southern routes were in the central portions hung quite low between the tracks, so that after entering from the platform the passenger had to descend a step or two to the body of the car. The rocking motion of the train was almost entirely prevented by this arrangement. No doubt a car hung low is safer than one hung high, especially on roads where the curves are the rule rather than the exception, and we think there will be a return to low carriages after a time, in the same way that the best companies and the most experienced are returning to the use of locomotives of less weight than has recently been the fashion, for passenger trains. The wear and tear, and saving of expense in many ways are important items to be looked after, where rapid work and light loads are found to pay the best. We understand the New England Companies have found this out and are building their new Engines accordingly.

These are a few of the opinions which our habitual attention to the subject of railways had led us on this occasion to suggest.

The New Imperial Railway from Vera Cruz to Mexico City.

A prospectus of the New Imperial Mexican Railway Company has just been issued in London. The line is to be from Vera Cruz to Mexico, with a branch to Puebla, comprising an aggregate length of three hundred miles, of which a section of twenty-five miles from Vera Cruz has been opened for some time. The capital for the purchase of this portion and the completion of the remainder is to be £5,400,000, one-half in shares and the other half in bonds or obligations. Of the share capital of £2,700,000, the Government take £800,000 (a sum intended for the endowment of hospitals, and therefore to be inalienable,) while £700,000 is to be taken in part payment for the portion of the line already executed. The amount for which subscriptions are invited from the English public is, therefore £1,200,000. At the same time the Government give a subvention of £1,200,000 in five per cent. bonds, which are to be receivable for customs duties in the proportion of one-fifth in bonds and four-fifths in cash. Among the other privileges granted the most important are that the concession is in perpetuity, and that the company are to be free to fix their own tariffs, both for goods and passengers without any limitation; the present cost of conveyance being about £20 per ton for goods, and £11 per passenger. A contract for the entire completion and stocking of the line has been entered into with the joint stock undertaking, "Smith, Knight & Co.," for a sum within the capital of £5,400,000, and eight per cent. interest during the construction is to be paid out of the State subvention of £1,200,000. The cost of the twenty-five miles already completed is not stated, but it is mentioned that the returns upon this portion have been equivalent to a profit of eleven per cent., reckoning the cost at the average per mile which is to be expended on the entire line.

Morris and Essex Railroad.

The earnings of this road for the year ending December 31, 1863, have been:

From passengers		$175,087 11
" freight		101,286 75
" Hoboken Land and Imp. Co		9,217 70
" mails, rents and sundries		8,266 18
		$293,857 69
Expenses, viz:		
Repairs of road, bridges, buildings, &c	$52,800 22	
Repairs of engines and cars	36,116 06	
Wood, oil and waste	31,117 55	
Operating the road & transporting passengers and freight	52,619 52	
Salaries and insurance	8,380 69	
Government Tax on passenger rec'pts, dividends, &c.	9,177 79	
		190,211 83
Net earnings		$103,645 86
Interest on debt	$23,255 00	
Less interest received	1,987 07	
		21,267 93
Balance		$82,377 93

Two semi-annual cash dividends of 3½ per cent., each have been paid, amounting in the aggregate to $81,046. The directors say:

In submitting to the stockholders a report of their transactions since the last annual meeting, the Board of Directors are convinced that, during no similar period of the company's organization, have so important engagements been entered into, as those of the past year. They also believe, that the most prominent of these arrangements will highly promote the public good, and at the same time advance the permanent interests of the shareholders of the company.

The first of these to which they beg leave to call the attention of the shareholders is the extension of the road from Hackettstown to Phillipsburg.

The question of building this extension or branch road is a familiar one. It has been before the stockholders, at the annual meetings, on many different occasions. Its merits have been fully considered, and resolutions adopted, requesting the directors to take measures to accomplish the object at the earliest period consistent with the interests of the company. The commencement of the work has been postponed from time to time, from various causes, beyond the control of the directors. The board, in their last annual report, in referring to this subject, "regret their inability to report the commencement of active operations." They state, "that certain arrangements between different interests represented have been necessary, and difficulties of a technical nature have intervened." Since that report was made those difficulties have been removed, and the Board take great pleasure in announcing to the stockholders, that the grading of the road has been contracted for; and that the work is now going on, and will be pushed forward, as rapidly as possible, to completion.

In arranging between the owners of the old stock, representing that part of the road between Newark and Hackettstown, and the owners of the new stock representing that part of the road between Newark and Hoboken, for a proper allowance to be made to each interest, of the proceeds of business of the branch road from Hackettstown to Phillipsburg, difficulties were encountered, which induced the parties in interest to consider the subject of a consolidation of the two stocks, so as to have but one interest over the entire line between the Hudson and Delaware Rivers. This led to a protracted negotiation, the result of which was the agreement made under date of December 12th, 1863, which was laid before the stockholders at a special meeting held in Newark, on the twenty-third day of the same month. That agreement provided that it should be submitted to the stockholders, and should only have effect upon receiving the assent of two-thirds of the shareholders in interest. The assent in writing of more than two-thirds was obtained, and is now on file in the office of the company.

This agreement, among other things, provided for the purchase of the road between Newark and Hoboken, upon terms therein set forth, including the bridge over the Passaic River at Newark, and the branch road connected therewith, belonging to the New Jersey Railroad and Transportation Company; a right of way along the track of said company, from East Newark to the point where the road built by the Hoboken Land and Improvement Company diverges; the road built by the Hoboken Land and Improvement Company, with the bridge over the Hackensack River; a perpetual right of way through the Bergen Tunnel; a tract of land at Hoboken, at the terminus of the road, containing about thirteen acres, with brick passenger and freight buildings, freight sheds, and engine house; and also the right to make improvements on the river fronting the same, by the construction of docks and piers, or otherwise, and a right of ferriage, for the business of the company.

The laws existing at the time of making the agreement were considered sufficient to authorize the engagements entered into; but, to avoid all question hereafter, it was deemed best to have the direct sanction of the Legislature upon the matter. By a supplement to the charter of the company, approved on the twelfth day of April last, the contracts made by the company, herein referred to, were declared valid, and the corporate powers of the company were extended over the extension between Newark and the Hudson River.

The company was placed in the possession of the road to Hoboken soon after the sense of the stockholders was ascertained, and they now operate the same under their own charter.

The supplement before referred to also provides for an increase of the directors to thirteen, being an addition of four to the present number.

Books of subscription for an increase of the capital stock of the company were opened at Newark, on the eighteenth and nineteenth days of January last, and were continued open until the sum of one million three hundred and forty-two thousand two hundred dollars were subscribed. The first two days the subscriptions were confined to shareholders or their assigns. The necessary amount not having been subscribed, the books were continued open to shareholders and others, and the above amount was subscribed.

The bonds of the company, amounting to three hundred thousand dollars, due on the first day of January last, were paid at maturity.

Arrangements have been made for issuing new bonds, to be secured by a mortgage on the works of the company, extending from the Hudson to the Delaware. It is proposed to issue three millions five hundred thousand dollars of such bonds, if that amount should be necessary to complete the improvements which the company have in view.

The present capital stock amounts to three millions one hundred thousand dollars, of which one million five hundred thousand dollars represent the present road and equipments between Newark and Hackettstown. Six hundred thousand dollars have been issued to Mr. Stevens, in part payment of the Hoboken extension; and the balance

of one million dollars will be employed in extending the road to Phillipsburg.

Of the bonds to be issued, about five hundred thousand dollars are appropriated to Mr. Stevens, in payment of the balance due for the Hoboken extension, and the proceeds of the residue will be used to pay the New Jersey Railroad and Transportation Company for the branch railroad and bridge; to purchase additional equipment; and to complete the necessary double track, machine shops, and other improvements contemplated, to make the road a first class through route for coal and other transportation.

Among these improvements, the board have seriously in contemplation the construction of a branch road from Denville to Boonton, and thence to Bloomfield. This branch would give such grades and present such other facilities as to obviate the necessity of altering the existing line, and would also accommodate a large district of country not now intersected by any railroad. The route has been carefully examined under the supervision of the most skillful engineers of the country, and offers facilities for the construction of a road of most favorable grades. By employing this branch, in connection with the western part of the main road and the Bloomfield road, a through line will be obtained, inferior to no railroad in the country for its adaptation to the immense demands, which its peculiar location, between New York on the East, the Pennsylvania coal fields on the West, and the iron mines of New Jersey, in the interior, will make upon its capacity.

The following statement shows the financial condition of the company December 31st, 1863.

Capital stock	$1,157,800 00
Funded debt	340,000 00
Floating debt	87,079 84
Contingent fund	264,746 00
	$1,849,625 84
Cost of road and its appendages	$1,674,061 41
Capital stock of the Newark and Bloomfield Railroad Company	55,000 00
Capital stock of telegraph Co	2,000 00
Wood on hand, paid for	7,000 00
Cash, and cash items	111,564 43
	$1,849,625 84

President.—Wm. Wright.

Directors.—William Wright, Jeremiah C. Garthwaite, Aaron Robertson, Joseph P. Bradley, Abram S. Hewitt, Asa Packer, Beach Vanderpool, William N. Wood, Robert Hamilton, Edwin A. Stevens, J. Couper Lord, Charles A. Lighthipe, Edmund H. Miller.

Superintendent.—E. H. Tracy.

Treasurer.—Isaac Van Wagenen.

Census of Italy.

The Italian government has just published the result of a census taken since the annexations. It contains some curious facts. The kingdom of Italy contains a population of 21,777,334 souls. It is, consequently the fifth Power in Europe as regards its inhabitants; superior to Spain, of which the territory is twice as extensive, and to Prussia, of which the area is likewise greater. Were the unity of Italy accomplished, its population would amount to 27,000,000. The average population of a commune in Italy is 2,821 inhabitants, while the average in France is only 978 inhabitants. There are nine communes in three hundred square kilometres. In France, on the contrary, there are eighteen in a similar space. The population is most crowded in the south of the island of Sardinia; it is least numerous in the Marches and in the Æmilia. Italy contains on an average eighty-four inhabitants to the square kilometer, a figure higher than that of France or Prussia, but lower than that of England, Holland, or Belgium. Lombardy and Sicily are the provinces in which the population has increased most rapidly of late years. Sardinia and the Neapolitan provinces come next. The increase of population has been much slower in Piedmont. The wars of 1849 and 1859 have tended to this result.

Connecticut and Passumpsic Rivers R. R.

The receipts and expenses of this road for the years ending May 31, 1863 and 1864, have been as follows:

Receipts:	1863.	1864.
From passengers	$78,920 55	$130,261 64
" freights	117,876 00	165,593 28
" mails	9,100 00	9,725 00
" express	2,000 00	2,416 67
" rents	970 50	852 48
	$208,867 05	$308,850 07
Expenses, viz:		
Maintenance of road	$25,048 70	$38,980 94
Motive power	25,730 90	38,081 39
Fuel	12,030 60	10,428 80
Oil and waste	1,929 46	3,258 27
Passenger department	7,628 70	9,088 38
Freight "	14,153 03	15,417 41
Losses	1,250 29	2,750 70
Repairs of buildings	4,042 21	5,928 39
Insurance	1,072 67	1,736 07
Miscellaneous expenses	1,879 39	15,749 83
	$100,769 95	$141,420 18
Net balance	$108,095 10	$167,429 89

The balance of earnings after paying interest on bonds, and $16,000 to Trustees of sinking fund, have been appropriated to the payment of the floating debt and the extension of the road. The report says:

The amount of sinking fund at this date in the hands of the Trustees, is $141,500, which is invested in the bonds of the corporation.

A dividend of ten per cent. in preferred stock was made, in March last, to holders of preferred stock.

During the past year, a substantial wooden building, 60 by 100 feet, has been erected, at St. Johnsbury, and furnished with improved machinery for repairing cars. The large amount of work to be done to keep up the rolling stock, and the high price of labor, rendered the expenditure indispensable.

The rolling stock, track and road bed, are in thorough repair. 28,757 new sleepers have been laid, 73 tons of rails re-rolled, 2,023 rails, repaired, and 20 tons of new iron purchased and laid down, during the past year.

The road was opened to Newport for passengers October 5th, and for freight October 12th, 1863. The grading is now completed to Canada line, and the rails will be laid as soon as they can be procured at reasonable rates.

The increased business furnished by Orleans and Stanstead Counties, since the extension of the road to Newport, fully confirms the opinion heretofore expressed by the Directors, that, when the road is completed and northern connections made, the earnings must be sufficient to pay satisfactory dividends; in fact, the earnings the past year are all that the warmest advocates of extension ever predicted, until a through connection was made.

The increase of through travel to Newport has been such that more hotel accommodations were absolutely necessary, both for the comfort of the traveling community and for the interest of the road; and, in order that suitable and early arrangements might be made, the corporation have nearly completed a large addition to the Memphremagog House, the proprietors of which are expected to take at cost.

The road being nearly completed to its northern terminus, (Canada line,) it is very important that we have a connection with northern railroads. Assurances have often been given of being met at the boundary line; but circumstances, probably beyond their control, have prevented, and our terminus will be twenty-eight miles from the Grand Trunk Railway, by the Massawippi route, and about thirty-eight miles to Waterloo, the present terminus of the Stanstead, Shefford and Chambly Railroad. Charters are secured for both routes, and when either or both roads are built, it will materially add to the income of all the lines between our northern terminus and Boston and New York; and it is very desirable that such aid should be rendered by all interested as will, at an early day, give us a through connection with Montreal and Quebec.

Trial Balance, July 1, 1864.

Construction	$2,842,741 51
Wood lots	5,643 23
Sinking fund	112,000 00
Superintendent (materials)	65,268 70
Agent for construction	4,510 68
Agent for collections	1,185 60
Team account	963 00
Cash	4,125 10
	$3,036,337 82
Preferred stock	$1,255,200 00
Old stock	892,900 00
Special stock	1,900 00
Bonded debt	800,000 00
Preferred stock reserve	12,129 19
Extension	289,582 00
Notes payable	133,950 00
Partial payments on account subscription	33,535 75
Coupons and interest uncalled for	5,861 75
Earnings	85,574 03
Interest	1,352 54
Contingent	24,352 56
	$3,036,337 82

Miles run by locomotives, 139,877. Passengers carried, 91,185. Passengers carried one mile, 3,047,615.

President.—Henry Keyes.

Treasurer.—N. P. Lovering.

Orange and Newark Railroad Company.

This road is a consolidation of the Orange and Newark Railroad, 4.20 miles; the Market street, Newark, 4.90 miles; the Broad Street, Newark, 3.80 miles; and the Belleville and Newark, 3.90 miles—making a total of about 17 miles of single track road. The equipment consists of 150 horses and 22 two-horse cars. The cost of road and equipment will be, when completed, $650,000. The capital stock is $350,000, in 7,000 shares of $50 each. Bonded debt $300,000, viz: 1st mortgage Broad street, Newark, $100,000 interest 7 per cent., and matures in 1881; 1st mort., Orange and Newark, $100,000, 7 per cent., and matures in 1880; 2d mort., do., $100,000, 7 per cent., and matures in 1883. The company has no floating debt. The earnings in 1863 were $71,050; expenses $51,867; net earnings, $19,183.

☞ The Portland (Oregon) *Advocate* of the 23d of July says that a party, under the direction of Col. Barry, had been engaged for several weeks surveying a route for a railroad from California to the Columbia River.

☞ Messrs. Frederick Schuchardt, James D. Fish and Henry Morgan, have been elected members of the Board of Directors of the Chicago and Great Eastern Railway Company.

☞ Wm. H. Talcott, Esq., late Engineer and Superintendent of the the Morris Canal, has been appointed president of the company, vice Hon. Ephriam Marsh, deceased.

☞ Mr. Stephen Massett, of Van Schaick & Massett, has been admitted to membership at the New York Stock Exchange Board.

For the American Railroad Journal.

The Connecticut Valley Railroads.

One of the great series of American railways is found in full and successful operation in the valley of the Connecticut river. The Southern terminus is at Hartford, a flourishing and beautiful town. The Northern terminus is at Newport in Vermont, a port of entry on Lake Memphramagog, and the key to the Canadian townships lying between the Grand Trunk on the East and Lake Champlain and the Richelieu on the West. Relatively, Newport may become to Canada East what Oswego and Ogdensburg, are to Canada West; all these being points of contact with the Provinces, rather than entrepots like Chicago, Milwaukee, Detroit and Buffalo. As yet however the approaches to Canada East from the United States are almost entirely by the Grand Trunk, which beyond Island Pond, is biforked and carries freight and passengers to Quebec on the one side and to Montreal on the other. Between these two diverging lines, and contiguous to the populous and well cultivated country lying south of the angle made by these diverging lines, the Connecticut Valley system reaches Northward, and stops at Newport.

Here the facilities for further progress end, except as they are found in the navigation of the Lake about thirty five miles in length, two thirds of which are in Canada East. The Passumpsic Railway Company under the irresistible logic of necessity, seeing that its line is a natural outlet of the valley system, that it naturally commands the trade of the Eastern townships, and is almost now the key to Quebec and Montreal travel from the Valley, has continued its efforts to secure it, by grading an extended line of about twelve miles to the frontier, ready to complete it at the first favorable opportunity. And in this way the matter now stands.

The Canadians to whom this valley line is be coming more and more interesting and important, have already secured charters for the completion of two lines of railways which will unite with the Connecticut Valley roads, and the problem now awaits solution as to the time when, and the manner in which, the connection can be made. The rebellion, the condition of the currency, and the price of labor and materials offer at present serious obstacles to the construction of these links, but in our judgment, there are peculiarly favorable circumstance attending the projects, which in reality favor their immediate execution and which at the proper moment we are prepared to show.

Our present purpose is to allude to the condition of the railways in the Connecticut Valley, and its confluent valley of the Passumpsic, which in direction and character may be considered as one and the same. While the roadways are in excellent order, the rolling stock of the best description, and the management praiseworthy, there is notwithstanding a radical disadvantage in operating them in consequence of the number of the Companies covering the route. They are as follows:

New York and New Haven (the feeder).	76 miles.
New Haven, Hartford and Springfield...	62 "
Connecticut River.....	60 "
Vermont Valley.....	24 "
Sullivan.....	32 "
Connecticut and Passumpsic Rivers....	105 "

This last is the longest line of them all and occupies almost one-third of the whole distance. All these necessarily have separate Boards, Officers, Engineers, Workshops, rules, regulations and plans of operating and working to suit themselves. The capitals of these Companies are as follows:

N. Y. and N. Haven	$3,572,800
N. H. and Hartford	2,350,000
Connecticut River	1,591,100
Vermont Valley	516 164
Sullivan	500,000
Connecticut and Passumpsic Rivers	1,280,400
Total of share capital	$9,810,464

When the connections alluded to are made with the Grand Trunk on one side, and the Stanstead, Shefford and Chamblee on the other, or when with more directness a line is constructed between St. Johns and Newport on the one side and between Newport and the Grand Trunk on the other, nearly the whole travel between Quebec and Montreal, and New York, will prefer the line of the Connecticut Valley as being the shortest and the most direct and convenient.

Under such circumstances it appears to us that an amalgamation of the Valley companies under one head would be an immense advance in their prosperity, and give a value to their shares and securities which they never can possess under a divided management, as at present. Again, the economy of management would be greatly facilitated. Reduction of expenditure in workshops, uniformity in equipments, cost of Engines and cars, and homogeniety of interest, policy, and management would lead to vast annual savings, and as a financial measure would be one of immense importance.

On the other hand the public would be greatly benefitted by the simplicity of the working arrangements, be spared the misunderstandings, mistakes and delays continually occurring where various lines control the routes, absolutely and without reference to the whole, and which continually lead to complications and errors, and require constant changes of time tables, and hours of departures and arrivals. That it will come to this in the end we have no doubt. The New York Central amalgamation arose out of similar circumstances and similar necessities, and the arrangement has given it firmness, power and credit which it never could have attained as it was, composed of many fragments each having a value by itself, but each having a separate interest.

If we look on the map of the Northern States we will perceive that there are certain natural routes and tendencies of travel which create trunk lines. The New York Central is one of them, the Erie is another, the Atlantic and Great Western has also followed the instincts of business, and may be considered another. The Harlem and Hudson River give a direct line to Canada on the West, and the Connecticut Valley is the only long, straight trunk line East in all New England, with absolute and defined termini, and purposes on a large scale.

It only wants consolidation and a unity of head to rise to the first class of Trunk roads.

The formation of an amalgamated company would require legislation as it did in the case of the Central, and some careful calculations as to the value of the lines to be amalgamated, but when completed, the shareholders in the new Company would find they held property of the most stable and productive character, which would survive all the political dangers of the times, and even a possible discredit of the National funds.

The only possible objection to the measure is to be expected in the personal interests of the different managements of these lines, as was recently admitted to us by a prominent officer in one of the Companies. But the interests of the shareholders are stronger than those of any individuals connected with the management, and will finally prevail. So also the advantages to the public of a more simply regulated route, a shorter one, and a closer connection with a foreign country with a large and increasing trade, will be too apparent and certain, to allow of a much longer delay in the re-organization of the system of the Connecticut River Valley.

New England Agricultural Fair.

[ADDRESS OF GOV. ANDREW.

We give below an extract from the address recently made at the Agricultural Fair in Springfield, by Governor Andrew of Massachusetts. It is an eloquent defence of the New England States, their resources, industry, social and agricultural condition and progress, their educational institutions, and their zeal in support of opinions which they believe to be right. It is a production honorable to the writer, and the constituency which acknowledge him as their constitutional chief:

Let us remember for a moment the external picture of New England, as she presents herself to the eye of the economist and the thoughtful agriculturist, comprising the six States or Commonwealths of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut. Her area covers something more than 65,037 square miles, or nearly forty-two millions of acres of surface.

Of these acres Maine possesses 20,330,240, of which only 5,700,755 acres are reckoned by the census of 1860 as land included in farms; while again, of that number but 2,677,215 are classed with "improved lands."

New Hampshire contains 5,939,200 acres; her farms including 3,744,630 acres; while her improved lands are but 2,367,039 acres.

Vermont contains an area of 6,535,680 acres, of which 4,160,839 are reckoned as land in farms, but of which quantity, again, but 2,758,443 acres are returned as under improvement.

Massachusetts covers a surface of 4,992,000 acres, of which 3,183,212 are included in farms, while but 2,155,512 acres are classed among improved lands.

Rhode Island possesses 519,698 acres of farms, out of her 838,840 acres of area, but of these acres 329,884 only are reckoned as improved lands.

Connecticut has 2,991,369 acres, with farms to the extent of 2,504,263, but her improved lands are stated at 1,830,808 acres.

Thus of the whole area of New England, only 12,118,902 acres, or three and five-tenths per cent. of her surface, have yet been brought within the category of improved land. With a popuation of 3,135,293 persons, on a soil reputed to be sterile, in a climate often styled unkind, New England had in 1860 accumulated an aggregate of wealth invested in her lands, railroads, mills, shops and the various products of ingenuity and taste which indicate the industry and wealth of a highly cultivated and favored people, amounting in value to not less than two thousand millions of dollars. While she has contributed, according to the latest census, 560,336 of the sons and daughters native to her soil to swell the populations of other Commonwealths, outside of New England, and has invested of her earnings, as she has scattered her children, in every State, on every waterfall and in every mart and mine and enterprise of industry.

Were her population to the square mile, equal throughout to that of the Commonwealth of Mas-

sachusetts, whose soil, as a whole, is the least fertile of the six States, she would rise to the number of ten and a quarter millions of souls, which, with a corresponding increase of wealth, would present an aggregate of real and personal values equal to more than seven thousand millions of dollars. When we remember that the increase of wealth has constantly far outrun the growth of population, we have before us the prospect of a numerical strength and economic thrift, as the reward of our intelligent pursuit of industry, capable of an expansion not yet to be measured, which permits to New England a proud and powerful place in the history of our national future.

The diversity of the pursuits to which her people are devoted, is not only manifold but universal, including all the varieties of industrial enterprise, extending in all the directions of human action and human thought. Possessing all the features and peculiarities, over a large portion of her domain, of a rural life, her people are not only farmers or husbandmen, but they lead the rest of the country in the perils of the seas as fishermen and whale hunters, they furnish seamen to the navy and the mercantile marine in large disproportion to their numerical masculine strength, plant on all their waterfalls, manufactories of cotton and wool, establish in every village the shops of artisans of every handicraft, build ships all along our coast, fabricate arms of all kinds and calibres, heavy ordnance and iron-clad vessels of war, and make jewelry and instrments of music, as well as anchors, steam engines, hats and shoes.

They raise tobacco in the valley of the Connecticut and in other genial soils, as well as Indian corn, vegetables, hay and forage, all over New England. Not only ice and granite, but even sugar becomes a part of her production, and is a profitable source of gain as well as comfort or luxury. She has rendered the railway a domestic institution, so that the steam car visits nearly every hamlet and every considerable town. The music of its whistle no longer frightens the farmer's horse, nor does the proximity of the thundering locomotive, raging and sighing under its heavy burden, and with the pressure of its fiery spirit, disturb the equanimity of the anxious matron, careful for the safety of her child.

The needle-woman, by the domestic hearth or in the shops where labor associates with capital, aided by the sewing-machine—one of the last best gifts of mechanical invention to women, if not to men—the weaver, by the side of her carpet-loom, which seem to think, as well as work, and which almost talks; the shoemaker, pegging a boot at a blow; the laborer, who fills his gravel-car by two strokes of a steam shovel, and upsets it by a turn of his hand; the husbandman, who mows and rakes his hay, and reaps, and threshes, and measures out his golden grain by the agencies of cunning mechanisms, almost without fatigue, are only a few of the thousand illustrations of how the human will, and the immortal intelligence of the human intellect, bridging over the gulf which lies between the boundaries of matter and mind, are vindicating the divinely given mastership of man over all the things which God hath made on earth.

Nay, more than that; for the things invisible and impalpable existing as hidden forces in the vast abyss of nature—caloric and steam and electricity and magnetism, and light itself; the mysteries of sciences so wonderful and august that they seem to tread celestial spheres and to sweep the mind bewildered by the contemplation off far beyond the domain of knowledge or of reason—these, all these, tamed and allured to human uses, are familiar spirits by whose means a thousand miracles are wrought, without amazement to the beholder and with little consciousness of our own how nearly are we brought to the contemplation of the very thoughts of Diety.

Those winged horses harnessed to the plow, the loom, the traveling car, carrying burdens, crushing ores, hammering granite and iron, or weaving delicate tissues for ornament or luxury, or flashing intelligence by invisible magic, are daily augmenting in number and power—though they had long since added mechanical forces to the industrial strength of our New England, equivalent to that of many millions of men.

Besides all this, there are the peculiar advantages of neigborhood or contiguity, derived from compactness and from convenience of transportation, whether found on the shores of the sea, in the flow of rivers, or in artificial highways.

Her long, continuous seacoast line, wtih its many harbors, stretches from Calais all around to the Hudson. Her rivers generally not navigable far inland, to be sure—such as the Penobscot, the Kennebec, the Merrimack, the Connecticut, the Blackstone, and a hundred minor streams, but still beautiful diversifications of the landscape, have all contributed beyond human estimate to her development. They have floated the hemlocks, oaks and pines from interior forests to the sea. They turned the mill and ground the corn for our fathers in the early humility of their worldly fortunes. The rill tinkling down its rocky declivity, or our Androscoggin roaring along precipitous descents, have alike summoned or allured laborers and capitalists to settle along their banks, where, in happy union with the flowing waters, they have created wealth, builded cities, and piled up acquisitions from every source of ingenuity and art.

And what variety of landscape is yours! If winter is rugged and severe, it is yet bracing and grand. Can a people become monotonous and sluggish in their thought who must toil betimes to shelter themselves from its power, but who are yet encouraged and warmed by the tropical heat of our midsummer weather, and are charmed by the soft temperatures of our verdant Junes and our rich and golden Octobers? Can a people become indifferent to the influences of beauty discerned and felt, either in the sweet repose of nature or in her sublimer glories, to whom are familiar the landscapes of Lakes George and Champlain and the Moosehead; the valleys of the Deerfield, the Connecticut, the Housatonic; the White Mountains, piled in ragged variety of projecting rocks from fertile levels up into eternal hights of snow; the rich allurements of the Green Mountains, the delicious surprises of Berkshire, the great and sphynx-like capes, and the boundless, soundless, mysterious ocean which they strive to penetrate; whose inward ear has heard the windharp of the forests, the music of the waterfalls, and the bass of the everlasting sea, whose tides beat time in the ceaseless anthems of creation?

The remainder of this address is a vindication of the policy, conserving influence, and sound principles of the people of Massachusetts especially; their past history, their love of learning and the fostering care they have exhibited for their Universities and Schools, commends their agricultural and industrial advancement, and their attachment to the Union and the institutions of their forefathers. The address places Gov. Andrew in the first rank of American speakers and thinkers, and the people of Massachusetts may be proud of the man who so ably comes to their rescue, against popular and often unjust prejudices.

Boston and New York Air Line Railroad.

The further extension of the Air Line Railroad from Woonsocket to New Haven has been contracted for, and through traffic from Boston to New York is expected to commence by this road in the course of two years. The completion of the contract, which has been with Messrs. Daniel N. and J. C. Stanton, will form a junction of the Boston and Woonsocket and the New York and New Haven lines, by a double track along the whole distance where there is now only a single one. The arrangements also include the continuation of the line from Brookline into Boston—probably to a point contiguous to the depots at the North End. The entire length of the line between the Boston and New York termini will be 135 miles—and consequently one hour's time less travel between these points than by any other line. It will also, for a great distance, intersect districts now destitute of railroad facilities—a very important element in the improvement it will constitute.—*Boston Com. Bulletin.*

New York Canals.

The quantity of flour, wheat, corn and barley left at tidewater from the commencement of navigation to the 31st of August inclusive, during the years 1863 and 1864, was as follows:—

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley. bushels.
1863.....	725,000	10,567,100	14,665,100	73,700
1864.....	556,200	9,933,300	5,537,200	166,100
Decrease .	168,800	633,800	9,127,900	*92,400

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tidewater this year, compared with the corresponding period last year, shows a deficiency of 295,560 bbls. flour.

The following comparative table shows the quantity of breadstuffs left at tide water from the commencement of navigation to and including the 31st of August, in the years indicated:

Canal opened	May 1, 1862.	May 1, 1863.	April 30, 1864.
Flour, bbls.....	840,500	725,000	556,200
Wheat, bushels..	15,129,600	10,567,100	9,933,300
Corn, bushels...	10,829,500	14,665,100	5,537,200
Barley, bushels.	373,100	73,700	166,100
Oats, bushels....	2,167,700	5,099,200	4,979,200
Rye, bushels....	521,500	252,200	80,900

Interest and Dividends.

The Lehigh Valley Railroad Company has declared a quarterly dividend of 2½ per cent., payable on demand.

The Philadelphia, Germantown and Norristown Railroad Company have declared a dividend of 4 per cent., clear of all taxes, payable October 3.

The Wyoming Valley Canal Company has declared a dividend of 4 per cent., payable on and after the 21st inst., free of State and United States taxes.

Coupons due October 1st, of the Rhode Island State bonds, will be paid on presentation at the American Exchange Bank.

Coupons due 1st October, 1859, on the extended 10 per cent. bonds of the New Albany and Salem Railroad, and the coupons due 1st November, 1859, on the extended 8 per cent. bonds of the same road will be paid on the 15th inst., less Government tax, by the Farmers' Loan and Trust Company.

The Steubenville Railroad.

The work on this important line of railway is progressing favorably under the auspices of the Western Transportation Company, (or, in other words, the Pennsylvania Railroad Company,) it is expected that the road will be in running order by the first of January next. The grading is completed, and nineteen miles of rails have been laid from Steubenville eastwardly. The bridge over the Monongahela River will shortly be completed. The masonry is finished, and the superstructure is progressing steadily. The work on the great tunnel through a portion of the Third Ward of Pittsburg, to connect the Steubenville with the Pennsylvania line, is being pushed forward most vigorously, and will be ready for the rails in due time.—*Pittsburg Post.*

☞ The valuation of Worcester this year is $16,382,800. Real estate has increased over $500,000 since last year. The valuation of personal property is nearly $800,000 less, which is accounted for by the fact that the assessment of stocks the present year is made by the State instead of the city as formerly, and therefore the amount of the amount of these does not appear on the assessor's books. The tax is $13 per $1000.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	2
Acton Vale..... Ca	50,000	5	----	1
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	23
Algomah..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	4
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis..... Md.	50,000	10	----	----
Arizona..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	9
Balt. and N. C..... N. C.	2..,000	5	----	20c
Bare Hill ..... "	----	----	----	4½
Bay State..... L. S.	20,000	----	3½	23
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	1½
Black River ..... "	200,000	2½	----	22c
Bohemian..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	20,000	5	----	1
Boston ..... L. S.	20,000	----	5*	4½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1
Cabot ..... L. S.	20,000	----	½	----
Caledonia..... "	20,000	----	----	11½
Cambridge..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	½
Carp Lake..... L. S.	20,000	----	----	3
Cascade..... "	20,000	----	----	----
Central ..... "	20,000	----	----	60
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester..... "	200,000	1	----	12c
Cheticamp..... "	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland..... Ca	100,000	5	----	----
Cliff..... L. S.	20,000	----	----	----
Clifton..... "	20,000	----	----	2
Collin..... "	20,000	----	½	----
Columbian..... "	20,000	----	4½	9
Consolidated..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	81
Copper Harbor..... "	20,000	----	1	----
Copper Hill..... "	200,000	1	----	----
Copperas Hill..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah..... L. S	20,000	----	----	6
Dana ..... "	20,000	----	3½	2½
Deep River..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	3
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca	200,000	----	1	----
Dudley ..... L. S.	20,000	----	½	3½
Dunham..... Ca.	200,000	2	----	30c
Durham..... "	200,000	5	----	25c
Eagle River..... L. S.	20,000	----	3½	4
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	----
Etna ..... L. S.	20,000	----	----	13
Eureka..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff.. "	20,000	----	----	20
Flint Steel..... "	20,000	----	----	10
Forest City..... "	20,000	----	3	----
Forest Shepherd.. "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	50
French Creek..... Pa.	100,000	5	----	87c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill..... "	20,000	----	5	1
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glenroe ..... Ca.	200,000	1	----	11c
Globe ..... L. S.	20,000	----	----	40
Grand Portage ... "	20,000	----	1	40
Grand Trunk..... Ca	100,000	5	----	68c
Great Western.... L. S.	20,000	----	2	4
Green Mountain.... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	25c
Hamilton ..... "	20,000	----	----	3
Hancock ..... "	20,000	----	6½	9
Hanover ..... "	20,000	----	----	2½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	10
Hilton ..... "	20,000	----	----	6
Hope ..... "	20,000	----	½	2½
Hudson ..... "	20,000	----	----	2½
Holbert ..... "	20,000	----	----	7
Humboldt..... "	20,000	----	2	9½
Hungarian ..... "	20,000	----	1	3
Huron ..... "	20,000	----	16	30
Indiana ..... "	20,000	----	----	9
Iuverness ..... "	200,000	2½	----	----
Isle Haute.....	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	15½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	----	----
King Phillip ..... "	20,000	----	1	----
Knowlton ..... "	20,000	----	2	----
Lafayette..... Ca.	200,000	1	----	1
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2
Lyster..... "	200,000	2	----	----
Madison..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	6½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	80c
Mass ..... L. S.	20,000	----	----	----
Massachusetts..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5½
Merrimac ..... "	20,000	----	----	6
Meteor ..... "	20,000	----	----	----
Meanard ..... "	20,000	----	5½	8
Michigan..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	2½
Minnesota..... L. S.	20,000	----	3½	34½
Missisquoi..... Ca.	150,000	2	----	1½
Montezuma ....N. Mex.	300,000	5	----	----
Morrison..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	30
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	2½
Nelson..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	2½
N. Y. & Passaic...N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	6½
North Silver Lake ... "	20,000	----	----	----
North State ..... "	20,000	----	3	20c
North Sutton..... Ca.	100,000	5	----	1
North Western.... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	3½
Ogima ..... "	20,000	----	----	5
Ontonagon ..... "	20,000	----	----	5
Ottawa ..... Ca.	200,000	1	----	35c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	9
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	59½
Phila. & Boston.. "	20,000	----	15	3
Phœnix ..... "	20,000	----	----	24
Pittsburg & Boston "	20,000	----	5½	84
Pontiac ..... "	20,000	----	3½	4½
Prince of Wales ...Ca.	200,000	----	----	----
Providence..... L. S.	20,000	----	----	2½
Quincy ..... "	20,000	----	10	99
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	8
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	9½
Roscoe ..... Ca	200,000	1	----	----
Rudisell ..... "	----	----	----	65c
St. Clair..... L. S.	20,000	----	3	8½
St. Flavien ..... Ca.	100,000	5	----	50½
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	3	----
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley..... "	20,000	----	----	30c.
Southampton..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side..... L. S.	20,000	----	3	2½
Springfield..... Md.	----	5	----	2
Stadeconn ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	7½
Stark ..... Vt.	100,000	2	----	----
Stratford	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	7
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	----	5*
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria..... L. S.	20,000	----	1½	----
Vulcan..... "	20,000	----	----	----
Washington..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	35c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	----
Wickham ..... Ca.	200,000	5	----	50c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	2½	6
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake..... N. Y.	50,000	50	----	4½
East River.....	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin..... Me.	3,000	100	----	----
Lake Superior..... L. S.	20,000	25	----	----
Massachusetts ..... "	25,000	1	----	----
Mount Pleasant..... Pa.	10,000	50	----	----
Teal Lake..... L. S.	----	----	----	4½
Tyson	20,000	10	----	----
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	----
Clute ..... "	----	----	----	1½
Crystal Lake.....	----	----	----	----
Erie	----	----	----	21
Gay's River.....	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone..... Pa.	----	----	----	2½
Lancaster..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	2½
Mineral Point.....	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National.....	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay..... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Roesle ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	50c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	3
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	87
Ashburton ..... "	50,000	50	----	20
Atlantic & G. C. ...Md.	----	----	----	1½
Baltimore ..... "	----	100	----	55
Bear Valley..... "	40,000	12½	----	21
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	7½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler	----	----	----	5
Cape Briton..... N. S.	200,000	2½	----	18
Carbondale..... Pa.	----	----	----	3
Central ..... "	----	----	----	56
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental.....	10,000	50	----	73½
Cumberland (pref.)Md.	50,000	100	----	62½
Daniel Webster	5,000	100	----	----
East Mahanoy..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	88
Fulton..... "	----	----	----	9½
Gilbertson	5,000	100	----	90
George's Creek..... Pa.	10,000	----	----	110
Grand Tunnel	4,000	100	----	----
Green Mountain...Pa.	----	----	----	6
Hampton & Balt...Md.	----	----	----	104
Hazleton ..... Pa.	32,300	50	----	82
Henry Clay.....	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain ... "	----	----	----	62
Lorberry ..... "	4,000	100	----	26½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	22½
Milford	2,500	50	----	----
Mill Creek..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	195
Penn. Cannel	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot..... Pa.	4,000	50	----	----
Port Hood.....	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	50
Princess Alex....N. S.	5,000	100	----	----
Ridgeway.....	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	22½
Schuylkill Valley.. "	20,000	10	----	3½
Shawmut	6,000	50	----	----
Short Mountain ....Pa.	16,000	50	----	47
Stafford.....	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	5
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley...Pa.	----	----	----	51

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.)..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	3½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	----	----	----	----
Am. Pioneer..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.)..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	40,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.)..... "	100,000	5	----	1½
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.)..... Ca.	200,000	2	----	----
Central (G.)..... Col.	50,000	20	----	17½
Chaudieru (G.) .... Ca.	100,000	5	----	400
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.)..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	5½
Consol. Gregy (G.)Col.	50,000	100	----	25
Copalinahe (G.)..... "	200,000	20	----	----
Corisannie (G.)..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.)...Nev.	100,000	5	----	----
Empire (S.)..... "	----	----	----	----
Empress (S.)..... "	----	----	----	----
Eureka (G.)..... Cal.	----	----	----	----
Excelsior (G.)..... Col.	50,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.)... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field.....	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River.....	100,000	3	----	----
Gould & Curry (G. & S.)N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	4
Halifax (G.)..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.)..... "	80,000	25	10	30
Isaac's Harbor (G.)N. S.	100,000	5	----	1½
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.)..... Ca.	100,000	5	----	----
Kent (G.)..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major..... N. S.	12,000	50	----	----
Libertad (G. & S.)Mex	----	----	----	----
Manhattan (G.)..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	42½
Massachusetts (G.)..Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ...N. S.	50,000	10	----	----
Montana (G.)..... Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	½
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.)..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)...L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontine (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.)...Col	40,000	25	----	9
Quicksilver ..... Cal.	40,000	25	----	52
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)..... Col.	----	----	----	10
Sacramento (S.)...Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)...Cal.	----	----	----	----
Santa Rita..... Ariz. T.	----	----	----	----
Scottie (S.)..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.) ...Nev.	----	----	----	----
Sonora (S.)..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.)..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.)..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	.....	47
30 Nov. '63	4.18	—	161	26	..	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	.....	62
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,800	150,000	94	—	—	9	.....	120
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	.....	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	.....	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	.....	46
30 Nov. '63	11.75	—	196	25	..	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	.....	105½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	.....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	—
30 Nov. '63	36.88	—	762	125	..	Metropolitan (Boston)	621,002	639,300	—	297,509	388,616	65,539	10	.....	59½
30 Nov. '63	7.50	—	216	41	..	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	.....	70
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	.....	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	.....	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	.....	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	.....	—
30 Nov. '63	7.75	—	61	14	..	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	.....	—
30 Nov. '63	—	—	311	50	..	Union (Transportation)	228,179	160,000	20,000	48,178	217,258	13,036	8	.....	—
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	.....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	.....	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	.....	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	500,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,760	15,491	6	—	—
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	894,970	492,150	327,150	44,778	146,718	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	146,000	11,790	61,453	7,881	3	—	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Central Park, N. & E. Riv. (N. Y.)	994,655	444,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	338,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	84	—	Ninth Avenue (N. Y.)	447,598	795,380	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	70
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	119
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,919,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17 00	—	150	22	1	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	1	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,698	40	10	59
31 Oct. '63	8.13	—	120	14	6	Citizens' (Pittsburg)	157,927	92,000	54,200	5,860	89,867	30,168	20	—	—
31 Oct. '63	4.12	—	18	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,324	7½	—	24
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,200	200,000	—	202,367	58,757	7	50	62
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	68½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	180,000	160,000	—	—	76,430	19,682	9½	—	27
31 Oct. '63	8.73	—	196	38	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	12½	—	34½
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	90	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,401	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	—	13
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	—	5
31 Oct. '63	6.16	—	128	21	..	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	—	13
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	—	16
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	90,803	36	20	71
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	159,312	15,500	—	75,066	18,417	17½	—	39
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	50
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	30½
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	72
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,050	21,058	—	—	22
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,497	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov. '62	10.20	—	—	—	—	St. Louis	295,004	295,004	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	116
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	86,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	67,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1880	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1883	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	125
" " " .....coupon		6	" "	1867	----
Loan of Dec. 31, 1848 .....registered	8,908,342	6	" "	1868	118
" " " .....coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850.....coupon	2,169,000	5	" "	1865	225
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	100½
" " " .....coupon		5	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	100
" " " .....coupon		5	" "	1871	100½
Oregon War Debt of June, 1861.... coupon	1,016,600	6	" "	1881	105
" " " .... coupon		6	Yearly.	1881	101
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	108
" " " .....coupon		6	" "	1881	107½
Loan of July 17, 1861 .....registered	71,421,700	6	" "	1881	108½
" " " .....coupon		6	" "	1881	110
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,000	6	May & Nov.	1882	109½
" " " (5-20s)..... coupon		6	" "	1882	110½
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb & Aug.	1864	----
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	110½
Loan of 1864 (10-40s) .....coupon	70,239,250	5	Mar. & Sept	1904	97
" " " .....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	44,500,000	5	----------	------	----
Two Year " " " "	127,909,300	5	----------	------	----
Certificates of Indebtedness.....	151,993,000	6	On redemp'n	------	94½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	599,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	140
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds..... coupon	143,000	7	----------	------	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	80
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	97
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	102
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	87
" — " "	2,058,173	2½	" "	1886	68
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	86
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock ..... "	1,213,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks..... .....coupon	2,00,000	7	Jan, & July	1868	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122.295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " " "	54.000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	110
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc)....coupon	516,130	6	----------	d'm'd.	65
" — " (R. R. etc.)..... "	3,902,000	6	----------	'67-'99	----
" — " " (banks)..... "	5,398,533	6	----------	------	----
" — " " (war loan)..... "	670,000	6	----------	------	----
Maine—State bonds .....coupon	-------	6	Mar. & Sept.	'63-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g).....coupon	816,000	5		1865	----
" — " " (st'l'g conv.)... "	200,376	5		1865	----
" — " " (st'l'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (")..... "	767,560	5		'42-'68	----
" — " " (")..... "	399,408	5		1880	----
" — " " (")..... "	148,711	5		'59-'90	103
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)-stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	123½
" — " " (Eastern R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
— — "	53,000	5	" "	'69-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	6	May & Nov.	1893	119
" —Coast Defence Loan... "	1,000,000	6	" "	1883	118½
" —Back Bay Loan ..... "	168,000	6	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	587,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) .....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1868	69½
" — " " " "	199,000	6	" "	1863	64
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	70
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	8	" "	'73-'87	86
" — " " N. Missouri .. "	4,350,000	8	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	8	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----------	------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	----------	------	----
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans...	348,107	5	" "	pleas	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1568	107
" " — " " " " "	1,189,781	6	Jan. & July	pleas	----
" " — " " " " "	1,300,000	6	" "	'68-'78	115
" " — " " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " " "	14,230	6	----------	d'm'd.	----
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O.	1564	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	109½
" " — " " "	15,889,025	6	" "	64-'76	118
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	61
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	106
" — " " (" ") ..... "	1,600,000	6	" "	1875	106
" — " " (" ") ..... "	4,095,309	6	" "	1881	113
" — " " (" ") ..... "	2,400,000	6	" "	1886	113½
" — " " (domestic debt).....	125,680	6	" "	1883	108
" — " " (war loan)..... .....coupon	1,500	----	" "	1866	----
" — " " (" ")..... "	279,313	----	" "	1838	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----	----------	------	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	99½
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	101
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	------	----
" —Relief Notes in circulation...	97,360	----	----------	------	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'08-'90	----
" —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	60
" — " " (interm. impr.) "	2,063,606	5	----------	Var.	48
" — " " (railroads) ... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	608,000	6	----------	1890	59½
" — " " (Hermitage) . "	48,000	6	----------	1890	59½
Texas—Had no debt in 1861	-------	----	----------	------	----
Vermont—Inscribed certificates	175,000	6	----------	'61-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'65	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'82-'93	60
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'90	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----	----------	------	----
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (") .... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,090	63,995	86,211	76,426	61,453	103,635	94,928	107,758	73,751	64,937	868,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,694	90,625	55,006	128,191	132,639	119,409	115,201	111,956	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	152,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	215,680	288,018	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	190,435	201,134	1,958,267
1864	158,735	175,482	243,150	175,838	188,566	205,866	195,103	271,141	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,419
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,354	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	60,199	856,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,366	104,094	124,787	109,938	80,991	984,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	68,573	84,663	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,909
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,878	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	160,397	143,836	155,920	1,679,500
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,615	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,810	359,114	455,235	465,959	536,608	414,764	4,551,049
1860	354,000	345,090	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,048	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,559	8,400,834
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,221	10,489,481
1864	984,837	914,133	1,004,508	1,079,508	1,052,293	1,021,976	974,317	------	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	95,449	80,705	166,541	219,528	252,103	142,653	94,880	1,462,762
1861	97,253	76,859	101,609	103,795	165,707	162,523	145,389	150,359	200,276	221,326	172,700	122,309	1,720,296
1862	109,867	105,424	74,546	90,180	168,194	225,048	190,456	129,019	188,370	203,575	159,530	145,622	1,777,841
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,978	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,906	140,860	167,220	180,000	183,051	169,549	220,370	2,075,522
1861	223,157	205,343	167,660	139,751	150 808	122,683	114,804	135,299	148,424	173,261	197,762	244,283	2,022,337
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	199,364	219,561	268,100	302,174	293,750	454,550	3,726,140
1864	501,231	472,240	356,628	278,540	281,759	253,049	273,726	306,595	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,892	250,742	193,322	2,126,066
1860	185,257	185,926	209,504	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,693	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,429	511,305	478,576	496,433	437,679	434,551	4,571,023
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56.687	46,452	81,329	55,257	45,544	512,218
1863	38,208	53.778	60,540	64,206	35,326	40,706	58.704	52.864	77,112	83,059	76,764	68.863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	80,333	94,375	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	159,547	113,398	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	194,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,899
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,590	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,254	279,589	2,647,833
1863	248,784	230,508	557,227	268,613	284,965	241,236	189,145	238,012	308,196	375,567	332,360	348,043	3,302,541
1864	250,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,803	150,366	210,537	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,871	172,614	149,550	133,620	123,377	144,982	236,843	307,333	242,089	200,134	2,124,214
1862	230,159	159,653	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	258,452	238,495	236,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,902	338,276	271,553	265,780	263,244	346,781	------	------	------	------	------
New York Central:													
1859	280,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,300	709,671	637,792	520,290	6,203,708
1860	387,128	402,530	561,078	585,141	551,700	496,943	544,494	692,282	868,985	811,458	750,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	962,960	872,986	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,756	9,993,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,822
1860	97,016	95,956	88,598	90,463	89,577	93,378	100.639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	85,856	97,337	92,802	91,958	89,366	97,858	91,111	90,671	1,110,065
1862	100,604	90,680	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,226,010
1863	129,775	128,766	125,445	118,075	108,606	116,598	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146 722	155,327	188,609	215,475	225,464	230,377	248,862	241.695	264,622	283,646	253,619	245,977	2,735,996
1860	163.551	171.841	257,410	248,110	265.011	278 270	314,806	327,495	339.911	368,956	321,208	249,032	3,315,501
1861	161.106	160,538	191,266	252,154	263.917	270,051	289,987	265.358	234,456	276,209	291,763	278,219	2,905,529
1862	192,216	217,161	244,423	258,674	293,966	254,285	358,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,534	396,771	429,929	505,517	464,309	451,884	574,486	714,902	815,902	746,955	620,000	6,324,083
1864	436,741	532,780	617,021	669,283	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,933	286,844	231,253	191,138	2,335,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	455,211	602,603	574,690	499,547	420,942	486,687	669,102	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,356	95,063	118,887	129,166	135,610	1,117,587
1863	109,808	110,603	120,310	123,115	113,798	123,949	118.077	130,878	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,196	157,785	149,855	155,730	144,942	218,235	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	54,979	122,785	106,100	125,027	77,599	51,295	920,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	92,104	138,722	142,537	162,856	137,686	92,574	1,172,109
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	66,321	91,971	103,056	132,111	134,272	152,586	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	152,596	123,987	127,009	156,233	139,626	244,114	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$100,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1883	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	50
2d Mortgage	493,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	104
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	953,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	115½
" " " 1850.	700,000	6	Jan. & July.	"	1880	113
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	112½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	110
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	115
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅓ in '59, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1850	
Converted Sterling Loan	798,200	5	"	"	1868	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,500	6	"	"	1870	116
" " $675,000	675,000	6	"	"	1875	110
" " $1,700,000	1,700,000	6	"	"	1883	108½
" " $2,500,000	867,000	6	"	"	1889	109
Consolid. Mort. Loan $5,000,000			"	"		117½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	125
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	61½
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	127
" " " inconvertible	3163,,000	8	" "	" "	1888	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	149,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	65,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1878	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	109
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	102
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " "		8	" "	" "	18...	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	115
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	112
General 1st Mortgage	3,500,000	7	" "	" "	1885	96½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	101
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	500 000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	554,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	106
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	225,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	400,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	110
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	83
River Line bonds	20,000	7			1897	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	1885	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	114
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1878	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	100
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'93-'64	111
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,888					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,955					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	125
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	109
Elgin and State Line	199,000		Jan. & July.	" "	1870	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1878	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1565	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	89
Land Security	3,344,600	7	April & Oct.	" "	1891	99
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1888	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	117
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	122
Convertible	1,002,000	7	" "	" "	1867	101½
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	130
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	122
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1566	----
2d Mortgage	364,000	10	" "	----------	----------	120
Income	20,500	---	----------	----------	----------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1868	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----------	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----------	----------	----------	----
1st Mortgage	240,000	7	----------	----------	----------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----------	----
3d Mortgage	600,000	7	----------	----------	----------	----
Guaranteed by Covington	200,000	6	----------	----------	----------	----
Cincinnati (exchanged)	100,000	6	----------	----------	----------	----
eokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	----------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----------	----
Keokuk, Mt. Pleas't and Musca.,:						
Lee County	150,000	8	----------	----------	----------	----
City of Keokuk	200,000	8	----------	----------	----------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	116
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	902,000	7	May & Nov.	Milwaukee.	----------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	----------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----------	----
2d Land Grant (Western Div.)	353,600	†	" "	" "	----------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----------	----
Unsecured Bonds	1,785,000	†	----------	----------	----------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1882	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	478,809	7	" "	" "	----------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'75	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	500,500	6	Jan. & July.	New York.	'83-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	272,000	6	----------	----------	----------	----
Mortgage	24,000	7	----------	----------	----------	----
Mortgage	10,000	6	----------	----------	----------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	103½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,000,000	7	----------	----------	----------	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,240,000	6	----------	----------	----------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	105
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	137
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	137
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1864	88
Goshen Air Line	693,000	7	" "	" "	1868	105
Detroit and Toledo	734,000	7	" "	" "	1876	106
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1883	116
2d General Mortgage	2,194,500	7	" "	" "	1877	105
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----------	----------	----------	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----------	----------	----------	----
2d Mortgage	600,000	8	----------	----------	----------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1921	115
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----------	----
Oskaloosa Division	500,000	7	----------	" "	----------	----
1st Land Grant	2,000,000	7	----------	" "	----------	81
2d Land Grant	700,000	---	----------	" "	----------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1895	----
Mississippi State Loan	202,799	6	----------	----------	----------	----
1st Mortgage	171,000	7	----------	----------	1878	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----------	----
Tennessee State Loan	674,860	6	----------	----------	----------	----
Alabama State Loan	389,410	6	----------	----------	----------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1881	----
Mississippi State Loan	200,970	6	----------	----------	----------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1906	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----------	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----------	----------	----------	----
1st Mortgage	500,000	10	----------	----------	----------	----
1st Mortgage	2,235,000	6	----------	----------	----------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1863	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	----------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'65 '67	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----------	----
New Orleans City Subscription	1,500,000	5	----------	----------	----------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	115
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	127
Exchanged St'k's (S. F.) B'ds	663,000	6	May & Nov	" "	1883	110
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	168,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210.273	7	var.	" "	var.	----
" " " "	25.502	6	"	" "	1883	101
Bonds of June, 1854	2,949.200	7	June & Dec.	" "	1884	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	106
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	120
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1887	115
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	115
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	116
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	120
Buffalo Branch	200,000	7	Jan. & July.	" "	1901	114
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	115
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	103½
3d Mortgage	980,500	7	Jan. & July.	"	1897	110
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	75-'76	----
North Carolina:						
State Loan	8,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	104½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	102½
2d Mortgage	3,077,000	7†	" "	" "	1861	29
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	100
Chattel Mortgage	300,000	10	" "	"	1887	126
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	94
2d Mortgage	258,000	†	April & Oct.	" "	1886	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1856	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'57-'59	----
Construction	3,235,000	7	" "	" "	----	66
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	123
2d Mortgage	2,621,000	6	April & Oct.	"	1875	115
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norris't'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	109½
" 1861, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	118
" 1844, "	810,000	6	" "	"	1880	118
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	67,000	6	" "	"	1880	118
" 1847, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1864	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	119
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
" " (series G)	860,000	7	Jan. & July.	" "	1912	110
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
2d "	2,000,000	7	April.	" "	1912	95
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1855	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	95
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75
2d Mortgage	997,500	7	" "	"	1863	25
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1886	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1868	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
2d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	800,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	681,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	800,000	---	----	----	----	----
2d Mortgage	460,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'76	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	90
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	84
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	100
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	88
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1894	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	90
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1894	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	565,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1850	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1876	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	113
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	508,500	105,955	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,637	518,965	30.3	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,259	6	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,498,850	22.5	.....	230,251	104,564	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,988	65,979	28,066	5	----
31 Jan. '64	122.4	—	15.8	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,556	122.4	281,451	408,410	154,337	—	----
31 Aug. '63	61.8	11.2	66 2	—	22	37	321	Hartford and New Haven	3,094,414	369,283	141,706	2,350,000	927,000	—	4,181,255	72.8	404,297	958,459	461 40	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	135,557	329,539	92,439	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	255,387	13,965	8	----
29 Feb '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.45	8.8	2 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,962	78,631	3½	----
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66 0	155,916	195 035	61,236	7	90
31 Mar. '64	61.3	1.0	62.6	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	155
30 Nov. '63	59.4	7.0	8.8	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,800	764,300	21,126	3,074,971	66.4	307,841	431,569	180,839	6½	105
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	10.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	22.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	50,556	—	191,456	195,000	75,594	619,112	32.0	.....	7,557	3,535	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153.6	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	120,000	—	1,597,385	86.7	.....	418,036	265,827	8	128
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	54.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755.000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '59	191.0	—	----	—	55	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	16	----
31 Mar. '59	171.0	61.0	----	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	525,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102 5	220,241	404 615	212,676	12	78
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	899,950	249,000	—	1,026 868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	588,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	822 342	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,416	281.0	1,002,440	1,673,706	701,866	5½	87
30 Apr. '64	240.0	236.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,930	394.0	1,965,619	3 000 211	1,350,499	8	127
1 Apr. '63	242.0	—	----	29.0	36	28	766	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,13c	242.0	.....	1 083,054	445,808	—	52
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,860	2,143,875	1,103,414	6	107½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1 484,06	2,201,481	1,279,40	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	.....	4,214,342	150.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	232.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,220,000	—	36,235,970	708.3	3,010,697	4,571,028	2,118,847	6	127
— — —	148.0	—	----	—	...	...	.....	Ohio and Mississippi	4,870.586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	84½
— — —	108.0	—	----	—	...	...	.....	INDIANA.	.....	.....	.....	.....	.....	.....	.....	108.0	.....	.....	.....	—	—
31 Aug. '57	109.0	—	----	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	----
1 Dec. '58	80.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	640,043	25,689	1,689,900	1,382,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '63	84.0	—	----	—	...	...	.....	Ind., Pittsburg and Cleveland	1,843,508	*	10,000	1,299,57?	998,000	11,036	2,491,388	84.0	355,887	598,09?	350,525	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	208,156	—	----
1 Mar. '63	86.0	45.0	3.0	—	17	10	252	Indianapolis and Madison	1,433,812	*	—	772,812	561,812	—	1,538,743	112.0	.....	285,974	104,951	—	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '63	78.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	255,679	1,517,450	94,000	—	2,826,955	73 0	557,302	774,618	307,527	13	124
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	782,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	----
31 Dec. '59	86.0	—	----	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	850,000	309,044	.....	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	180	Dubuque and Sioux City	3,260,485	68,951	—	2,998,253	500,000	37,020	3,529,922	100 0	134,631	276,197	155,889	—	----
1 Jun. '58	88.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	408,821	21,356	—	----
— — '62	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	16,000	.....	250.0	.....	.....	.....	—	45
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	420,408	227,534	—	----
30 Jun. '63	29.0	—	----	—	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,673	100,000	—	741,051	29.0	181,633	93,320	53,355	4	80
30 Jun. '63	65.1	—	----	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,060	3	96
30 Jun. '63	195.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	308.0	.....	845,258	1,777,983	1,062,160	—	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	330,297	5,555,220	80.0	180,204	481,922	228,049	—	----
31 Mar. '61	206.0	—	----	206.0	46	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,253,024	558 434	—	----
31 Aug '60	53.7	—	----	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,801	*	—	1,233,015	348,900	108,424	1,710,819	53.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	840,898	.....	—	----
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6.3 5,900	7.749,989	—	15,066,822	329.3	1,558,277	3,417,1?5	1,697,060	12	153½
31 Mar. '64	246.0	261.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,256	—	18 407,656	527.0	2,171,477	3,384,294	1,630,777	—	81½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	308.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	26	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	296,992	6,331,899	236.0	.....	884,242	328,692	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,235	456,949	275,060	1,974,444	59.7	.....	176,462	116,423	—	----
31 Dec. '58	83.2	—	----	90.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,669	—	----
								MISSOURI.													
1 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	.....	.....	206.8	579,324	1,047,567	420,026	—	20
1 Dec. '62	268.6	—	17.7	63.0	21	26	597	*North Missouri*	6,398,779	504,963	—	2,469,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	----
1 Dec. '62	162 0	—	5.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	8,486,916	7,000,000	187,019	20,455,420	196.7	607,040	679,956	237,396	—	----
28 Feb. '63	77.0	—	5.0	206.0	...	...	.....	*South-Western Branch*	4,775,788	116,883	—	71,513	4,500,000	—	.....	114.9	98,371	241,482	128,886	—	----
0 Sep. '62	86.5	3.6	5.2	—	16	13	219	*St. Louis and Ire Mountain*	5,331,498	944,165	—	1,971,127	3,501,000	57,961	5,996,277	90.1	232,681	283,285	66,250	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	55.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,476	149.0	oper. by Gd. Tk.	.....	.....	—	45
30 Sep. '61	83.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	130,053	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	18	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,962	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,049,414	51.3	154,991	350,853	188,121	6	110
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	785,768	*	—	169,200	566,000	.....	.....	37.0	.....	65,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,781	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	115¼
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,860,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,280,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	53
								MASSACHUSETTS.													
30 Nov. '63	28.7	1.8	49.6	—	22	46	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	115½
30 Nov. '63	74.3	8.8	51.1	—	30	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	136½
30 Nov. '63	47.0	7.0	52.5	—	20	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	143
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,664	488,357	9	152
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	651,866	121,000	—	1,087,722	47.1	77,036	130,068	69,191	6¾	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	115
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,887,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	108
30 Nov. '63	50.9	42.5	74.8	—	25	57	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	125½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,276	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,276	6	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,681	—	600,000	—	—	704,380	71.0	167,154	223,794	89,077	8	127
30 Nov. '63	20.1	1.5	1.2	—	5	10	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	10	N. York and Boston Air Line	1,079,387	49,222	—	357,155	777,000	206,502	1,245,565	33.0	67,883	53,233	—	—	9
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	284,508	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	127
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	28,000	—	1,676,000	44.4	226,461	381,512	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	245,305	226,900	1,386	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	55,608	8	114
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	.....	.....	—	40½
30 Nov. '63	59.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,818	140,136	—	40
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,204	218.0	1,275,929	2,489,838	1,232,851	10	166
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,158	6	97½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	245	Cheshire	2,475,846	322,268	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	—	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.8	.....	470,078	125,286	7	70
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	123
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,918	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,348,214	82.0	.....	366,846	153,718	4	82
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,760	*	—	500,000	750,900	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	118,533	—	—
31 Dec. '62	82.0	32.5	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	158
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	45.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	55.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	55.0	147,000	226,448	101,520	7	116
31 Dec. '62	55.8	—	.....	—	—	—	—	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	55.8	—	1,286,600	694,914	10	.....
31 Dec. '62	21.0	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	234,200	77,798	488,798	21.2	.....	90,618	29,592	—	170
31 Dec '62	—	—	.....	—	—	—	.....	Raritan and Delaware Bay	2,450,417	*	—	1,208,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	80
31 Dec '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	250,887	154,668	6½	110
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	511,993	212,500	31,743	821,984	—	62,936	60,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	38	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	.....	.....	—	.....
31 Dec. '63	43.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,500,065	—	2,587,725	43.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,389,088	—	—	850,000	2,395,000	1,070	3,389,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	513,576	149,000	2,051,750	1,149,000	—	3,200,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	8,897	Erie	30,404,648	*	266,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	105
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	118
30 Sep. '63	94.0	2.5	12.1	—	15	29	100	Long Island	2,205,563	622,911	—	1,862,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	48
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,063,991	5,646,077	791,965	24,209,000	13,779,048	284,411	42,859,880	654.9	5,692,223	10,897,631	3,904,999	7	126½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,910	811,987	922,663	5,722,850	5,877,618	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	87½
30 Sep. '62	118.0	3.5	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.3	411,399	573,512	153,903	—	1½
30 Sep. '62	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	366,340	204,000	22,667	823,480	38.1	70,886	162,757	80,099	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	159.5	48.5	18.2	—	25	27	848	Rome, Water'n & Ogdensb'g.	3,001,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	565,668	586,201	279,210	6½	105
30 Sep. '63	40.9	6.7	1.5	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,065	187,551	51,335	—	.....
30 Sep. '63	14.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	65,500	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	218,931	323,794	134,998	—	.....
30 Sep. '63	54.9	—	5.5	—	11	15	155	Troy and Boston	1,008,558	220,996	—	606,911	1,240,000	130,000	2,026,911	112.0	307,710	415,321	126,126	—	.....
								NORTH CAROLINA.													
31 May, '60	54.9	—	5.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	.....
— —	'58 223.0	—	.....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	.....	.....	—	.....
— —	'59 97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,060	477,564	235,201	8	.....
15 Mar. '60	81.0	8.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	.....	.....	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,953	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	—	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,205	202.0	.....	1,083,328	495,691	10	134
31 May, '59	131.6	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,978	.....	131.6	304,166	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,294,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,216,257	31	170
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,583,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,887	375,209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,000,000	1,503,000	—	5,103,000	90.7	562,396	2,066,623	1,268,786	23	.....
30 Nov. '62	101	102.5	.....	—	45	50	896	Cleveland and Pittsburg	7,536,094	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	110½
31 May '64	105.1	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,664,500	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	122½
31 Dec. '58	61.4	—	.....	53.0	6	6	99	Clev., Zanesville and Cincin.	1,574,668	*	—	539,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	15	48	208	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	oper.	r. w. Lit.	Miami.	295,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	29.6	—	26	28	413	Little Miami	4,107,139	492,979	427,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,362	10	143
30 Jun. '63	173.5	30.6	12.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	229,630	—	.....
30 Apr. '62	192.3	—	.....	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	222,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	509,880	115,200	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,209,419	*	—	848,770	1,313,500	115,510	2,608,237	125.0	214,404	229,806	82,953	—	.....
31 Dec. '62	242.4	—	.....	—	47	18	923	Toledo & Wabash	8,366,630	*	25,000	3,814,776	6,051,300	35,473	10,182,632	280.0	1,279,980	1,459,708	440,921	—	60½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		500,215	171,286		
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560		1,982,900	1,000		1,984,900	24.5	247,080	584,219	342,661	22½	204
30 Sep. '63	55.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	117,405	6	87
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,198	6	—
31 Oct. '63	110.7	2.5	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583		5,698,250	4,671,900	1,006,951	12,376,201	202.0	1,469,494	1,757,083	828,143	9	265
31 Oct. '63	55.5	1.1	8.2	—	7	4	65	East Pennsylvania	1,161,430	104,941		604,190	598,400		1,212,590	36.2	151,820	238,243	150,168	—	—
31 Dec. '63	76.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to	o Northn	Cen.	196,907	334,790	110,368	—	36
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.6	144,871	423,858	159,208	10	—
31 Oct. '63	86.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,582,560	*		1,132,550	700,000	—	1,832,550	55.5	oper. by	Penn.	R.R. Co.	7	74
31 Oct. '63	32.0	—	1.3	44.3	8	3	10	Hempfield	1,616,560	41,340		1,809,565	600,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	80
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,892,846	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,118	243,858	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,822,008	869,222		2,297,250	1,455,000	58,127	3,820,377	68.0	336,844	1,520,068	774,074	10	91
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,646,100	960,000	62,227	3,668,327	(Phi	la. & Re	ading	R. R.)	7	46½
31 Oct. '63	24.5	100.0	66.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,935	—	—	4,132,935	130.0	319,162	363,367	69,991	8	62½
30 Nov. '63	55.6	13.2	10.5	—	17	27	615	North Pennsylvania	5,485,709	404,764		3,147,750	3,104,267	—	6,252,017	68.8	274 990	511,896	273,391	—	34½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	13,430,250	16,949,124	—	33,245,668	356.9	5,211,202	1,891,413	5,111,412	—	74
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,489		1,267,200	405,500	—	1,672,200	24.0	244,425	382,419	179,965	9	66
31 Oct. '63	280.0	—	21.5	58.0	30	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,096	230.0	428,759	699,300	192,486	7½	34
30 Nov. '63	147.4	51.2	211.3	—	166	67	3,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	28,613,828	403 0	2,721,689	6,252,982	3,706,990	7	65
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	63,882	—	—	999,200	250,000	—	1,249,200	28.2	157,074	644,050	358,648	10	188½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200 5	647,020	2,540 248	1,602,119	10	74½
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,452		1,767,373	1,500,000	82,530	3,565,629	72.0	299,746	215,587	105,856	9	12
31 Dec. '63	468.3	—	78.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*		6,164,532	12,935,173	—	19,982,741	468.3	3,472,914	5,132,934	2,106,622	—	107½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd to	o Northn	Cen.	40,476	144,728	81,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553		367,300	896,500	65,206	832,009	29.6	75,358	126,093	79,976	7	45
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	256,800	—	.....	62.0	297,700	421,757	199,156	6½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299		437,517	8,500	—	.....	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,586	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*		985,743	980,410	108,172	2,067,325	102.0	.....	220,014	96,146	—	—
31 Dec. '60	136.0	100.0	.....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	50.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,267	*	—	1,289,673	2,020,000	200,000	.....	140.6	.....	218,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	166,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,006	873,597	—	—
1859	271.6	16.0	20.0	3.0	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	115,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	80.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	50.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	819,518	.....	99.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,719	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	—
1859	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	84.2	30,965	22,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,781,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,980	127,953	67,243	—	—
1859	35.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	182,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,810	167,430	—	68
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,283,376	3,257,471	895,219	6,396,166	119.6	449,351	423,027	112,168	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,587	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	—	8	110½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	50.0	5.5	3.6	—	—	—	—	Western Vermont	1,088,500	*	—	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	42,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hamp. Re	1,492,194	42,000	—	1,403,018	36,188	88,151	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	271	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	112.7	703.084	156,502	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,573	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,322	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	20
30 Sep. '60	88.3	65.4	10.0	—	18	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	690,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,990	—	1,365,800	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.8	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,961,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,898	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,823	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,064	163,753	79,586	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	190.5	280 968	634,081	359,130	5	70
30 Jun. '60	294.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,295,000	571,958	10,238,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.6	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '62	101.9	42.5	28.5	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	89½
10 May, '62	104.0	—	.....	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,528	5,692,471	142.0	364,331	344,709	83,539	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,963,376	49.0	.....	242,798	117,949	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,568,510	1,154,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,049,510	14	—
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	95.6	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,006	—	—
1 July, '61	90.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	125,555	56,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	150	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '63	46.7	—	—	—	11	22	130	Panama	8,000,000	*	615,558	3,000,000	3,375,000	—	10,788,723	42.7	.....	2,027,436	1,388,921	12	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	40½
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarant.)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	55
Chicago & Alton (preferred)	2,422,596	7	7	92
Chicago & Northwestern (pref.)	2,400,000	7	1¾	84½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	65
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	52
Erie (preferred)	8,535,700	7	7	108
Hannibal & St. Joseph (preferred)	5,309,528	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	5	4	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	5	65.
" " (2d pref.)	3,424,169	7	5	53
Michigan S. & N. Indiana (guar.)	2,588,800	10	10	143
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	121
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	—	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	95
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	69
Toledo & Wabash (preferred)	982,900	7	7	78
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104½
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	115
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	114
2d Mortgage	294,750	6	----	----	105
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	88
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103½
2d Mortgage	3,980,670	6	J. & J.	1882	91
Improvement	568,800	6	M. & N.	1876	93
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	66
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	21
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	924,000	6	J. & J.	1878	105

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	30
Delaware and Hudson	100	7,500,000	10	122
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	81½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	104½
" (preferred)	100	1,175,000	10	140
North Branch	100		—	----
Sault Ste Marie	100		—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	33½
" " (preferred)	50	2,722,607	—	39½
Susquehanna and Tide Water	50	2,048,280	—	20
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	90

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 66 — @ 70 —
Pig, American, No. 1 70 — @ 72 —
Bar, Swedes, assorted sizes (in gold) — @ 92 50
Bar, English, Refined 210 — @225 —
Bar, English, common 185 — @210 —
Hoop, English, Common 250 — @230 —
Sheet, Russia per lb. — 31 @ — 34
Sheet, English, Single, Double and Treble — 10½@ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 25 @ — 40
English Spring (1st & 2d qlty.) — 17 @ — 22
English Blister (1st & 2d qlty.) — 23 @ — 33
English Machinery — — @ — 23
American, Blister — 20 @ — 25
American, Cast, Hammered — 32 @ — 35
American, Cast, Rolled — 20 @ — 24
American Spring — 20 @ — 24
German — 24 @ — 26
Milan (in bond) — — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — — @ — 72
Sheathing, &c. Old (cash) — — @ — 46
Sheathing, Yellow — — @ — 50
Pig, Chile — — @ — —
Bolts — — @ — 72
Braziers' — — @ — 72
American Ingot (cash) — 51 @ — 52

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. 16 37½@ 16 50
Spanish 16 12½@ 16 50
German Refined 16 12½@ 16 50
English 16 12½@ 16 50
Bar per lb. — — @ — 20
Pipe and Sheet — — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — — @ — 75
Straits — 63½@ — 64
English — 61 @ — —
Plates, Charcoal I. C per box 22 50 @ 23 —
Plates, I. C. Coke 19 — @ 20 50
Terne, Coke 17 — @ 18 —
Terne, Charcoal 21 — @ 22 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb. — — @ 10 —
Clinch (cash) 11 — @ 11 50
Horse Shoe, Forged (cash) per lb. — 45 @ — 51
Wrought, English (cash) — — @ — —
Aussable Horse, Norway Iron, Forged — — @ — —
Zinc Nails (6 mos) — — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb. — — @ 1 25
Para, Coarse and Medium — — @ — —
Carthagena, &c — — @ — —
Guayaquil — — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity — 45 @ — 46
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 85 @ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 74 @ — 75
Naptha, Refined, (60@63 gravity) — 50 @ — 52½

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign (cash) per lb. — @ — 10½

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 14.

	Th 8.	F 9.	Sat 10.	M. 12.	Tu 13.	W. 14
American Coal Co.	88	85	----	----	87	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	34½	----	34½	32½	33	34
Central Am. Transit	100	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	87
" " pref.	92	----	----	----	----	----
" " 1 M.	110½	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " 8 p.c.	125	----	127	----	----	----
Chic. & Northwest'n	52	52½	53	50½	51½	51½
" " pref.	83½	85½	86½	84½	84½	84½
" " 1st M.	100	99	----	----	----	98
" " 2d M.	----	----	----	----	----	100
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	102	101½	----	----	----	----
Chicago & Rock Isl.	108½	108½	109½	107	106½	107
" '1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	170	170½	----	----	170	170
Clev. and Pittsburg	110½	111½	111	110½	110½	110½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	85	----	----	----	----
Clev. and Toledo	125	----	124½	122	----	----
" " S. F. 7 p.c.	114	----	----	----	----	----
Cumberland Coal, pref.	60½	60½	61	62½	61½	62
Del. & Hudson Canal	----	----	----	----	192	----
Del., Lack. & West.	----	----	265	----	----	----
" " 1M. 8p.c. '71-5	----	----	----	----	119	----
" " 2M. 8p.c. '81	----	----	----	----	117	----
Erie	107	107½	107½	106½	105	105
" pref.	108½	----	----	----	109	108½
" 1 M. 7 p.c. '67	----	----	----	----	110	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	115
" 4 M. 7 p.c. '80	----	----	115	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
dann. & St. Joseph	30	----	----	----	----	----
" " pref.	----	----	45	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	120½	121½	119½	115½	116	118½
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	117	----	----	----	----	----
" 2M. S.F.	----	125	----	----	----	120
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	128½	128½	128	126½	126½	127
" full stock	----	----	----	----	----	----
" Can.bd.sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	43	43½	43½	42½	41½	42½
Michigan Central	133	133½	133½	132	133	134½
" S F. 8p.c. '82	----	----	136	----	----	136
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	80½	81½	82½	80½	79½	81½
" " guar'd.	----	146	144½	----	----	----
" " 1M. S.F. 116½	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	60½	----	----	59	----	59½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds.	61	----	----	----	----	60
Missouri 6s	60	60	----	65	----	----
" iss. to R. & St. J.R.	----	----	----	----	----	----
" " Pacific	----	----	----	72	----	----
New York Central	128½	128	128	126½	125½	126
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	130	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	117	----	115	115	115	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7p.c. '73	----	----	----	----	----	----
" "2M. 7p.c. '04	----	----	----	----	----	----
" "3M. 7p.c. '07	----	----	----	----	----	----
Ohio & Miss. cer.	45½	45½	45½	44	41½	42½
Pacific Mail S.S. Co.	----	----	----	----	----	265
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	195	----	----	----
Phila. and Reading	131½	132½	132	130½	130	130½
Pitts. Ft. W. & Chicago	109½	109½	109½	108	108	107½
" " 1M. 123	123	122½	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	95	----	----	----
Quicksilver Mining Co.	82½	81½	81½	81½	80½	81
St. L., Alton & T. H.	55	----	----	----	----	54
" " pref.	72	----	----	----	----	70
" " 1M.	----	----	70	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	50½
Toledo & Wabash	----	----	63½	66½	----	66½
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	101	----
" " 1M. ex.	105	103	----	----	----	----
" " 2M.	90	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	60	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 14.

	Th.8.	F.9.	Sat.10.	M.12	Tu.13.	W.14.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	104¼
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1885, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s	97x	----	97	96¾	97	97
U. S. 6s, 1881, reg.	107	108	----	----	108	108
U. S. 6s, 1881, cou.	107¾	108¼	109¼	108¼	108	107¾
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	128	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	120¾	----	----	----	----	----
U. S. 6s, 1 year certif.	93¾	94	94	94	94¼	94¼
U. S. 6s, 5-20s, coupon	111¼	----	110¾	110¾	110	110¾
U. S. 6s, " reg.	109¼	----	109¾	----	----	109
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	110¼	111¼	112	111¾	110¾	110¾
American Gold	240¾	234	227	222¾	218	227

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

	W. 7.	Th.8.	F.9.	Sat.10.	M.12	Tu.13.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	20
" preferred	40¾	----	----	40¾	40¾	40¼
Camden & Amboy	155	----	158	158	158¾	158¾
" " 6s,'67.	----	----	----	----	----	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	109¾	110	109¾	108¾	----	----
" " 6s,'83.	----	----	----	----	107¼	----
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	40	----	----	38¾	38
Elmira & W'mesport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	72¾
Lehigh Navigation	----	----	----	----	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip.	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
Little Schuylkill R. R.	46¼	----	----	----	46¼	----
" " 7s.	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s.	102¼	----	----	----	----	----
Minehill	62¾	62¾	62¼	----	62¼	62
Morris Canal	----	----	104¾	----	----	----
" " pref.	138	138	----	----	----	138
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	34¾	34¼	34¼	----	35	34¼
" 6s.	----	----	100¾	100	100	----
" " 10s.	----	----	----	----	126	125
Northern Central	55	----	----	55	----	55
Pennsylvania R. R.	74¼	74	73¾	73¼	73¼	73¼
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	113	----	----
Penn. State, 5s	97¼	98	97¼	----	97	98¼
" " 5s, coupon	101	100¼	----	101	----	----
" " 6s, "	----	----	----	----	106	----
Philadelphia City, 6s	----	103	104	----	104	----
" " new	103¼	106	106¼	106¼	106¼	106
Philad., Germ. & Nor.	66	----	66	66	66	66
Phila. & Reading	67¼	66	65¾	66¼	65	64
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	34	34	34¼	----	----	----
" " 6s.	----	----	----	112	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	33¾	----	----	32
" " pref.	40¾	40¾	40	39¾	39¼	38¾
" " 6s '82	----	----	----	----	92	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	103	----	----	----	----
Sunbury and Erie, 7s.	----	----	----	----	----	----
Susq. Canal	20¾	20¼	----	----	----	20
" " 6s '78.	65	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	21¾	21	21	----	----	20¾
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	89	----	----	----	90	----
" " bonds.	----	----	----	----	----	----
Arch street, (Horse)	----	23	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Contes, "	----	35	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.
Baltimore City 6s, 1875.	----	----	115	----	----	114¼
" " 1886.	----	----	----	----	----	----
" " 1870.	110	----	----	----	114¼	----
" " 1890.	115	----	116	115¾	----	----
Balt. and Ohio	----	----	----	----	116	116¼
" " b'ds,'62.	----	----	----	----	----	----
" " " '67.	----	----	----	----	----	----
" " " '75.	112¼	----	----	----	----	----
" " " '80.	----	----	----	----	----	----
" " " '85.	----	114¼	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds,'85.	----	----	----	----	104¼	104¼
" " " 90.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 14.

	Th.8.	F.9.	Sat.10.	M.12	Tu.13.	W.14.
Boston and Lowell	----	----	----	----	----	115¾
Boston and Maine	137	----	----	136¼	----	136¼
Boston and Providence	----	----	----	----	143	----
Boston and Worcest.	151	152	----	----	----	----
Cheshire, pref.	54¼	54	----	----	----	53
Concord	----	----	----	----	----	----
Connecticut River	----	117	116	----	----	----
Eastern, Mass.	110	----	----	109½	----	108
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	126	126	----	----	----	125¾
Manchester & Lawr'ce.	----	----	----	122¼	----	123
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	82	82	----	----	82
Old Colony and Fall R.	----	----	----	----	----	----
Ph., Wil. & Baltimore	74¼	74¼	----	74¼	74¼	----
Portl'd, Saco & Ports.	----	----	----	----	110	----
Vermont & Canada	110¼	----	----	----	----	----
Vermont & Mass.	40¼	----	40	39¾	40	40
Western	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	120	----	----	----
Metropolitan "	59¼	----	----	----	----	----
Middlesex "	70	70	70	----	----	----
Central Mining Co.	----	60	----	----	----	----
Franklin "	50	50	50	----	50	50
Isle Royale "	15	15	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	34¾	----	----	----	----	----
Pewabic "	60	----	----	60	59¼	59¼
Pittsburg "	----	----	----	----	84	84
Quincy "	100	----	----	----	99	----
Rockland "	----	----	----	----	----	9¼

London Stock Exchange.

The following were the closing prices for American Securities on the 31st of August:

Maryland 5s	65	to	68
United States 6s, 1881	50	"	66
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	28	"	30
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Do., 2d mort., 1882	66	"	68
Do., Pennsylvania do. do.	72	"	74
Erie shares, $100 (all paid)	41	"	42
Do., 7s, preference	38	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	43	"	48
Do., 7s, 5th mort.	43	"	48
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	46	"	45
Do. do. $100 shares, all paid	49	"	51
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82..x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.	---	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	104	"	106
Pennsylvania, 1st mort., 6s, Convertible	50	"	55
Do. 2d mort., 6s, do.	78	"	80
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, September 17, 1864.

Stock Exchange and Money Market.

The condition of the money market has been much disturbed by the fluctuations in the price of gold. As we have predicted, and from no foresight whatsoever, but from appreciation of cause and effect, it has gone down to the low figure which we named for it, even after it recovered from a heavy previous fall. When our imports are falling off, and the want of gold to meet custom house duties is not by any means large or pressing, when in fact it does not pay to export gold at all as a commodity as may be observed from the quotations not only in New York, but on the London Exchange; and when the war is evidently drawing to a close, since it is admitted on all hands that the Union is to be preserved, even by those who talk most about peace, (and this is an indication of what is inevitable which the South itself is beginning to understand,) and finally when our military successes on the one hand, and the enormous amount of daily voluntary enlistments filling up the ranks of our armies on the other, vindicate the cool yet determined purpose of the people to conquer a peace, it is in vain for speculators in gold to mystify, or muddle up the question any longer. A decline must take place or the whole world has gone mad.

The fluctuations in the prices were during the past week quite remarkable. On Tuesday the price had fallen to 218, and it is said to 213 among outsiders. From this there was a recovery to 220, owing to the pressure of the market on the shorts. We have scarcely patience to record such transactions. Here are examples where men choosing to gamble in an article, which many of them rarely see and more rarely handle, put a price on it for delivery, at a certain day. The day comes and it cannot be delivered at the price fixed. The party to deliver has to pay whatever the holder or speculator asks for the article needed, and the contracts of the shorts are so studied, watched and understood, by the leading operators, that they almost know before hand how much the market will or will not require, and act accordingly. But even these men do not care about holding gold forever, and are turning it into currency. When gold is on the decline they will get rid of theirs, and then cheapen it as much as possible. And this is precisely how the market was treated, and the decline commenced the other day. An enormous amount was put on the street by a heavy operator for foreign account, which foreign account has been very active in our financial disturbances. These operators having had a very good time hitherto have no further desire to hoard or control a commodity which may lose half its purchasing or exchangeable power in a single hour. An article which a few weeks ago was 60 per cent and more, higher than it is now, and is still 100 per cent higher than it should be in its normal relations is a dangerons one to have much of "in the house." One more decisive battle to place Richmond where Atlanta is, would settle the military and financial difficulties which have followed the administration for the last four years. And the knowledge of this has its effect on the men who stir up the money market, and are now auxiliaries in bringing the gold fever to a termination. And finally as to this question, when we see our exports increasing, our imports decreasing, when the demand for gold for foreign shipment has fallen off to an inconsiderable amount, and when under any circumstances, exchange either as valued in gold or currency will not pay for remitting, we can only repeat our impressions or rather our convictions that gold must continue to decline, until it assumes its real representative character in relation to currency. It has been found in past years that one dollar in gold could for all commercial purposes carry three dollars of paper, and our whole Banking system is or rather was carried on upon that basis.

So that if our specie on hand, and what is standing to American credit abroad, placed there through fear or policy, and that, we are now beginning to receive direct from California under the plan of Mr. Chase adopted by Mr. Fessenden, one third of the currency of the country, gold and paper should be alike par of each other, and

just as the amount of currency exceeds that proportion of 3 to 1, so does paper depreciate, or gold appreciate in currency. It is therefore believed that gold should not bring today at the utmost more than 125. And there is, where it should go to protect the people from those smaller operators, no better than those in the street, who in the confusion of the gold market make the most rapacious assaults upon the pockets of consumers without the least justification or honesty.

Let us analyze this process a little. The cost of the necessities of life has pressed largely of late upon the people. Liverpool coal has been sold at $30 and still brings $28 being nearly double of what it was sold for, the last season. Can any one give any good, or plausible reason for any such difference. There is none to be given whatever except the price of gold and its effect on exchange, but this will not make the whole difference. One barrel of flour at currency prices this day will purchase a chaldron of Sydney coal which is quite as good as Liverpool. There is no duty under the reciprocity act on either of these articles, and the cost to be added to the purchase or barter of these articles is only the freight and ordinary charges of handling and delivering. Is there any person who will assert that this chaldrom of coal is worth $30 in this city, and yet the public is continually exposed to the imposition. So too the article of beef. The owners of the best cattle get but 8 or 9 cents a lb. for them, and yet before these get to the consumers' mouths in the usual cuts, the price per lb. is from 25 to 30 cents. This too is under the barometrical indications of the gold market.

It is to be observed that there is not a corresponding fall. Vast amounts of property are actually suffered to rot and decay on the hands of the dealers, rather than sold at a reduction in price, because gold is up, and as much may be obtained for what is left of the perishable article as if the whole had been sold at a moderate price. A heavy fall in gold is the only hope of the public against these forestallers, who having a business which is favored by such derangements in currency, take every possible advantage of it.

As friends of the people therefore and of the Country we rejoice to announce a fall in gold, and to express the opinion that things considered, military and financial, as well as the policy of the Treasury which is to reduce circulation as much as practicable, there must be a continuous decline, notwithstanding there is a little rebound, between each fall, as there is in all elastic bodies. The ball thrown from the boy's hand upon the pavement, rebounds again and again till its momentum is exhausted, rising after each fall a little but less every succeeding time. Nothing but fresh power imparted to it by the player can send it up to its original altitude.

The Treasury loan has been subscribed very largely in excess of the sum required. As nearly as we can ascertain, the offers were as much as 70 millions and at a price or premium which fully justifies Mr. Chase's conduct in regard to this very loan in that particular, when he adhered to the determination not to take anything under 104.

It has been stated that the Treasury will get no money under this loan, but interest notes which must be cancelled on receipt, and cannot be reissued. We understand that the quantity of these notes likely to be paid in will not be large, inasmuch as they are actually wanted and used as currency by the banks, the principal holders, and also that these notes can be reissued at pleasure within the limit of the law.

The readiness and the patriotic spirit which have been shown by capitalists and the people generally, in regard to this loan are most significant of the real condition of our affairs, and of the entire confidence which they feel in the approaching result. A rumor has been set in circulation, that the Secretary of the Treasury was about putting another large loan on the market. This is officially contradicted by recent advices from Washington, while another statement accompanies it which we hope is really true, viz., that the proceeds of the late successful loan are to be exclusively employed in paying off our war worn veterans in the field. Money is active and the rates are still high. Twelve per cent. is still asked and obtained for ordinary commercial paper. Railway securities are firm but not the subject of much excitement, while recently there has been some desire shown to press shares upon the market at a reduction from former quotations. Nevertheless the roads are all doing well, managing their affairs skillfully and economically, and doing more business than ever. All travelers the last two months have observed the immense crowds which have been found on all the railway trains in the Country. Even the short lines, without any other than local traffic have increased their receipts by at least one third, the present season. This increase is strongly shown in the great lines as will appear by our reports of the monthly and weekly earnings of the last month.

The balance in the Sub-Treasury on Tuesday was $20,515,231 04. The aggregate exports of produce and merchandize for the week ending the same day were $5,134,988 against $3,112,397 same week last year.

The value of foreign goods imported into the port of Boston for the week ending September 9, was $858,645, against $650,202 for the corresponding week in 1863. The exports were $443,163 against $507,197 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $146,271.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central New Jersey R. R., 1st mort., 100; Lackawanna and Western, 1st mort., 111; At. and Gt. Western (Ohio div.) 1st mort., 105; Little Miami R. R., 143; Morris and Essex R. R., 116; Norwich and Worcester, 105; Illinois War Loan, 99; Michigan 6s, 1878, 100; Illinois coupon bonds, 102; N. Y. Central Sub. bonds, 105; Sixth Avenue R. R., 119; Wyoming Valley Coal, 51; Consolidated Coal Co. of Md., 60½; Central Coal Co., 56; Mariposa 1st mort., 64; Atlantic Mail S. S. Co., 187; Canada Copper, 4½; Copake Iron, 5½; Bucks Co. Lead, 1½; 4th National Bank, 92; Bank of New York, 120; Merchants Ex. Bank, 100; Am. Ex. Bank, 116½; Bank of the Commonwealth, 101; Mechanics' Bank, 112; Bank of Commerce, 107.

Philadelphia.—Pittsburg City 5s, 78; do., 6s, 97; Cincinnati 6s, 1865, 100; Camden 6s, 100; Allegheny Co. coupon 5s, 79¾; Union Canal, 2; Ridge Avenue horse R. R., 16; 10th and 11th streets, 50; Girard College R. R., 27; 13th and 15th streets, 30; Bull Creek, 5¼; Perry Oil, 5; Densmore, 14½; Oil Creek, 5⅜; Organic Oil, 1⅛; Dalzell Oil, 11½; McClintock, 6⅝; McElheny, 8; Irwin Oil, 7¼; Story Farm, 4; Union Petroleum, 3½; Petro. Central, 4¼; Hibbard, 2⅝; Rock Oil, 4¾; Big Tank, 2¼; Mineral, 2⅞; Bruner, 1¾; Tar Farm, 3½; Noble and Delamater, 15½; Maple Shade, 17½; Egbert 3½; Curtin, 8; Excelsior, 1⅜; Olmstead, 2¼; Corn Pl., 5; Phila. and Oil Creek, 1¾; Seneca, 1½; Globe Oil, 2½; Roberts Oil, 3; Hogue Island, 2; Green Mountain Coal, 6; Big Mt., 7⅝; New York and Middle Coal Fields, 22½; Keystone Zinc, 2¼; Manuf. and Mech. Bank, 27½; Kentucky Bank, 110; Farmers' and Mechanics' Bank, 62; Mechanics' Bank, 28. The latest quotations are: City 6s, 104@104¼; do., new, 105@106; State 5s, 98@98½; do., coupon, 100¼@101; do., 6s, W. L., 105¾@106¼; Phila., Wil. and Balt., 74¾; Reading, 64½@64⅝; do., 6s, 1870, 106@109½; do., 1886, 133@133½; Camden and Amboy, 158@158½; Pennsylvania R. R., 73@74; do., 1st mort., 122@123; do., 2d mort., 113@115; Little Schuylkill R. R., 46@46⅜; Morris Canal, 104@104⅞; do., pref., 138@140; do., bonds, 114@114; do., 2d mort., 104¼@105; Wyoming Valley Canal, 89@90; do., 6s, 104½@105; Susquehanna Canal, 19½@20; do., 6s, 65@66; Sch. Nav., 82¾@83½; do., pref., 39@39½; do., 6s, 1882, 90½@91; Union Canal bonds, 20½@21; Delaware Div. Canal, 37½@38; do., bonds, 104@104½; Elmira and Williamsport, 33@36; do., pref., 50@52; do., 7s, 1873, 105@108; do., Chattle 10s, 80@81; Beaver Meadow, 90@90½; Long Island R. R., 48@50; Lehigh Coal and Navigation, 80@81⅞; North Pennsylvania, 84@84½; do., 6s, 99¾@100; do., 10s, 124@126; Philadelphia and Erie, 33¼@34; do., 6s, 111@112; Minehill, 62@62¼; Catawissa, 19⅛@20½; do., pref., 40¼@40½; Lehigh Valley, 90@91; do., bonds, 113@116; Fifth and Sixth streets, (horse,) 60@62; do., 7s, 107@108; Second and Third, 70@71; do., 7s, 110; Race and Vine, 11@13; West Philadelphia, 70@72; Spruce and Pine, 39@39¼; Green and Coates, 34@34½; do., 7s, 105@110¼; Chestnut and Walnut, 58@59; Arch, 23⅝@24; Thirteenth and Fifteenth, 30@30¼; Seventeenth and Nineteenth, 16; Girard College, 26½@27; Tenth and Eleventh, 49@50; Norristown, 65¾@66¼.

Boston.—Rutland and Burlington 1st mort., 75 do., 2d mort., 25; Cheshire R. R. 6s, 100¼; Vermont Central 1st mort., 80; do., 2d mort., 25; Northern (Ogdensburg,) 1st mort., 102¼; do., 2d mort., 29; West Cambridge 5¾s, 1876, 100; Mad River and Lake Erie 7s, 1875, 25; Grand Junction 1st mort., 1870, 78½; Massachusetts 5s, 1894, 115; Connecticut 6s, 1881, 100½; Rhode Island 6s, 1882, 100; Portland 6s, 1870, 100; Dorchester 5½s, 1873, 99¾; Boston 5s, 1882, 125; Conn. and Pass. Rivers R. R. pref., 65; Boston, Hartford and Erie, 35¼; Worcester and Nashua, 97½; Boston and N. Y. Air Line R. R., 9; Chelsea, horse, R. R., 47; Boston Water Power Co., 29; Essex Co., 99; Union S. S Co., 147½; Saco Water Power, 165; Cary Imp., 12⅝; Gilberton Coal, 90; Short Mountain Coal, 47; Locust Dale Co., 32½; Mt. Pleasant Coal, 40; Lorberry Coal, 26¾; Eagle Bank, 118; Traders' Bank, 96¼;

Globe Bank, 131; Bank of the Republic, 102½; Continental Bank, 102; Merchants' Bank, 102½; Acton Mining Co., 2; Albany and Boston, 23; Aztec, 8¼; Allouez, 4; Albion Gold, 3½; Algomah, 2⅜; Bay State, 23; Bedford, 1; Black River, 22c.; Copper Falls, 31; Canada, 2⅝; Concord, 4¼; Eagle River, 4; Great Western, 4; Hancock, 9; Hanover, 2⅜; Huron, 30; Humbolt, 9½; Manhattan, 6⅝; Madison, 3½; Macomb Lead, 2½; Mesnard, 8; Ottawa, 35c.; Superior, 7; Star, 7¼; Toltec, 2¼.

Baltimore.—Central Ohio Incomes, 41; Marietta and Cincinnati Bonds 103½; Western Md. bonds, 89; City Passenger R. R., 22; Santa Clara, 22¾; Md. Anthracite Coal, 18¾; Bare Hill, 4.00; Md. Copper, 0.80; Liberty Copper, 1.25; Atlantic Coal, 1.30; Mineral Hill, 2.40; North State, 0.15; Am. Gas Coal, 2.00; Lake Chrome, 0.50; Balt. Chrome, 2.00; Merchants' Bank, 109¼; Bank of Commerce, 23; Bank of Baltimore, 105½; Franklin Bank, 18. The latest quotations are: Balt. and Ohio, 115@117; do., 6s, 1867, 108@110; do., 1875, 112@113; do., 1880, 112@113; do., 1885, 113@115½; Northern Central, 53@57; do., bonds, 1877, 112¾@114; do., bonds, 1885, 104¼@104½; N. W. Va., 10@20; do., 1st mort., 110@113; do., 2d mort., 105@110; do., 3d mort., 26@32½; do., guar., 102@112; Marietta and Cincinnati 7s, 1891, 102¾@103½; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 59@61¼; do., income 1857-'60, 40½@41; Western Md. bonds, 87¼@89; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 114@116; Baltimore 6s, 1870, 109@110½; do., 1873, 110@114; do., 1875, 114@115¼; do., 1886, 113@114; do., 1890, 113@114½; do., coupon, 114½@115; do., 5s, 1838-'70, 96@96; City Passenger R. R., 20@22; Canton Co. 34@35; Gardner, 0.70@1.00; Gas Coal, 1.95@2.25; Maryland, 0.75@0.80; North State, .10@.20; Silver Hill, .20@.30; Springfield, 1.90@2.00; George's Creek, 100@110; Santa Clara, 22¼@23; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.00@2.00; Bare Hill, 3.90@4.00; Atlantic Coal, 1.25@1.40; Mineral Hill, 2.35@2.40; Baltimore Coal, 86@95; Lake Chrome, 40@60.

Hoffman Insurance Company.

We invite attention to the advertisement of this company. It has a cash capital of $200,000, all paid in. Has been in operation four months, and shows a surplus of $20,000.

☞ Geo. T. M. Davis, 47 Exchange Place, has for sale 2 locomotives and 20 platform cars of the ordinary gauge. Also, 450 tons street rails, Philadelphia pattern, and 2,300 tons 50 and 57 lb. English rail.

Central Ohio Railroad.

At a meeting of the stockholders of this company recently held at Zanesville, Ohio, the following gentlemen were chosen directors: H. J. Jewett, Geo. B. Wright, Wm. Dennison, D. W. Deshler, J. Wm. Baldwin, Frank Dunlevy, S. R. Honner, D. Applegate, C. C. Goddard, Isaac W. Hall, David McCortney, J. Dew Wright and Walter Brooks.

At a subsequent meeting of the board, the following officers were elected: H. J. Jewett, President; Geo. B. Wright, Vice President; Daniel Applegate, Treasurer, and Wm. Wing, Secretary. The president read to the stockholders present, a very full and satisfactory report of the operations of the company for the fiscal year, together with a history of the successful negotiations for reorganizing and capitalizing the debts and stock of the company.

Catawissa Railroad.

The Catawissa, after a series of financial troubles during the past fifteen years, is in common with many other of the railways of the country, assuming a reliable financial basis, by the discharge of its floating debt, and the ability to pay dividends from the increased prices and business, as now developed. Its first dividend was paid in August of this year; during the first eight months of 1864, the earnings have been $245,059, against $199,207 for the same period in 1863, being a gain of twenty-three per cent. The opening of the Philadelphia and Erie Railway in October, will create considerable traffic, passengers and freight, that must pass to and from the Catawissa, which in addition to the development of the trade of the country, will provide business enough, under prudent management, to compensate by dividends the long expectant stockholders. The lessees of the company's coal property report that they will be prepared to ship their first coal within sixty days, and that during the next year they will be able to mine and deliver to market from one to two hundred thousand tons of superior coal, upon which the company receives mining royalty, in addition to transportation charges. A large proportion of this coal will be moved as back loading to the Lakes and northwestern part of the State, to fill empty cars used eastward in moving western produce over the Catawissa road and its connections, to supply the coal regions and other markets of the East.

Central Pacific Railroad.

The Supreme Court has decided that the City of San Francisco must issue bonds for $400,000 in aid of the Central Pacific Railroad. This aid will give the road a great impetus.

☞ The Morris and Essex Railroad Company will receive proposals until the 27th inst., for $1,000,000 of their first mortgage 7 per cent. bonds of $100, $500 and $1,000 redeemable in fifty years, with coupons payable in New York, and provision for a sinking fund for their redemption at maturity. The bonds are a portion of an issue, the whole amount of which is $3,500,000 and are offered for sale for the purpose of extending the road from Hackettstown, the present terminus, to Phillipsburg, opposite Easton, and for building double track, furnishing rolling stock, reducing grades, constructing branches, &c. When extended, this road will make a close connection with the Lehigh Valley Railroad, and will become one of the most important avenues for the transportation of coal from the Lehigh region to New York, and will also form a part of the great through line to Cincinnati and Chicago, and the Great West generally, *via* Lehigh Valley, Allentown, Pennsylvania, and Pittsburg, Fort Wayne and Chicago Railroads. The bonds are secured by a first mortgage upon the road of the company, completed and in the course of construction, from the Hudson River at Hoboken to the Delaware River at Phillipsburg, and other extensions in contemplation, including all rights, real estate, equipment and other property.

☞ Preparations are being made for the early construction of a railroad between White Plains, N. Y., and Brookfield, which will connect with the Harlem and Housatonic railroads at those points.

☞ The receipts of the Philadelphia, Wilmington and Baltimore Railroad for July were $222,732 28, against $239,204 04 in July, 1863. For about one week in July the through travel was almost entirely suspended during the repairs after the rebel raid, and for a week after the receipts for passengers and freight were light. The actual loss to the road from this source is estimated at $40,000 to $50,000.

☞ Books of subscription to the capital stock of the Connellsville and Southern Pennsylvania Railroad Company will be opened at Bedford on the 12th of October.

☞ A meeting of the stockholders of the Union Pacific Railroad Company will be held at the office of the company, 18 William street, this city, on 3d of October.

☞ Certificates of shares to which stockholders are entitled by reason of the consolidation of the Beaver Meadow and Penn Haven and White Haven Railroad, are now ready for delivery.

☞ The coupons of the first mortgage bonds of Vermont Valley Railroad Company, due October 1, 1858, will be paid from Sept. 10th to Oct. 10th, from 11 a.m. to 2 p.m., at the office of Alex. Hamilton, Jr., 41 Wall street, N. Y., and thereafter only at the office of the treasurer at Bellows Falls, Vt.

☞ A table giving a list of one hundred and two oil companies, with the capital stock, the number of shares, the prices asked, and bid, and the dividends declared, is published in the Philadelphia Commercial List. The nominal capital of these companies exceed fifty-two millions of dollars. Of the whole number of companies only twenty-four have declared dividends.

☞ Ground has been broken near Greenough's Pond, Yarmouth, Mass., for the construction of the Cape Cod Central Railroad.

Honors to Mr. Brydges, Manager of the Grand Trunk Railway.

A complimentary demonstration recently came off at Hamilton, Canada East, made on the part of its citizens to Mr. Brydges, the manager of the Grand Trunk Railway, and just now particularly conspicuous for his skilful combinations of various railway interests in Canada and the United States, and his success in the project of the International Bridge across the Niagara River, one that owes to him if not its inception, yet its present promising condition. This demonstration took the form of a lunch, accompanied by speeches and toasts. The Hon. Isaac Buchanan, the veteran statesman of Canada West, presided, assisted by Mr. Brown.

The chairman on coming to the principal sentiment to be drank, "Prosperity to the Grand Trunk Railway, and the health of Mr. Brydges," said this was not a political meeting, and he presided merely because he was President of the Board of Trade of Hamilton. The Grand Trunk was now extended to that place, and its advantage in securing the outlet for the trade of the West on Lake Ontario was incalculable. He regretted the conduct of the Great Western in regard to the Buffalo and Lake Huron, the Preston and Berlin and the Hamilton and Port Dover roads. Hamilton now having a connection with a railway transporting produce from a far west to a competing water, could transport it with more speed and less

expense to Boston or New York, while it had also the choice of the St. Lawrence to Europe. He remarked that—

"It has been popular to decry the Grand Trunk Railway, but the parties who do so are intensely ignorant of what they are speaking about. It has been a bad think for its shareholders, but a good thing for the country and every person in this country. The increased value it has given to the land alone is worth a hundred times the money advanced to the Grand Trunk by the Province, and the other advantages which it and the Great Western have conferred on Canada are quite incalculable. The Grand Trunk has now fourteen hundred miles of road in operation, and, to show the influence with which we connect ourselves in getting associated with the Grand Truuk, I need only mention the fact that this great railway owes to English capitalists as much as the Province does—about seventy millions of dollars."

Mr. Brydges, who rose amidst enthusiastic cheering, replied at some length and in his happiest manner. Expressing his personal regard for the city of Hamilton where the majority of his children were born, he proceeded to remark that by the consummation of the arrangements between the Grand Trunk and the Buffalo and Lake Huron, Hamilton had been brought into practical connection with the former, and its merchants are now able to send their goods by means of that railway. Surveys have been directed to ascertain the condition of the line between Hamilton and Caledonia, and to put it in working order, and the time is not distant when in a Grand Trunk car he would come directly to Hamilton. Mr. Brydges explained the relations between the Grand Trunk and the Great Western, and said the former did not adopt its present course until the latter had absolutely refused to negotiate. He looked forward to the time when Toronto, Guelph, Stratford, London, Sarnia and Windsor would have two outlets for their produce and inlets for their goods. He entered pretty fully into the nature of the relations of the Great Western, its attempts at competition and reduction of rates, rather in a style of defence than aggression, and claimed for Hamilton that it would always be a great point for the wholesale business of Western Canada, and that it was of the greatest possible importance to it to have an inlet by the way of Caledonia with the whole system of the Grand Trunk, with the Buffalo and Lake Huron district, the great city of Buffalo and the markets of the Eastern States. Mr. Brydges concluded his remarks as follows:

"I believe you are all aware that it is the intention of the Grand Trunk and Buffalo and Lake Huron Companies to have completed as rapidly as the International Bridge can be put in operation, a third line of rails along their whole distance from Buffalo to Detroit, which will enable cars to be loaded in Boston or New York, and taken without change to any point on the Buffalo and Lake Huron Railway. I see no reason why the facility which will be afforded to that portion should not be extended also to Hamilton, and I think if we laid a third rail also, by the time the bridge is completed upon the line between Caledonia and Hamilton, you would find a great advantage in having your cars loaded at New York and Boston, and delivered almost at your own doors in Hamilton. These, sir, I believe will prove to be very important advantages, which will result alike to the railway companies and to the City of Hamilton, because, as I have lately said, and I say it with all sincerity, I believe that no railway or large institution of any kind can prosper without it carries with it the good feeling of the country in which it is. Unless there is a unity of interests, and unless it is felt that the one is aiding the prosperity of the other, they will never succeed in achieving those results they ought to do. I again thank you, Mr. Chairman, most warmly and most sincerely for the kind manner in which you were good enough to propose my health, and you, gentlemen, for the way in which you received it."

The affair went off very satisfactorily to all present; and Hamilton, now connected with both lakes, is considered to be to Upper Canada, what Montreal is to Lower Canada, being like her at the head of a sea going navigation. It is to be hoped our Canadian friends will not forget in their efforts to obtain the American traffic for their own railways, the respect due to the cause which is now at stake; and is upheld by their best and most profitable customers.

Construction of Railroad. Acquiring Land. Return of Appraiser.

The case of the Cleveland and Toledo Railroad Company against Prentice, was an appeal by the Company from a judgment of ejectment from a piece of land 100 feet in width, which had been taken by the company under proceedings authorized by the laws of Ohio as a part of its roadway, it having been previously owned by one Pratt through whom Prentice claimed title. The instrument of appropriation filed by the company in the office of the clerk of the common pleas of Lucas County, February 28, 1857, described the land intended to be appropriated, as follows: Fifty feet wide on each side of said railroad, as last surveyed through sub-division lots Nos. 1, 2, 3 and 4, of fractional section No. 1, of township 10, south of range 7 east, commencing on the north bounds thereof; thence westerly and southerly on and near the northerly bounds thereof to a point in the west line of said No. 4, near the northwest corner. Also lots Nos. 11, 12, 13, 14 and 15, (the lot in question), etc., "of the subdivision of river track No. 87."

On March 4, 1857, the company published notice to Piatt, stating the substance of the instrument of appropriation, and giving the description of the land as above. On April 21, 1857, upon the application of the railroad company, appraisers were appointed, and a warrant issued. The following is a copy of the return of the appraisers:

In lot *fifteen*, subdivision of river track 87, in the 12 miles square reserve, at the foot of the Rapids of the Miami of Lake Erie, 64-100 acres. Value of land appropriated, $25.60; Damages, nothing; Benefit to owners; $25.60; Amount to be paid to owner, nothing."

April 22, 1857, the railroad company took possession of the land, immediately after the appraisers made their return and proceeded to construct its railroad thereon, and thereafter remained in possession of the same, using it for the purpose of its road. Of all which Prentice and Maddocks had full knowledge when they bought of Piatt.

The railroad track had been staked out and surveyed prior to April 1857, but when, does not appear. A plat of the road was recorded in a book of the company, under date of November 15, 1857. When the plat was made is not shown.

Sutliff, C. J.—The plaintiffs below in support of their claim to recover the lands in question, showed by their proof a conveyance to them on the 23d day of October, 1852, of lot No. 15, by Robert Piatt, who held the title at the time of the location of the railroad, and who, it is admitted, continued to hold a perfect title at the time of executing his deed, unless divested of the land in controversy by the proceedings of the railroad company, as stated. If, therefore, at the time of institution of the action below, (February 18, 1854,) Piatt had he made no conveyance, could have recovered the land from the company so occupied through lot 15, as their road track, then and in that case Prentice and Maddocks, his grantees, were entitled to recover; otherwise they were not. The defendant below relied upon the proceedings of appropriation which it gave in evidence to show the lands appropriated as a railroad track on the 21st of April, 1851. And it seems to be conceded by the defendants in error that with one exception those proceedings were regular, and that all the steps were therein taken to operate as an appropriation.

But it was objected by the plaintiffs below that the description of the land intended to be appropriated by the proceedings was too vague and uncertain to admit of the proceedings being operative to appropriate either the lands in question or any other lands. It is insisted by the plaintiff in error that the description was sufficiently certain, and in fact, embraced the lands in question, and that the district court, therefore, erred in not regarding the lands legally appropriated by the company for its road track through said lot No. 15. In the case of Hicks *vs.* Fish, which was an action of trespass *quare clausum fregit*, and plea that the *locus in quo* was a highway, it was held by Judge Story that a highway, to be legally located, "must have some definite location and boundary." And so in that case it was held that part of the description from a point "even with the south end of the *great pine swamp, and from thence, as it may be found the most convenient way to the highway at the north end* of the pond commonly called Little Pond," was void for uncertainty.

And so in the case of Hinckley *vs.* Hastings, in a like action and defence, it was held that the following description of the street was insufficient for uncertainty. "A street at least forty feet wide shall be opened on the east side of the land purchased by them, which will be in a straight line with Blossom street," etc., in as much as in that case the proof showed that it would be impossible to lay out such a street on the east side of said lands, and at the same time, "in a straight line with Blossom street." But in both the foregoing cases it should be remarkable that the action of trespass was for acts done in opening the road.

The authorities will be found, I apprehend, less strict in requiring definite descriptions of road, where the question is not made until after the road has been opened and in use, than in those cases where the question as to the *locus in quo* has been raised *in limine*, before the road has yet been opened and in use. This remark, doubtless, had its application in the case of Atlantic and Ohio Railroad Company *vs.* Sullivan *et al*, 5 Ohio St. Rep. 276, to which we are also referred by counsel for defendants in error. For in the case of Callenden *et al vs.* Painesville and Hudson Railroad Company, 11 Ohio St. Rep. 516, a description not less vague was held sufficient. And the charters referred to in the latter case show, very clearly, that descriptions less definite than that of

the Atlantic and Ohio Railroad case, have, from very early legislation upon the subject, in this state, obtained more or less extensively, and without having their sufficiency questioned on the ground of want of certainty.

The case of Vail *vs.* Morris and Essex Railroad Company, (1 Zabriskie, 191) to which our attention has been particularly invited by counsel for defendants in error it is true, was a case like the one at law, which involved the validity of an attempted appropriation of lands; and it was there, as here, objected to the validity of the appropriation, that there was a fatal want of certainty in the description. But the record in that case showed only the following description in the notice to the owner, "that an application will be made to assess the price or value of the land owned by him, over which said company has located its branch road from their original road to Dover, and the damages which the commissioners are authorized to assess. And the court in that case say: "This is the whole specification upon the face of the proceedings;" and adds, "The act of incorporation requires that a survey of the route of the road shall be deposited in the office of the secretary of State. To that source the landholder would naturally look for information as to the extent of the claim of the company, and the manner in which his rights were to be affected." The survey presented in that case, on the "paper," the judge adds, "is a mere specification in figures of the course and distance of the survey, without a designation of the lines of lands or reference to a single monument from the beginning to the ending point. It gives no information whatever as to the location of the road upon his land, nor can he ascertain it except by a survey of the whole route." And the description of the property in that case was certainly insufficient, of itself, as held by the court to enable the owner or appraiser to know what land was to be appropriated.

But how is it in the case before us? As we have seen our statute authorizes the company to "enter upon any lands for the purpose of examining and surveying its railroad line, and appropriate so much thereof as may be deemed necessary," etc. In this case the notice mentions the survey as having been made, as the statute evidently contemplates it should be, before the proceeding to appropriate. The description in the notice is as definite a description of a surveyed railroad track as could well be made; and if the survey had, in fact, been made, such a description in a deed would be even more certain than could be expressed by courses and distance; and would be, beyond doubt, a sufficient description in the deed of conveyance to pass the title in the railroad track to the company. But the record only shows that the road bed had been surveyed and staked out previous to the 1st of April, yet the return of the commissioners that they had viewed and appraised the lands described, and giving, as they do, the precise quantity of land, clearly implies that they found the roads surveyed as described in the notice. Indeed, we do not understand counsel to insist particularly upon the want of certainty at the time the appraisers made their view and appraisal on the 21st of April. But it is insisted that the plaintiffs in error did not, on the trial below, make proof that the road bed was, in fact, surveyed and staked out on the 28th of February, or on the 4th of March 1857, at the time of applying for the appropriation and giving notice to Piatt by advertisement. To this objection, we think, the defendant below might well have claimed, under the law and circumstances of the case, that after the proof of so much by the company in support of the defence, the burden of proof was reasonably shifted upon the plaintiffs below to rebut the presumptions in favor of the title of the company, arising from their proof. Indeed, it may well be questioned whether a survey made, and monuments set along the land to be appropriated, as described in the notice, as early as the 1st of April, would not have been sufficient. But in this case, from all that appears upon the record, the reasonable presumption would be that the petition correctly described the land as then surveyed. The proof, it is true, is not positive that the survey was made as early as prior to the 1st day of March, but it is certain that the survey was made prior to the 1st day of April; and there is no proof or circumstances tending to show that it was not in fact made, as recited in the notice, at the time the notice was given. It certainly is not an unreasonable presumption, after proof of the fact that a road or canal had been surveyed and staked out, that when worked and in operation as a public thoroughfare, without any objection to the *locus in quo*, it should, if afterward questioned, be presumed to have been opened *where* surveyed and located. And more especially is such presumption clear, in such a case, where the stakes or monuments set are, after its competition, found to be all removed, as in the case of a railroad or canal, they necessarily must be, when opened on the line so surveyed and staked.

We, therefore, regard the proof made by the defendats below, in relation to the proceedings to appropriate the lands in question, as by no means void for uncertainty of description; but as *prima facie* embracing the lands in question, and sufficient in law, unless rebutted by countervailing proof on the part of the plaintiffs below, and no such proof appears to have been offered upon the trial.

The judgment of the district court must therefore be reversed. And this court, thereupon proceeding to render such judgment in the case as the district court should have rendered orders that the petition so filed by the plaintiffs below be dismissed.

Judgment accordingly.

British Iron Trade.

In consequence of the great demand for British iron in the United States a considerable increase is observable in the exports of iron of various kinds during the last two years. Thus, in the six months ending June 30, the exports of pig and puddled iron were 237,721 tons, against 230,068 tons in the corresponding period of 1863, and 220,241 tons in the corresponding period of 1862; of bar, angle, bolt and rod iron, 153,590 tons, against 157,383 tons in 1863, and 142,831 tons in 1862; of railway iron of all sorts, 222,897 tons, against 199,675 tons in 1863, and 179,973 tons in 1862; of iron wire, 8,330 tons, against 10,236 tons in 1863; and 4,975 tons in 1862; of castings, 33,814 tons, against 43,536 tons in 1863, and 28,693 tons in 1862; of hoops, sheets and boiler plates, 63,783 tons, against 62,122 tons in 1863, and 45,425 tons in 1862; of wrought iron of all sorts, 52,786 tons, against 51,035 tons in 1863, and 45,683 tons in 1862; of old iron for re-manufacture, 4,819 tons, against 10,256 tons in 1863, and 10,757 tons in 1862; and of unwrought steel, 15,936 tons, against 13,034 tons in 1863, and 12,654 tons in 1862; making a total of 793,176 tons, against 777,345 tons in the corresponding period of 1863, and 691,232 tons in the corresponding period of 1862. The value of the exports shows an immense increase, having been £6,996,510 this year, against £5,916,867 in 1863, and £5,071,354 in 1862.—*London Times, Aug.* 24.

Exports of Breadstuffs.

The annexed statistics of the annual exports of breadstuffs for a series of years is from the Circular of Mr. Edward Bill. It will be seen that there has been a falling off in this year's total exports from the previous one of 291,588 bbls. flour, 1,155 bbls. corn meal, 7,239,849 bushels wheat, 9,435,762 bushels corn, 237,495 bushels oats, and 473,707 bushels rye.

Export of Breadstuffs to Great Britain and Ireland from Sept. 1, 1863 *to Sept.* 1, 1864.

From	Flour, barrels.	Wheat, bushels.	Corn, bushels.
New York....	1,004,311	15,054,624	699,595
New Orleans..	.....	.....	.....
Philadelphia .	77,375	500,765	583
Baltimore....	24,287	60,239	17,256
Boston	40,805	.....	.....
Other ports...	95,026	876,895	.....
Total, 1864...	1,241,804	16,492,523	717,434
" 1863...	1,479,413	23,107,190	10,334,356
" 1862...	2,672,515	25,754,709	14,084,168
" 1861...	2,561,661	25,553,370	11,705,034
" 1860...	717,156	4,938,714	2,221,857
" 1859...	106,457	439,010	342,013
" 1858...	1,295,430	6,555,643	3,317,802
" 1857...	849,600	7,479,401	4,746,278
" 1856...	1,641,265	7,956,406	6,731,161
" 1855...	175,209	324,427	6,679,138
" 1854...	1,846,920	6,038,003	6,049,371
" 1853...	1,600,449	4,823,519	1,425,278
" 1852...	1,427,442	2,728,442	1,487,398
" 1851...	1,559,584	1,496,355	2,205,601
" 1850...	574,757	461,276	4,753,358
" 1849...	1,137,556	1,140,194	12,685,260
" 1848...	182,583	241,300	4,800,226
" 1847...	3,155,845	4,009,359	17,157,659
Total, 18 y'rs.	24,225,646	139,590,841	111,033,392

To the Continent, from New York and other Ports, year ending September 1st—

	Flour, barrels.	Wheat, bushels.	Corn, bushels.	Rye, bushels.
1864..	100,511	333,819	13,369	13,965
1863..	213,579	2,843,314	68,957	435,205
1862..	626,672	7,617,472	322,074	1,612,926
1861..	142,129	3,452,496	101,145	347,258
1860..	49,243	178,031	19,358	.....
1859..	51,388	58,845	25,519	.....
1858..	303,100	390,428	16,848	13,100
1857..	483,344	2,875,653	548,590	216,162
1856..	748,408	2,610,079	282,083	1,975,178
1855..	7,763	4,072	308,428	35,569
Total.	2,726,137	19,864,109	1,701,371	4,649,363

From Canada to Great Britain and Ireland, via St. Lawrence, years ending September 1st—

	1862.	1863.	1864.
Flour, bbls.....	617,308	687,986	378,344
Wheat, bushels ..	6,376,905	5,272,377	2,506,504
Corn, bushels....	2,016,040	1,578,458	54 040
Peas, bushels....	822,060	694,999	552,605
Oats, bushels....	780,756	9,024	169
Oat Meal, bbls...	7,242	1,020	.....

The total exports for the year from the port of New York to all ports were: 2,399,495 bbls. flour, 15,659,799 bushels wheat, 1,068,055 bushels corn, 46,103 bushels oats, 181,950 bushels peas, 13,965 bushels rye, 134,199 bbls. corn meal, and 3,435 bbls. rye flour.

Growth of Agriculture in California.

When it is remembered that but little more than a decade of years has elapsed since California was mainly dependent upon the Atlantic States and Chile for her breadstuffs, the subsequent advance made by that prolific State in the culture of cereals, as fully set forth by statistics in the San Francisco *Price Current*, is truly remarkable. Not only is she come to be self-sustaining, in this particular, but her exports of flour and cereals to foreign countries far exceed the expectations even of enthusiasts. The following are the exports of wheat and flour from San Francisco to different countries for the fiscal year ending June 30th, 1864:—

	Wheat. sks.	Flour. bbls.	Equal to bbls. Fl'r.
England	813,553	2,507	278,691
China	161,574	53,246	107,104
Japan	84	1,236	1,264
Australia	90,890	63,337	93,634
Victoria, V. I.	3,809	26,914	28,184
Hawaiian Islands	121	4,699	4,739
Mexico	15	11,948	11,948
Peru	260	.....	87
N. Y. and Boston	....	9	9
Other countries.	986	20,211	29,539
Total	1,071,292	184,102	541,199

The opening of an export trade in agricultural products to China and Australia, to say nothing of other countries, promises important results to our sister State. The trade has already attained large proportions, and bids fair to steadily increase.

Had it not been for the high prices in San Francisco during last Spring and early part of the Summer, consequent upon the drought, and an apprehended scarcity for home consumption, the exports to Australia, Victoria and China, would, we are assured, have been large; but the sudden rise in prices rendered it impracticable to execute many of the orders received, for the transportation of which vessels ballasted with coal were specially sent from England. At the latest dates the export movement was at a stand, and the *Price Current* states that parties there had ordered by telegraph shipments of flour and wheat from this port to China direct.

The exports of barley and oats from California for the year ending June 30th, were as follows:—

	Barley. sacks.	Oats. sacks.
Victoria	20,545	4,698
New York	841	.....
Australia	8,082	80,849
China	200	4,133
Mexico	556	96
Hawaiian Islands	10	976
Japan	....	313
Other countries	36	25
Total	40,270	91,403

With regard to the surplus stocks in California, it is stated that flour has been sold up close to the production, while a handsome surplus of wheat is still in the hands of farmers, and held at about 3 cents per pound. Barley is very low in stock, though there is said to be sufficient to supply the demand for brewing purposes. Last year's crop of oats was proportionably greater than any preceding year, and the surplus remaining is admitted to be very large. The *Price Current*, after a full view of the case, arrives at the conclusion that all grain crops the current year will be quite ample for home use, notwithstanding the drought. From a comprehensive survey of the whole grain-growing districts of California, and a careful comparison of views with those best informed, by letter and otherwise, it feels warranted in estimating the wheat crop of that State for 1864, at 2,000,000 sacks of 100 lbs. each, or just one-half the estimated crop of 1862, which, at $1.65 per 100 lbs., yielded an aggregate of $6,000,000.

Railroad Earnings--Weekly.

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 1st week in September:

	1863.	1864.
Passengers	$31,533 07	$38,755 06
Freight	85,382 15	89,011 97
Express	1,005 97	1,466 96
Mail	1,286 11	1,405 62
Total	119,157 30	130,639 61
Increase 9 63-100 per cent		$11,482 32

From June 1, to Sept. 7th, 1864, (3 months and 1 week) the earnings were $1,649,013 23, against $1,054,184.43 in 1863—an increase of $594,826.80.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Aug. 31, 1864, were:

	1864.	1863.
Passengers	$4,872 84	$3,305 53
Freight	14,336 80	9,020 62
Express	104 16	75 00
Mails	296 58	296 58
Total	$19,609 88	$12,697 73
Increase		$6,912 15

Receipts from January 1st to Aug. 31:

1864	$368,504 79
1863	225,099 39
Increase	$134,405 40

The earnings of the Marietta and Cincinnati Railroad for the 4th week in August:

	1864.	1863.
Passengers	$16,732 92	$10.458 83
Freight	15,133 08	9,702 84
Mail, express & telegraph	1,127 05	917 58
Total	$32,993 05	$21,079 25
Total this month to date.	94,375 22	52,864 51
Total since Jan. 1	$641,311 70	$404,427 61

The traffic of the Great Western Railroad for the week ending Sept. 2d, 1864, was as follows:

Passengers	$34,792 40
Freight and live stock	22,750 42
Mails and sundries	1,262 62
Total	$58,805 44
Corresponding week of 1863	49,908 37
Increase	$8,897 07

The earnings of the Toledo and Wabash Railroad Company for the first week of September, 1864, were $61,897 31
Corresponding week of previous year. 26,424 58
Increase $35,472 73

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of September, 1864, were $91,069 00
Corresponding week of previous year. 64,988 00
Increase $26,081 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in September, 1864, were $90,853 00
Corresponding week of previous year. 53,637 00
Increase $37,216 00

The earnings of the Michigan Central Railroad for the 1st week in Sept., 1864, were. $94,081 82
Corresponding week of previous year. 60,503 00
Increase $33,578 82

The earnings of the Chicago and Alton Railroad Company for the week ending Sept. 7th were:

	1864.	1863.
Passengers	$26,908 00	$22,858 83
Freight	44,266 98	25,551 73
Sundries	1,320 79	1,298 91
Total	$72,495 77	$49,709 47
Increase 1864		$22,786 30

The earnings of the Grand Trunk Railway for the week ending Sept. 3d 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways), were: $116,520 00
Corresponding week, 1863 88,993 00
Increase $27,527 00

Railroad Earnings--Monthly.

The traffic of the Cincinnati and Chicago Air-Line Railroad for the month of August was;

	1864.	1863.
Freight	$40,035 10	$24,706 33
Passengers	40,745 70	22,978 81
Mail, express & sundries.	4,869 50	2,517 85
	$85,650 30	$50,197 99
Increase		$35,453 31

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of August, 1864, were $113,398 00
Corresponding month of previous year 69,352 00
Increase $44,046 00

The earnings of the Dubuque and Sioux City Railroad Company for the month of August, 1864, were $25,470 70
Corresponding month of previous year 15,272 07
Increase $10,198 63

The earnings of the St. Louis, Alton and Terre Haute Railroad for Aug., 1864, were. $218,235 00
Corresponding month of previous year 130,378 00
Increase $87,857 00

The earnings of the Chicago, Burlington and Quincy Railroad for the month of August, 1864, were $510,522 42
Corresponding month of previous year 315,975 55
Increase $194,546 87

The traffic receipts of the European and North American Railroad for the month of August 1864, compared with the corresponding month last year, is as follows:

	1864.	1863.
Passengers	$7,571 36	$6,892 18
Freight	5,938 87	4,422 29
Mails and Sundries	1,182 20	1,158 22
Total	$14,692 43	$12,472 69
Increase		$2,219 74

☞ The ocean built steamship Milwaukee, of the Detroit and Milwaukee Railroad line, is now making tri-weekly trips between Chicago and Grand Haven, giving eastward bound passengers an opportunity of passing through Central Michigan to Detroit. The Milwaukee is very commodious and elegant, and her accommodations are said to be equal to those of any other steamer on the lakes. She leaves Chicago at eight o'clock on every Tuesday, Thursday and Sunday night.

☞ The indebtedness of the State of New Hampshire is $1,174,866 05; valuation, $129,855,167.

The Back Track Railroad at Wilkesbarre.

Workmen are busily employed in building the railroad down the mountain into the valley, to connect with the Lehigh Company's road at the top of the Wilkesbarre Mountain, and thus avoid the inclined planes. But for the scarcity of hands, the excavation would have been almost completed on some parts of the road. When finished, it is the design of the company to use the back track for light freight and passenger trains, and the inclined planes only for the coal trains, the latter being already more than sufficient to keep the planes constantly at work.—*Luzerne Union.*

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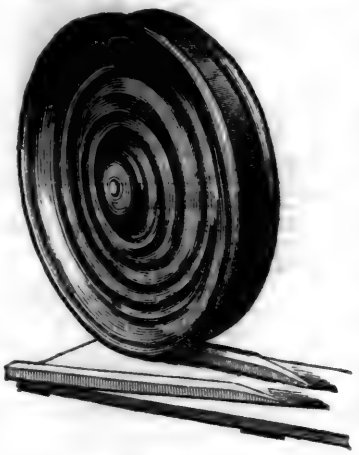
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STEAM CARRIAGES for good hard roads.—Squirting Oil Cans, also Denver's Patent Steam Hammer

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Aug. 16, 1864

AT A MEETING OF THE BOARD OF DIRECTORS of the Illinois Central Railroad Company held this day, the following resolutions were adopted:

Whereas, In the mortgage given by this company to the trustees to secure their construction bonds, it was agreed that the moneys received upon sales of the lands mortgaged, as fast as received, be applied to the cancellation of said bonds, and it has become necessary for this purpose to take up a portion of the bonds in pursuance of a provision contained in each bond, the company may "pay the same at any time to be named by them by adding to the principal a sum equal to twenty per cent. thereof."

Resolved, That the Company will, on the first day of October next, pay the seven per cent. bonds for one thousand dollars each, numbered from one to three thousand, (1 to 3 000,) with twenty (20) per cent. added to the principal thereof, upon surrender at its office in the City of New York; and that it doth hereby name the first day of October, 1864, as the time when the principal of said bonds shall be paid, after which day interest upon them will cease.

Resolved, That the holders of the scrip stock of this Company be required to pay the unpaid ten per cent. upon the stock held by them respectively, on or before the twenty-sixth day of September next, at the office of the company in the City of New York; and that upon all sums unpaid, interest will be charged from that day; and that after the twenty-sixth day of September next, no transfer shall be made of stock which shall not be paid in full. THOMAS E. WALKER, Treasurer.

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U. S. 7-30 LOAN.

The Secretary of the Treasury gives notice that subscriptions will be received for Coupon Treasury Notes payable three years from Aug. 15th, 1864, with semi-annual interest at the rate of seven and three-tenths per cent per annum,—principal and interest both to be paid in lawful money.

These notes will be convertible at the option of the holder at maturity, into six per cent gold bearing bonds, payable not les than five nor more than twenty years from their date, as the Government may elect. They will be issued in denominations of $50, $100, $500, $1,000 and $5,000, and all subscriptions must be for fifty dollars or some multiple of fifty dollars.

The notes will be transmitted to the owners free of transportation charges as soon after the receipt of the original Certificates of Deposit as they can be prepared.

As the notes draw interest from August 15, persons making deposits subsequent to that date must pay the interest accrued from date of note to date of deposit.

Parties depositing twenty-five thousand dollars and upwards for these notes at any one time will be allowed a commission of one-quarter of one per cent, which will be paid by the Treasury Department upon the receipt of a bill for the amount, certified to by the officer with whom the deposit was made. No deductions for commissions must be made from the deposits.

SPECIAL ADVANTAGES OF THIS LOAN.

IT IS A NATIONAL SAVINGS BANK, offering a higher rate of interest than any other, and THE BEST SECURITY. Any savings bank which pays its depositors in U. S. Notes, considers that it is paying in the best circulating medium of the country, and it CANNOT pay in anything better, for its own assets are either in government securities or in notes or bonds payable in government paper.

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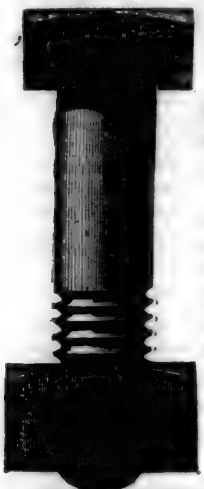
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American Railroad Journal.

New York, Saturday, September 24, 1864.

Confederation of the British North American Provinces.

Since the act of Union in 1840, by which the Canadas became one, at least in their legislative character, the population which before that period was greatest in the lower province, is now less by 400,000 than in the upper province. Yet the representation remains equal or nearly so. The consequence is, the French and English parties are so nearly balanced, that a working majority cannot be relied on, and there is a dead lock in Parliament on almost every public question, where these interests come in collision. As a solution of the difficulty it is now proposed to form a confederated government, and fix such a representation as will secure unity of purpose, with power to carry on the Government, unshackled by the opposition of any one portion. The Toronto *Leader* edited by Mr. Brown we believe, or at least speaking his views, and these are important since he is reckoned to be the great leader in the new movement, furnishes us with an interesting statement of the progress and resources of the provinces. From this source and others we are enabled to obtain a very correct idea of the present condition of the British dependencies.

There is considerable diversity in the products and pursuits of these provinces. Canada may be set down as a lumbering and an agricultural country; Nova Scotia is a fishing, agricultural, and commercial province; Newfoundland as a huge fishing station; Prince Edward's Island as a fishing and agricultural country; while New Brunswick gives its chief attention to the forest. But though these are the main characteristics of the pursuits of the different provinces, there are others of considerable importance, such as shipbuilding, which must not be left out of the account. It is the products of these industries which they export, and which enable them to import what they require. In process of time these pursuits must, in the nature of things, undergo considerable modification. Lumbering is a destructive process, in which the repair of the waste of each year lags considerably behind; and to a certain extent agriculture follows in the path of the baffled lumberman, whose crop once cut grows not again for him. The fisheries depend upon competition and upon the possibility of their preservation; and agriculture has reached that stage when, if it does not improve, it must deteriorate; but there is reason to suppose that increasing intelligence will lead to its amelioration.

There has, since the commencement of the present century, been a steady and rapid increase in the tonnage of the vessels owned and employed in British America:

	Tons.
1806	71,943
1830	176,040
1836	274,738
1846	399,204
1850	446,935
1861	552,498

The commercial marine of British America is exceeded by that of only three nations—England, the United States, and Russia. Her commercial marine, therefore, ranks as the fourth in the world. Of the five provinces, Nova Scotia ranks the highest in this respect and Canada the lowest. There is no regular official return in which the number and tonnage of Canadian vessels is given.

The commerce of the provinces requires a large tonnage for its accommodation. It is as follows:

	Vessels entered.	Tons.	Vessels cleared.	Tons.
New Brunswick (1861)	2,518	727,316	3,342	744,092
Newfoundland (1861)	1,337	181,917	1,159	171,080
Nova Scotia (1861)	6,322	696,763	6,089	695,582
Prince Edward's I. (1863)	1,137	79,580	1,166	87,618
Canada (1863) from sea	2,463	1,041,679	2,514	1,071,107
Canada internal navigation	16,236	3,538,701	15,724	3,368,433
	30,013	6,265,958	29,994	6,137,811

This is nearly double the tonnage engaged in the commercial marine of France, which is only 3,288,000 tons, and is over twice as great as that engaged in the foreign commerce of the United States twenty years ago.

The following is the tonnage of British America, exclusive of British Columbia, as all these figures are:

	Tons.
Nova Scotia (1862)	248,061
New Brunswick (1861)	227,718
Newfoundland (1862)	87,030
Prince Edward's Island	45,000
Canada (1861)	44,365
Total	652,174

The tonnage of Prince Edward's Island here given is an estimate based upon earlier returns. In 1850 the tonnage of that island was 27,927 tons, and in 1851 it was 31,410; so that 45,000 tons now does not seem an excessive estimate. A large part of the shipping of the maritime provinces is engaged in the fisheries, to which, such is the extraordinary want of enterprise in that respect, Canada did not, a few years ago, send a single vessel. These figures show that, with a natural disposition to be arrogant about her possessions, Canada owns only a very small proportion of the shipping of British North America and that the Lower Provinces are, as a maritime people, far in advance of her.

The imports of British America already exceed those of the United States forty-three years ago. In 1821, the total value of the goods imported into the United States was only a little over sixty-two millions of dollars, of which over ten millions worth were re-exported; those of British America are now nearly seventy millions. At the same time, the exports of the States were less than sixty-five millions, an amount not very largely in excess of those of British America at the present time. These facts show that, in point of commerce, British America is only about forty-five years behind the States. The returns in our possessions of the imports and exports of the maritime provinces only come down to 1861; and as we have put them alongside those of Canada for 1863, the effect is to place the former at a disadvantage and to exagerate the superiority over them of the commerce of Canada. The imports and exports of all the provinces, British Columbia excepted, are presented, in one view, in the following table:

	Imports.	Exports.
Nova Scotia (1861)	$7,613,227	$5,774,334
Prince Edward's I. (1860)	1,150,270	1,007,170
Newfoundland (1861)	5,764,285	5,462,755
New Brunswick (1861)	6,190,665	4,735,455
Canada (1863)	45,964,493	41,831,532
	$66,682,940	$58,811,246

At the present time the exports and imports of the maritime provinces are probably each a mil-

lion and a half more than these figures show. This would make the whole imports about $68,000,000 and the exports $60,000,000. The disparity between the two is less than the returns indicate, because the ships built in some of the Lower Provinces and sold in Europe are not counted in the exports.

The Charlottetown *Islander* says that the value of the whole exports of Prince Edward Island to all countries, during the year 1863, was £209,472 sterling; of this amount more than one-half, namely; £105,733, were for exports to the United States of America. The value of the exports during the same year to Great Britain was but a little over a fifth of this sum, namely: £21,949. There has been a rapid increase in the trade of the Island. In 1844 the value of the exports was £1,257; in 1863 it was £105,733.

The taxation and finances are thus stated in the Toronto *Globe*.

The imports of the Canadas have for some years averaged about $42,000,000 a year. In Nova Scotia the average has been about $7,500,000; in New Brunswick, $6,500,000; and in Prince Edward Island, $1,100,000—or in other words, about $14,000,000 against $42,000,000. The exports of the Canadian have for some time averaged about $38,000,000 a year. The average in Nova Scotia has been about $6,500,000; in New Brunswick, $4,500,000; and in Prince Edward Island, $1,200,000,—a little over $11,500,000 altogether. Thus, taking either the imports or the exports, we find that the trade of the Canadas is about three times as large as that of the three other Provinces, and that in the federation of the five Provinces three-fourths of the trade would belong to Canada.

If we turn to the taxation of the different Provinces, we find even a more marked disproportion. In Canada the provincial revenue raised last year exceeded $10,000,000, and is henceforward to be something more. In Nova Scotia the revenue in 1862 was $127,298; in New Brunswick, $692,230; in Prince Edward Island, $187,753; in all, $2,007,281, against ten millions or more. If we take again, as a point of comparison, the quantity of land under cultivation in the different Provinces, we reach a result very similar to those shown by our previous comparisons. According to the census of 1861, Upper Canada had 6,051,619 acres under cultivation and Lower Canada 4,804,235 acres; together 10,855,854 acres. In the same year we find it stated that Nova Scotia had 1,027,793 acres under cultivation, and that in the same year New Brunswick had under tillage 835,108 acres. Prince Edwards Island 300,000, and adding the figures for the Maritime Provinces, we get a total of 2,162,000 acres, against just about five times that extent of tilled land found in the Canadas.

The territory of British America is a vast one. In square miles its area is stated as follows:

In point of territory British America, under one Government, would make one of the most extensive countries in the world. We have taken some pains to present its superficial area, in square miles, with as much accuracy as is attainable; though it is impossible to arrive at absolute correctness in respect to countries of which the irregular outlines are, in the more distant parts, only imperfectly surveyed or explored:

	Sq. miles.
Newfoundland	40,200
Prince Edward Island	2,173
New Brunswick	27,105
Nova Scotia	18,600
Canada	330,000
Hubson's bay territory, North West	2,300,000
British Columbia	200,000
Vancouver's Island	15,000
	2,933,078

British America has a larger area than the neighboring States, the extent of which is generally overated by their inhabitants; but which on a critical examination, is found not to exceed 2,364,400 square miles. Europe is only a little larger than these British possessions; its extent being 3,150,000 square miles against 2,933,078.

If Europe has a population of 230,000,000, we must not conclude that an equal extent of country on the northern part of this continent possesses a similar capacity for sustaining human life. It is true the greater part of even the Hudson's Bay territory lies within what is, for convenience sake, called the temperate zone; that is below latitude 62½ north, yet the whole eastern coast has an arctic climate. The amelioration of the climate westward is astonishingly great; and this fact is of greatest possible importance, because it is in the West that the good soil is found. In the valley of the great Saskatchawan, up to Athabaska river, a large population will doubtless one day swarm.

Its frontier has similar proportions.

	Extent of boundaries in miles.
Newfoundland	1,000
Prince Edward Island	350
Nova Scotia	1,000
New Brunswick	775
Canada	2,200
From Lake of the Woods to Pacific	1,300
Pacific Coast of British Columbia	550
Vancouver's Island	500
Labrador coast to Cape Chudley	850
Northern boundary from Cape Chudley to the mouth of Mackenzie's River	3,000
Total	11,525

The population of the provinces in 1861, was as follows:

Prince Edward's Island	80,757
New Brunswick	252,057
Nova Scotia	330,857
Lower Canada	1,110,664
Upper Canada	1,396,091
Red River (about)	10,000

Newfoundland is estimated to contain at the present time about 126,000 inhabitants.

The agricultural resources of Upper Canada so far as the production of what is known, are stated to be as follows:

In Upper Canada 1851 the crop of wheat was 12,682,350 bushels raised on 798,275 acres. In 1861, 24,620,425 bushels raised on 1,386,845 acres.

The Commerce of Canada and the provinces as among themselves is not large, being between that and the other provinces in 1863, in exports $935,196 and in imports $510,813.

Between some of the provinces the trade is relatively greater. In 1858 the whole imports of Prince Edward's Island were worth 186,229*l.*, of which 85,167*l.* came from Nova Scotia and 13,238*l.* from New Brunswick, while Canada and Newfoundland together contributed less than 10,000*l.* The exports to none of these provinces were relatively great, except in the case of Newfoundland, where they rose to nearly 16,000*l.* New Brunswick imported in 1859 from the sister province of Nova Scotia to the value of $180,411 and exported to the value of $62,894. In 1862 Nova Scotia imported to the extent of $725,685 from the other provinces. The existing intercolonial trade between imports and exports is probably not less than three millions and a half of dollars. This estimate is based upon the following returns, which are defective chiefly in being too old, but they are sufficient to show the probable amount of the commerce carried on between the provinces:

	Imports.	Exports.
Canada (1863)	$501,713	$935,696
P. E. Island (1858)	398,828	273,848
New Brunswick (1859)	734,648	281,720
Newfoundland (estimate)	50,000	50,000
	$1,485,189	$1,541,264

This intercolonial trade, there can be no doubt, would receive a great impetus from a political union of the provinces, which would give them a common tariff and break down the barrier which customs' duties now raise between them.

British North American vessels are not allowed to register in the United States, the navigation laws of the latter not permitting them to be employed in the coasting trade. Lord Elgin tried in vain to remove this difficulty when he negotiated the reciprocity treaty. To obtain this privilege, there would be granted additional advantages to this country, as ship building looks for its profit in the provinces mainly to foreign markets. This is a boon asked for with great earnestness. For it appears from the following, that it is a large and thriving branch of business.

British North America, unlike Holland—which has been described by its great historian as "a region outcast of ocean and earth," possesses great natural facilities for the building of ships. Nearly all the provinces possesses an abundance of timber suitable for this purpose. And they build for sale elsewhere, as well as for their own use, a large number of vessels. The origin of ship building in these provinces dates far back; being at first confined to supplying the home demand, arising out of the coasting trade and the prosecution of the rich and extensive fisheries. Gradually vessels for exportation began to be built. Last year there were built in Canada 158 vessels, steam and sail, having an aggregate tonnage of 67,209 tons. Of the whole number 88 were built in Quebec, and their tonnage amounted to 54,735 tons; but the tonnage of vessels built in Canada last year was more than double that of those built in 1862, when it was only 29,803. New Brunswick is probably not behind Canada in the number of ships she builds. St. John is the chief seat of this manufacture; 2,000 men being engaged in the craft of shipbuilding in that city. In 1862 there were built and registered in New Brunswick 90 vessels, having an aggregate tonnage of 48,719 tons; being 10 vessels and 8,000 tons more than were built in the previous year. Of these, 82, with a tonnage of 23,186 tons, were classed A 1 by Lloyd's agent; 24 more took the same rank for four years, and 34 were not surveyed by Lloyd's agent while in course of construction. The value of these 90 vessels has been officially estimated at $1,827,250. In 38 years ending 1862 there had been built in New Brunswick 3,869 vessels, measuring 1,405,531 tons. These vessels must have produced in the aggregate between fifty and sixty millions of dollars; the profit on which would be very considerable, if we may judge by the fact that the net profit of the ships built in New Brunswick in 1862 has been officially estimated at $750,000. The number of vessels registered in any one of the provinces is not necessarily identical with the residue remaining there after the sale of those which find a market in the United Kingdom. A tax of 1s. a ton on colonial vessels registered in England tends to keep them registered in the provinces where they are built. Nova Scotia, like its two sister provinces, produces a considerable number of ships. In 1862 there were built in that province 201 vessels, measuring altogether 39,383 tons, and being valued at $1,566,186. Newfoundland, in the same year, built for the use of the fishery, vessels of which the aggregate tonnage was 2,786 tons; they averaged 107 each. In 1862 there were built in Prince Edward's Island 67 vessels, measuring in the aggregate 9,006 tons. This makes an aggregate production of vessels in British North American in 1862 of 129,697.

Canada	109	29,803
New Brunswick	90	48,719
Nova Scotia	201	39,393
Newfoundland	—	2,786
Prince Edward's Island	69	9,006
Total	461	129,697

These vessels would be worth about six millions and a quarter of dollars, a fact which shows the error of the too-common notion that British America is without manufactures.

How far these interests would be benefitted by a confederacy without national independence, and legislation and diplomacy of an independent national character is the real question to be determined. It is certain that the French in Lower Canada are beginning to be refractory, and propose a nationality of their own at the hazard of a civil war.

The Committees of Parliament attended by delegations of the Canadian Press are coasting along the lower maritime provinces to ascertain how far the scheme is likely to meet with support, where a similar proposition for a local confederation exclusive of the Canadas is also being discussed.

We wish the Canadas great prosperity, and continued amicable relations with the United States under whatever form of Government they may hereafter choose for themselves.

Winona and St. Peter Railroad.

The Winona and St. Peter Railroad is rapidly stretching forward its iron arms to our neighboring city, Rochester. The track layers are in sight of that city, and have only three miles more of the line to complete before reaching that place. All the iron that is needed for the main and side tracks to finish the road to that point has been received, and also the necessary rolling stock to equip the road for business with the exception of passenger cars. The only drawback the company at present experience is the want of ties, but we are satisfied that the indomitable perseverance of Col. A. DeGraff will surmount all obstacles in this line. Before the close of the month, we confidently expect the road will be open for business to Rochester.—*Winona Republican.*

North Pennsylvania Railroad.

The earnings of this road for the years ending November 30, 1862 and 1863, were:

	1862.	1863.
From passengers	$148,329 58	$190,539 91
" coal	105,390 19	440,288 94
" pig iron	12,349 01	19,867 22
" lumber	8,897 51	7,046 85
" local freight	86,559 02	118,690 31
" through "	29,743 55	38,235 87
" mails	2,756 00	2,756 00
" rents, etc.	3,161 45	7,212 59
	$397,186 26	$524,637 69
Expenses, viz:		
Maintenance of way	$26,705 04	$54,174 12
Motive power	62,665 16	86,292 43
Maintenance of cars	15,008 66	21,888 12
Conducting transp.	58,501 72	67,626 77
General expenses	15,345 62	19,098 29
	$178,226 20	$249,079 73
Net earnings	$218,960 06	$275,557 96

Compared with the previous year the earnings of 1863 show an increase of $127,451 43; with an increase in expenses of $70,853 53—making the increase in net earnings $56,597 90.

The through freight business, in connection with the Lehigh Valley railroad company, amounted to $205,438 88, against $156,880 26 for the year 1862, showing an increase of $49,058 62. The through passenger business, with that road, amounted to $37,285 59, making, as this company's share of the joint through business with the Lehigh Valley railroad company, $242,724 47 for the year.

The local freight earnings have increased $32,131 29, or about 37½ per cent.

The passenger earnings show an increase of $42,210 38, or about 28½ per cent. The tariff charges, on both passenger and miscellaneous freight, have not been advanced, but remain the same as in 1862.

The charges against income, for 1863, are as follows:

Six per cent. coupon	$150,000 00
Ten " "	36,000 00
Interest on scrip	14,781 60
Ground rents, and interest on mort.	5,471 73
Government tax on passengers	5,703 40
	$211,956 73
Less interest earned	2,972 89
Total	$208,983 84

Being an excess of earnings over expenses and interest of $66,574 12. The report says:

At the date of the last Annual Report, it was expected that the Penn Haven and White Haven railroad company would have had their road finished and opened for trade before the close of 1863; but circumstances, beyond their control, have delayed the completion of that important link much beyond the time originally anticipated by the chief engineer of that company. The work is, however, in a forward state: a large portion of the track has been laid, and the whole work is being pushed forward rapidly as circumstances will admit, and it is expected that it will be completed and opened for use early in the coming summer. This road will connect, at its southern terminus, with the Beaver Meadow railroad at or near Penn Haven, and at its northern terminus with the Lehigh and Susquehanna railroad at White Haven, and will complete a new and direct railroad route, *via* North Pennsylvania railroad, between Philadelphia and Wilkesbarre, one hundred and thirty-five miles in length, and over fifty miles shorter than the other routes. The opening of this route to Wyoming Valley, it is believed will add largely to the earnings of the North Pennsylvania road. As a passenger route, the saving in distance, with the comfort of being carried through without change of cars, must render it popular with travelers.

The anticipated increase in the earnings of this company from that connection, will be obtained without any outlay of capital, other than providing additional cars, while the working expenses of the road will be but slightly increased.

A proposition has been before the Select Council of Philadelphia, asking the city to endorse the bonds of the Lehigh and Delaware Water Gap railroad company to the extent of $200,000, and to transfer to that company $700,000 of the stock of this company belonging to the sinking fund of this city, in order to enable the Lehigh and Delaware Water Gap railroad company to build a railroad from Freemansburg to Easton, (a distance of nine miles.) The parties immediately interested in the project having represented that the directors of this company are opposed to the building of such road, it is but proper to state that this Board have not, nor do they oppose the building of the proposed road; they only refuse to endorse the statements made by that Company, and opposed the passage of the Ordinance of Select Council, appropriating the stock and credit of the city for that purpose.

The company have 17 locomotives. The number of miles run has been: With passenger trains, 177,762; with freight trains, 95,574—total 273,236. Cost of repairs, $15,060 11. Cost of fuel, $34,034 65. Cost of stores, $2,389 28. Number of passengers carried, 421,638; do., carried one mile, 7,312,080—equal to 135,409 through passengers. Tons of freight carried one mile, 10,260,651.

The amount charged to construction during the year has been $5,149 34. The amount added to the equipment account has been $17,657 66.

Condensed Balance Sheet.

Capital stock	$3,148,200 00
Installment account	5,749 92
Six per cent bonds	2,500,000 00
Ten per cent bonds	300,000 00
Scrip issued for six per cent coupons	209,177 50
Scrip issued for ten per cent coupons	35,525 00
Ground rents and mortgages	91,195 49
Six per cent coupons unpaid to No. 17, inclusive, 1st July, 1863	2,377 50
Coupon No. 18, due Jan. 1st, 1864	75,000 00
Amount yet to be funded. Coupon 12, 13, and 14,—six per cent bonds	982 50
Amount yet to be funded. Coupon 9 and 10, C. M. bonds	475 00
Coupons unpaid, 12 and 13. C. M. bonds to 1st October, 1863	575 00
Unpaid accounts	29,351 74
Unpaid interest on scrip	275 20
	$6,458,884 85
Construction	$4,799,429 30
Equipment	423,844 54
Engine house and machine shop	72,818 68
Third street depot	21,027 60
Right of way	212,896 49
Real Estate	416,074 61
Telegraph	4,967 39
Trustees' general mortgage	1,600 00
Loans	92,681 98
Scrip North Penn. Railroad Co.	6,752 49
Stores on hand	23,791 60
Unpaid accounts	24,327 70
Profit and loss	325,194 28
Cash on hand	33,478 29
	$6,458,884 85

President.—Franklin A. Comly.

Directors.—John Brock, John Jordan, Jr., Algernon S. Roberts, J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, I. Pemberton Hutchinson.

Treasurer.—William Wister.

Secretary.—Edward Armstrong.

Engineer & Sup't.—Solomon W. Roberts.

Transportation Companies and the Income Tax.

The Commissioner of Internal Revenue Tax has issued a lengthy and important circular relative to the assessment and collection of tax on gross receipts of railroads, canals, &c. Where another party than the owner of a railroad, canal, or steamboat has possession, care and management of the road, boat, barge, &c., doing business and receiving the fare and freight, he, and not the owners, is liable for the tax. The expenses paid for tolls, towing, pilotage, wharfage, State or municipal taxes, cannot be deducted from the gross receipts before making returns.

Any party using his own vehicle or vessel for transportation of his own property is not liable to the duty, nor is the party who occasionally transports passengers or freight. A livery stable-keeper, keeping horses and carriages for hire, is not liable, but he becomes liable if he engages in the business of transporting persons or property for hire. Sums received by steamboats from berths, and by railroads for sleeping cars, must be included in gross receipts. The towing of boats and rafts by tugs is not considered transportation, and is not liable for duty.

The internal revenue law authorizes persons, companies and corporations to add taxes to rates of fare, notwithstanding any limitation of law agreement; but no such addition is given for additional tax to bills of freight. Toll roads and bridges, whose annual gross receipts do not exceed the amount necessary to keep them in repair, are exempt from duty.

Negligence.—Measure of Damages.

The recent case of Drew against The Sixth Avenue Railroad Company, was an appeal from the New York Common Pleas to the Court of Appeals. The facts of the case are fully stated in the opinion of the Court of Appeals, which is as follows:

DENIS, CH. J.—This action was presented in the Court of Common Pleas for the City and County of New York, to recover for an injury to the plaintiff's son, a lad of about eight years old, who was injured by being run over by the defendants' horse cars in one of the streets of the city, and resulted in a verdict and judgment for $2,500 damages. The plaintiff was a widow, and her son lived with and was supported by her; and on his part he performed slight services, such as going of errands and assisting his mother in a store kept by her.

It appeared that the lad was on his way to school, his course being down the Sixth Avenue, and he desired to ride on the defendants' cars which were proceeding in that direction. According to his account of the matter, which was corroborated by the driver, he made a signal by holding up his finger to the brakeman who stood by the side of the driver, and came towards the car, opposite the front platform on which the driver and brakeman were standing, the latter beckoning him to come forward.

When he came near enough, the brakeman seized him by his coat with a view to place him on the platform, but on account of his weight, he slipped out of his hands upon the track and the front wheel passed over his foot, crushing it so that it had to be amputated. According to the testimony of the brakeman, he did not in any way invite the boy to come to the platform, but made a sign to forbid and repel him, but he came forward, nevertheless, and stumbled and fell under the wheel, the witness endeavoring unsuccessfully, to get hold of, in order to save him. There was newly fallen snow lying on the ground.

It was not pretended that the train stopped, or that its speed was slackened as the boy approached. It was shown that it was against the rules of the company to allow passengers to get on or off the front platform. The penalty was dismissal. The brakeman was also a driver. These two drivers were on the platform in consequence of their having a double team. They took turns in driving—when one drove the other managed the brake. A surgeon explained the nature of the injury, and of an apparatus which had been contrived to enable him to walk; but gave it as his opinion that he was disabled for life, and would eventually have to use crutches.

The Judge charged the jury, laying down the law upon the subject of negligence with accuracy, and stating in effect, that the verdict ought to depend upon the conclusion they should come to as to the two contradictory accounts of the facts which had been given by the witnesses.

Among other remarks which he made were the following: "If this driver or brakeman saw fit to intimate to the boy to come forward, and he followed that intimation, and then, if instead of stopping the car, he seized the person of the child to lift him perforce upon the moving car, there can be no doubt but that would be an act of negligence—that kind of negligence in the discharge of duties appertaining to his employment for which his principal would be liable."

The principal is not liable for the wilful acts of his agent, or for an act done out of the course of his employment; but this would be an act done in the course of his employment, the inviting or assisting or getting passengers on the car, for which the law would hold the principal responsible.

The defendants' counsel excepted to this portion of the charge. He also desired instructions to be given to the jury to the following effect; that it was negligence in the plaintiff to allow the lad to be in the streets without a protector; on account of his tender age; that the plaintiff was not entitled to recover damages for the prospective value of the services of the child beyond the day of trial, and that the evidence did not warrant a recovery for any sum beyond nominal damages; and he excepted to the several rulings by which the judge declined to give either of these instructions.

The exception to the charge is sought to be supported by the suggestion that it assumes that it was a part of the duty of the brakeman to assist passengers to get upon the cars, which is argued not to be the case.

It does not distinctly appear what the extent of the duties of the two persons who were stationed on the platform to direct and to manage the brake were.

If the defendant had desired to make a question upon that point, he should have called the attention of the judge distinctly to it.

It does not appear whether the defendant had any other servant upon the train.

Prima facie, the persons controlling the motions of the train, and regulating its stoppings and its startings would be those who would act in the admission and the discharge of passengers.

If it was otherwise, in the present case, the defendants should have shown it.

There is no force in the suggestions that the brakeman was not in the service of his employers in attempting to assist the boy to get upon the car, or that his act was one of force and violence for which his employers were not responsible.

He was acting within the scope of his employment in getting the lad on board, and the company is not the less liable because he performed that act in an improper, negligent and dangerous way.

Again, the argument assumes that the jury were instructed, that, as matter of law, the act of the brakeman was negligence. I do not think the judge attempted to lay down any rule of law.

In the course of a comment upon the facts he affirmed that a certain state of things, which one version of the evidence tended to prove would, without doubt, be negligence. In this, we think, he was quite right, though there is nothing to show that he intended to take the question from the jury.

Neither of the requests for instructions to be given to the jury were such as if would have been proper to give.

It was not, as a matter of law, negligent or in any way improper for the plaintiff to send her son to school without an attendant.

If the proposition were tenable at all, it was for the jury and not the Court to pronounce it.

The plaintiff could not have a second action for the act of negligence by which her son was injured, and she was therefore entitled to recover the whole of the damages, which were inevitable from the nature of the injury in this action.

The amount of these damages was a matter belonging to the jury to determine. It would not have been right for the judge to charge, as he was requested to do, that they should be nominal.

It follows that the judgment ought to be affirmed.

All the judges concurring.

Judgment affirmed.

Important to Coal Consumers.

The United States Circuit Court at Philadelphia have decided that the weight of a ton of coal is 2,240 pounds instead of 2,000 pounds. The Judge ruled that a company of grocers might as well meet and agree to reduce the number of ounces in a pound, and make the smaller number the standard of a pound for their customers, as for coal dealers to agree that the weight of a ton shall be 2,000 pounds, and furnish that amount to their customers.

Racine and Mississippi Railroad.

The fifth year of the operations of this road by the trustees for the first mortgage bondholders expired on the 10th of May, 1864. We have been favored with a copy of the report of the General Manager, Superintendent, Secretary and Engineer, giving a detailed account of the operations of the road during the year. The earnings were:

From passengers	$108,039 15
" freight	361,793 96
" mails, etc	20,763 64
	$490,596 76

And the expenses were:

Repairs of road	$43,866 57	
" equipments	33,349 66	
" cars	42,790 42	
" bridges, etc	15,309 29	
Fuel	68,368 30	
Oil and waste	7,818 24	
Station service	29,266 24	
Train hands	44,986 56	
Taxes—local	9,819 47	
" United States	2,908 27	
Salaries	19,275 84	
All other expenses	34,636 32	
		352,395 18
Net earnings		$138,201 57

The above includes the business of the Northern Illinois Railroad, operated by the trustees of the Racine and Mississippi Railroad, during the year, between Freeport and Savanna, 38 miles; this road completes the connection between Lake Michigan and the Mississippi River by a line of 142 miles. The report says:

On the 10th day of May, 1859, the Racine and Mississippi Railroad Company gave up possession of the railroad under a deed of surrender to the Farmers Loan and Trust Company, as trustees for the first mortgage bondholders. The road was then in operation from Racine to the station of Davis, in the State of Illinois, a distance of 90 miles. From Davis to Savanna on the Mississippi, the company had done some grading, but their resources were exhausted, the interest on their mortgage bonds was in arrear, the wages of their employees were also in arrear, and their credit was not sufficient to raise means to finish even 14 miles additional, to accomplish the connection with the Illinois Central Railroad, at Freeport. To avoid the absolute foreclosure of the first mortgage on the property, the surrender was

agreed to with the stipulation that a certain amount should be at once expended in finishing the road to Freeport, and that the company should have five years to redeem the property from the time of the opening to Freeport. The earnings were to be applied to the payment of arrears to employees, the re-payment of the advances by the bondholders, and then to the payment of arrears of interest on bonds and coupons as they matured.

On the 1st of September, 1859, the road was completed to Freeport, and opened for business; hence the term of five years for redemption by the company expires on the 1st of September of the present year.

On the trustees taking possession, the property proved to be in a more involved condition than had been anticipated. The depot grounds at the principal stations were heavily mortgaged ahead of the first mortgage. Right of way had only been partially paid for along the line; the iron and material represented in the company's reports to be on hand for the extension of the line had been resold, a large proportion of the rolling stock had been removed from the road, and was held under attachment, and a large amount was due employees. The traffic was very limited, and of a character which could yield only a percentage of profit. The receipts and profits have been as follows:

	Gross Revenue.	Net Revenue.
1st yr. end'g May 10, 1860.	$169,916.03	$35,125,89
2d " " 1861.	220,850.04	68,438.56
3d " " 1862.	245,813.79	68,640.00
4th " " 1863.	266,089.36	43,999.80
5th " " 1864.	352,958.49	69,385.44

In the 1st year the Trustees paid liens on depot grounds, arrears of taxes, arrears of wages, and miscellaneous judgment debts to the amount of $20,350 44

In the 2d year, liens, &c., and arrears of wages in full with interest	45,334 57
In the 3d year, liens &c.....	4,433 55
In the 4th year, liens &c.....	7,344 20
In the 5th year, liens &c.....	267 33
	$77,730 47

The expenditures under the head of construction, have been as follows:

1st year	$309,563 44
2d "	35,779 54
3d "	22,378 12
4th "	69,651 06
5th "	5,702 37
Total	$443,074 53

The large amount of the 1st year was expended on the construction of the line from Davis to Freeport.

Of the 2d year's expenditure, $18,351 06 was in building new cars, $4,444 40 in building telegraph, and the balance in buildings, ballasting, fencing, and miscellaneous.

Of the 3d year's expenditure, $19,956 06 was for new cars and the balance miscellaneous.

Of the 4th year's expenditure, $28,421 50 was for new cars, $22,186 27 for two new engines, and the balance miscellaneous—the erection of a machine shop, and tools, and machinery, to the amount of $5,315 02.

Of the 5th year's expenditure, the main items are for ballasting, tools, and machinery.

The effect of heavier expenditure in the previous years is seen in the limited amount of new work in the past year, and it is satisfactory, now that labor and materials have risen so much, that there is no necessity for extensive outlay in construction account.

The managers have endeavored to conduct the business with prudent economy, but have maintained the road and rolling stock, and have improved and made additions, from year to year, as far as appeared advisable for the proper conduct and development of the business.

The coupon interest on the mortgage debt has not been reduced, and there is due to the Trustees for advances the amount of $297,603 73.

The amount of capital invested in supplies at the 10th of May, was $67,697 89.

Had the Trustees operated the road with the view of drawing as much money from it as it was capable of yielding in the past five years, the debt might have been reduced, but the value of the property would have been diminished in very much larger proportion. The road had been very imperfectly constructed, very little ballasting had been done on it, many miles of fencing were needed, and the side tracks were insufficient. Fencing has been completed, a large amount of ballasting and improvement of road has been done annually, bridges have been rebuilt and strengthened, side tracks extended, and depot accommodations improved. 100 freight cars, five passenger cars and two first class locomotives have been added to the rolling stock at rates from 50 to 100 per cent. below present prices. The telegraph has also been built, without which, the business could not be conducted with safety and economy.

The connection at Freeport did not yield the increase of business which had been anticipated, and the road was subjected to unexpected competition on reaching that point. It became evident that the road could not secure a satisfactory business without some independent connection with the Mississippi River. Some of the bondholders availed themselves of a new charter and built the Northern Illinois Railroad as an extension from Freeport to Savanna, on the Mississippi. The Racine road has acquired through that new connection a large accession of business, and is permanently secured in a position at Freeport with two connections to the river, which will always bring a large and profitable business. The business now passing over the road will be seen by the tables annexed to be very large, but so great a proportion of it passes on to the Chicago and Northwestern road, the R. & M. R. R. derives a comparatively limited revenue from it. The market at Racine has not been sufficient to draw the business to it, and the city does not yield the passenger business which is drawn by the Chicago and Milwaukee roads from their larger cities. Racine has shown signs of renewed growth in the past year, and there is good reason to anticipate much improvement in the business it will henceforth yield to the road. The manufactures of the city are all in flourishing condition, labor is fully employed, the wheat market has been steadily sustained, and the lumber business is greater than ever before.

The Northern Illinois Railroad is now being extended from Savanna to Port Byron to connect there with the road to Rock Island, and the line to be extended to Warsaw, below the rapids on the Mississippi. By that extension, a new lumber market will be opened and the coal fields of Rock Island will afford return freight. The line down the river from Savanna when completed to Warsaw, must be a very valuable one, and will have the effect of establishing Savanna as one of the most important points on the Mississippi in connection with the up-river navigation.

In view of the near approach of the time when the road will be redeemed from the Trustees, or be confirmed in their hands to be sold and reorganized, I have given the foregoing review of the operations of the Trustees for the five years ending May 10th.

The equipment of the road consists of 2 coal and 19 wood-burning locomotives; 13 passenger, 7 baggage, 2 mail and express, 313 house and freight, and 44 platform cars. The number of miles run by engines with passenger trains was 185,662; with freight trains, 271,857; with other trains, 8,524—total, 466,043—an increase over the previous year of 101,712. Number of passengers carried 153,415. Tons of freight, 189,595.

The expenses of maintaining the road have been $422 18 per mile, against $368 81 per mile the previous year, but the expense per ton of traffic is in favor of the present year, being 31.6 cents against 34 cents the previous year, or 2.4 per cent. decrease.

TRUSTEES ACCOUNTS.

Advances on net income	$234,478 91
Supplies	27,894 23
Supplies of fuel	16,820 01
Supplies of oil and waste	867 12
Engineers supplies	22,541 53
Telegraph supplies	75 00
Suspense	6,999 40
Open accounts receivable	32,093 85
Cash	2,349 41
	$343,619 46
Farmers' Loan and Trust Company..	$297,603 73
Open accounts payable	32,680 99
Northern Illinois Railroad.....	13,334 74
	$343,619 46

ADVANCES ON NET INCOME.

Balance from last year	$288,040 41
Construction account	5,702 37
Mortgages and liens on property	267 33
General services	2,944 42
Legal expenses.....	3,743 64
Expense account.....	119 68
Interest.....	2,916 07
Exchange	127 43
Northern Illinois Railroad rent.....	68,819 13
	$372,680 48
Operating account.....	$138,201 57
Balance	234,478 91
	$372,680 48

The office of the company is at Racine, Wisconsin. The officers are:

General Manager.—G. A. THOMSON.
Superintendent.—JOHN C. CAMPBELL.
Engineer.—NATHANIEL BAILLIE.
Secretary.—W. V. BAKER.

Phrenology.

We have received from Messrs. Fowler and Wells, a very handsome phrenological head in plaster, showing the latest classifications of the system, and what are called its "improvement." Those who are interested in the subject of phrenology and have faith in its dicta, cannot do better than possess one of these busts.

The Overland Telegraph Line to Russia.

The Western Union Telegraph Company, who, in conjunction with the Russian government, have this great enterprise on hand, are actively engaged in fitting out an expedition under the immediate supervision of Captain C. S. Bulkley United States Army, for Oregon, the coast of Russian America and the country beyond Behring's Straits, to survey the route of the telegraph line and make other needful arrangements to put the whole extent of the line under contract the ensuing year; and we understand that the projectors of the enterprise are sangnine that the line will be in successful operation between New York, San Francisco, St. Petersburg and London by the middle of 1866. Mr. Hiram Sibley, Esq., President of the Western Union and of the Russian companies, sailed in company with Mr. Collins, the enterprising projector of the Russian American Telegraph line, in the Scotia on the 21st, for Liverpool and St. Petersburg, with a view to complete the arrangements already initiated with the Russian government for expediting the early completion of the line; and we heartily wish them the utmost success.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton ..... Ca.	200,000	5	----	1½
Acton Vale ..... Ca	50,000	5	----	1
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	30
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	4
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	10½
Balt. and N. C ..... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	4½
Bay State ..... L. S.	20,000	----	3½	21½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	1½
Black River ..... "	200,000	2½	----	22c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	1
Boston ..... L. S.	20,000	----	5*	4½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	1	----
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	11½
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	2½
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	60
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	1	----
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	25½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	2½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	½	3½
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	4
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	13
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	20
Flint Steel ..... "	20,000	----	----	9
Forest City ..... "	20,000	----	3	----
Forest Shepherd ... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	47½
French Creek ..... Pa	100,000	5	----	87c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	1
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	11c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	65c
Great Western ... L. S.	20,000	----	2	3½
Green Mountain ... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	25c
Hamilton ..... "	20,000	----	----	2
Hancock ..... "	20,000	----	6½	9
Hanover ..... "	20,000	----	½	2½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	10
Hilton ..... "	20,000	----	----	6
Hope ..... "	20,000	----	½	2½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	9½
Hungarian ..... "	20,000	----	1	3
Huron ..... "	20,000	----	16	30
Indiana ..... "	20,000	----	----	7½
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	15½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	9
Lafayette ..... Ca.	200,000	1	----	2
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	80c
Manhattan ..... "	20,000	----	2½	6½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	80c
Mass ..... L. S.	20,000	----	----	23
Massachusetts ..... "	20,000	----	----	----
Meudota ..... "	20,000	----	----	5½
Merrimac ..... "	20,000	----	----	4½
Meteor ..... "	20,000	----	----	----
Meanard ..... "	20,000	----	5½	8½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	2½
Minnesota ..... L. S.	20,000	----	5½	23
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	30
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	2½
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	2
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake ... "	20,000	----	----	----
North State ..... "	20,000	----	3	20c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	½
Ogima ..... "	20,000	----	----	7
Ontonagon ..... "	20,000	----	----	3
Ottawa ..... Ca.	200,000	1	----	32c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	12
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	58
Phila. & Boston ... "	20,000	----	15	3
Phœnix ..... "	20,000	----	----	24
Pittsburg & Boston "	20,000	----	5½	84½
Pontiac ..... "	20,000	----	3½	4
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	1½
Quincy ..... "	20,000	----	10	94
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	5
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	9½
Roscoe ..... Ca.	200,000	1	----	----
Rudisell ..... "	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	8½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	3	----
Sheldon ..... "	20,000	----	16	----
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c.
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	3½
Springfield ..... Md.	----	5	----	2
Stadeconna ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	5½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	6½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	35c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	50c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	8½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	10,000	50	----	7½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts ..... "	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	4½
Tyson	20,000	10	----	----
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	----
Clute	----	----	2	----
Crystal Lake	----	----	----	----
Erie	----	----	21	----
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	2½	----
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	2½	----
Mineral Point	100,000	5	1½	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	57c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	2½
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	95
Ashburton ..... "	50,000	50	----	35
Atlantic & G. C. ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Bear Valley ..... "	40,000	12½	----	21
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	2½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler	----	----	----	18
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	6½
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	66
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	88
Fulton ..... "	----	----	----	8½
Gilbertson	5,000	100	----	88½
George's Creek ..... Pa.	10,000	----	----	110
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	6
Hampton & Balt. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	82
Henry Clay	3,000	100	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain ... "	----	----	----	62
Lorberry ..... "	4,000	100	----	26½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	29	----	----
Metropolitan	----	100	----	----
Middle Coal Fields. "	----	----	----	22½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	195
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	20	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	40
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	22½
Schuylkill Valley... "	20,000	10	----	3½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	45
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	5
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ... Pa.	----	----	----	52

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	3½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	1½
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ..... Ca.	100,000	5	----	40c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) ..... "	200,000	20	----	----
Corisannie (G.) ..... "	100,000	10	----	8
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ..... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	800 000	10	----	3
Halifax (G.) ..... N. S.	200,000	2	----	60c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	1
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	45½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	½
Nova Scotia (S.)... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	40,000	25	----	6½
Quicksilver ..... Cal.	40,000	25	----	80½
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.)... Nev.	----	----	----	----
San Antonio (S.)... A. T.	60,000	50	----	----
Santa Clara (Q.)... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	40,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'lt in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	.....	47
30 Nov. '63	4.18	—	161	26	..	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	.....	62
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	.....	120
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	—	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	.....	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	.....	46
30 Nov. '63	11.75	—	195	25	..	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	.....	105½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	.....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	—
30 Nov. '63	36.88	—	762	125	..	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	.....	59½
30 Nov. '63	7.80	—	216	41	..	Middlesex (Boston)	348,000	400,000	—	39,785	174,422	32,618	8	.....	70
30 Nov. '63	4.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	.....	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,275	—	.....	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	.....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	.....	—
30 Nov. '63	7.75	—	61	14	..	Suffolk (Boston)	167,485	123,250	24,800	63,073	42,750	1,591	—	.....	—
30 Nov. '63	—	—	311	50	..	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	.....	—
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	.....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	—	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	—	—
30 Nov. '63	5.00	—	—	—	—	Worcester	80,000	60,000	20,000	—	6,202	542	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	.....	—
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	.....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	.....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Central P'k, N. & E. Riv. (N.Y.)	994,655	446,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	..	Eighth Avenue (N. Y.)	978,534	800,000	—	—	30,000	388,598	124,445	12	100
30 Sep. '63	11.00	1.00	—	70	..	42d st., & Grand st., Ferry	726,361	600,000	127,100	—	4,000	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	8	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	120
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,060	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.22	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '62	17.00	—	150	22	—	Orange and Newark	411.000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.50	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.80	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	60
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,163	20	—	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	.....	21
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202.367	58,757	7	50	60
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	.....	66½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76.430	19,682	9½	.....	26½
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	.....	35
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,891	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	128	21	..	Race and Vine (Fairmount)	121,618	180,000	125,000	57,545	72,437	5,983	—	—	20
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,685	118,000	—	—	34,549	12,231	8½	—	16
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279.628	96,803	36	20	71
31 Oct. '63	4.62	—	60	—	16	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'nF.)	173,010	159,312	15,500	—	75,086	18,417	17½	—	39
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	50
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	31
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	70
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	21½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	5.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.53	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov. '62	10.20	—	—	—	—	St Louis	298,004	298,004	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	116
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1889	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	96,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	..	.....	.....	.....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1851	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	.....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	.....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	.....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	..	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of June 26, 1847.....registered	9,415,250	6	Jan. & July.	1867	128
" " " .....coupon		6	" "	1867	----
Loan of Dec. 31, 1848.....registered	3,998,342	6	" "	1868	120
" " " .....coupon		6	" "	1868	122
Texas Indemnity, of Sep. 9, 1850.....coupon	2,169,000	5	" "	1865	122
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	100½
" " " .....coupon		5	" "	1874	99
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	102
" " " .....coupon		5	" "	1871	105
Oregon War Debt of June, 1861.....coupon	1,016,000	6	" "	1881	107
" " " " .....coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861.....registered	18,415,000	6	Jan. & July.	1881	106½
" " " .....coupon		6	" "	1881	107
Loan of July 17, 1861.....registered	71,421,700	6	" "	1881	106½
" " " .....coupon		6	" "	1881	110
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	109½
" " " (5-20s).....coupon		6	" "	1882	111
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb. & Aug.	1864	----
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	110½
Loan of 1864 (10-40s).....coupon	70,239,250	5	Mar. & Sept.	1904	97½
" " " .....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	44,500,000	5	----------	------	----
Two Year " " "	127,909,300	5	----------	------	----
Certificates of Indebtedness.....	151,993,000	6	On redemp'n	------	94½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
State Loans.					
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)....coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	105
" " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	106½
" — " " " ..... "	1,000,000	6	" "	1892	----
Florida—State bonds.....coupon	143,000	7	----------	------	----
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'65-'80	60
" " " " (R. R.)..... "	525,000	7	" "	'92-'72	----
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1866	100
" —Refunded stock.....coupon	2,187,000	6	" "	'62-'80	105
" —War bonds..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	102
" " " (dollar)..... "	1 969,397	6	" "	1870	100
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1566	87
" — " " ..... "	2,058,173	2½	" "	1886	58
" —State Int. Imp bonds (not adjusted)	391,000	----------		d'm'd.	----
" —State War Loan bonds.....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	86
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock..... "	1,213,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds.....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'94-'96	----
" — " " (bank)..... "	690,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	113
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	----------	d'm'd.	73
" — " " (R. R. etc.)... "	3,902,000	6	----------	'67-'90	----
" — " " (banks)..... "	5,398,533	6	----------	------	----
" — " " (war loan)... "	670,000	6	----------	------	----
Maine—State bonds.....coupon	--------	6	Mar. & Sept.	'68-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" — " " (st'k'g conv.)... "	200,376	5		1865	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	100,000	4½		1888	----
" — " " (")..... "	767,560	5		'42-'58	----
" — " " (")..... "	399,408	5		1890	----
" — " " (")..... "	148,711	5		'89-'90	108
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	55,000	6		1885	----
" — " " (")..... "	893,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.)... "	508,350	6	" "	'88-'90	----
" — " " (").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	125½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	110
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.)	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	245,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — "	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	150½
" " — " " " "	600,000	5	" "	'77-'78	115½
" " —Bounty Fund Loan.... "	500,000	5	May & Nov	1899	119
" " —Coast Defence Loan... "	1,000,000	5	" "	1883	118½
" " —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'82-'83	----
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	103
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	69½
" — " " "	199,000	6	" "	1863	64
" —Capitol Loan of 1857.....	100,000	6	April & Oct	1868	----
" —Renewal Loan of 1868.....	400,000	6	Jan. & July.	1883	----
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'72-'88	72
" — " " S. W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	50
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----------		------	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1870	100
" " —Notes	200,000	6	----------	------	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)..coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans...	348,107	8	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,061	5	May & Nov.	1868	107
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'85-'78	115
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	23,008	5	----------	d'm'd	----
" " — " " " " ..	11,050	5½	----------	d'm'd.	----
" " — " " " " ..	14,230	6	----------	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans.....	267,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'65-'74	100½
" " — " " " "	15,889,025	6	" "	'64-'76	116
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	62
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " " (" ") ..... "	379,866	6	" "	1868	----
" — " " " (" ") ..... "	2,183,532	6	" "	1870	110
" — " " " (" ") ..... "	1,600,000	6	" "	1875	110
" — " " " (" ") ..... "	4,095,309	6	" "	1881	110
" — " " " (" ") ..... "	2,400,000	6	" "	1886	113
" — " " (domestic debt).....	125,680	6	" "	1863	108
" — " " (war loan).....coupon	1,500	----	" "	1866	----
" — " " (" ")..... "	299,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----------		------	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	99½
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	101
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	----------	------	----
" —Relief Notes in circulation....	97,300	----------		------	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1852	100
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates ...	1,708,017	6	----------	'62-'90	----
" " —State b'ds (railroads)..coupon	1,210,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	50
" — " " (interu. impr.) "	2,063,606	5	----------	Var.	48
" — " " (railroads)..... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	608,000	5	----------	1920	50½
" — " " (Hermitage) . "	48,000	6	----------	1900	50½
Texas—Had no debt in 1861	------	----------		------	----
Vermont—Inscribed certificates	175,000	6	----------	'62-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	102½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	63
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'90	----
" — " " (sterling)..... "	1,505,000	5	" "	1892	----
West Virginia—No information	------	----------		------	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,466	115,201	111,055	1,226,001
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,809	158,294	1,673,796
1864	100,901	154,413	188,792	176,000	------	------	215,680	288,018	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,083	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,408	82,895	139,049	134,500	145,839	92,873	75,457	1,181,008
1861	83,030	63,975	77,007	76,409	102,163	90,621	88,410	130,542	164,084	152,537	123,319	118,763	1,261,060
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,705	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,200	210,729	216,030	196,435	201,134	1,959,207
1864	158,735	175,482	243,150	175,838	188,585	205,866	195,103	271,141	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,585	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	31,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	55,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,109	855,658
1862	46,605	49,108	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,700	62,394	55,652	62,788	44,781	61,791	72,380	79,673	76,304	82,220	750,319
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,063	90,324	65,302	63,137	42,209	60,285	84,640	98,528	88,401	105,253	945,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,715	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	146,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	208,329	158,077	125,000	100,000	113,515	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	350,667	361,819	359,114	455,235	465,900	536,606	474,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,342	561,448	412,723	5,235,424
1861	404,507	391,962	458,580	547,174	508,610	430,063	372,705	419,010	515,948	719,364	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	565,024	615,962	756,421	885,126	902,966	963,539	8,400,324
1863	845,695	839,949	950,445	948,039	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	------	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	106,541	219,528	252,108	142,658	94,850	1,402,782
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,709	1,720,896
1862	109,807	105,424	74,346	90,180	158,194	225,048	190,466	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,617	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,309	155,164	156,973	170,157	157,443	232,093	1,933,454
1860	212,714	209,422	161,047	134,606	158,281	129,996	140,860	167,226	180,000	193,951	169,549	220,270	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	134,299	146,424	173,261	197,702	246,253	2,023,537
1862	307,330	281,568	305,963	202,346	192,442	161,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,670	244,771	202,392	190,364	219,561	268,100	302,174	296,750	484,550	3,726,140
1864	501,231	472,240	356,628	278,540	281,759	253,049	273,726	306,595	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,890	153,644	144,894	149,592	139,102	181,612	216,529	215,392	250,742	192,327	2,126,068
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,199	2,864,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	159,280	208,982	250,902	284,020	243,249	224,401	2,899,612
1862	190,180	226,657	181,084	191,648	206,246	269,282	261,079	352,786	414,548	410,386	372,583	359,468	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,851	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,284	37,271	56,687	46,452	51,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	62,864	77,112	85,059	76,764	68,565	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,056	59 535	94,375	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,936	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,461	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	7,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,835	1,163,734
1863	67,120	76,132	64,925	88,177	106,967	111,260	71,587	60,502	136,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	113,398	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	190,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	184,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,9[illegible]	116,934	153,170	186,951	170,262	161,391	126,558	178,773	225,690	276,181	231,285	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,526	181,983	180,915	226,819	276,109	325,818	295,254	279,530	2,647,853
1863	248,784	230,508	557,227	309,613	264,985	241,236	189,145	238,012	308,106	375,567	332,590	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	365,264	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,208	150,366	210,837	226,077	181,617	152,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,834	119,764	151,671	172,614	149,550	138,620	123,377	144,982	238,844	307,333	242,099	200,184	2,124,214
1862	230,169	159,658	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	276,432	238,495	230,453	206,221	193,328	218,449	305,168	375,488	330,794	306,183	3,168,065
1864	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	------	------	------	------	------
New York Central:													
1859	280,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	742,599	709,671	657,702	520,395	6,202,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	780,736	523,047	7,154,622
1861	489,065	420,793	627,051	589,688	677,073	568,743	523,138	502,076	696,175	927,036	952,960	872,985	7,996,782
1862	749,163	651,906	710,814	770,228	736,114	610,417	749,571	752,841	892,744	1,018,376	968,228	1,002,768	9,003,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,866	88,590	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	105,495	88,201	88,790	94,650	83,850	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,005
1862	100,604	95,659	102,808	94,957	94,157	97,337	101,857	108,223	99,435	107,093	99,135	125,715	1,226,010
1863	129,775	128,766	125,445	118,075	108,606	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,648	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,205	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,258	254,455	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	285,906	264,285	388,725	414,707	448,094	463,873	466,557	454,526	4,088,837
1863	336,685	361,834	396,771	429,929	506,517	484,809	451,884	574,486	714,902	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	600,283	------	986,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,831	165,795	154,032	208,553	245,953	286,844	231,253	191,138	2,335,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	252,695	277,009	261,210	249,419	277,380	397,525	401,299	364,324	370,961	3,745,316
1863	337,350	306,598	461,985	402,987	427,094	396,545	350,753	407,077	463,509	506,814	466,300	487,642	5,132,994
1864	290,676	455,211	602,603	574,680	499,547	520,942	486,687	669,102	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,262	63,851	68,743	71,854	112,384	93,766	67,721	85,359	96,960	118,887	129,108	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,654,912
1864	100,872	147,485	160,496	157,785	149,855	156,730	144,942	218,235	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	75,079	67,946	67,425	84,879	122,785	108,100	128,027	77,899	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	95,464	138,722	142,537	162,954	137,036	92,574	1,172,100
1862	82,235	47,142	56,006	65,582	100,845	115,578	115,214	168,219	170,380	172,870	147,542	139,528	1,460 147
1863	86,321	91,971	103,056	132,111	134,272	152,685	105,554	116,370	190,695	151,062	134,563	111,329	1,439,798
1864	79,735	96,842	132,890	123,987	127,009	156,338	139,626	244,114	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	825,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	725,705	8	----	----	1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	----
2d Mortgage	593,500	7	" "	" "	1881	----
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	----
2d Mortgage	956,000	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	103½
2d Mortgage	----------	7	Jan. & July.	" "	1883	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1935	----
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1886	115½
" " " 1850.	700,000	6	Jan. & July.	"	1880	113
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	112½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	110
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1866	95
3d Mortgage (do)	599,500	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1866	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1869	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	112
2d Mortgage coupon	426,714	7	May & Nov.	" "	1878	108
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	103
Income ⅓ in '99, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	550,000	6	----	----	'75-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1903	----
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	110
" " $675,000	675,000	6	"	"	1875	110
" " $1,700,000	1,700,000	6	"	"	1883	108½
" " $2,500,000	867,000	6	"	"	1889	109
Consolid. Mort. Loan $5,000,000	----------	---	"	"	------	117½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	125
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	108
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	91½
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1882	127
" " " inconvertible	3103,,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	1v0,000	7	Jan. & July.	New York.	1907	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	65,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	109
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	106
Income Bonds	1,100,000	7	May & Nov.	" "	1852	95
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1903	----
1st " " (C. & M.) conv	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18--	----
2d " "	----------	8	" "	" "	18--	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	114
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	110
General 1st Mortgage	3,600,000	7	" "	" "	1885	97
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	102
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1886	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	110
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7	Feb. & Aug.	----------	------	----
3d Mortgage	188,000	7	----------	----------	------	----
Income	250,500	7	----------	----------	------	----
Tunnel Right	1,000,000	7	----------	----------	------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	110
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	87½
River Line bonds	20,000	7	----------	----------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	167,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	122,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	114
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	280,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	129
2d Mortgage	2,616,500	---	March & Sept.	" "	1841	119
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1878	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'62-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107½
1st M. (State) $75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	790,688	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	------	----
Endorsed by State of Tenness.	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,955	---	----------	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1891	----
Free Land, 2d Mortgage	----------	8	----------	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	200,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	120
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	112
Elgin and State Line	189,000		Jan. & July.	" "	1870	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1878	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	89
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	124
Convertible	1,002,000	7	" "	" "	1867	107
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	19
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	122
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1900	----
2d Mortgage	364,000	10	" "			120
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1856	98
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "		----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	93
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	180,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
eokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	115
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	" "		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	100,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	475,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	
1st Mortgage	201,000	---	" "	" "	'63-'78	
Louisville and Nashville:						
State [Tenn.], 1st Lien	500,000	6	Jan. & July.	New York.	'93-'97	
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	800,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	103½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6				
1st Mortgage	1,600,000	7			1880	
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	135
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	138½
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	138½
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	105
Detroit and Toledo	734,000	7	" "	" "	1876	106
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1886	114
2d General Mortgage	2,194,500	7	" "	" "	1877	105
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	112
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1893	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		60
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1895	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1870	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,880	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	220,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1875	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '78	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelousa and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1890	
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	115½
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	127
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	110
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	166,000	6	" "	" "	1883	115
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	129
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	120
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	116
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	117
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	117
5th Mortgage	1,739,500	7	June & Dec.	" "	1920	118
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	114
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	101½
3d Mortgage	980,500	7	Jan. & July.	"	1897	110
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	75-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" " " "	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	104½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	102½
2d Mortgage	3,077,000	7†	" "	" "	1861	28
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	99½
Chattel Mortgage	360,000	10	" "	"	1887	127
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'65-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	94
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1856	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	66
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	121
2d Mortgage	2,621,000	6	April & Oct.	"	1875	113½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	183,500	8	----------	----------	var.	----
Phila., German't'n and Norris't'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	107
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	109½
" 1844, "	810,000	6	" "	"	1880	109½
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	118
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	110
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	95
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	767,000	8	----------	" "	1875	85
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	500,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1889	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1869	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1876	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1865	74½
2d Mortgage	937,500	7	" "	"	1868	25
3d Mortgage	440,000	7	" "	"	1865	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1886	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1855	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	800,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	621,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	95
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	110
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	91
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	54
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	102
1st M. (I. R., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	89½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,880	7	----------	----------	------	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1850	82
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	90
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	77½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1868	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	442,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1868	144,500	6	----------	----------	1868	----
Company's endorsed by State	150,000	6	----------	----------	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	....
28 Feb '59	80.1	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,921	—	335,010	109,500	21,637	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	154,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	307,826	111,282	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	226,791	76,773	21,006	—	....
1 May, '61	469.3	15.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	605,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	253	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,922	23,579	2,582,505	116.9	.....	505,156	200,209	6	....
								ARKANSAS.													
8 Nov. '58	35.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,088	65,909	26,636	5	....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,461	408,810	154,337	—	....
31 Aug. '63	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,094,444	369,283	141,706	2,350,000	928,000	—	4,181,255	72.8	404,297	958,459	461,46	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,429,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,539	92,439	—	....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	205,397	15,968	8	....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,563	—	—	117½
30 Nov. '63	3.48	3.9	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	8½	....
31 Dec. '63	50.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66 0	155,916	195,055	61,216	7	90
31 Mar. '64	61.3	1.0	62.3	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	164
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,539	6½	108
								DELAWARE.													
31 Oct. '60	54.5	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,585	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	2,455	—	....
— — '62	59.9	—	5.0	—	....	....	....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	158.5	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,285	86.7	.....	418,038	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,600,178	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500	—	8,123,343	232.0	.....	1,159,188	528,048	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404 618	212,676	19	78
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,918	428.8	.....	.....	388,853	11	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	832,348	454,541	—	....
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,416	281.0	1,002,440	1,673,706	701,866	2½	87
30 Apr. '64	240.0	96.0	47.0	—	93	60	1,775	Chic., Burlington and Quincy	11.749.270	2,178,055	—	6,571,140	6,128,031	—	14,837,539	394.0	1,956,519	3 090,211	1,350,499	8	124
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	225,641	13,147,136	242.0	.....	1,083,054	448,503	—	50½
31 Mar. '64	181.8	—	....	—	61	60	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	223.4	1,162,890	2,143,875	1,103,414	6	105½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,962,115	341.7	1,484,066	2,201,481	1,279,408	6	....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4.039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.6	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	120
— — —	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	56
								INDIANA.													
— — —	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,060,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,081	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	23,580	1,689,900	1,362,284	140,699	3,458,108	110.0	.....	448,858	250,834	9	100
1 Dec. '63	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,848,598	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,092	350,525	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1.549,518	*	278,534	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,156	—	....
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,743	132 0	.....	285,974	104,961	—	100
— — '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000.000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	646,827	371,40	—	89½
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,811,450	*	285,679	1,517,450	94,000	—	2,326,965	73.0	357,302	774,618	307,527	15	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	762,733	655,000	92,553	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	.....	86 0	7 mo's.	85,228	46,771	—	....
31 Dec. '63	100.0	—	....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276.197	155,889	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,366	—	....
— — '62	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,000,000	15,000	.....	230.0	.....	.....	.....	—	45
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,160	2,930,000	337,552	4,375,993	111.8	.....	420,400	227,534	—	....
30 Jun. '63	20.0	—	....	—	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29 0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	....	—				} Louisville and Frankfort	1,398,832	126,735	6,546	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	288.0	505.258	1,777,963	1,062,166	—	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,290	—	3,242,318	568,000	339,297	5,855,320	80.0	180,204	481,922	223,648	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	53.7	—	....	135.3	—	—	....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1.253,015	243,969	108.434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	....	....	....	*Detroit and Milwaukee*	8,270,623	647,590	—	2,950,000	4,250,000	—	9,008,360	188.6	.....	340,898	.....	—	....
31 May '64	284.6	—	28.4	—	97	97	1,289	Michigan Central	13,806,576	*	168,225	6.3 5,906	7.740,989	—	15.066,822	329.3	1,558,277	3,417,185	1,697,060	12	130
31 Mar. '64	246.0	231.0	....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,044,259	1,063,568	10,120,400	8,287,255	—	18 407,686	327.0	2,171,477	3,384,284	1,630,777	—	78½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,902	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,453	—	....
31 Dec. '58	82.2	—	....	60.4	—	—	....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	82.2	.....	250,047	121,689	—	....
								MISSOURI.													
1 Aug. '63	283.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,028	—	20
1 Dec. '62	283.8	—	17.7	68.0	21	26	307	North Missouri	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	189.8	.....	444,460	182,599	—	....
1 Dec. '62	151.0	—	3.6	—	....	....	....	*Platte County*	31,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '63	195.0	—	14.4	37.3	34	30	420	*Pacific*	11,162,670	662,617	—	8,456,916	7,000,000	137,019	20,455,420	193.7	607,040	879,966	227,998	—	....
28 Feb. '63	77.0	—	8.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,833	—	71,513	4,500,000	—	.....	114.0	98,271	241,427	128,886	—	....
0 Sep. '62	56.0	3.6	3.2	—	16	18	219	*St. Louis and Iro Mountain*	5,831,493	344,168	—	1,971,127	3,501,000	87,361	5,696,277	90.1	282,631	948,234	65,259	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	26.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	83.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,118	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	7	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,962	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,858	188,121	6	109½
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	178.6	7.2	.....	—	236	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,341,011	236.8	.....	3,922,203	2,305,788	6	118
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	53
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,243	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	115½
30 Nov. '63	74.3	8.8	51.1	—	50	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	135
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	142
30 Nov. '63	44.6	24.0	60.1	—	30	58	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	153
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,365	—	881,660	121,000	—	1,087,722	47.1	77,036	180,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,236	52.4	162,351	344,194	168,008	6	116
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,000	56,500	4,894,100	89.0	477,763	812,556	390,594	6	107½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	124½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,276	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	204	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,348	71.0	167,154	223,794	69,077	8	127
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	104,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	8	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,893	53,233	—	—	9
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,644	7	128
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	28,000	—	1,676,000	44.4	226,461	384,612	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	112
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,508	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	6.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,815	140,136	—	38
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,104	218.0	1,275,929	2,439,838	1,232,831	10	157½
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par $33½)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	97½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	272,286	—	2,085,925	885,400	—	2,969,852	53.6	338,025	382,183	180,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,864,506	61.3	.....	470,078	125,286	7	70
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	122
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,555	566,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,243,214	82.0	.....	366,846	153,718	4	82
30 Apr. '63	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	760,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	178,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,232	*	3,971,080	5,009,200	8,620,181	.....	.....	124.2	.....	3,040,148	1,728,548	10	157½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,886	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	599,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	540,000	—	1,756,710	53.0	147,000	226,448	101,520	7	116
31 Dec. '63	33.6	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,350	294,200	77,796	433,798	21.2	.....	90,618	29,592	—	170
31 Dec. '62	—	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,460,417	*	—	1,203,553	1,250,000	143,000	2,597,161	—	(2 mos.	10,588	24,242	—	50
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	230,889	154,908	6½	110
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	52,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,358	—	978,670	120,000	34,888	1,257,087	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,995	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,218	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	103½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,208	1,474,527	—	4,422,023	9,166,500	4,167	14,186,824	148.0	1,084,836	3,581,718	1,344,287	7	114½
30 Sep. '63	94.0	9.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	5	45
30 Sep. '63	297.8	258.1	400.0	—	259	255	4,424	New York Central	27,098,991	5,646,077	791,965	24,209,000	13,779,048	284,411	42,859,880	654.9	5,692,223	10,897,631	3,994,999	7	124½
30 Sep. '63	130.7	2.1	31.1	—	32	99	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	65
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	163,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	304,000	22,667	823,480	33.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	190.6	48.5	18.2	2.	27	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	365,204	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,665	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	60	Saratoga and Whitehall	824,622	77,588	—	500,000	376,000	—	902,207	51.3	110,056	187,551	51,325	—	.....
30 Sep. '62	13.0	—	0.3	—	2	6	6	Staten Island	281,129	84,273	—	72,386	200,000	65,500	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,588	81.0	213,931	323,794	184,905	—	.....
30 Sep. '63	34.0	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	123,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,845,225	400,000	276,372	2,419,401	94.9	.....	108,953	36,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,500	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	489,425	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,955	102,391	3,114,954	171.0	323,009	477,554	255,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	220,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,266	202.0	.....	1,083,328	495,691	10	184
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	134.4	55.5	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,017,130	2,151,943	1,216,257	31	170
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,543,162	298,789	21,340	1,936,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	48
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	735,202	500,000	3,500,000	1,503,000	—	5,103,000	96.7	502,396	2,066,622	1,268,785	23	.....
30 Nov. '63	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,000	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	110½
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,949	693,257	53,025	4,054,500	7,288,790	—	8,107,006	188.6	786,202	1,691,266	823,714	8	118½
31 Dec. '58	61.4	—	.....	33.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,573	575,250	632,486	.....	61.5	75,120	68,123	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
30 Nov. '63	84.0	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	293,000	—	2,137,857	ope	r. w. Lit.	Miami.	226,581	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	378	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	705,230	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,352	10	143
30 Jun. '63	173.5	30.0	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	58,095	11,164,820	226.6	445,157	620,025	299,650	—	—
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,862,614	745,475	*	6,246,900	9,870,000	4,243,042	20,549,420	192.3	.....	829,932	119,082	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,218	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	62.0	.....	—	37	28	422	Sandusky, Dayton and Cinc.	8,986,668	595,400	232,179	2,697,090	2,488,525	7,800	5,401,068	205.9	418,328	809,850	115,250	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,813,800	105,610	2,606,237	125.0	214,404	238,395	82 968	—	.....
31 Dec. '63	242.4	—	.....	—	47	18	923	Toledo & Wabash	9,395,636	*	25,000	3,814,775	6,661,530	38,272	10,152,632	260.0	1,279,950	1,439,798	540,921	—	66½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
31 Dec. '62	93.0	25.0	11.0	19.0	28	6	400	PENNSYLVANIA. Atlantic and Great Western	5,634,039	*	——	1,763,506	3,856,000	——	5,634,039	100.0	.....	360,215	171,286	——	.....
31 Oct. '63	24.5	——	24.9	——	19	3	1,303	Beaver Meadow	1,064,230	400,560	——	1,983,900	1,000	——	1,984,900	24.5	247,080	584,219	342,661	22½	87
30 Sep. '63	65.0	——	6.0	——	——	11	359	Catawissa	3,634,000	*	——	3,500,000	234,000	3,868,280	3,852,380	146.0	328,613	308,567	11,465	——	19
31 Oct. '63	52.0	——	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	——	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	——
31 Oct. '63	110.7	2.8	47.2	——	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	——	5,698,250	4,671,000	1,000,951	18,276,201	202.0	1,469,494	1,757,083	828,143	9	265
31 Oct. '63	35.8	1.1	3.2	——	7	4	65	East Pennsylvania	1,161,430	104,941	——	604,190	598,400	——	1,212,590	36.9	151,820	238,243	150,163	——	.....
31 Dec. '63	78.0	——	8.5	——	16	7	647	Elmira and Williamsport	2,083,607	*	——	1,000,000	1,000,000	Lease'd to	Northn Cen.	196.907	334,790	110,36-	——	3½	
31 Oct. '63	18.6	——	4.6	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.6	144,871	423,558	169,268	10	——
31 Oct. '63	36.9	18.6	17.0	——	——	——	——	Harrisburg and Lancaster	1,882,560	*	——	1,182,550	700,000	——	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	74
31 Oct. '63	32.0	——	1.5	44.3	3	3	10	Hempfield	1,616,560	41,340	——	1,809,565	800,000	100,000	2,409,565	32.3	27,600	37,047	6,163	——	.....
31 Oct. '63	31.3	14.5	10.5	——	14	2	100	Huntingdon and Broad Top	1,927,246	*	——	622,345	1,325,992	223,000	2,174,427	54.0	143,578	259,629	101,570	——	50
31 Dec. '63	80.0	——	17.0	——	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	——	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,112	243,838	——	.....
31 Oct. '63	46.0	34.0	32.0	——	29	12	1,209	Lehigh Valley	3,622,008	869,222	——	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	88
31 Oct. '63	28.3	5.5	8.0	——	10	——	61	Little Schuylkill	1,371,868	*	——	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	46
31 Oct. '63	24.5	106.0	63.3	——	31	——	61	Mine Hill and Schuylk. Haven	3,311 613	*	——	4,132,935	——	——	4,132,935	130.0	319,162	863,367	80,991	8	61½
30 Nov. '63	55.6	13.2	10.5	——	17	27	613	North Pennsylvania	5,485,709	404,764	——	3,147,750	3,104,287	——	6,252,037	66.8	274 990	511,396	273,391	——	84
31 Dec. '63	300.8	56.1	319.0	——	290	175	4,926	Pennsylvania	27,048 814	3,543,484	2,883,457	13,430,250	16,949,124	——	35,245,668	356.9	5,211,202	1,891,413	5,111,412	——	74
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	——	1,267,200	405,500	——	1,672,200	24.0	244,425	332,459	179,865	9	65
31 Oct. '63	230.0	——	21.5	58.0	30	5	530	Phila. and (Sunbury) Erie	.....	.....	——	5,010 944	8,528,000	80,151	13,619,096	230.0	423,759	699,360	193,486	5	33½
30 Nov. '63	147.4	51.1	211.3	——	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	——	26,613,828	403.0	2,721,689	6,252,902	3,706,900	7	63½
31 Oct. '63	28.2	——	1.9	——	——	——	——	Philadelphia and Trenton	613,882	*	——	999,200	250,000	——	1,249,200	28.2	137,074	614,050	358,648	10	184½
31 Oct. '63	95.9	——	51.4	——	86	98	828	Phila., Wilmington and Balt.	8,774,500	*	391,129	7,460,000	1,017,500	——	8,477,500	200 5	647,029	2,540 248	1,602,119	10	74
31 Dec. '63	59.5	——	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,084,387	124,492	——	1,767,375	1,500,000	82,530	3,566,639	72.0	209.746	215,587	105,556	9	12
31 Dec. '63	468.3	——	73.8	——	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,552	12,935,173	——	19,932,741	468.3	3,472,914	5,132,934	2,106,623	——	105
31 Dec. '63	28.0	——	6.2	——	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lease'd to	Northn Cen	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	——	3.1	——	5	4	195	Tioga	720,967	106,563	——	367,300	396,500	66,206	832,009	29.6	75,358	128,692	79,970	7	43
31 Aug. '63	50.0	——	2.0	——	12	17	103	RHODE ISLAND. N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,800	——	.....	62.0	297,700	421,757	199,155	6½	120
30 Nov. '63	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	424,943	13,299	——	437,917	6,500	——	.....	13.6	24,916	31,702	9,718	.....	.....
31 Dec. '58	54.9	——	.....	47.4	4	3	21	SOUTH CAROLINA. Charleston and Savannah	801,615	34,372	250,000	706,365	196,266	197,906	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,586	6	.....
1 Jan. '59	143.2	21.3	.....	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	——	.....
28 Feb. '59	102.0	——	.....	——	——	——	——	North-Eastern	2,011,662	*	——	985,743	900,410	108,172	2,057,325	102.0	.....	220,014	96,145	——	.....
31 Dec. '60	136.0	106.0	.....	——	62	50	700	South Carolina	.....	.....	——	.....	2,545,535	.....	.....	.....	.....	1,499,636	701,943	7	.....
30 Sep. '60	47.6	——	.....	——	——	——	——	TENNESSEE. Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	——	.....
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	——	.....
1860	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	——	.....
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,864	3,809,949	2,650,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	——	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144	——	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	——	.....
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	.....	.....	.....	.....	——	.....
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	854,949	316,518	.....	59.4	69,870	177,256	60,029	——	.....
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	652,500	22,369	.....	47.4	54,175	82,129	44,686	——	.....
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,316	——	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	——	.....
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,644	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	——	.....	——	.....	.....	.....	Nashville and Northwestern	.....	.....	——	.....	.....	.....	.....	.....	.....	.....	.....	——	.....
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	360,000	204,544	.....	45.8	57,950	127,953	87,242	——	.....
1859	50.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	——	216,962	413,000	406,477	.....	30.0	.....	1,248	.....	——	.....
— — '58	12.0	——	.....	158.0	.....	.....	.....	TEXAS, (*all aided by State*). Buffalo Bayou, Braz. & Colr'do	.....	.....	——	.....	.....	.....	.....	32.0	.....	.....	.....	——	.....
— — '58	50.0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	——	.....	.....	.....	.....	56.0	.....	.....	.....	——	.....
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	——	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	.....
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	——	.....
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	——	.....	.....	.....	.....	25.0	.....	.....	.....	——	.....
31 May '64	110.3	——	6.6	——	9	13	202	VERMONT. Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,000	800,000	.....	3,056,338	90.7	139,877	308,850	167,430	——	68
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,251	423,027	112,163	——	.....
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,685	——	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	——	.....
31 May '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	——	14
31 May '63	47.0	5.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	.....	——	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	110½
30 Jun. '63	28.7	——	0.9	——	4	6	52	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	1,301,886	28.7	48,995	64,267	26,451	——	.....
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	43,552	——	.....
1 Aug. '59	41.3	——	——	122.1	——	——	——	VIRGINIA. Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	96,158	88,131	1,534,194	.....	.....	.....	.....	——	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	708,034	136,302	43,062	——	.....
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	890,610	155,161	9 months	79.2	47,702	54,121	16,232	——	.....
30 Sep. '59	103.5	——	.....	——	8	——	——	Northwestern Virginia	5,322,150	*	——	488,805	5,719,229	.....	.....	103.5	345,427	248,004	loss	——	20
30 Sep. '60	91.2	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	——	2,063,666	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	——	.....
30 Sep. '59	123.3	10.1	.....	——	19	18	279	Petersburg and Lynchburg	3,040,636	374,998	——	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	.....
30 Sep. '59	50 2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,584	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,720,037	*	——	1,981,197	1,200,000	75 968	6,753,665	143.2	224,014	560,904	282,828	——	81
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,388	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	254,806	26,853	.....	43.5	1,058,054	163,753	79,555	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	55,000	.....	.....	23.7	12,542	.....	.....	——	.....
31 Jan. '60	50.0	——	.....	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,945	3,162,754	1,480,592	52,929	4,882,929	195.0	280 998	634,061	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	871,568	10,233,271	214.9	490,196	740,450	347,957	——	.....
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	WISCONSIN. Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	.....	55.0	.....	.....	.....	——	.....
31 Dec. '61	199.9	——	24.9	27.8	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	——	.....
31 Dec. '62	191.9	42.5	28.3	——	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,825,300	2,454,000	221,282	7,978,941	234.4	.....	1,163,734	414,741	——	57
10 May, '62	104.0	——	.....	——	8	11	375	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	88,880	——	.....
31 Jan. '63	161.0	——	.....	——	31	27	40	CANADA. Buffalo and Lake Huron (£ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	18.10	.....	226,798	67,852	——	.....
31 Dec. '62	49.0	——	.....	——	16	17	214	Montreal and Champlain	2,463,989	*	16,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	——	15
30 Jun. '63	1,000	137.0	.....	78.0	201	150	2,399	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,858	——	.....
31 July, '63	239.0	115.5	63.0	——	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	28,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '62	95.0	1.6	.....	——	17	20	337	Northern (O. S. & H.)	.....	.....	——	.....	.....	.....	.....	90.6	.....	.....	.....	——	.....
1 Oct, '62	108.0	0.9	12.0	——	14	18	271	NEW BRUNSWICK. European & North American	4,569,418	*	——	4,658,708	.....	.....	4,658,708	108.0	160,421	107,640	20,005	——	.....
1 July, '61	60.0	——	.....	——	.....	.....	.....	New Brunswick and Canada	1,402,748	102,385	——	1,380,000	13,100	136,000	1,709,232	60 0	.....	132,585	36,670	——	.....
Dec. '62	61.5	30.5	.....	——	20	18	160	NOVA SCOTIA. Nova Scotia	4,273,401	*	——	4,273,281	.....	.....	4,273,281	92.0	158,416	138,107	87,181	——	.....
31 Dec. '63	48.7	——	——	——	11	22	120	NEW GRENADA. Panama	5,000,000	*	615,658	5,000,000	3,275,000	——	10,765,725	48.7	.....	2,027,438	1,586,924	12	253

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	38½
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarant.)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	52½
Chicago & Alton (preferred)	2,422,596	7	7	91
Chicago & Northwestern (pref.)	2,400,000	7	1½	83½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	67
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & William-port (preferred)	500,000	—	—	51½
Erie (preferred)	8,535,700	7	7	106½
Hannibal & St. Joseph (preferred)	5,309,523	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,334	7	3	60
" " (2d pref.)	3,424,165	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,300	10	10	142
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	121
" " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	3	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	—	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	5½	95
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	982,900	7	7	75
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,667,343	6	J. & J	1836	108
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104½
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. R.R.	----------	----	----------	----------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	115
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	114
2d Mortgage	294,750	6	----------	----------	105
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103½
2d Mortgage	3,980,670	6	J. & J.	1882	91½
Improvement	468,600	6	M. & N.	1876	95
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	983,000	6	" "	1878	65
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	21
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	624,000	6	J. & J.	1878	106

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,695	—	----
Delaware Division	100	1,633,350	—	38½
Delaware and Hudson	100	7,500,000	10	120
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	—	----
Lehigh Navigation	50	2,479,950	6	78½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,300	3	----
Morris, (consolidated)	100	1,025,000	5	104½
" (preferred)	100	1,175,000	10	139
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	33½
" " (preferred)	50	2,722,607	—	38½
Susquehanna and Tide Water	50	2,048,260	—	18½
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	87½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 65	— @ 67 —
Pig, American, No. 1		70	— @ — —
Bar, Swedes, assorted sizes	(in gold)		— @ 92 50
Bar, English, Refined		210	— @225 —
Bar, English, common		185	— @210 —
Hoop, English, Common		250	— @330 —
Sheet, Russia		per lb.	31 @ — 34
Sheet, English, Single, Double and Treble			10½@ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb.	—25 @ — 40
English Spring	(1st & 2d qlty.)		— 17 @ — 22
English Blister	(1st & 2d qlty.)		— 23 @ — 33
English Machinery			— 26 @ — 27
American, Blister			— 20 @ — 25
American, Cast, Hammered			— 32 @ — 35
American, Cast, Rolled			— 20 @ — 24
American Spring			— 20 @ — 21
German			— 22 @ — 27
Milan (in bond)			— @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb.	— @ — 72
Sheathing, &c. Old	(cash)		— @ — 46
Sheathing, Yellow			— @ — 50
Pig, Chile			— @ — —
Bolts			— @ — 72
Braziers'			— @ — 72
American Ingot	(cash)		— 50 @ — 52

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb.	15 75 @ 16 00
Spanish			15 50 @ 15 75
German Refined			15 50 @ 15 75
English			15 50 @ 15 75
Bar		per lb.	— @ — 20
Pipe and Sheet			— @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb.	— @ — —
Straits			— 62 @ — 63
English			— 61½ @ — 62
Plates, Charcoal I. C		per box	22 50 @ 23 —
Plates, I. C. Coke			19 — @ 20 50
Terne, Coke			17 — @ 18 —
Terne, Charcoal			21 — @ 22 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash)	per 100 lb.	— — @ 10 —
Clinch	(cash)		— 11 @ 11 50
Horse Shoe, Forged	(cash)	per lb.	— 45 @ — 51
Wrought, English	(cash)		— — @ — —
Ausable Horse, Norway Iron, Forged			— — @ — —
Zinc Nails	(6 mos.)		— — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine		per lb.	1 30 @ 1 35
Para, Coarse and Medium			— — @ — —
Carthagena, &c			— — @ — —
Gunyaquil			— — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity			— 46 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)			— 86 @ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)			— 76 @ — 77
Naptha, Refined, (60@63 gravity)			— 50 @ — —

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign	(cash)	per lb.	— 15½@ — 16

New York Stock Exchange.

Actual Sale Prices for the week ending Sept, 21.

	Th 15.	F. 16	Sat 17.	M. 19.	Tu. 20	W. 21.
American Coal Co.	89½	90	90	----	90	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	150	
Canton Co.	34½	----	35½	35½	35½	
Central Am. Transit	----	----	100	----	----	
Chicago & Alton	----	----	86	86	87	
" " pref.	----	----	90	----	91	
" " 1 M. 109	----	----	106	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	----	126½	----	----	124	
" " 8 p.c.	----	1 6	127	----	----	
Ohio, & Northwest'n	52	53	51½	52	51½	51½
" " pref.	83½	84½	84½	85	85½	84½
" " 1st M.	----	----	97	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	107½	107½	106½	107½	107½	106½
" '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	170	----	----	----	----	170
Clev. and Pittsburg	111	110½	110½	111	111½	111½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	124½	123	----	124	----	
" " S.F. 7 p.c.	114	----	----	----	113	
Cumberland Coal, pref. 65	65½	65	66½	68½	67½	
Del. & Hudson Canal	190	----	----	190	----	
Del., Lack. & West.	----	----	----	----	----	
" " 1M. 8 p.c. '71-5	----	----	----	----	----	
" " 2M. 8 p.c. '81	----	----	----	----	----	
Erie	105	105½	104½	105½	105½	104½
" pref.	106	108½	----	108	107½	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	116	----
" 3 M. 7 p.c. '88	115	----	----	116½	----	116½
" 4 M. 7 p.c. '80	----	----	----	----	----	115
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '52	----	----	120	----	----	----
" 2M. 7 p.c. '75	109	----	----	----	----	----
Hann. & St. Joseph	29	----	----	----	----	----
" " pref.	----	----	----	----	----	45
" " bonds	----	----	----	----	----	----
Hudson River	118½	117½	115½	117½	117½	116½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	117	----	----	116	----	
" 2M. S.F.	117	124	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	127	127½	----	127½	127½	127½
" full stock	----	----	----	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	126½	131	----	----	----
Marietta & Cin 1st pref.	----	----	60	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	41½	43½	42½	44	45½	46½
Michigan Central	133½	134½	133	----	133½	133
" S.F. 8 p.c. '82	137	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82½	81½	80½	81½	81	80½
" " guar'd.	----	----	----	----	142	----
" " 1M. S.F.	----	----	----	----	110	115
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	60½	59½	60	61	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	60	----	----	----
Missouri 6s	65	----	64½	66	66	----
" ass. to H. & St. J. R.	87	----	----	----	----	----
" " Pacific	----	----	----	----	----	71
New York Central	126½	126½	126½	----	126½	126½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	130	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	115	----	115½	115½	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	65	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 2M. 7 p.c. '84	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	43	43½	43	43½	43½	42½
Pacific Mail S.S. Co.	----	----	----	----	----	266
Panama	229	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	131	130½	129½	130½	129½	129½
Pitts. Ft. W. & Chicago	108	108	107½	108½	108½	106½
" " 1M. 110	----	----	118	----	----	117½
" " 2M. 110	----	107	----	106½	----	----
" " 3M.	95	----	----	----	----	----
Quicksilver Mining Co.	82	82	82	82½	82	82
St. L., Alton & T. H.	----	54½	55	----	57½	----
" " pref.	----	70½	----	----	----	70
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	84
Tennessee 6s, 1890	----	89½	----	89	----	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	101½	----
" " 1M. ex.	----	----	----	----	----	101
" " 2M.	90	----	----	89½	----	89
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	60	----	60	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	101	----	----	----
U. S. 5s, 1865, coup.	----	110¼	----	----	----	----
U. S. 5s, 10-40s	----	97	97¼	97¼	97¼	97¼
U. S. 6s, 1881, reg.	108	108	----	----	----	108¼
U. S. 6s, 1881, cou.	----	108¼	108¼	108	108	107¾
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	128	128	----	----	128	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	118	120	----	120	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	94¼	94¼	94¼	94¼	94¼	94¼
U. S. 6s, 5-20s, coupon	110¼	110¼	110¼	110¼	110¼	110¼
U. S. 6s, " reg.	109¼	----	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " April & Oct.	111	111	111	110¾	111¼	111¼
American Gold	227½	220¾	223¾	226	223	220¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.
Beaver Meadow	----	----	----	----	----	85½
Cattawissa	20	20	20½	----	----	19
" preferred	40½	----	40½	39½	40	39½
Camden & Amboy	158	158	158	158	158	157¾
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	109	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	104	----
" mort. 6s,'89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	37½	----	----	----	----	----
Elmira & W'msport	----	----	84½	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	108	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	80	80	----	79½	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Little Schuylkill R. R.	46½	46	46	46½	46¾	----
" " 7s	----	----	----	----	----	----
Long Island	48	48	48	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	62	62	----	----	----	----
Morris Canal	----	----	----	----	----	104¾
" " pref.	138	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	34¼	----	----	----	34¼	----
" " 6s	100	----	99	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	54¼	----	----	----	----	----
Pennsylvania R. R.	74	74	74	74	73¾	73¾
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	97	----	97¼	98	98	----
" " 5s, coupon	101	----	103¾	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	104	----	----	----	----	102¾
" " new	103	103	106	----	106¼	106
Philad., Germ. & Nor.	----	65¼	----	----	----	65
Phila. & Reading	65	65	65¾	64¾	65¾	64
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	34	----	----	----	33	33¾
" " 6s	----	----	111	----	111¼	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	32¼	32¾	----	----	33¾	33¾
" " pref.	39¼	39¼	39½	39½	39½	39
" " 6s '82	91	91½	92	----	----	----
" " 6s '96	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	19¼	19	18¾	18
" " 6s '78	----	65	65	65	66	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	20¾	17	18½	----	----	21
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets,	----	----	----	70	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.
Baltimore City 6s, 1875	114½	----	----	----	----	----
" " 1880	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	113	----	----	----
Balt. and Ohio	115½	115	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	112½	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	135
Boston and Providence	----	----	----	142	----	142
Boston and Worcest.	153	153	----	----	----	----
Cheshire, pref.	----	----	----	----	----	52½
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	108	108	----	----	----	107¾
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	124½
Manchester & Lawr'ce	----	----	----	122	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	----	----	----
Old Colony and Fall R.	127	127	----	----	----	128
Ph., Wil. & Baltimore	----	----	----	73¾	----	74
Portl'd, Saco & Ports.	110	----	----	----	----	109½
Vermont & Canada	110	----	----	----	----	----
Vermont & Mass.	41	----	----	----	----	38
Western	----	----	----	160	160	157½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	----	----	----	----
Middlesex "	----	----	----	----	----	69
Central Mining Co.	----	----	----	----	----	----
Franklin "	49¾	49	49	47¾	48	47¾
Isle Royale "	15	15	15	15	15	15
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	58	55	----	----	----
Pittsburg "	----	----	----	----	----	84½
Quincy "	----	95¼	95¼	----	----	94
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 9th of September :

Maryland 6s	65	to	68
United States 6s, 1881	50	"	60
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	29	"	31
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Do., 2d mort., 1881	64	"	66
Pennsylvania, 1st mort., 1877	72	"	74
Do., 2d mort., 1882	68	"	70
Erie shares, $100 (all paid)	43	"	45
Do., 7s, preference	38	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	56
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	44	"	45
Do. do. $100 shares, all paid	51	"	52
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	55	"	56
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	50	"	55
Do. 2d mort., 6s, do.	78	"	80
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, September 24, 1864.

Stock Exchange and Money Market.

Since our last issue the market has been agitated by a number of considerations, and though there has been no panic, yet there is great thoughtfulness and some fear also, among those who have regulated their business by the price of gold. From its lowest quotation last week, it rebounded a few per cent., just as we expected and said it would. On Tuesday it declined from that slight advance, as the news from Sheridan came along, just as every one supposed it would after the meeting of this young General at Harper's Ferry a few days since with Grant. With the tendency downwards of gold, prices of staple articles have fallen considerably, while those of the necessaries of life, for which there is a never-ceasing call, are held as nearly as possible at the rates of gold when sixty per cent. higher.

Yet there are symptoms of returning honesty even among the retailers, though perhaps that is not just the word, since it may be alarm which is causing so many advertisements and show cards to be put forth announcing a great reduction of prices to customers. No combinations, no private arrangements can keep up these prices, if gold continues to fall, and therefore all those who can at this moment make a profit on their stocks of merchandize on hand or any of the leading staples of production, had better not lose the opportunity of disposing of them. We have seen no reason to change any of the views we have lately expressed on this subject, and they are not ours only, but those of the most reflecting men of the day. They may be summed up as follows:

1st. The diminution of imports,

2d. The large increase of exports,

3d. The diminution of the demand of gold for customs duties,

4th. The important successes of the Union armies and navy, with the large and voluntary enlistments in both services,

5th. The increasing demand for our securities on the continent in spite of the opposition of the London *Times*, are a demonstration that the power of gold is departing, and that the scarcity of a single commodity does not radically affect the confidence of commerce in a country which is one of its greatest supports and always likely to be.

There is a settled conviction everywhere that the Union is to be restored. Those who have been most opposed to the war, to our unavoidable financial system, (one of the most daring, sagacious and necessary the crisis considered, which the world ever saw,) are agreed on sustaining the Union at all and every cost. Whether a peace man so called, or otherwise, no one now pretends to advocate a dislocation of the Union, "our vital frame," and this sentiment understood, is the imperishable guarantee of our financial responsibility, our increasing resources, our good faith, and our fidelity to our institutions, and this is perfectly understood on the continent if it is not in England.

Beyond all question a peace is not far off. The North wish it from really kind and humane feelings such as it always has entertained throughout this struggle, commenced by its misled brethren of the South; and the South with the exception of a few desperate leaders, whose violent despotism from office is already proposed within their own hearing, has found out it has made a grand mistake, without succeeding in a single point for which it madly drew the sword.

A reconstruction of the States under the constitution, the simplest thing in the world, while it may leave them their domestic institutions *in statu quo ante bellum*, will find them with those institutions so changed and so valueless, accompanied by vain sacrifices of so much greater interests, that it will be perceived with the greatest clearness the dreadful mistake it has made.

Peace henceforward will never have the one disturbing element to endanger it, and with the wonderful staple which the South raises in vast quantities, will in a few years be a further guarantee that its cultivation shall not again be so foolishly interrupted. We say again therefore, that American National credit is sure to be once more in the ascendant, never we hope to be disturbed,

by any class of citizens; either those who have tried to destroy it in the field of battle, or would depreciate and ruin it in the street.

In connexion with this subject we may very properly cast our eyes across the water, and see what are the signs of the Money Market there. While millions and millions of dollars are coming here from Europe to be invested in the securities of a country which is able to carry on a gigantic war out of its own resources, is gaining every year enormously in population and industrial wealth, that is to have before the year 1890 one hundred millions of inhabitants, we see everywhere signs of pecuniary embarrassment, in the transatlantic Money Market. In England which in finance and commerce takes the lead in Europe there is a growing alarm, not by any means of trifling extent as we learn by the latest arrival.

We quote from a late journal other than the *Times* which says: "The Money Market must be considered as still tight and *likely* to remain so, as a demand for silver for India, and gold for Alexandria is springing up." "The Bank of Amsterdam has raised its rate of interest from 4½ to 5 per cent.," and the Bank of England asks 9 per cent. Many suspensions have accordingly been announced, and many of them for large amounts. Consols have fallen more than at any previous period in several years. And as we have on a former occasion stated, the Spanish Treasury is bankrupt. France alone maintains any steadiness in her Money Market, because she has not entered into commercial speculations of any extent, yet recurrence to new loans to meet the expenditures of the Imperial Government, and to patch up old deficiencies is of necessity, even now a part of her policy.

We by no means exaggerate the panic which has set in in England. The whole commercial power of that country hangs on the solvency of the Bank of England, and the amount of coin and bullion it is able to retain. In spite of all the specie remitted to England, it does not and cannot keep more than a limited quantity, and what it sends to the East remains there. For the East is no great consumer of British fabrics, not such as we were or are now. The cotton obtained in the United States was paid for by British manufactures with a heavy profit put into the price. The Egyptians, Chinese and Hindostanees do not want the staple articles of Leeds, Manchester, Sheffield, or Birmingham. We should not at all be surprised therefore, as the prospect of a peace and the restoration of the Union becomes more clear and defined, if there should be a general stoppage in England, not only of banks but manufacturers.

Having in some recent remarks alluded to the doubtful truth of the received theory of the balance of trade, we here take pleasure in quoting part of a communication addressed to us on that subject by an eminent authority whose opinions have frequently of late appeared in our columns. He remarks:

"If you ship to England a cargo of flour, which shall cost you in New York ten thousand dollars; and receive in return therefor, a cargo of salt and coal that shall be worth in New York $12,000, the balance will denote the profit derived to you from the venture; and hence though the balance of the trade seems to be $2,000 against New York and in favor of England, yet the balance will truly denote the amount which the traffic has created in favor of New York. A similar principle applied to all the imports of a country, will manifest the net proceeds of all the exports; and hence the gain of England during the last year has been $250,000,000—that sum being the excess of England's imports over England's exports. Nothing is more contradictory to our nature than to suppose any nation will continue a course of trade in which the exported articles shall sell for less than their cost in the exporting country; and still this absurd result will ensue when we assume that the excess of imports is a measure of the loss on the exports.

"Whenever we are brought in our reasoning to any such an absurd conclusion, we may be certain that we misunderstand the question in controversy. The balance of trade, therefore, as anciently discussed, related only to the loss or gain of mercantile profits. A trade was deemed adverse to the interests of a country, when it required an export of specie; and a trade was deemed beneficial when it resulted in an importation of specie. The principle was founded in the condition of countries whose money consisted of specie only; and hence every export of specie produced a money pressure, with all the sad consequences of a curtailment of business; a given amount of money and a given amount of business having a necessary relation to each other. So the import of specie was beneficial by increasing the money of the importing country, and thereby enlarging its mercantile transactions.

"In our country, and especially in our day, when specie is no longer money, the balance of trade, in its above restricted sense, possesses no applicability to us; though it still possesses some applicability to England, France and other countries, whose paper money is convertible on demand into specie. We accordingly find in England that any large export of specie is immediately attended with a stringent Money Market; and the stringency keeps augmenting till the evil becomes cured thereby."

"When we shall again become a specie paying country, the loss and gain of specie will affect us as it now affects England, and as it formerly affected us. The exports of the gold of California never disturbed our Money Market so long as the export was confined to gold which formed no part of our money, and this was the condition of a large portion of the gold produced in California; *it was exported before it became money.*

"We see therefore, that no reason exists why England should not increase in wealth though her imports greatly exceed her exports; and indeed the excess of the imports is probably no small or bad indication of what she gains in wealth by her foreign commerce, and the like may be said of our own country and indeed of every country."

This philosophical view of the subject certainly disarms the balance of trade theory of all its terrors.

Government stocks are in good demand at higher and advancing rates. There is a large inquiry for 5-20's at full rates for foreign account. They are now ruling at 110@111 per cent. Treasury certificates are steady at 94⅜, the old 7-30's are sold at 111, and the new 7-30's are being absorbed at the rate of a million of dollars per day. This with the other fact of the large returns from the customs and internal revenue, is conclusive that the Government is sure of obtaining without trouble and no great delay all the money it wants, and no administration ever yet broke down having ordinary capacity, which could keep its Treasury vaults and its military chest well supplied with money. Railway shares are for the present not very active. The class of operators known as bears when they fail in one place resort to another, and their combinations while they are often successful in the street, are no sort of guide to the real merit or demerit of any kind of property. The railways were never doing better, were never better managed, and their future never was brighter. If their quotations are not as high as they have been, this circumstance has no kind of relation to their real value.

The Money Market is pronounced easy; yet 7 per cent. is the price of money, even an unquestionable security, while commercial paper has to submit to 1 per cent. per month, and it is taken with reluctance as a general rule, for a general fall in prices is looked for, and this will be the destruction of many of the very adventurous and speculative houses.

The balance in the Sub-Treasury on Tuesday was $19,410,964.

The week's export of domestic produce and miscellaneous goods was of the value of $5,148,484, against $2,646,866 the same week last year.

Foreign exchange is actually at this moment below par in gold. The best merchant's bills founded on actual shipments can be had at 8⅛. It does not pay to ship specie at this price, and any remittances of this article at the present moment must be accounted for on some other principle than a commercial one. No doubt the speculators frequently lose on their shipments in order to make gold scarce in the street, and so keep up the price.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1876, 100; do., 1879, 102; North Carolina 6s, 60; Michigan 6s, 1878, 100; New York State 5s, 1874, 109; Ohio 6s, 1886, 113½; Central R. R. of New Jersey 2d mort., 120; Norwich and Worcester, 108; Milwaukeee and St. Paul 1st mort., 95; At. and Gt. Western (Ohio div.,) 104; McGregor Western 1st mort., 100; Brooklyn City Water Loan, 112; Sixth Avenue R. R., 120; Mariposa 1st mort., 92½; Atlantic Mail S. S. Co., 190; Nicaragua Transit, 5; Central Coal Co., 67½; Wyoming Valley Coal, 52; Ashburton Coal Co., 26; Consolidated Coal Co. of Md., 64; Brady's Bend Coal and Iron Co., 125; Union Coal, 100; Bucks Co. Lead, ½; Shoe and Leather Bank, 105; 4th National Bank, 94; Merchants Ex. Bank, 100; Metropolitan Gas, 130. The latest quotations are: U. S. 6s, 1881, reg., 108@108⅜; do., coupon, 107⅝@107¾; U. S. 7-30 Treasury Notes, 111@111⅛; U. S. 5-20's, reg., 109¼@109½; do., coupon, 110⅝@110¾; U. S. 10-40's coupon, 97⅛@97¼; U. S. one year certificates, 94⅛@94⅜; Tennessee 6s, 59@60; Missouri 6s, 66@67½; California 7s, 145@150; New York Central, 126@126½; Erie, 104⅛@104¼; do., pref., 105¼@105⅜; Hudson River, 116⅛@116¾; Reading, 129⅜@129½; Michigan Central, 132@133; Michigan Southern and Northern Indiana, 80⅛@80½;

do., guar., 143@143½; Panama, 288; Illinois Central, 126¾@127; Cleveland and Pittsburg, 110⅞@111; Chicago and Northwestern, 51@51¼; do., pref., 84@84¼; Cleveland and Toledo, 121@123½; Chicago and Rock Island, 106⅜@106½; Chicago, Burlington and Quincy, 122½@126; Milwaukee and Prairie du Chien, 59@60; Pittsburg, Ft. Wayne and Chicago, 106½@106⅝; St. Louis, Alton and Terre Haute, 56½@57; do., pref., 70@71; Toledo and Wabash, 65@68; N. Y. and Harlem, 50@80; do., pref., 100; Delaware and Hudson Canal, 190@190½; Pennsylvania Coal, 190@191; Cumberland Coal, 68⅛@68¼; Central Coal, 67½@68; American Coal, 89¾@90; Consol. Coal Co. of Md., 64; Canton Co., 33½@33⅞; Quicksilver Mining Co., 81½@82; Mariposa Mining Co., 45⅝@46; Pacific Mail S. S. Co., 265@267; Atlantic M. S. S. Co., 190@191; Ohio and Miss. certificates, 42½@42¾.

Philadelphia.—Pittsburg coupon 5s, 78½; Allegheny Co. 5s, 80; Delaware mort. 6s, 101⅜; Huntingdon and Broad Top 1st mort., 105; do., 2d mort., 98; Girard College R. R., 26½; West Philadelphia R. R., 70; North Branch Canal bonds, 40; Curtin Oil, 3¼; Olmstead, 2¼; McElheny, 7⅞; Story Farm, 3⅝; Big Tank, 2¼; Phila. and Oil Creek, 1½; McClintock, 6¾; Perry Oil, 4¾; Densmore, 13; Egbert, 3; Dalzell Oil, 10½; Bruner, 1¾; Corn Pl., 4½; Excelsior, 1⅜; Noble and Delamater, 14; Roberts, 3⅛; Hibbard, 2½; Union, 2¾; Bull Creek, 5⅜; Feeder Dam, 1; Oil Creek, 5⅛; Mineral Oil, 3; Irwin Oil, 7; Rock Oil, 5; Hoover, 2¼; Petro. Central, 4½; Globe, 2; Briggs, 4¼; Swatara Falls, 14¾; Sch. and Oil Creek, 2¾; Farrell, 3¼; Howes Eddy, 1¾; Upper Economy, 1¼; Allegheny and Tideout, 1⅛; Organic Oil, 1¼; Tremont, 12½; Cherry Run, 9½, Tar Farm, 3½; Continental, 2¾; Swatara Coal, 18½; Clinton Coal, 1¼; Big Mt., 2¾; Fulton, 8½; Diamond, 21¼; New Creek, 1½; Preston, 40; New York and Middle Coal Fields, 22⅞; Shamokin and Broad Valley, 22½; Penn. Mining, 10½; Lehigh Zinc, 50; Bank of Penn. Township, 41; Philadelphia Bank, 134; Western Bank, 85; 3d National Bank, 105; Farmers' and Mechanics' Bank, 66¼. The latest quotations are: City 6s, 102½@103; do., new, 105½@106; State 5s, 98@98; do., coupon, 99@99¾; do., 6s, W. L., 105¾@106; Phila., Wil. and Balt., 74¾; Reading, 64@64⅝; do., 6s, 1870, 106@107; do., 1886, 133@133½; Camden and Amboy, 157@157¾; Pennsylvania R. R., 73⅜@73½; do., 1st mort., 120@121; do., 2d mort., 113@113½; Little Schuylkill R. R., 45½@46; Morris Canal, 104@104¾; do., pref., 138@139; do., bonds, 114@114; Wyoming Valley Canal, 87½@87¾; do., 6s, 104½@106; Susquehanna Canal, 16@18¾; do., 6s, 65@65; Sch. Nav., 33@33⅝; do., pref., 38¼@38¾; do., 6s, 1882, 91@91½; Union Canal bonds, 20@21; Delaware Div. Canal, 37½@38¼; do., bonds, 104@104; Elmira and Williamsport, 34½@36; do., pref., 51@51¼; do., 7s, 1873, 107@108; do., Chattle 10s, 78@80; Beaver Meadow, 85@87; Long Island R. R., 48@49; Lehigh Coal and Navigation, 78¼@78¾; North Pennsylvania, 33½@34; do., 6s, 99@99¼; do., 10s, 125@127; Philadelphia and Erie, 33@33¼; do., 6s, 110½@111; Minehill, 61@61½; Catawissa, 18@19; do., pref., 38@38¼; Lehigh Valley, 88@01; do., bonds, 108@115; Fifth and Sixth streets, (horse,) 60@63; Second and Third, 70@71½; Race and Vine, 15@20; West Philadelphia, 70@75; Spruce and Pine, 39@39; Green and Coates, 30½@35; Chestnut and Walnut, 58@60; Arch, 21@22½; Thirteenth and Fifteenth, 30@31; Seventeenth and Nineteenth, 16; Girard College, 26½@27; Tenth and Eleventh, 49@50; Norristown, 64¾@65.

Boston.—Northern (Ogdensburg,) 2d mort., 28; Rutland and Burlington 1st mort., 74¾; Cheshire R. R. 6s, 1881, 100¾; Mad River and Lake Erie R. R., 4½; do., 6s, 1900, 69¾; Bost., Conc. and Mont. 7s, 1865, 109; Conn. and Pass. Rivers R. R. old stock, 16; do., pref., 67; Taunton Branch R. R., 112; Somerville horse, R. R., 32¾; Rhode Island 6s, 1882, 98; Maine 6s, 1889, 100; Vermont 6s, 100½; Massachusetts 6s, 1871, 125; New Hampshire 6s, 1870, 95; do., 1877, 100; Brooklyn 6s, Water Loan, 108½; Boston 5s, 1882, 124¾; do., 6s currency, 103½; Boston Water Power Co., 28; Essex Co., 99; Cary Imp., 12¼; Union S. S Co., 145; Boston and Roxbury Mill Co., 42; Boston Gas Co., 810; East Boston Gas, 29¾; Cambridge Gas, 99¼; Suffolk Coal, 93; Gilberton Coal Co., 88½; Short Mountain Coal, 45; Colorado Gold, 3; Mt. Vernon Bank, 102; State Bank, 72; Eagle Bank, 118; Continental Bank, 102; Boston Bank, 72¾; Bank of the Republic, 102¼; Merchants' Bank, 102½; Maverick Bank, 96; Bank of Commerce, 102; Acton Mining Co., 1⅞; Albany and Boston, 30; Arnold, 1; Aztec, 10; Bay State, 21¾; Bedford, 87½c.; Copper Falls, 25½; Champlain, 20c.; Concord, 4; Canada, 2½; Colorado Gold, 3¼; Eagle River, 4; Great Western, 3⅞; Hancock, 9; Huron, 28; Manhattan, 6¼; Mesnard, 8¾; North Cliff, 5; Ottawa, 82c.; Pontiac, 4; Superior, 6¼; Star, 5⅞; Winthrop, 3¼.

Baltimore.—Central Ohio Incomes, 41; do., 4th mort., 59; Marietta and Cincinnati Bonds 103; N. N. Va. 8d mort., 103; City Passenger R. R., 21¼; Patapsco bonds, 72; Canton Co., 88; George's Creek, 103; Lake Chrome, 0.55; Santa Clara, 21; Md. Anthracite Coal, 21; Am. Gas Coal, 2.25; Springfield, 1.85; Atlantic Coal, 1.40; Mineral Hill, 2.40; Md. Copper, 0.80; Bare Hill, 4.00; Franklin Bank, 13½; Union Bank, 70. The latest quotations are: Balt. and Ohio, 115@116; do., 6s, 1867, 108@110; do., 1875, 112@114; do., 1880, 112@113; do., 1885, 113@115½; Northern Central, 52½@55; do., bonds, 1877, 112¾@114; do., bonds, 1885, 104@104½; N. W. Va., 10@20; do., 1st mort., 110@114; do., 2d mort., 105@110; do., 3d mort., 25½@30; do., guar., 103@112; Marietta and Cincinnati 7s, 1891, 103@103½; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 59@62; do., income 1857–'60, 39¾@41; Western Md. bonds, 87¼@88¼; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 114@114½; Baltimore 6s, 1870, 109@110½; do., 1878, 110@114; do., 1875, 114¾@115¼; do., 1886, 113@113½; do., 1890, 112¾@114½; do., coupon, 114½@115; do., 5s, 1838–'70, 96@96; City Passenger R. R., 20@21⅞; Canton Co. 33@35; Gardner, 0.75@0.95; Gas Coal, 1.10@2.20; Maryland, 0.75@0.85; North State, .10@.20; Springfield, 1.80@2.00; George's Creek, 103@104; Santa Clara, 21@21¼; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.00@2.00; Bare Hill, 3.75@4.00; Atlantic Coal, 1.20@1.40; Mineral Hill, 2.30@2.50; Baltimore Coal, 90½@95; Lake Chrome, 50@55.

☞ We give elsewhere, from the *N. Y. Herald*, an interesting account of a new atmospheric railway recently inaugurated in London. The road, though but about a third of a mile in length, is considered as deciding the success of this style of transportation. The tube or tunnel through which the trains pass runs under ground, and is about eleven feet in diameter. The propulsion is effected by exhausting the tunnel of air, and then, as soon as the cars are started, allowing it to rush in at that end of the tunnel which is in their rear. A speed equal to about twenty miles an hour has been attained.

☞ At a meeting of the Board of Directors of the Manhattan Life Insurance Company, held recently, the following important resolution was adopted after mature consideration:—"There shall be added to each policy issued, or hereafter to be issued, the following words:—'This policy is incontestible after five years from its date, for or on account of errors, omissions, and misstatements in the application, except as to age.'" No other American Company, we believe, offers this important advantage to insurers. All policies in force five years at once become incontestible, under the operations of this rule, greatly enhancing their value to families and creditors.

Allentown Route.

By reference to the advertisement of the Central Railroad Company of New Jersey, in another column, it will be seen that two daily express trains for the West are now run, leaving Pier 2, North River, at 9 A. M., and 7 P. M., with but one change of cars to Cincinnati and Chicago, and but two to St. Louis. The advantages claimed for this route are that passengers can leave New York two hours later than by any other line, and arrive at all the principal points West at the same time. The sleeping cars on this line are said to be the most elegant in the country.

☞ We invite attention to the advertisements of Messrs. Wed W. Clarke & Co., "Petroleum Exchange Office," No. 10 Pine St., New York.

Interest and Dividends.

The Interest coupons of the first mortgage bonds of the Chicago and Great Eastern Company due 1st Oct., will be paid on and after that date (less Government tax), on presentation at the Banking office of Messrs. Schuchardt & Gebhard, No. 21 Nassau street.

Coupons of the first mortgage bonds of the St. Louis, Jacksonville and Chicago Railroad Co, due Oct. 1, 1864, will be paid on and after that date at the office of M. K. Jesup & Co., No. 59 Exchange Place, New York, less Government tax.

☞ The aggregate subscriptions to the seven thirty currency loan registered at Washington up to Tuesday afternoon, Sept. 20th, amounted to $36,697,200, and to the ten-forty loan $81,097,900.

☞ The trustees of the Petroleum Stock Exchange have secured a large room on the ground floor of the building occupied by the Public Board of Brokers, Broad street, for the purpose of the Exchange.

☞ The new tariff of railroad rates on goods going Westward went into operation on the 20th inst. The advance is equal to about twenty per cent on the former scale.

Railroad Earnings--Weekly.

The earnings of the Chicago and Northwestern Railroad for the 2d week in September, 1864, were $157,635 97
Same period last year 104,533 92

Increase $47,102 05

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Sept. 7, 1864, were:

	1864.	1863.
Passengers	$3,450 12	$2,055 43
Freight	9,394 67	8,659 16
Express	104 16	75 00
Mails	296 58	296 58
Total	$13,245 53	$11,086 17
Increase		$2,159 36

Receipts from January 1st to Sept. 7:

1864 ..... $381,750 32
1863 ..... 236,185 56

Increase $145,564 76

The earnings of the Marietta and Cincinnati Railroad for the 1st week in September:

	1864.	1863.
Passengers	$12,983 06	$5,714 80
Freight	8,370 50	9,604 90
Mail, express & telegraph	1,119 58	1,040 00
Total	$22,473 14	$16,359 70
Total this month to date.	22,473 14	16,359 70
Total since Jan. 1	$663,784 84	$420,787 31

The traffic of the Great Western Railroad for the week ending Sept. 9th, 1864, was as follows:

Passengers $41,911 12
Freight and live stock 22,232 42
Mails and sundries 1,231 21

Total $65,374 75
Corresponding week of 1863 ..... 54,787 22

Increase $10,587 53

The earnings of the Grand Trunk Railway for the week ending Sept. 10, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were: $124,129 00
Corresponding week, 1863 ..... 98,269 00

Increase $25,860 00

The earnings of the Michigan Central Railroad for the 2d week in Sept., 1864, were $84,349 68
Corresponding week of previous year 64,967 06

Increase $19,382 62

The earnings of the Chicago and Rock Island Railroad for the 2d week in September, 1864, were $76,160 00
Corresponding week of previous year 48,737 00

Increase $27,423 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of September, 1864, were $85,708 00
Corresponding week of previous year 66,747 00

Increase $18,961 00

The earnings of the Toledo and Wabash Railroad Company for the second week of September, 1864, were $52,817 00
Corresponding week of previous year. 23,477 00

Increase $28,340 00

The earninings of the St. Louis, Alton and Terre Haute Railroad for the first week in September, 1864, were $49,868 76
Corresponding week of previous year 20,446 34

Increase $29,422 42

The earnings of the Chicago and Alton Railroad Company for the week ending Sept. 15th were:

	1864.	1863.
Passengers	$11,499 52	$16,290 85
Freight	52,704 65	30,226 40
Sundries	1,509 23	3,682 56
Total	$85,713 40	$50,199 81
Increase 1864		$35,513 59

Railroad Earnings--Monthly.

The earnings of the North Pennsylvania Railroad Company for the month of August, 1864, were $74,281 38
Corresponding month last year 49,597 63

Increase $24,683 75
In first 9 months 548,960 22
Same time last year 365,365 09
Increase 183,395 13

The earnings of the Erie Railway for the month of Aug., 1864, were $1,085,364 58
Corresponding month last year 737,092 48

Increase $348,272 10

The earnings of the Pittsburg, Fort Wayne and Chicago Railroad for the month of August, 1864, were $669,102 44
August, 1863 ..... 407,076 75

Increase $262,025 69

Earnings from Jan. 1 to Aug. 31:

1864 ..... $4,127,543 97
1863 ..... 3,209,669 05

Increase $917,874 92

The earnings of the Norwich and Worcester Railroad for the month of August, 1864, were $68,410 00
Corresponding month of previous year. 42,579 00

Increase $25,831 00
The receipts since 1st Jan., 1864, are. $416,638 00
Same time in 1863 ..... 259,534 00
Gain (64½ per cent.) $157,104 00

The earnings of the Hannibal and St. Joseph Railroad for the month of Aug., 1864. $132,605 48
Corresponding month in 1863 ..... 89,045 65

Increase $43,559 83

Pneumatic Railway.

This week has been made memorable by the most important experiment in locomotion since the first opening of a railway. This has been the successful commencement of a new railway—one to be worked without horses, locomotives, stationary engines or water power. And what power then? you may ask. Why the pneumatic, to be sure—the atmospheric air as a motor.

I will not go so far as to predict that the days of locomotives are over, or soon to be among the things that were; but one thing seems certain, and that is that for short lines, where a large traffic is required, lines in cities, and lines under rivers and up and down steep ascents, the pneumatic propulsion must take the place of both locomotives and horses. As a power under such circumstances, it is far more economical, more efficient, more comfortable, and will give travelers an almost entire immunity from accidents and casualties.

The pneumatic principle—using air as a motor, is not new; but this method of applying it to railways is quite new—the patented invention of Thomas W. Rammell, Esq., of Bridge street, Westminister, a civil engineer of high standing.

Former pneumatic, or "atmospheric," railways, as they were termed, were worked by means of a cylinder and continuous piston, some twenty inches in diameter, under the carriages, between the rails. The power was connected to the train by a valve and slot; but it was impossible to prevent great loss of power by leakage, and after one or two trials it was abandoned. In Mr. Rammell's pneumatic railway the "cylinder" is the railway tunnel, and the piston is the train itself. One carriage (or car), known as "the piston carriage," has a projection or disc of metal, the outer edge of it being a soft substance, like a brush of bristles, and this comes in contact with the brick work, or other material forming the inside of the railway tunnel, touching all around, sides, top and bottom, and thus excluding the air. It is not actually airtight, like a piston rod in a piston, but practically the leakage makes no material loss of power.

Then the pneumatic machine or grand wheel of Eolus, that "raises the wind," is stationed near one end of the railway tunnel, and is moved by a small stationary engine, or any other power. The first pneumatic railway experiment on this principle, you are aware, was a small line, about three feet in diameter, for carrying mails and parcels, and that has been in operation from the Easton (London and Northwestern) Railway terminus to the Northwest District Post Office, in the northwest port of London. That has been in successful operation, carrying the mails twenty or thirty times a day, for over a year and a half.

Next, a line for goods and mails, about five feet in diameter, has been built under the streets, like the smaller one, to carry the mails to and from the general Post Office, St. Martin's le Grand and that is soon to be opened. It will also connect the London and Northwestern Railway with Chapin & Horne's (the great railway carriers) premises, in Gresham street, near the Bank of England. That line, besides carrying the London mails between the Post Office and the railway, will transport one thousand tons of goods a day between the heart of the city and a suburban railway station (Camdentown), and all through a single cast iron tube, and with one stationary engine.

The passenger line opened this week is about six hundred yards—say a third of a mile—in the Crystal Palace Park, and is between ten and eleven feet in diameter—not nine feet by ten as erroneously stated by some of the newspapers—and will take in a Great Western (broad gauge) train, and transport it from one end to the other. The line has been purposely constructed with all the disadvantages that any railway is liable to—neither straight nor level, but with a very sharp curve, and up a steeper incline (one foot in fifteen) than is practicable for any locomotive to work. The trains are blown through in one direction, and then sucked back on their return, the power working equally well in each direction. A great deal of nonesense is talked and written about the pneumatic railways, like the trains being "shot through," or working by a vacuum. Now, be it known once for all that a "vacuum" in working a pneumatic railway is both useless and impossible. Take the train when it is sucked through, and what is the process? Why, precisely the same as that of a boy sucking a pea or a bullet through a hollow reed. The train stands at the farther end of the tunnel or tube, a quarter of a mile from the pneumatic machine. Then the air is sucked by this powerful apparatus out of the tunnel. Of course, as the air is gradually drawn out—the other end of the tube being closed by the train—the atmosphere becomes rarified, or attenuated, and this process goes on a second or two till the air in the tunnel is made thinner—rarified—by about one per cent, and the pressure of the surrounding atmosphere outside (equal to fourteen pounds to the square inch) then presses or drives the train into the tunnel, and the sucking process going on all the time, the train runs its third of a mile in some forty-eight or fifty seconds—eighteen to twenty miles an hour. On lines of any length fifty miles an hour will be attained with ease.

The carriage is lighted by lamps that give a brilliant light; and, having none of the gases or smoke or the heavy jolting that attends the passage of a locomotive in a tunnel, the passenger glides along with the most luxurious ease imaginable.

The ventilation of course is perfect the whole train being swept by a gale of pure atmospheric air every time a train passes.

This solves the problem of underground railways fully, and Parliament is to be applied to this winter for power to build several lines under London—one to go under Oxford street to the Bank from the West End.

This invention gives you the way to solve the great problem of city traffic in New York. A pneumatic railway under Broadway is entirely feasible, and can be made at once the cheapest, most comfortable and most rapid mode of transit from one end of New York island to the other. I will give more of the mechanical details in another letter.—*London Correspondence N. Y. Herald.*

Prospects of the Upper Peninsula of Mineral Michigan.

We recently spoke of the prospects of our iron mines, and alluded incidentally to those of the Upper Peninsula generally. The subject will bear a more extended discussion.

Up to this time but three mines have produced to any extent, and those situated side by side, and but little thought has been given to iron ore elsewhere, even when its existence has been known. As a natural consequence, the whole growth of this region has been confined to the few localities around these mines and the furnaces near them. Everywhere else has been an undisturbed wilderness, and the land unentered. Now this is changed. The great profits of iron mines has made remote iron locations to be sought for, and mines will soon be opened in other and distant parts. A new mine will soon be worked south of Keweenaw Bay, and we have seen, recently, bog ore, containing 50 per cent. of iron, that will pay for working, coming from the neighborhood of Grand Island. On the Peninsula Railroad, and the extension of the Bay de Noquet, we have already spoken of several new mines, and more we are confident will soon be found, as every day developes new indications of iron in the neighborhood of Lake Michigaumie. Nor is this all. Many who have paid much attention to the country are inclined to the belief that in the region of the Monomone River are iron mines richer than any yet known. This region has been as yet imperfectly examined, but it will not long remain an *incognita terra.*

If iron exists in all these different places, as we do not doubt, there will soon be a way to reach them. One good iron mine will pay to build a railroad to it, if it is fifty miles distant; but in all these cases it will not be *one* but *many* mines that will call for means of transportation. We believe a railroad extending west from Ford River thirty or forty miles would soon be one of the most profitable investments in this country, and sooner or later it will be constructed. Those who first make the move will be the lucky men.

If all these mines are opened of which we speak, all know the certain results. Furnaces will spring up around the mines, and along the railroads—and wood land, now worthless, will be worth $10 an acre. A glance at the map will show how much territory still unentered, to a great extent, will be made valuable by the railroads now commenced. In a few weeks the Peninsula road will be completed to its connection with the Bay de Noquet, and the latter be extended to the St. Clair Mountain, and another ten miles of extension begun to Lake Michigaumie. A few years hence, and a very few, and we shall witness a railroad through to the Portage and Ontonagon, and settlements all along the line.

It has always been said that agriculturally this region is worthless. We are not quite prepared to admit this. We know we have not such soil as Illinois, and especially on the coast, it is sandy and light; but farther back it improves, and we doubt not there will be good farms in the Upper Peninsula, where potatoes and other vegetables, good grass and oats can be profitably raised. All this has been done south of Ontonagon, and can be done in the region south of Marquette.

It should not be forgotten, too, that grants have been made for railroads connecting Superior City and Bayfield with the Mississippi, St. Paul, and all that region so full of supplies, which we should be as glad to receive as they sell to us, at much lower rates than we have paid heretofore. Within the last fortnight a drove of cattle, driven through the country, passed down from Superior City on a steamboat to the Sault.

But let us not forget our neighbors of the copper region, whose prosperity has just dawned. Not one acre in a thousand of good copper land has been touched, and the soil is yet unbroken over better mines than the Quincy or Cliff. In fact the great richness of this wonderful copper deposit has but just begun to be understood. A few years hence and we shall see good roads, prosperous villages, and dividend paying mines from Keweenaw Point to far west of the Porcupine mountains.

Have we not reason, then, to think highly of the prospects of the Upper Peninsula.—*Lake Superior Journal, Sept. 2.*

Peninsula Railroad.

The Peninsula Railroad Company is fast pushing its road to completion. Its opening will be the commencement of a new period of prosperity to the mining interests of the northwest. For a year or more the company have been constructing their line from the lower terminus at Escanaba, on Lake Michigan, a distance of about 70 miles, to the iron mines of Lake Superior. This work has been steadily pressed forward, in spite of formidable obstacles, until now it is near its completion, and in a few weeks more the cars will be running the whole distance. This road, when completed, will take the whole passenger traffic to the Lake Superior regions, already very large, and will also become the chief avenue of supplies to the rapidly increasing population engaged in mining. But the main design of the projectors was to furnish such a means of transportation for the iron ore of Lake Superior, to the waters of Lake Michigan, and so to the various ports on the lower lakes where this ore is in demand, as would at once save the time consumed in the passage through the Straits and Sault St. Marie Canal, and also the hazards of the Lake Superior navigation, difficult and dangerous at nearly all seasons of the year. The iron ores of Lake Superior are so rich, and produce iron of such excellent quality, that at present all the iron masters of the country deem it necessary, whenever practicable, to mingle with their own ores a percentage of the Lake Superior ore, in order to produce an article that can maintain itself in the market. Two hundred and fifty thousand tons have been mined the present season, and before the close of navigation, will have been shipped from Marquette to Chicago, Detroit, Cleveland, Buffalo, and the various lower lake ports, and thence into the interior of the States adjoining those lakes; and we are assured that the consumption of the ore would be trebled, and even quadrupled, were the present means of supply equal to the demand. The demand for this ore promises to be limited only by the consumption of iron, for it is found that Lake Superior ore can be purchased, shipped all the way to Pittsburg, and there manufactured at a saving of *twelve to fifteen dollars per ton* over the cost of iron produced from neighboring ores of Pennsylvania, while at the same time, in consequence of the richness of the ore, the furnaces will turn out, with the same expenditure of labor and fuel, over fifty per cent. more iron in a given time. In view of these facts, several gentlemen interested in the Peninsula road have taken measures, not only to increase the means of transportation, but also to meet the great and increasing demand for ore. They have purchased all the mineral lands of the St. Marie Canal Company, some 34,000 acres, upon seven different sections of which, adjacent to the Peninsula road, or within a short distance from it, they have discovered deposits, or rather immense hills and cliffs of iron ore, far transcending in extent and value any hitherto opened. They have organized a company under the name of the Iron Cliffs Mining Company, with a large cash capital, and are already opening these mines and preparing immediately to ship ore in quantities to meet the largest demand. It is believed that this single company will be able to supply an amount of business to the Peninsula road very nearly equal to its utmost capacity. The Peninsula Company also possess a land grant of over five thousand acres per mile. This land is all of it covered with a heavy growth of timber, mainly hard wood, and exceedingly valuable for charcoal to be used in reducing the ores found in the vicinity. The company anticipate that these lands will eventually pay the whole cost of the road and equipment, leaving the property entirely free to the stockholders. The stock has been quoted at the exchange for some time, but of its merits little has thus far been known.—*N. Y. Tribune.*

New Through Route from Chicago to Lake Superior.

The Chicago *Tribune* announces the recent opening of two new routes of travel and commerce between that city and Lake Superior, viz: that to Madison, Wis., over the Beloit division of the Chicago and Northwestern Railway; and that to Lake Superior by the Peninsula Railroad. "A party, consisting of the chief executive officers and directors of the Northwestern Railway Company, with a few invited guest, after themselves laying the last rail, rode over this new road to the capital of Wisconsin, direct from this city. After remaining there a short time, the party left for Green Bay, over the road to Milton Junction, and thence by the North-Western. At Green Bay the party embarked upon the fine new steamer the George L. Dunlap, built expressly for this route, for Escanabe, the terminus, upon the waters of Green Bay, of the Peninsula Railroad. The cars of the Peninsula Railroad carried the excursionists to Marquette, upon Lake Superior. The party visited the new mines about being opened by the Iron Cliff Mining Company. It is confidently asserted that nowhere upon the face of the globe is there so much wealth of iron ore upon an equal area as in these mines. They will be connected directly by rail with the Peninsular road, and thence, by steamers, with the North-Western at Green Bay. Untold wealth will thus be speedily poured into the capacious lap of Chicago. It is well that our prairies are large, for we shall need room. To show the value of this new route, it is only necessary to mention, that leaving Lake Superior at one o'clock in the afternoon of Saturday, stopping an aggregate of twelve hours on the way, they reached this city at five o'clock on Monday morning."

☞ The Norwich and Worcester Railroad Company is now free from debt, except $59,000 bonds which do not mature till 1874.

☞ The wheat crop of Minnesota is stated to be two million and eight hundred thousand bushels in excess this year over that of any previous crop.

☞ The passenger receipts of the Western Maryland railroad for August were $4,919 20, being an increase of $1,578 21 over that of the same month of 1868. The total receipts for August is over $9,000.

☞ The Illinois Central Railroad Company paid $178,000 into the Illinois State Treasury, being the percentage of the profits which the company is annually required to pay to that State.

The Lake Superior Mines.

A correspondent of the *Journal of Commerce*, writing from the mining region, says: "What now seems to be of the most vital interest are the rich mineral productions of this region, embracing the south and north shores of Lake Superior. Copper, iron, lead, silver and gold are found to exist, although the mining interest is still in its infancy, particularly in regard to the last named precious metals, which are found on the Huron range of hills lying on the south shore of the lake, between the iron deposits, near Marquette, and the upper range on Keewenaw Point. The field of exploration extends over a hilly section of country for upwards of one hundred miles from east to west, and fifty to sixty miles from south to north, embracing the counties of Marquette, Ontonagon, Portage and Keewenaw, including Isle Royale, to say nothing of the north shore belonging to Canada.

"Already about one hundred copper mining companies have been formed and are in successful operation; twelve iron mining companies, shipping annually 200,000 tons of ore; also, some fifteen silver, lead and gold mining companies, which have just commenced operations. These united mining interests employ an immense amount of capital, and give profitable employment to thousands of workmen.

"The steamers and sail vessels navigating the upper lakes are of a large class, the former carrying passengers and freight, while the latter are mostly engaged in carrying iron ore to Eastern markets. This iron is exceedingly pure and of good quality, much of it being used for mixing with the inferior ores of Pennsylvania and Ohio. The mountains of this ore here deposited alone would make the upper peninsula celebrated for ages, while the copper region is of equal interest, the pure metal being found in large masses. Two railroads will be completed during the present year to run to the iron mountains, one of which will ultimately extend westward to Ontonagon, thus reaching the copper region, and greatly facilitate the transportation of the above valuable metals to eastern and southern markets.

"Geologists seem at fault in this region, it being the practical explorer and hard working miner that discovers and uncovers the rich mineral deposits, being assisted by capital which is fast flowing into the country. The savans also seem to overlook the healthy influence here experienced, giving strength to both mind and body.

"The export of copper, during the year 1863, was 10,043 tons, and the export of iron ore, and iron in bars, &c., was 190,000 tons, both of which will be largely exceeded the present year."

The Siberian Telegraph.

We learn from an officer, who occupies a very high and responsible position under the Russian Government, that the telegraph between Omsk and Irkoutsk is completed. The stations have been fixed, and the line is now in operation. On 21st December, 1863, two despatches were sent from Irkoutsk to the director of telegraphs at the capital. They were started from the former station at meridian, and received at Petersburg at eight o'clock and thirty minutes the same evening—a distance of 5,750 versts, or 3,285 marine miles. As the line was not then in complete working order, the feat may be regarded as worthy of special note. The labor on the Irkoutsk and Omsk portion of the line was commenced early in 1863, and in September of the same year messages were sent from one or more stations to others. In November the line was in working order to Krasnekarsk, and by the 5th of December to Ankan.

During the period of building the line in Siberia, peculiar difficulties were encountered, owing to the depth, width and rapidity of the streams. In some places the wires were stretched along very high posts, sometimes submerged and again run under the surface of the ground. Along and across other rivers the wires were stretched on poles. The materials used in the construction of the work are of Russian manufacture. The electric batteries and apparatus pertaining thereto were made in Petersburg, and porcelain insulators in Derm. Only a comparatively small portion of the wire and water cables were imported. The completion of this grand chain of telegraphic communication between Westernmost Europe and the extreme northeastern point of the Asiatic continent, will be hailed with an enthusiasm only equalled by that of the Atlantic cable.—*Alta California.*

Huntingdon and Broad Top Mountain R.R.

At a meeting of the shareholders of this company, held in Philadelphia on the 13th inst., the joint agreement which had previously been entered into with the Bedford Railroad Company for the consolidation of said companies, and the merging of the corporate rights, privileges and powers of the latter into the former company was ratified by an unanimous vote. The shareholders of the Bedford Company having previously voted affirmatively on the agreement, the consolidation of the two companies may be considered virtually accomplished, and the length of road thirteen miles extended, at a cost of sixty thousand dollars; less than half of the value of the iron on the road acquired. The arrangment is considered a most advantageous one for the Huntingdon and Broad Top, and by working both roads under the same management the business of the roads, the passenger travel especially, will be much better accommodated. The steady development of the mineral resources of this region, through these roads, is giving to both the region and the united road the value and importance their position justly entitles them. The passenger travel has more than doubled, and the coal tonnage has materially increased, at about twice the former charges. The daily production of coal at the Company's mines is about 4000 tons, and could be easily increased if the facilities of the connecting roads eastward were properly increased.

Cost of Sinking an Oil Well.

The cost of sinking an oil well, six hundred feet deep, in Western Pennsylvania, is thus stated by the Pittsburg *Chronicle*:

"One engine, 10 horse-power, delivered on the premises, $2,100; derrick, complete, $150; walking beam, Sansom post and appurtenances, $50; bill wall, bland wheel and belting, $120; One set tools, $300; 1½ inch hawser and 1¼ inch hand pump rope, $150; 600 feet tubing at 92 cents, $570; 50 feet driving pipe, at $350; 500 bushels coal at 60 cents, $300; two engines, say sixty days each at $3, $420; contract to drillers, 600 feet at $2 25, $1,350; one pumping barrel and valves, $37 50; two wrenches at $10 each, $20; one clasp, $5; two 2-inch gas tongs, $15; total $6,067 50. To this add five hundred dollars for contingent expenses, such as accidents in breaking machinery, getting tools fast in the wells, and the charges by professional tool extractors, etc., and there will be less than three thousand five hundred dollars left of the ten thousand dollars. It will thus be seen that where it is intended to put down a number of wells, as proposed by so many of the new companies, there must be a larger reserve fund."

The Connelsville Railroad.

Two railroad bills of especial significance, passed last Spring by the Pennsylvania Legislature, and held unsigned by the Governor, have recently become laws under a provision in the constitution of the State. One of these bills repeals the authority originally granted to the Pittsburg and Connelsville Railroad Company, East of Connelsville, and limits their jurisdiction to the ground between Connelsville and Pittsburg. The other bill incorporates a new company, with authority to build a road East from Connelsville, to connect with other roads leading to the Susquehanna and the Chesapeake. The Connelsville company holds that the bill revoking its charter is unconstitutional, and any attempt to interfere with its franchises will be promptly met by an appeal to the courts. The company, we understand, is doing all in its power now to complete the line to Cumberland.—*Harrisburg Union.*

Northern Railroad of Canada.

It is very gratifying to see this Canadian line improving as it does half-year after half-year.

The 1864 June half-year presents us with an increase in the revenue over June, 1863, of 20.11 per cent., and a decrease in the ordinary working expenses of 5.63 per cent.

These working expenses are now 49.49 per cent, for the half-year against 55.12.

Half-year ending	Gross revenue.	Ordinary worki'g exp.
June 1864	£54,302	£26,879
" 1863	45,195	24,913

The traffic of the Northern Railway of Canada is nearly all local. Out of the £54,302 taken in the half-year only £1,601 comes under the heading of "through." The great mass is in one item "local freight." The climate is hard (the Government perhaps a little harder); the traffic is thin; the postal service miserably paid for; but notwithstanding all, here is a purely Canadian railway, carrying principally heavy goods traffic, working at 50 per cent. or less of its receipts.—*Herapath.*

Cotton from Italy.

An Englishman, who has been investigating the subject, says that from what he has seen of the country, Italy can be made to produce 600,000 bales of cotton annually, of two hundred weight each. The crop this year is expected to amount to from 100,000 to 150,000 bales. The writer says that he found the Government and representatives of all classes eager to promote the cultivation of cotton, but the present circumstances of the country are peculiar, and tend to arrest enterprises which in a more tranquil state of things might be prosecuted with every guarantee of success.

Minnesota Central Railroad.

We understand that tracklaying is being done from Mendota South, as fast as the iron can be got up the river from La Crosse, and Mr. Skinner the agent says the track will be laid to this place before Winter sets in, if the Mississippi don't dry up entirely. Should that be so and the Transit Road to Rochester be completed, with a daily line of stages by way of Rice Lake to Rochester as talked of now, our Eastern mail can come through one day at least quicker than at present. We hope it may be done; what we need is our connection at the State line with the McGregor road which is the highest point at which navigation can be relied upon.—*Faribault Republican.*

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AMERICAN RAILROAD JOURNAL.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorised European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 1, 1864.

Trade and Commerce of Cincinnati.

We make from the *Cincinnati Price Current*, a trustworthy and carefully edited commercial sheet, the following abstract of the trade and commerce of Cincinnati for the year ending August 31, 1864:

The report sets out with this statement that "the prosperity of the commercial, agricultural and manufacturing classes has been greater and more general during the past than it was the previous year, notwithstanding the general prosperity of that year." Nor is this "increase of wealth imaginary owing to the depreciation of the currency." Lands and houses have not advanced, so that farmers have been able to add acre to acre at old prices, and merchants and manufacturers to add house to house, of which so many have never before been erected in any previous year, and most of them massive and elegant structures. Cincinnati has accordingly rapidly improved, and though her river communications have been greatly interrupted, yet its business has been enormous. If we consider Covington and Newport as suburbs of the city, the population is at least 250,000.

The receipts of flour, wheat and pork have somewhat fallen off from 1863, but there is a large increase in others.

The value of the leading articles imported and exported is thus comparatively stated:

	Imports.	Exports.
1859–'60	$108,347,216	$77,087,188
1860–'61	90,198,136	67,023,126
1861–'62	103,292,893	76,449,862
1862–'63	144,189,213	102,397,171
1863–'64	389,790,537	239,079,825

The total arrival of steamers was 2,936 against 2,206 last year, and the whole tonnage of these with their barges, was 92,742 tons, against 71,725 tons last year, so that the war has not in this respect damaged Cincinnati.

Money Market.—The Money Market is easy and has been through the year. It is believed that all the paper money and all the coin in the country at the beginning of the war would have been insufficient to have met its expenses, and the "currency had to be increased five fold." The National banking system has proved a great success. The whole number organized is over five hundred, and the whole amount of currency issued does not exceed forty-five millions of dollars. At an early day the Cincinnati Banks rejected the issues of all Eastern Banks, and made the National currency and that of Ohio, Kentucky, and Indiana bankable. The Kentucky and Indiana Banks retired their currency and at times paid a high premium for it, but the Ohio Banks did not. So that virtually the currency was reduced to greenbacks, National Bank and Ohio Bank notes. The stringency in the Money Market was at times, severe, 2 per cent. per month being freely paid by produce speculators during the summer months. The whiskey dealers paid freely in anticipation of the whiskey tax. The demand for exchange has been good, sometimes the supply has been in excess of the demand. The rates in consequence of the healthy action of the National currency were low, being never beyond ⅛ of one per cent., oftener only 1-10th, nearly half the time at par, and often below par.

The Weather and the Crops.—The cold weather and rains in the spring months affected the crops considerably, but of spring wheat there was an average crop. Corn was injured by the dry weather subsequently in Kentucky, part of Ohio, a portion of Indiana, but was good in all Missouri and Iowa, nearly all Illinois and Wisconsin, and the Northern and Eastern portions of Ohio. There is a full crop of oats, also of hay, a partial one of barley, flax moderate, not being very largely sown, potatoes indifferent, peaches a total failure, apples short and poor, and grapes almost a total loss. Of sorghum there was a fair crop.

Navigation and Railways.—The railways leading out of the city eastward have been crowded to their utmost capacity. Traffic on others leading west and south was interrupted greatly. River navigation was suspended in July and the greater part of August, since then it has been brisk. The number of vessels built at Cincinnati the last year has been greater than at any previous year. In 1847–'48 the number was 29, of 10,233 tons.

In 1855–'56 it had increased to 33 vessels of 11,526 tons. In 1859–'60 it was 28, and 6,613 tons. In 1861–'62 4, and 1,745. In 1862–'63 43, and 12,590, in 1863–'64 62, and 20,117 tons. The whole number of steamers running to Cincinnati the last year was 49, with a tonnage of 81,609 tons, and of barges 76, of 11,133 tons, total tonnage, 92,742. It will be seen that this enormous commerce has grown up and flourished, notwithstanding the closing of the port of New Orleans for two years.

Alcohol.—The jobbing price of 98 per cent. above proof has ranged in consequence of the tariff, from $102 in September, 1862, to $3.74 in August, 1864. The wholesale price is 6 cents per gallon lower than the retail. The amount exported the past year has not been much over ½ of what it was in 1861–'62.

The exports for the last five years was as follows: 1860, 27,302; 1861, 43,461; 1862, 52,460; 1863, 15,978; 1864, 6,524.

Ale and Beer.—The high price of distilled spirits has largely increased the consumption of malt liquors. The following table shows the quantity imported and exported for the last five years:

	Imports.	Exports.
1860	6,934	22,581
1861	5,844	20,160
1862	5,361	19,870
1863	8,806	26,063
1864	8,209	31,308

Bark (Tanning.)—The large Government demand has stimulated the tanning business, and prices have ruled higher. Chestnut bark per cord of 128 feet, which in August, 1863, brought $15 per cord, sold for $25, in August of the present year.

Butter.—There has been a decided increase in the receipts of butter. Contracts have been made at 50 cents for delivery this fall, the selling price in August being 47 cents, and in August 1863, 16 cents.

The following table shows the imports and exports of butter the last five years:

	Imports.		Exports.	
	bbls.	firkins.	bbls.	kegs.
1860	15,209	4,468	4,056	48,268
1861	12,395	21,860	2,385	32,046
1862	5,916	14,090	248	9,262
1863	4,408	28,364	977	15,481
1864	11,136	48,754	1,676	18,428

Beef Cattle.—The supply has not been fully equal to the demand, and the high price of corn affected prices of beeves.

It ruled in the last month at $7 per cental gross, against $4 the same time last year.

The following were the imports and exports of cattle, by railways, the last five years:

	Imports.	Exports.
1860	43,182	20,593
1861	40,585	19,357
1862	39,704	23,467
1863	31,915	16,739
1864	39,152	14,903

Barley.—The crop has proved a fair one. The closing price in August was $1.90, and for malt 10 to 15 cents per bushel above barley.

The following table shows the imports and exports for the last five years:

	Imports. bush.	Exports. bags.
1860	352,829	47,580
1861	493,214	29,289
1862	323,884	21,026
1863	336,176	9,157
1864	379,482	9,194

The following were the imports and exports of barley malt for five years:

	Imports. bush.	Exports. bags.
1860	117,593	209,487
1861	70,153	155,779
1862	102,064	125,051
1863	104,724	146,239
1864	153,723	268,882

Boots and Shoes.—A further advance in prices has taken place, being double what they were two years ago, and the business is quite up to what it was before the war.

The following table shows the imports and exports of boots and shoes, in cases, the last five years:

	Imports.	Exports.
1859–'60	58,944	36,281
1860–'61	30,915	10,881
1861–'62	22,401	5,738
1862–'63	42,840	13,538
1863–'64	42,869	25,092

The whole number of houses engaged in the trade, the last five years is 410.

Beans.—The crop has been a very large one, and the imports into Cincinnati very much larger than they ever were before. The price per bushel of white beans in August last was $2.25, 2 cents lower than in August of the preceding year.

The following table shows the imports and exports of beans, the last five years:

	Imports. bushels.	Exports. bbls.
1860	20,852	3,445
1861	23,004	7,567
1862	39,260	12,976
1863	55,490	15,643
1864	77,550	23,956

Bran and Shorts.—These articles being used for feeding purposes altogether, consequently the price fluctuates with the prices of other kinds of feed.

The price of bran and shorts, per ton, at the close of the week ending August 31, 1864, was $22.

The following were the imports and exports the past five years:

	Imports. sacks.	Exports. sacks.
1860	161,638	43,186
1861	153,093	34,663
1862	151,268	24,321
1863	147,240	12,051
1864	129,936	7,793

Brooms.—The trade has recovered from the first effects of the war. The price per dozen good common is $3.

The following were the exports of brooms the past five years:

	Dozens.
1860	24,641
1861	18,147
1862	8,707
1863	12,021
1864	19,945

It will be seen that the falling off in the export trade in 1862 and 1863, which was owing to the war, has been fully regained.

Beeswax.—A considerable amount of this article is disposed of, annually, which is shipped to the East.

The price per pound, in August last was 80 cts.

Cheese.—The following table shows the annual imports and exports, the last five years:

	Imports. boxes.	Exports. boxes.
1860	227,095	172,753
1861	156,583	121,233
1862	103,861	59,545
1863	124,996	71,839
1864	114,167	80,939

The price per lb. in August last was 19½ cents.

Coffee.—Strange to notice there has been a considerable increase in the trade, as will appear from the following table.

The following were the annual imports and exports for the last five years:

	Imports. bags.	Exports. bags.
1860	129,930	90,165
1861	160,688	109,262
1862	117,022	110,258
1863	101,083	104,078
1864	124,759	107,733

Clothing.—The business is largely extended and the profits are large. There are fifty-six wholesale houses, the greater portion of them doing an extensive business, and one hundred and fifty houses, including merchant tailors, engaged in the trade, which is a large increase over former years.

Corn.—We have quoted in the introductory remarks the yield of corn. The demand has been large, and sales were made in August at $1.27 per bushel of 56 lbs., against 60 cents the same time the previous year.

The following were the average prices the last five years:

1859–'60	50
1860–'61	34
1861–'62	31
1862–'63	53 2-5
1863–'64	108¼

The following were the imports and exports of corn, the last five years:

	Imports. bush.	Exports. bags.
1860	1,846,208	48,867
1861	1,340,690	127,269
1862	1,708,292	141,150
1863	1,504,430	265,934
1864	1,817,046	445,260

Cotton.—During the last two years, the receipts of cotton have largely increased, and fully one-half the confiscated Government cotton has been sold here, at auction, the past year. It is hardly necessary to allude to the extraordinary prices paid for this article, as this is a fact fully understood by the masses in this and foreign countries.

The price of middling upland cotton, at the close of August was $1.70.

The following table shows the imports and exports of cotton, the last five years:

	Imports. bales.	Exports. bales.
1860	78,043	71,344
1861	109,806	105,755
1862	29,692	26,985
1863	58,621	45,998
1864	85,741	79,486

Clover Seed.—The price of clover seed, per bushel of 62 lbs,, on the 27th of April was $7.75, an advance from $5.15 same time previous year.

The following table shows the imports and exports of clover and grass seed, the last five years:

	Imports. brls.	Exports. brls.
1860	28,224	16,642
1861	18,673	13,065
1862	9,753	5,579
1863	13,552	6,159
1864	19,982	10,510

Candles and Soap.—The business has fallen off owing to the high price of lard, and the demand has also fallen off, particularly from California and the Pacific Coast.

The following table shows the annual exports of candles and soap for the last five years:

	Soap, boxes.	Candles, boxes.
1860	66,267	175,226
1861	69,836	138,234
1862	113,687	245,997
1863	76,005	263,912
1864	63,078	217,412

Cotton Yarns.—These are now little sought for in the agricultural districts where once they were a necessity, owing to the high price.

The following were the imports of cotton yarns the last five years:

	pkgs.	lbs.
1860	12,841	2,455
1861	13,253	18,353
1862	5,267	1,338
1863	3,478	2,113
1864	6,773	9,691

Cooperage.—Prices have been higher, but there has been a falling off in the supply owing to the deficiency of the pork crop.

The following table shows the imports and exports of cooperage for the last five years:

	Imports. pieces.	Exports. pieces.
1860	216,361	119,572
1861	173,099	121,370
1862	190,350	207,158
1863	152,939	136,597
1864	209,549	102,831

Coal.—Owing to the wise forecast of the City Council of Cincinnati, by getting control of the rolling stock of the coal transporting railways, the price to consumers was kept down to 32 cents per bushel, when in the early part of the season

before the arrangement, the combination price was 80 cents.

The following were the imports of coal, during the last five years:

	Bushels.
1859'–60	17,600,000
1860–'61	12,500,000
1861–'62	8,500,000
1862–'63	8,000,000
1863–'64	15,975,366

The whole amount of coal which was landed the last twelve months, including that brought in by railways, was 15,975,366 bushels, as above. Of this amount 800,000 bushels was Hartford City; 1,772,000 bushels, Pomeroy; 578,000 bushels, Syracuse; 608,000 bushels, Zaleski and other Ohio Coal, brought in by railways, including some brought from Pittsburg by that mode of conveyance; and the remainder Youghiogheny, including 300,000 bushels of Cannel.

Cooper Stuff.—No accurate account can be given of these materials, brought either by rails or river.

Barrel poles were quoted in June at $15 per M., (the latest reported sale,) and barrel staves in August at $18.

Dry Goods.—The trade has increased enormously, merchants from Missouri, Iowa and Kansas, buying largely in the Cincinnati market. The whole number of houses engaged in the wholesale trade is 49, and retail 133.

The following table shows the imports and exports of dry goods and general merchandise, the last five years:

	Imports.		Exports.	
	pckgs.	tons.	pckgs.	tons.
1859–'60	1,153,910	4,404	1,702,220	17,957
1860–'61	978,000	5,120	1,558,700	10,420
1862–'62	1,669,000	10,574	1,817,800	11,264
1862–'63	1,101,800	18,484	1,961,850	9,172
1863–'64	1,418,050	27,499	2,191,975	16,583

Eggs.—These are sold at what is called "Shippers Count," that is to say the count made in the interior by the packers, the buyer taking the risk of breakage. Prices have been considerably higher than last year. The price per dozen, Aug. 31, last, was 19 cents, the same time the year previous 6 cents.

The following were the imports and exports of eggs, the last five years:

	Imports. boxes & bbls.	Exports. bbls.
1860	22,670	8,528
1861	23,579	10,069
1862	17,643	6,293
1863	15,264	4,037
1864	11,471	5,222

Flour.—From October to the middle of April, the market was wholly devoid of animation, prices not having undergone any essential change, during nearly eight months; but the sudden and large advance in the price of gold toward the middle of April, produced a large speculative demand, not only for this but most other articles of produce, and general merchandise; and, during the week ending the 20th of April, prices advanced $1 per bbl., July 20, they again advanced $3 per bbl., and after a temporary decline the advance was maintained. At the present price of gold, (or rather before the late heavy fall,) a barrel of flour only brought $3.90 per bbl. The stock of old wheat is large, and the present crop but an average. (In specie times it ranged from $4.10 to $6.30 in Cincinnati.) The following table shows the imports and exports for the last five years:

	Imports. bbls.	Exports. bbls.
1860	517,229	478,308
1861	490,619	426,625
1862	588,245	460,574
1863	619,710	404,570
1864	547,983	393,268

Feathers.—Prices range higher, and the home consumption has increased. The quotation in August was 80 cents per lb.

The following were the imports and exports during the last five years:

	Imports.	Exports.
1860	5,655	6,824
1861	5,574	5,746
1862	6,496	7,374
1863	5,679	7,751
1864	8,019	7,916

Fruit—There has been a large falling off in green fruit and increase in dried. Of the former apples are not allowed to be retailed in the markets.

The following were the Imports and Exports of the different kinds of Fruit, during the last five years:

IMPORTS.

	Gr Apples. bbls.	Dr Fruit. bush.	Lemons. bxs.	Oranges. bxs. & bbl.
1860	95,811	64,186	10,141	23,793
1861	84,759	91,684	3,716	12,309
1862	98,053	206,403	13,965	13,487
1863	149,758	54,245	10,224	12,357
1864	97,399	77,801	2,283	6,092

Furniture or Cabinet Ware.—Prices have advanced 50 per cent. but but the demand is not diminished, this branch of industry having thoroughly recovered from its difficulties owning to the loss of the Southern trade.

The following table shows the exports of Cabinet Ware and Chairs, for five years:

	Furniture. pcs. & pkgs.	Chairs. doz.
1859–'60	119,014	6,586
1860–'61	11,634	8,151
1861–'62	17,516	5,384
1862–'63	38,452	12,498
1863–'64	39,165	14,515

Ginseng.—This is brought to market in small quantities, the local consumption being light, the demand coming chiefly for China. The price per lb. in Aug. was $1.40, nearly double what it was the same time the previous year.

Hay.—This is the best crop of several years. Its price per ton in August was $24.00, $2 higher than it was the same time last year when there was a deficient crop.

The following were the Imports and Exports of Hay the last five years:

	Imports. Bales.	Exports. Bales.
1860	56,547	3,449
1861	35,214	10,216
1862	58,190	35,278
1863	90,908	59,718
1864	110,946	59,524

Hides.—The range of prices, the past, is higher than it was the previous year, and the demand has been good. The Government demand for leather has been large, which made the tanning business active, and the demand for raw Hides consequently good.

Dry flint hides in August brought 22 cts. per lb. and 18 cts. same time the year previously.

The following table shows the imports of Hides, the last five years:

IMPORTS.

	Pieces.	Pounds.
1860	169,203	91,417
1861	189,032	63,700
1862	159,344	78,795
1863	150,501	32,089
1864	233,177	41,416

Iron.—There has been a further increase in the demand for iron, there being however a decrease in the exports of bar, and an increase of those of pig. The consumption in the city has been large, and the business is in a prosperous condition.

The price of Ohio hot blast Pig, last September, was $38 per ton. By the middle of October it had advanced to $45; the middle of December $55; by the 1st of May $65; and the 31st of August $80, which was the closing price. Cold blast was $5 to $10 per ton above the price of hot blast.

Bar Iron, which opened at 4¼ and 5¼ in September, 1863, closed at 8½ and 9¾ cents—the outside rates for charcoal.

The following table shows the Imports and Exports of Iron, in various shapes, the last five years

IMPORTS.

	Tons.	Pieces.	Bundles.	Pig.Tons.
1860	8,378	397,466	95,488	37,550
1861	8,835	142,997	29,821	23,682
1862	6,756	130,283	34,920	23,762
1863	16,747	146,446	23,130	39,151
1864	28,191	181,791	46,448	44,098

EXPORTS.

	Tons.	Pieces.	Bundles.	Pig.Tons.
1860	6,934	575,268	129,030	4,667
1861	4,281	327,205	107,964	5,143
1862	7,982	258,730	55,550	5,302
1863	13,332	177,278	39,623	4,968
1864	15,832	124,792	36,019	10,826

Linseed Oil and Flaxseed.—The diminution in building diminished the consumption, but the advance in gold took it up again, and so did the high price of foreign oil and flaxseed. The crop of Flaxseed gathered in the West in 1863, proved to be the largest by far, ever before known, and the shipments to the East were very large. From Cincinnati alone, the exports increased two hundred per cent, over those of the previous year. Not only were the shipments large, but they continued on during the summer months, and when the new crop matured the stock of old Seed still in the hands of dealers, in the West, was large, and is still so.

The advance in prices has been gradual, during the year, and did not respond promptly to the advance in gold, which must be attributed to the large supply of domestic Seed.

The inducements to farmers to cultivate Flax, the last two years, have been very great, because not only has the demand for Seed been good, and at high prices, but the fibre has met with an active demand from paper makers, at good prices. This induced farmers to sow largely again, last spring, though the weather was not as favorable as might be desired for it. Still there is no doubt that a large amount has been sown, though the farmers have abandoned the plan of borrowing seed from the crushers, as has been the custom, preferring to occupy an independent position, in the sale of the Seed. As a general thing, the crop has matured well, and prices declined 30 cents per bushel, soon after the new crop came into market, but again advanced.

The price of Linseed in August last was $1.58 per gallon against $1.08 same time last year.

(Continued on page 964.)

Railroad Earnings--Weekly.

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 3rd week in September:

	1863.	1864.
Passengers	$27,970 61	$45,927 06
Freight	83,210 45	106,971 74
Express	1,008 48	1,439 03
Mail	1,286 12	1,405 63
Total	113,470 66	155,743 46
Increase 37 25-100 per cent		$42,272 80

From June 1, to Sept. 21, 1864, (3 months and 3 weeks) the earnings were $1,956,392 66, against $1,255,448.14 in 1863—an increase of $700,944.52.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Sept. 14, 1864, were:

	1864.	1863.
Passengers	$2,919 31	$1,988 82
Freight	10,393 66	8,856 24
Express	104 16	75 00
Mails	296 58	296 58
Total	$13,713 71	$11,216 14
Increase		$2,497 57

Receipts from January 1st to Sept. 14:

1864	$395,464 03
1863	247,401 70
Increase	$148,062 33

The earnings of the Marietta and Cincinnati Railroad for the 2d week in September:

	1864.	1863.
Passengers	$11,101 60	$5,487 16
Freight	9,308 74	8,904 50
Mail, express & telegraph	1,119 58	1,040 00
Total	$21,529 92	$15,431 66
Total this month to date	44,003 06	31,791 36
Total since Jan. 1	$685,314 76	$436,218 97

The traffic of the Great Western Railroad for the week ending Sept. 16th, 1864, was as follows:

Passengers	$38,311 60
Freight and live stock	23,585 14
Mails and sundries	1,598 80
Total	$63,445 54
Corresponding week of 1863	61,295 10
Increase	$2,150 44

The earninings of the St. Louis, Alton and Terre Haute Railroad for the 2d week in September, 1864, were $50,219 27
Corresponding week of previous year 33,282 52
Increase $16,936 75

The earnings of the Michigan Central Railroad for the 3d week in Sept., 1864, were $88,972 81
Corresponding week of previous year 66,915 85
Increase $22,056 96

The earnings of the Cleveland and Toledo Railroad for the 3d week in Sept. were $42,766 00
Corresponding week of previous year 34,028 00
Increase $8,738 00

The earnings of the Toledo and Wabash Railroad Company for the third week of September, 1864, were $54,511 00
Corresponding week of previous year. 27,675 00
Increase $26,836 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of September, 1864, were $84,707 00
Corresponding week of previous year 64,986 00
Increase $19,721 00

The earnings of the Chicago and Alton Railroad Company for the week ending Sept. 22 were:

	1864.	1863.
Passengers	$29,747 09	$15,293 73
Freight	58,679 67	29,184 80
Sundries	1,478 10	1,344 80
Total	$89,904 86	$45,823 33
Increase 1864		$44,081 53

The earnings of the Chicago and Rock Island Railroad for the 3d week in September, 1864, were $90,185 00
Corresponding week of previous year 56,419 00
Increase $33,766 00

The Illinois Central traffic for the first three weeks this month shows a gain of $285,755 22; the figures are:

Three weeks in 1864	$586,247 80
Three weeks in 1863	350,492 58
Three weeks in 1862	315,936 07

Sandusky, Dayton and Cincinnati Railroad.

The earnings and expenses of this road for the years ending June 30, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From passengers	$151,235 46	$184,614 28
" freight	411,774 42	381,072 58
" mail	16,080 00	16,080 00
" express	10,662 04	11,660 58
" car mileage	10,063 21	6,719 94
" storage	64 98	14 78
	$599,880 11	$600,162 16
Expenses, viz:		
Maintenance of way	$130,486 08	$136,039 43
Locomotive power	104,660 86	122,054 29
Machine shop	27,321 23	22,744 44
Train expenses	95,466 70	78,574 10
Station "	63,830 69	63,586 19
Office establishment	42,568 57	39,938 43
General expenses	5,724 31	6,133 62
Loss and damage	1,476 95	2,342 27
	$471,535 39	$466,412 77
Net earnings	$128,344 72	$133,749 39
Interest account	$57,352 31	
Taxes	18,007 63	
		75,359 94
Balance		$58,389 45

Of the total expenditure, there is charged to renewals of rolling stock, $49,021 11; and to renewals of iron, $23,774 39—making a total of $72,795 50. The directors say:—

In the last annual report, the final liquidation of the company's bonds which fell due in 1856, was announced. This completed the payment of all the principal due on the company's obligations, secured by mortgage, a virtual payment of the floating debt having previously been made. The favorable time which it was thought had arrived for capitalizing the various securities of the corporation upon some equitable plan, has, since the date of the last report, been taken advantage of, and a plan agreed upon which, so far as the same has been brought intelligibly to the knowledge of the holders of securities, has been approved almost unanimously. No dissent is known to exist on the part of the holders of bonds secured by mortgage. The concessions to the weaker securities, those resting on the naked "promise to pay" of the corporation, although small, must be considered fair, if not liberal, when it is understood that the mortgages payable in 1866 and 1875 respectively, amounting in the aggregate to two millions of dollars, had both become due by reason of default in interest: A foreclosure might have been insisted on, and the whole property swept off, leaving the unsecured obligations without provision. But a more equitable spirit prevailed, and a plan was agreed upon, after much deliberation, which will be found embodied in "Articles of Agreement," appended to this report. To this agreement I would respectfully call the attention of parties interested, and urge upon them favorable action.

Of the bonds due in 1866, nearly the whole amount have accepted, or will accept the terms of the agreement. A few have not been heard from.

The 1875 bonds, funded in preferred stock, are largely in. There is no hesitancy on the part of this issue so far as known.

The dividend bonds of 1862, and the bonds of 1878, are in by large majorities of each. The State of Ohio was a large holder, and has accepted the terms of the agreement.

The Sandusky City and Indiana stock has with almost entire unanimity come in. And the other claims and common stock have conformed to the terms held out. The desire now is that all interested may without delay avail themselves of the conditions prescribed; and for that reason attention is called particularly to the subject in this report.

I take pleasure in stating to the stockholders that the terms of the agreement have been promptly carried out thus far, and the means of fulfilling all obligations newly assumed remain in the treasury subject to the action of holders of the different classes of securities. The payments made previous to the close of the fiscal year will be found in their proper place in the Treasurer's report. The company is now without any floating debt, and nothing seems in the way of renewed prosperity under the new arrangement.

The gratifying increase of local business was noticed in the report of last year. The evidence is to be seen in both our passenger and freight receipts, and not more in the increase than in the sources. Combinations of rival interests have thrown us (temporarily it is to be hoped off the line of through travel. The same causes have robbed us of much of our through freight, and have diverted from our line the current of government transportation almost entirely. This latter business has been the source of enormous gains to the treasury of some of our roads. Yet, under all these depressing circumstances, leaving the rivalry for through freights to adjust itself as best it might under the impulse of doing the most injury to all concerned by doing things "the cheapest," we are steadily recovering from the lowest point of depression, and assuming our old position, in the steady cultivation and development of our local business. I refer to the marked increase of our passenger receipts for the last two years with less satisfaction than to the steady increase from freighting each month of the past year, with the exception already mentioned. With such sources to draw from, we trust the hopes of steady friends will continue to improve, and be finally rewarded for patient waiting and sacrifices.

The cash receipts and disbursements during the year ending June 30, 1864, were as follows:

RECEIPTS.

Balance on hand, June 30, 1863	$37,321 98
Receipts from transportation	605,623 37
Sale of lands	4,111 67
	$647,057 02

DISBURSEMENTS.

Operating expenses, taxes, etc.	$431,917 88
Renewals, as above	72,795 50
Coupons 1st mortgage bonds	23,629 20
" bonds of 1866–'75–'78	1,536 00
Interest past due bonds	36 12
Sandusky City and Indiana coupons	22,488 14
Dividend No. 1, preferred stock	8,825 51
" on old stock	16 50
Bills payable	3,328 10
Insurance for 1864–'65	2,250 00
Cash on hand to balance	80,734 07
	$647,057 02

The company have 15 locomotives in first class order; 7 second class in serviceable condition, but requiring an estimated outlay of $18,400 to

make them first class engines; 8 third class engines not worth rebuilding, but still in use; 2 rebuilding, requiring an estimated outlay of $4,500 to make them first class; 4 requiring to be rebuilt, at an estimated expense of $10,900. One has been cut up during the year, and materials sold. The rolling stock consists of 15 passenger, 7 baggage and 1 wood train cars; 227 box freight, 37 stock, 55 platform, 48 hand and 20 push cars. Two new passenger cars are about two-thirds completed.

CONDENSED BALANCE SHEET.

Railway	$3,195,994 00
Stations	787,578 93
Rolling stock	595,400 00
Bonds of the company "1875,"	79,000 00
Bonds and stock of other companies	23,865 00
Bills receivable	1,726 47
Materials on hand	61,037 64
Cash	69,974 60
Boston cash account	10,164 37
New York cash account	595 10
Balance due on freight account	32,907 50
" " passenger "	21,945 12
Post office department	888 14
Balances due from sundry parties uncollectable or offset by claims	25,566 89
Springfield and Columbus Railroad.	72,265 47
Boats	158,503 02
Insurance	2,250 00
	$5,139,662 25
Common stock	$2,956,590 00
Preferred "	304,297 00
1st mort. bonds, due Feb. 1900	812,000 00
Mort. bonds due 1866	185,000 00
" " 1875	318,500 00
Dividend bonds	67,000 00
Bonds and scrip due 1878	113,227 96
Old dividends, common stock, unadjusted	9,402 00
Dividends preferred stock	257 49
Coupons 1900 bonds	730 80
Bills payable	1,800 00
Balance of earnings account	203,963 10
Profit and loss	107,221 84
Pay roll for June, (since paid)	21,363 28
Estimate on taxes for 1864-'65	6,000 00
Due for ties, wood, &c., mostly paid	32,308 78
	$5,139,662 25

President.—O. FOLLETT.

Directors.—Theodore A. Neal, Jacob W. Pierce, I. M. Spelman, John P. Yelverton, Elisha C. Litchfield, Ralph M. Pomeroy, William Wilshire, Abm. Cahill, William Warder, O. Follett.

State Directors.—Isaac S. Gardner, Robt. G. Corwin, Rice Harper.

Secretary and Treasurer.—L. H. LATHAM.

Superintendent.—HARVEY RICE.

The Newfoundland Fisheries.

The export of codfish from the island is more than 50,000 quintals greater than to the same period last year. The exports from Newfoundland to the United States during 1863 amounted to £56,997 against £30,605 in 1862. This was independent of about 50,000 bbls herring from the Fortune Bay by Winter herring fishery, which are purchased each season by the Americans. The exports of codfish and cod oil to the United States show a large increase in the value, though not in the quantity, over 1862. In 1862 the quantity of codfish sent to the United States was 12,706 quintals, valued at £8,258; and in 1863 the export of 12,246 quintals was valued at $14,267. The largest export of codfish to any country was 556,650 quintals to Spain; next is 135,728 quintals to Brazil, 78,884 quintals to Portugal; and 56,098 to British West Indies.

Interest and Dividends.

The Pittsburg, Fort Wayne and Chicago Railway Company have declared a third quarterly dividend of 2½ per cent., payable on the 17th inst., at the office of Winslow, Lanier & Co., 52 Wall street. The transfer books will be closed from the 1st to the 18th inst.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of $3 per share, payable on the 3d inst., at the Union Bank.

The Philadelphia, Wilmington and Baltimore Railway Company has declared a cash dividend of 5 per cent. on the capital stock of the company, and have directed the creation of new stock to the amount of 10 per cent., to be distributed pro rata to the holders of the stock on the 1st day of October, to represent the capital heretofore expended in building the bridge over the Susquehanna River and the double track. The government tax will be paid by the company.

The Chicago and Rock Island Railroad Company have declared a dividend of 3 per cent., payable, free of Government tax, on the 10th inst.

The Panama Railroad Company have declared a quarterly dividend of 4 per cent. out of the earnings of the road for the three months ending Sept. 30; and one per cent. out of the earnings of steamers, etc., payable Oct. 6.

The New York, Providence and Boston Railroad Company will pay a quarterly dividend of 3 per cent., free of Government tax, at the office of M. Morgan's Sons, No. 37 William street, N. Y., on the 1st day of Oct.

Interest due Oct. 1, on the mortgage bonds of the New York and New Haven Railroad Company will be paid at the Bank of the Republic.

Coupons of the income bonds of the Chicago and Alton Railroad Company, due Oct. 1, 1864, will be paid at the office of Messrs. M. K. Jesup & Co., No. 59 Exchange place, N. Y., less Government tax.

Coupons due Oct. 1, from the equipment bonds of the Chicago and Northwestern Railway Company, will be paid at the transfer office of the company, No. 8 Wall street.

The October interest on the first mortgage bonds of the Syracuse, Binghamton and New York Railroad will be paid at the Continental Bank.

The Hannibal and St. Joseph Railroad Company will pay the 1st October coupons at the office of Duncan, Sherman & Co.

☞ The shipments of specie from San Francisco to August 30, of this year compare with the exports during the same period in 1863, as follows:

Shipments this year	$38,992,500
Same time last year	29,613,810
Excess	$9,378,690

The receipts of treasure from the mining districts in California continue large. The amount arrived at San Francisco from the interior between the 21st of August and the 1st of September was $1,850,000.

A decision has been lately given by Judge Nelson, of the United States District Court, in relation to the tax on income derived from stock in express companies. The effect of the decision is to put stockholders in such companies on the same footing as regards the income tax as stockholders in railroad, steamboat and other companies.

Reduction in the Price of Coal.

We notice with great satisfaction the advertisement in the last Philadelphia *Inquirer* of the "Consumers' Mutual Coal Company," with a capital of $5,000,000 in shares of $10 each, and an efficient Board of Directors and officers, offering to furnish coal at the moderate rate of $7.50 in Philadelphia. The company has purchased an established colliery about five miles from Pottsville, and all the equipment for producing 150,000 tons per annum of a very superior article of white ash, with the right of operating hereafter to an unlimited extent in the three best mines in Schuylkill County. Subscribers to 10 shares are entitled to ten tons of coal at cost for sixteen years to come, and there is every prospect that the cash dividends of the first two years will reimburse subscribers the entire cost of their stock. We wish the company success, and hope they will open books of subscription in New York as well as Philadelphia; after adding the transportation, there will be still a large saving if not profit to the New York subscribers.

Paterson and Newark Railroad.

The Paterson *Daily Press* states that the whole amount of stock necessary for the organization of the Paterson and Newark Railroad has been subscribed, and the work of building will be let to contractors forthwith. The road will be eleven and a half miles in length, passing in a direct line between the termini, through the villages of Franklin and Belleville, crossing the Passaic River at the last-named place, and passing down its eastern bank to the New Jersey railroad bridge, where it will unite with roads to the South and New York. The amount of stock subscribed is $250,000.

☞ Mr. Roebling is now superintending the construction of another suspension bridge across the Ohio river, between Cincinnati and Covington, Kentucky. The Ohio river bridge will cost, it is estimated, some $1,500,000, and in length will exceed the Niagara bridge some 400 feet. It will be suspended 90 feet above high water, enabling the largest river steamers to pass under it without difficulty.

☞ The following gentlemen have been elected officers of the Boston Stock and Exchange Board: President, H. W. Pickering; Vice-President, George C. Lee; Secretary, W. C. Fisk; Treasurer, Nathaniel Tracy; Standing Committee, James Beck, John J. Soley, Linus B. Comins.

☞ Important notices to holders of Illinois Central Railroad Company's bonds will be found in another column.

☞ The Cincinnati, Hamilton and Dayton Railroad Company propose to increase their capital stock. A meeting for this purpose is called for the 11th of October.

☞ The annual meeting of the stockholders of the Toledo and Wabash Railway Company, for the election of directors, etc., will be held at the office of the company in Toledo, on the 5th inst.

☞ The annual election of directors of the Erie Railway Company, will take place at the office of the company in this city on the 11th inst.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ....Ca.	200,000	5	----	1¼
Acton Vale....Ca	50,000	5	----	1
Adventure ....L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	30
Algomah .... "	20,000	----	2	2¾
Alliance ....Ca.	200,000	2½	----	----
Allouez ....L. S.	20,000	----	1	4
American ....Ca.	200,000	2½	----	----
Amygdaloid ....L. S	20,000	----	----	14
Annapolis....Md.	50,000	10	----	----
Arizona....Ariz. T.	10,000	100	----	----
Ascot ....Ca.	20,000	20	----	----
Astor ....L. S.	20,000	----	1	6½
Atlas "	20,000	----	1	7
Aztec "	20,000	----	1	9¾
Balt. and N. C....N. C	20,000	5	----	20c
Bare Hill "	----	----	----	4
Bay State....L. S.	20,000	----	3¼	20
Beaver "	20,000	----	1	----
Bedford ....Ca.	125,000	5	----	½
Black River "	200,000	2½	----	22c
Bohemian....L. S.	20,000	----	7½	10½
Bolton ....Ca.	200,000	5	----	1
Boston ....L. S.	20,000	----	5*	3¾
B. and Corinth ....Vt.	20,000	10	----	----
Brooklyn....L. S.	20,000	----	2	----
Bronze ....Ca.	100,000	5	----	1
Cabot ....L. S.	20,000	----	----	¼
Caledonia .... "	20,000	----	----	7½
Cambridge .... "	20,000	----	5	25c
Canada ....Vt.	100,000	1	----	1½
Carp Lake....L. S.	20,000	----	----	1¼
Cascade .... "	20,000	----	----	----
Central .... "	20,000	----	----	50
Champlain ....Ca.	200,000	1½	----	----
Chatham .... "	200,000	2	----	----
Chaudiere .... "	100,000	1	----	50c
Chester .... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ....L. S.	20,000	----	----	----
Cleveland....Ca.	100,000	5	----	----
Cliff ....L. S	20,000	----	----	----
Clifton .... "	20,000	----	----	1
Collin .... "	20,000	----	¼	----
Columbian .... "	20,000	----	4½	9
Consolidated .... "	20,000	----	5	5c.
Copper Falls .... "	20,000	----	2½	28
Copper Harbor .... "	20,000	----	1	----
Copper Hill .... "	200,000	1	----	----
Copperas Hill .... "	50,000	10	----	----
Cornwall ....Vt.	100,000	2	----	62c
Dacotah....L. S	20,000	----	----	5
Dana .... "	20,000	----	3½	2½
Deep River....N. C.	----	5	----	20c
Delaware ....L. S.	20,000	----	----	15
Derby .... "	20,000	----	----	1½
Devon .... "	20,000	----	1	4½
Dorchester .... "	20,000	----	6	7
Douglas .... "	20,000	----	----	----
Dover ....Ca.	200,000	----	1	----
Dudley ....L. S.	20,000	----	¼	3¾
Dunham....Ca.	200,000	2	----	30c
Durham .... "	200,000	5	----	25c
Eagle River....L. S.	20,000	----	3½	3¾
El Dorado (Silver) "	20,000	----	----	----
Escot ....Ca.	25,000	20	----	4
Essex .... "	200,000	----	----	19c
Etna ....L. S.	20,000	----	----	13
Eureka .... "	20,000	----	----	----
Everett .... "	20,000	----	5*	----
Evergreen Bluff.... "	20,000	----	----	20
Flint Steel .... "	20,000	----	----	7
Forest City .... "	20,000	----	3	----
Forest Shepherd .. "	20,000	----	5	----
Franklin ....L. S.	20,000	----	6½	45¼
French Creek.... Pa.	100,000	5	----	1
Gardner City ....L. S.	20,000	----	----	----
Gardner Hill .... "	20,000	----	5	75c
Girard .... "	20,000	----	----	6
Glade .... "	20,000	----	1	----
Glencoe ....Ca.	200,000	1	----	11c
Globe ....L. S.	20,000	----	1	----
Grand Portage .... "	20,000	----	1	40
Grand Trunk....Ca.	100,000	5	----	69c
Great Western....L. S.	20,000	----	2	3½
Green Mountain....Vt.	20,000	10	----	5
Guilford ....L. S.	20,000	----	5	28c
Hamilton .... "	20,000	----	----	2
Hancock .... "	20,000	----	6½	11½
Hanover .... "	20,000	----	2	----
Hartford .... "	20,000	25	12½	----
Hazzard .... "	20,000	----	----	----
Highland .... "	20,000	----	7	7½
Hilton .... "	20,000	----	----	2
Hope .... "	20,000	----	----	2½
Hudson .... "	20,000	----	¼	2
Hulbert .... "	20,000	----	----	7
Humboldt .... "	20,000	----	2	6½
Hungarian .... "	20,000	----	1	3
Huron .... "	20,000	----	16	26
Indiana .... "	20,000	----	----	7½
Inverness .... "	200,000	2½	----	----
Isle Haute....	40,000	----	----	----
Isle Royale ....L. S.	20,000	5	15	15½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ....L. S.	20,000	----	----	----
Keweenaw .... "	20,000	----	----	6
Kickapoo .... "	20,000	----	1	----
King Phillip .... "	20,000	----	2	----
Knowlton .... "	20,000	----	1	9
Lafayette....Ca.	200,000	1	----	2
Lake .... "	200,000	1	----	14c
Lawrence ....L. S.	20,000	----	----	----
Lennoxville....Ca.	100,000	5	----	1½
Logan .... "	100,000	3	----	2
Lyster .... "	200,000	2	----	----
Madison....L. S.	20,000	----	1	3¼
Malden .... "	20,000	----	1	----
Mandan .... "	20,000	----	2½	50c
Manhattan .... "	20,000	----	2½	6½
Marquette .... "	20,000	----	----	3¼
Maryland ....Md.	----	5	----	7.c
Massachusetts....L. S.	20,000	----	----	----
Mendota .... "	20,000	----	----	5½
Merrimac .... "	20,000	----	----	3
Meteor .... "	20,000	----	----	----
Mesnard .... "	20,000	----	5½	8
Michigan .... "	20,000	----	----	----
Middlesex .... "	20,000	----	----	----
Mineral Hill	----	----	----	2½
Minnesota....L. S.	20,000	----	3½	20
Missisquoi....Ca.	150,000	2	----	1½
Montezuma....N. Mex.	300,000	5	----	----
Morrison....L. S.	20,000	----	----	----
Nashua .... "	20,000	----	----	----
National .... "	20,000	----	5½	27
Native .... "	20,000	----	3	1½
Naumkeag .... "	20,000	----	1	2½
Nelson....Ca.	200,000	1	----	10c
Nequaket....L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England .... "	20,000	----	2	2½
Newton ....Ca.	200,000	1	----	8c
New York ....L. S.	20,000	----	----	1
N. Y. & Passaic...N. J.	100,000	5	----	----
North Cliff ....L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State .... "	20,000	----	3	15c
North Sutton....Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	10
Norwich .... "	20,000	----	----	3½
Ogima .... "	20,000	----	----	7
Ontonagon .... "	20,000	----	----	1½
Ottawa ....Ca.	200,000	1	----	24c
Pacific ....L. S.	20,000	----	----	----
Pennsylvania .... "	20,000	25	2½	18
Petherick .... "	20,000	----	2½	12
Pewabic .... "	20,000	----	3½	55
Phila. & Boston.. "	20,000	----	15	2
Phœnix .... "	20,000	----	----	24
Pittsburg & Boston "	20,000	----	5½	78
Pontiac .... "	20,000	----	3½	4
Prince of Wales ...Ca.	200,000	----	----	----
Providence....L. S.	20,000	----	----	¼
Quincy .... "	20,000	----	10	94
Reid Hill ....Ca.	200,000	1	----	----
Reliance ....L. S.	20,000	----	----	3
Richford .... "	20,000	5	----	----
Ridge ....L. S.	20,000	----	----	----
Rockland .... "	20,000	----	5	7½
Roscoe ....Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair....L. S.	20,000	----	3	6
St. Flavien ....Ca.	100,000	5	----	----
St. Francis .... "	100,000	5	----	----
St. Mary's (L. & M.)L.S.	20,000	----	8½	10
Salem .... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	3	----
Sheldon .... "	20,000	----	----	16
Silver Creek .... "	20,000	----	1	----
Silver Hill .... "	20,000	----	----	30c
Silver Lake .... "	20,000	----	----	----
Silver Valley .... "	20,000	----	----	30c.
Southampton....Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	----
South Side....L. S.	20,000	----	3	3½
Springfield .... Md.	----	5	----	1½
Stadecona ....Ca.	100,000	5	----	----
Star....L. S.	20,000	----	7½	6½
Stark....Vt.	100,000	2	----	----
Strafford	30,000	10	5½	2½
Superior ....L. S.	20,000	----	4	6½
Sussex .... "	20,000	----	----	----
Sutton....Ca.	100,000	5	----	1½
Toltec....L. S.	20,000	----	20	2½
Tremont .... "	20,000	----	5*	3½
Union (L. & M.) .. "	20,000	----	----	----
Vernon .... "	25,000	10	----	----
Victoria....L. S.	20,000	----	1½	----
Vulcan .... "	20,000	----	----	----
Washington .... "	20,000	----	----	----
Waterloo....Ca.	100,000	5	4*	35c
Waukegan....L. S.	20,000	----	----	----
West Minnesota.. "	20,000	----	2½	2½
Wickham ....Ca.	200,000	5	----	50c
Wickopee .... "	100,000	5	----	5½
Winthrop ....L. S.	20,000	----	3½	3½
Wyandotte .... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake....N. Y.	50,000	50	----	5
East River	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin....Me.	3,000	100	----	----
Lake Superior....L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant....Pa.	10,000	50	----	----
Teal Lake....L. S.	----	----	----	4½
Tyson	20,000	10	----	----
LEAD AND ZINC:				
Amenia....N. Y.	100,000	5	----	----
Bucks County ....Pa.	----	----	----	¼
Canada ....Ca.	50,000	5	----	----
Clute	----	----	----	1½
Crystal Lake....	----	----	----	----
Erie	----	----	----	21
Gay's River....	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone....Pa.	----	----	----	1½
Lancaster....	----	----	----	----
Macomb ....N. Y.	100,000	5	----	2½
Mineral Point....	100,000	5	----	¼
Mount Hope ....N. Y.	80,000	5	2½	----
National....	200,000	1	----	----
New Jersey ....N. J.	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	3
Oswegatchie ....Ca.	100,000	5	----	1
Placentia Bay....N. F.	----	----	----	1½
Ramsay	20,000	25	----	----
Rossie	100,000	5	----	----
Shawangunk ....N. Y.	100,000	5	----	----
Sussex ....N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ....N. Y.	----	----	----	2½
COAL & ANTHRACITE:				
American....Pa.	37,500	25	----	89
Ashburton .... "	50,000	50	----	22½
Atlantic & G. C ...Md.	----	----	----	1½
Baltimore .... "	----	100	----	86
Bear Valley.... "	40,000	12½	----	21
Beaver Meadow ...Pa.	100,000	50	----	----
Belmont .... "	10,000	50	----	17
Big Mountain ....Pa.	----	----	----	7
Blackhall ....N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ....Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler .... "	----	----	----	18
Cape Briton....N. S.	200,000	2½	----	----
Carbondale....Pa.	----	----	----	3
Central .... "	----	----	----	60
Clinton .... "	----	----	----	1½
Coal Brook	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.)Md.	50,000	100	----	61
Daniel Webster	5.000	100	----	----
East Mahanoy....Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ....Pa.	5,000	100	----	85½
Fulton .... "	----	----	----	8
Gilbertson	5,000	100	----	89½
George's Creek....Pa.	10,000	----	----	103
Grand Tunnel	4,000	100	----	----
Green Mountain....Pa.	----	----	----	5
Hampton & Balt...Md.	----	----	----	91
Hazleton ....Pa.	32,300	50	----	82
Henry Clay....	3,000	100	----	----
International ....N. S.	20,000	50	----	----
Lawrence ....Pa.	2,000	100	----	----
Locust Mountain ..	----	----	----	62
Lorberry .... "	4,000	100	----	26½
Macan .... "	2,000	100	----	----
Mahanoy .... "	1,000	20	----	----
Metropolitan .... "	----	100	----	----
Middle Coal Fields..	----	----	----	22½
Milford	2,500	50	----	----
Mill Creek....Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narraganesett ....R. I.	8,000	10	----	----
New Creek....Pa.	----	----	----	1½
North. & Luzerne . "	----	----	----	----
Penn. .... "	100,000	50	----	185
Penn. Cannel .... "	6,000	50	----	----
Picton .... "	4,000	100	----	----
Pine Knot....Pa.	4,000	50	----	----
Port Hood....	4,000	100	----	----
Potomac ....Md.	40,000	10	----	----
Powell ....Pa.	----	----	----	----
Preston .... "	----	----	----	40
Princess Alex....N. S.	5,000	100	----	----
Ridgeway....	----	----	----	----
St. Clair ....Pa.	5,000	100	----	20½
Schuylkill Valley.. "	20,000	10	----	3½
Shawmut	6,000	50	----	----
Short Mountain ....Pa.	16,000	50	----	44
Stafford....	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ....Pa.	----	----	----	----
Summit .... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	5
Tamaqua .... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley...Pa.	----	----	----	51

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ....Col.	50,000	10	----	----
Acadia (G.)....N. S.	100,000	3	----	----
Albion (G.) .... "	100,000	3	----	¼
Alpine (G.) ....Col.	150,000	10	----	----
Alps (G.) .... "	100,000	5	----	----
American .... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	----	----	----	----
Am. Pioneer....A. T.	----	----	----	----
Arizona (Silver).. "	----	----	----	----
Atlantic (G.)....N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	50,000	10	----	33
Bay State (G.) ....Col.	200,000	5	----	----
Beacon (G.)....N. S.	200,000	2	----	----
Benton (G.).... "	100,000	5	----	1½
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) .... "	10,000	50	----	----
Briggs (G.) .... "	10,000	100	----	----
Bullion (G.)..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.)....Ca.	200,000	2	----	----
Central (G.)....Col.	50,000	20	----	17½
Chaudiere (G.) ....Ca.	100,000	5	----	40c
Chebucto ....N. S.	100,000	5	----	65c
Colonial (G.)....Ca.	100,000	2½	----	25c
Colorado (G.) ....Col.	50,000	10	----	3½
Consol. Greg'y (G.)Col.	50,000	100	----	25
Copalinshe (G.).... "	200,000	20	----	----
Corisannie (G.).... "	100,000	10	----	6
Corydon (G.) .... "	100,000	25	----	2½
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)....Ca.	50,000	20	12½	15
Dorset (G.) .... "	170,000	5	----	----
El Dorado (G.)....Nev.	100,000	5	----	----
Empire (S.)..... "	----	----	----	----
Empress (S.)..... "	----	----	----	----
Eureka (G.)....Cal.	----	----	----	----
Excelsior (G.)....Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.)....Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	1
Gilpin (G.) ....Col.	100,000	5	----	1½
Gold .... "	100,000	5	----	3½
Gold Field....	50,000	10	----	----
Gold Hill....	50,000	10	----	----
Gold River....	100,000	3	----	----
Gould & Curry (G.S.)N.	----	----	----	----
Gunnell (G.)....Col.	300,000	10	----	2½
Halifax (G.)....N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Hohnan (G.) ....Col.	150,000	2	----	----
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	----	¾
Isabella (G.) ....Col.	----	----	----	----
Kennebec (G.)....Ca.	100,000	5	----	----
Kent (G.)....N. S.	200,000	1	----	----
Lake (G.) ....Col.	----	----	----	----
Lake Major....N. S.	12,000	50	----	----
Libertad (G. & S.)Mex.	----	----	----	----
Manhattan (G.)....Col.	100,000	10	----	----
Mariposa (G.)....Cal.	100,000	100	----	40
Massachusetts (G.)..Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ...N. S.	50,000	10	----	----
Montana (G.)....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) ....Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.)..... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	----
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.)..... "	100,000	2	----	----
Otate (S.)....Mex.	----	----	----	----
Palma (S.)..... "	----	----	----	----
Peck (G.) ....N. S.	100,000	5	----	----
Peninsular (S.)...L. Cal.	----	----	----	----
Picacho (S.) ....A. T.	50,000	50	----	----
Pontiac (G.)....Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ..Col	40,000	25	----	6½
Quicksilver ....Cal.	40,000	25	----	80
Renfrew (G.) ....Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)....Col.	----	----	----	10
Sacramento (S.)....Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)...Cal.	----	----	----	----
Santa Rita....Ariz. T.	----	----	----	----
Scottie (S.)....Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.) ....Nev.	----	----	----	----
Sonora (S.)....Ariz. T.	----	----	----	----
Southam (G.) ....N. S.	100,000	5	----	----
Stafford (G.)....Ca.	100,000	5	----	2½
Star (G.) ....Col.	100,000	25	----	----
Stewart (G.) ....Ca.	100,000	5	4	75c
Tascher (G.) .... "	50,000	10	----	----
Victoria (G.)..... "	100,000	2	----	----
Waverly (G.) .... "	80,000	10	----	----
Windsor (G.) ....Col.	100,000	10	----	----
United States (G.).. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'n single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	——	——	——	—	Boston and Chelsea	110,000	140,000	——	——	7,200	7,200	8	.....	42
30 Nov. '63	4.18	——	161	26	--	Broadway, Boston	88,551	230,000	——	12,500	62,446	21,195	9½	.....	62
30 Nov. '63	32.96	——	——	——	—	Cambridge	664,171	657,300	150,000	94	——	——	9	.....	115
30 Nov. '63	6.74	——	——	——	—	Cliftondale	95,500	70,000	24,500	4,863	——	——	——	.....	——
30 Nov. '63	8.27	——	——	——	—	Dorchester	156,672	121,600	——	——	8,468	7,438	7	.....	——
30 Nov. '63	1.48	——	——	——	—	Dorchester Extension	12,800	12,800	——	——	1,024	1,024	8	.....	——
30 Nov. '63	1.41	——	——	——	—	Dorchester and Roxbury	18,742	12,000	——	6,800	1,200	1,200	6	.....	46
30 Nov. '63	11.75	——	195	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	——	.....	105½
30 Nov. '63	3.41	——	——	——	—	Malden and Melrose	60,246	200,000	73,100	66,223	——	——	——	.....	25
30 Nov. '63	2.97	——	——	——	—	Medford and Charlestown	34,000	22,000	12,000	——	2,040	2,040	6	.....	——
30 Nov. '63	36.88	——	762	125	--	Metropolitan (Boston)	621,602	639,300	——	297,509	388,616	65,539	10	.....	59½
30 Nov. '63	7.50	——	216	41	--	Middlesex (Boston)	348,000	400,000	——	39,783	174,422	32,618	8	.....	70
30 Nov. '63	5.69	——	83	9	—	Quincy	75,525	53,000	50,932	16,650	25,857	6,012	——	.....	——
30 Nov. '63	5.32	——	——	——	—	Salem & South Danvers	57,100	73,300	——	1,800	9,789	1,273	——	.....	——
30 Nov. '63	2.68	——	——	——	—	Somerville	50,000	50,000	——	——	2,500	2,500	——	.....	32½
30 Nov. '63	2.50	——	10	2	—	Stoneham street (Boston)	31,600	32,900	——	——	5,685	1,711	5	.....	——
30 Nov. '63	7.75	——	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	——	.....	——
30 Nov. '63	——	——	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	.....	——
30 Nov. '63	1.58	——	——	——	—	West Cambridge	12,850	12,850	——	120	642	642	5	.....	47
30 Nov. '63	3.21	——	——	——	—	West Roxbury	40,558	40,400	.....	.....	.....	.....	.....	.....	.....
30 Nov. '63	2.25	——	——	——	—	Winnisimmet	62,152	62,200	.....	4,798	.....	.....	.....	.....	.....
30 Nov. '63	5.00	——	——	——	—	Worcester	89,000	69,000	20,000	.....	6,202	542	——	.....	——
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	2	——	——
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300.000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep. '63	10.76	——	——	——	28	Broadway (Brooklyn)	216,916	200,000	27,500	408	55,780	16,491	6	.....	.....
30 Sep. '63	4.00	2.80	——	——	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	.....	.....	.....	.....	100	60
30 Sep. '63	24.00	——	——	——	35	43 Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	——	.....	48
30 Sep. '63	56.18	1.80	——	——	140	29 Brooklyn City	1,331,357	1,000,000	170,000	——	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	——	——	56	— Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,463	7,881	3	.....	58
30 Sep. '63	——	10.00	——	——	—	Brooklyn City & Ridgewood	51,328	53,500	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	——	——	——	——	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	——	——	——	——	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	16.00	14.00	——	——	23	1 Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	444,073	550,000	.....	19,791	7,008	——	.....	.....
30 Sep. '63	17.50	——	——	——	——	— Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	——	——	100	69
30 Sep. '63	——	6.00	——	——	——	— East & North River (N. Y.)	650	650	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	17.33	——	——	——	91	— Eighth Avenue (N. Y.)	978,534	800,000	——	——	30,000	388,598	124,445	12	100
30 Sep. '63	11.00	1.00	——	——	70	— 42d st., & Grand st., Ferry	726,361	600,000	127,100	——	4,000	.....	.....	.....	.....
30 Sep. '63	——	——	——	——	——	— Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	4.52	——	——	——	——	— Grand St. & Newtown (W'g'g	.....	.....	.....	.....	.....	.....	8	.....	.....
30 Sep. '63	4.63	——	——	——	——	— Harlem Br., Morris'a & Ford'm	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	——	——	——	——	——	— Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	——	——	——	——	——	— Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	19.00	——	——	——	34	— Ninth Avenue (N. Y.)	447,598	795,360	57,000	——	97,241	23,479	——	100	.....
30 Sep. '63	——	——	——	——	——	— N.Riv. & Wall st. Ferry (N.Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	——	11.00	——	——	——	— Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	7.50	3.40	——	——	18	— Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	——	.....	.....
30 Sep. '63	16.00	——	——	——	——	— Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	290,354	51,127	——	100	70
30 Sep. '63	8.37	——	——	——	40	26 Sixth Avenue (N. Y.)	1,161,993	750,000	15,000	——	412,600	99,227	10	100	119
30 Sep. '63	——	——	——	——	——	— Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	16.50	——	——	——	117	3 Third Avenue (N. Y.)	1,519,308	1,170,000	400,000	——	682,131	233,079	12	100	240
30 Sep. '63	——	——	——	——	——	— Troy and Lansingburg	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Sep. '63	2.00	3.50	——	——	——	— Utica City	2,160	7,080	.....	.....	1,993	310	——	.....	.....
30 Sep. '63	1.50	——	——	——	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	——	.....	——
						NEW JERSEY.									
31 Dec. '62	5.32	——	——	7	--	Hoboken and Hudson City	32,000	30,000	.....	2,000	.....	.....	.....	.....	.....
31 Dec. '62	5.05	2.50	——	8	--	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	——	——	——	——	— Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '63	17.00	——	150	22	—	Orange and Newark	411,000	211.000	200,000	——	71,050	19,183	——	50	.....
31 Dec. '62	5.50	——	——	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	.....	.....	.....	.....	.....	.....
						PENNSYLVANIA.									
31 Oct. '63	7.89	——	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	——	104,728	50,054	40	10	58
31 Oct. '63	8.13	——	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	.....	.....
31 Oct. '63	4.12	——	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	.....	.....	.....	.....
31 Oct. '63	4.38	——	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	.....	2,050	63,459	14,824	7½	.....	17
31 Oct. '63	16.74	——	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	——	202,367	58,757	7	50	60
30 Nov. '63	24.23	——	205	35	—	Germantown	369,446	112.245	250,000	——	133,506	26,745	6	.....	60
31 Oct. '63	8.40	——	116	25	—	Girard College (Phila.)	160,000	160,000	.....	——	76,430	19,682	9½	.....	26
31 Oct. '63	8.73	——	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	——	124,540	50,470	12½	.....	30
31 Oct. '63	11.00	——	——	——	——	— Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	.....	.....	.....	.....	.....	.....
31 Oct. '63	——	——	——	——	——	— Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	.....	.....	16
31 Oct. '63	11.17	——	——	——	——	— North Philadelphia	300,000	200,000	100,000	.....	.....	.....	.....	.....	.....
31 Oct. '63	12.00	——	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	.....	500	32,791	.....	.....	.....	.....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	.....	24.102	1,918	——	.....	.....
31 Oct. '63	7.04	——	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	——	.....	.....
31 Oct. '63	4.51	——	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	.....	.....
31 Oct. '63	6.16	——	128	21	--	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	——	.....	15
31 Oct. '63	5.20	——	——	——	——	— Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	.....	.....	.....	.....	.....	5
31 Oct. '63	7.78	——	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	.....	——	34,549	12,231	8½	.....	16
31 Oct. '63	19.46	——	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	.....	279,628	96,803	36	20	70
31 Oct. '63	5.62	——	60	...	15	17th & 19th st. (Phila.)	113,699	120,000	.....	.....	28,447	4,917	2½	.....	16
31 Oct. '63	8.38	——	120	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	159,312	15,500	.....	75,066	18,417	17½	.....	37
31 Oct. '63	7.65	1.61	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	.....	6,000	126,623	45,960	16½	20	50
31 Oct. '63	6.25	——	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	.....	——	87,604	20,428	17½	.....	30
31 Oct. '63	9.31	——	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	.....	70
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,068	——	.....	20
						OHIO.									
31 Dec. '62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	——	——	——	——	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.65	——	——	——	——	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	5.29	——	——	——	——	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	5.50	——	——	——	——	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	——	——	——	——	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	10.20	——	——	——	——	St Louis	298,604	298,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	201,250	7	J. & D.	1870	.....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City,					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	116
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	--	.....	.....	.....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton:					
1st Mortgage	66,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	.....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	.....
Third Avenue:					
1st Mortgage	240,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	--	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of June 28, 1847 registered	$9,415,250	6	Jan. & July.	1867	122
" " " coupon		6	" "	1867	----
Loan of Dec. 31, 1848 registered	8,908,342	6	" "	1868	118
" " " coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850 coupon	2,169,000	5	" "	1865	105
Loan of June 14, 1858 registered	20,000,000	5	" "	1874	100
" " " coupon		5	" "	1874	102
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	100
" " " coupon		5	" "	1871	100
Oregon War Debt of June, 1861 coupon	1,016,000	6	" "	1881	102
" " " " " coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 registered	18,415,000	6	Jan. & July.	1881	107½
" " " coupon		6	" "	1881	107
Loan of July 17, 1861 registered	71,421,700	6	" "	1881	108½
" " " coupon		6	" "	1881	110
Loan of Feb. 25, 1862 (5-20s) registered	510,756,900	6	May & Nov.	1882	103½
" " " (5-20s) coupon		6	" "	1882	109½
Treasury Notes of Aug. 1861 coupon	118,577,650	7.3	Feb. & Aug.	1864	---
" " Oct. 1861 coupon		7.3	April & Oct.	1864	108
Loan of 1864 (10-40s) coupon	70,239,250	5	Mar. & Sept	1904	97
" " " " registered		5	" "	1904	96
One Year Treasury Notes (legal tender)	44,500,000	5	----------	-------	----
Two Year " " " "	127,909,300	5	----------	-------	----
Certificates of Indebtedness	151,993,000	6	On redemp'n	-------	95
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
State Loans.					
Alabama—State bonds coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " ("). "	38,000	5		1868	----
California—Civil bonds of 1857 coupon	3,727,500	7	Jan. & July.	1878	147
" — " 1860 "	198,500	7	" "	1880	----
" —War bonds "	610,004	7	" "	1872	----
Connecticut War Fund bonds coupon	2,000,000	6	Jan & July	'71-'72	----
" — " " " "		6	" "	'81-'82	105½
" " " " " "	1,000,000	6	" "	1887	----
Florida—State bonds coupon	143,000	7	----------	-------	----
Georgia—State bonds coupon	72,000	6	Jan. & July.	1872	----
" — " " (R. R. & B'k) "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.) "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds "	1,322,085	6	" "	1877	100
" —Interest stock "	737,222	6	" "	1860	100
" —Refunded stock coupon	2,187,000	6	" "	'61-'65	106
" —War bonds "	2,000,000	6	" "	1879	100
" —Canal bonds (sterling) "	1,778,423	6	" "	1870	100
" — " " (dollar) "	1 969,397	6	" "	1870	100
Indiana—State stock registered	5,325,500	5	Jan. & July.	1886	87
" — " " " "	2,058,173	2½	" "	1886	68
" —State Int. Imp bonds (not adjusted)	391,000	--	----------	d'm'd.	----
" —State War Loan bonds coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock "	4,079,590	5	Jan. & July.	-------	80
" — " " special stock "	1,216,737	5	" "	-------	----
" — " Deferred stock "	1,243,000	5	" "	-------	----
" — " " special stock "	479,545	5	" "	-------	----
Iowa—State stocks coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) coupon	146,000	7	Jan. & July.	1876	----
" — " " " "	54.000	7	May & Nov.	1878	----
" — " " (domestic) "	65,000	6	July.	1883	----
Kentucky—State bonds coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " " "		5	" "	'81-'91	----
" — " " " "		5	" "	'93-'96	----
" — " " (bank) "	600,000	5	" "	1891	----
" — " " " "	67,500	6	" "	'91-'96	110
" — " " (war loan) "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) coupon	516,130	6	----------	d'm'd.	65
" — " " (R. R. etc.) "	3,402,000	6	----------	'87-'90	----
" — " " (banks) "	5,398,533	6	----------	-------	----
" — " " (war loan) "	670,000	6	----------	-------	----
Maine—State bonds coupon	--------	6	Mar. & Sept.	'62-'77	100
" — " " (war loan) "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g) coupon	816,000	5		1865	----
" — " " (st'k'g conv.) "	200,376	5		1865	----
" — " " (st'k'g) "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) "	2,490,589	5		'89-'90	108
" — " " (dollar) inscribed	500,000	5		1890	----
" — " " (") "	10 ,000	4½	Chiefly quarterly.	1888	----
" — " " (") "	767,500	5		'42-'58	----
" — " " (") "	399,408	5		1880	----
" — " " (") "	148,711	5		'89-'90	103
" — " " (") "	133,689	6		pleas.	----
" — " " (") "	3,000,000	6		1870	107
" — " " (") "	35,000	6		1885	----
" — " " (") "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) "	508,380	6	" "	'88 '90	----
" — " " (" ") dollar	416,500	6	" "	'90-'91	121
" — " " (" ") "	300,000	5	" "	1903	128½
" — " " (East'rn R.R.) "	500,000	6	Jan. & July.	'66-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'ks.) "	150,000	5	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'66-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'64-'66	----
" — " " ----------	247,000	6	June & Dec.	'68-'72	----
— — " ----------	53,000	6	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan "	1,000,000	5	" "	1883	118½
" —Back Bay Loan "	168,000	5	" "	1890	----
Michigan—Renewal Loan coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan (sink'g fd) "	100,000	6	" "	1879	----
" —War Loan (" ") "	587,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'83-'85	----
Minnesota—State bonds coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	69½
" — " " " "	199,000	6	" "	1863	64
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. coupon	7,000,000	6	" "	'72-'88	70
" — " " S. W. Branch "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	85
" — " " N. Missouri "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton "	650,000	6	" "	'87-'89	----
" — " " Platte Co. "	700,000	6	" "	1889	----
" —Revenue bonds "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	790,000	--	----------	-------	----
New Hampshire—State bonds coupon	535,100	6	Feb. & Aug.	1876	100
" —Notes	200,000	6	----------	-------	----
New Jersey—State stock registered	96,000	6	Jan. & July.	Var.	----
" —State bonds (war loan) coupon	531,820	6	" "	'65-'71	----
" — " " (") "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " " Deficiency Loans	348,107	5	" "	pleas	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1888	107
" " — " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " "	1,300,000	6	" "	'68-'78	116
" " — " " " "	700,000	7	" "	1870	113
" " — " " " Comptroller's b'nds	23,698	5	----------	d'm'd	----
" " — " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " "	14,230	6	----------	d'm'd.	----
" " — " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " " Railroad Loans	287,700	4½	J., A., J., & O	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	109½
" " — " " " "	15,889,025	5	" "	64-'76	116
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") "	1,015,000	5	" "	1865	95
" — " " (" ") "	379,866	6	" "	1869	----
" — " " (" ") "	2,183,532	6	" "	1870	106
" — " " (" ") "	1,600,000	6	" "	1875	106
" — " " (" ") "	4,095,300	6	" "	1881	106
" — " " (" ") "	2,400,000	6	" "	1886	104
" — " " (domestic debt)	125,680	6	" "	1893	108
" — " " (war loan) coupon	1,500	---	" "	1866	----
" — " " (" ") "	279,313	6	" "	1893	----
" —Irreducib'e debt (school funds, etc.)	2,920,403	6	Yearly.	-------	----
Oregon—State scrip	55,372	--	----------	-------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " " "	10,780,095	5	Jan. & July.	due.	99½
" — " " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " " "	675,029	5	Feb. & Aug.	1904	----
" — " " " "	1,045,629	5	June & Dec.	1864	----
" — " " " "	1,558,673	5	Jan. & July.	1905	----
" — " " " "	2,277,755	5	" "	1868	----
" — " " " "	1,766,214	5	" "	1870	100½
" —State bonds coupon	4,860,000	5	Feb. & Aug.	1877	101
" — " " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----------	-------	----
" —Relief Notes in circulation	97,360	--	----------	-------	----
" —Military Loan bonds coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan) coupon	2,000,000	6	Mar. & Sept.	1892	100
South Carolina—State bonds (stg) coupon	484,444	5	----------	-------	----
" " —Inscribed certificates	1,708,017	6	----------	-------	'65-'90
" " —State b'ds (railroads) coupon	1,310,000	6	----------	-------	1877 50
Tennessee—State bonds (banks) coupon	1,125,000	6	----------	-------	1882 60
" — " " (interm. impr.) "	2,063,606	5	----------	-------	Var. 48
" — " " (railroads) "	12,799,000	6	----------	-------	Var. ----
" — " " (capitol) "	608,000	5	----------	-------	1890 59½
" — " " (Hermitage) "	48,000	6	----------	-------	1890 59½
Texas—Had no debt in 1861	-------	--	----------	-------	----
Vermont—Inscribed certificates	175,000	6	----------	-------	'63-'64 ----
" —State bonds (war loan) coupon	68,000	6	----------	-------	'62-'63 ----
" — " " (" ") "	751,000	6	Jan. & July.	1870	100½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	13,264,642	6	Jan. & July.	'83-'90	62
" —State bonds (railroad) coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	--	----------	-------	----
Wisconsin—State bonds (civil) coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) "	100,000	6	" "	1877	----
" — " " (") "	1,100,000	6	" "	75-'86	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,122	74,690	63,995	86,211	76,426	81,452	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,261	65,358	75,240	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	182,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,555	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,809	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	215,680	238,015	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,684	152,537	123,319	116,753	1,261,060
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	106,146	81,296	55,199	855,881
1862	46,805	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	163,522	1,496,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,504	82,220	780,250
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,496	82,467	82,400	889,499
1861	86,239	76,918	85,663	90,824	65,302	63,137	52,269	60,285	84,640	96,528	88,401	105,253	995,909
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,328	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,830	165,780	121,278	103,407	99,569	90,882	95,184	130,551	150,397	143,636	186,920	1,579,509
1864	164,058	176,105	203,329	158,077	126,000	100,000	113,515	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	500,605	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,445	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,068	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,850	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,298	1,021,976	974,317	------	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,693	80,793	93,254	115,505	93,449	80,705	106,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	109,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,580	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,920
1861	223,157	205,343	167,560	139,751	160 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,508	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,088	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	------	------	------	------	------
Illinois Central:													
1859	132,936	134,211	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,263	229,334	192,054	199,488	177,829	189,280	268,963	289,862	284,020	241,949	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,262	261,079	362,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289 224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	76,452	81,329	55,257	48,544	572,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,069	76,764	68,863	710,235
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 533	94,375	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	99 999	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,960	1,153,407
1862	83,903	62,907	7,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,734
1863	67,180	76,132	41,925	58,177	106,967	111,260	71,587	99,352	154,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	113,398	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,255	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,853	166,454	170,842	175,481	134,688	127,278	196,821	233,851	274,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,559	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153.728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2 124,214
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,055
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	------	------	------	------	------
New York Central:													
1859	380,340	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523.047	7,154,622
1861	489,065	420,793	627,061	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,651	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	83,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96.589	102,808	94,957	94,157	97,337	101,857	103,223	99,436	107,093	99,135	125,715	1,225,010
1863	129,775	128,706	125,445	118,075	108,605	116,898	114,099	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,649	284,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,874	283,996	254,285	388,725	414,707	443,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,362	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,062	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,982	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290,676	455,211	602,603	574,690	499,547	520,942	486,687	669,102	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	150,278	153,470	144,736	143,748	162,921	1,564,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,225	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,399	51,296	926 935
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,853	127,036	92,574	1,172,100
1862	82,285	47,142	56,006	83,582	106,845	113,878	115,214	168,219	170,880	172,870	147,543	139,528	1,403 147
1863	86,221	91,971	103,056	132,111	134,272	152,585	105,554	116,579	120,695	181,062	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	116,238	139,626	244,114	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct	New York.	1879	
2d Mortgage	693,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	100
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	111
" " " 1850	700,000	6	Jan. & July.	"	1880	113
" " " 1855	1,128,500	6	Jan. & July.	"	1875	112½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	110
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1895	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	105
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	102
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	112
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ⅓ in '99, ⅓ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
1st Mort. on 1st Division	690,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78–'79	
Camden and Amboy:						
English debt (S. F.) £453,003	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1865	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	116
" " $675,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	100
" " $2,500,000	867,000	6	"	"	1889	103
Consolid. Mort. Loan $5,000,000			"	"		107
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65–'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	115
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1866	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,385,800	7	" "	" "	1876	61½
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1893	117
" " " inconvertible	3163.,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept	" "	1900	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1960	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1968	
" " " Plain	65,000	8	March & Sept	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July	New York.	1852	106
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	101½
Income Bonds	1,100,000	7	May & Nov	" "	1882	80
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July	New York.	1898	
1st " " (C. & M.) conv		7	May & Nov	" "	1874	
1st " " (M. & C.)		8	Jan. & July	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct	"	1904	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	106
General 1st Mortgage	3,600,000	7	" "	" "	1885	92
Bonds issued for coupons of do.	750,000	7	May & Nov.	" "	1888	100
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	90½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	90
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	106
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	85
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64–'00	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	125,000	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	113
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	110
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	120
2d Mortgage	2,516,500		March & Sept.	" "	1891	119
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1895	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65–'04	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65–'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	120
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	109
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1888	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	89
Land Security	3,344,600	7	April & Oct.	" "	1881	99
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1853	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central :						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	107
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	11,432,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	125
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1856	
2d Mortgage	364,000	10	" "			120
Income	20,500					
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsbburg and Cleveland :						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison :						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	250,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
eokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	104½
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	963,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort :						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'78	
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	
Lebanon Branch 1st Mortgage	400,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester :						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	102
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,800,000	7				
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio :						
State [Tenn.] Loan	1,240,000	6				
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1869	2
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	137
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	137
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	105
Detroit and Toledo	734,000	7	" "	" "	1876	103
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	114
2d General Mortgage	2,194,500	7	" "	" "	1877	105
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	104
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July		1892	
Mississippi Central :						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7		" "		
1st Land Grant	2,000,000	7		" "		58
2d Land Grant	700,000			" "		
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	292,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point :						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1866	
Muscogee :						
1st Mortgage	249,000	7				
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem :						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,225,000	6				
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey :						
Company's (various)	642,500		Semi-ann'ally	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5			'63 '4'8	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1559	
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	115
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	125
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	
" " " "	25,502	6	" "	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	124
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	116
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	116
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	112
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	112
Buffalo Branch	200,000	7	Jan. & July	" "	1891	110
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	99
3d Mortgage	980,300	7	Jan. & July.	"	1507	103
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore,	1868	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	103½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York,	1859	102½
2d Mortgage	3,077,000	7†	" "	" "	1861	27½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	100
Chattel Mortgage	360,000	10	" "	"	1887	124
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct	Boston.	'64-'74	101
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	94
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-'87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	118½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	113
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1850	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	102
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	109½
" 1844, "	810,000	6	" "	"	1880	109½
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	89,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	115
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	106½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	95
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	61-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1883	74½
2d Mortgage	937,500	7	" "	"	1883	20
3d Mortgage	440,000	7	" "	"	1883	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1868	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	20
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
2d Mortgage	75,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	600,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	109
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----------	----------	------	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	50
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'77	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	105
Wilmington and Manchester:						
1st Mortgage	506,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1858	144,500	6	----------	----------	1866	----
Company's endorsed by State.	150,000	6	----------	----------	1870	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,736	*	—	877,952	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	....
28 Feb '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,637	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,252	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	696,370	—	....
29 Feb. '60	84.5	29.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,289	6	....
								ARKANSAS.													
3 Nov. '58	35.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	....	....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,939	36,666	5	....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,956,740	213,876	4,204,556	124.4	261,451	408,410	154,337	—	....
31 Aug. '63	61.0	11.2	66.2	—	22	37	321	Hartford and New Haven	3,024,414	369,283	141,706	2,350,000	927,000	—	4,181,255	72.8	404,297	958,459	461,40	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,529	92,439	—	....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	....
29 Feb '64	64.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,588	750,000	156 429	1,644,967	62.0	172,124	212,553	—	—	117
30 Nov. '63	8.43	3.8	9.3	—	3	3	—	New Haven and Northampton	2,306,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	4	....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,055	61,235	7	90
31 Mar. '64	61.3	1.0	61.3	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,367	117.4	570,419	1,424,772	720,462	12	164
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,468,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,268	10,298	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,557	5,535	—	....
— — '62	54.0	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	3.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	415,036	265,827	8	125
— — '62	92.0	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	228.0	879,488	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	5,125,348	232.0	.....	1,159,185	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	10	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,915	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	135.0	—	....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	832,043	454,541	—	....
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	856	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	85
30 Apr. '64	240.0	026.0	47.0	—	98	80	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,125,031	—	14,837,439	394.0	1,955,519	3,090,211	1,350,499	8	120
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,139	242.0	.....	1 083,064	448,508	—	47
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,576	228 4	1,162,8-0	2,143,575	1,103,414	6	97½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1 484,06.	2,201,481	1,279,40-	6	....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	123
— — —	148.0	—	....	—	....	....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	50
								INDIANA.													
— — —	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
31 Aug. '57	101.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,233,745	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,089	1,689,900	1,362,284	140,689	3,468,108	110.0	.....	448,858	230,834	9	100
1 Dec. '63	98.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,575	998,030	11,036	2,491,368	84.0	355,887	598,02.	350 525	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,514	*	278,534	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	100
1 Mar. '63	86.0	46.0	3.0	—	17	10	253	Indianapolis and Madison	1,433,812	*	—	772,812	961,812	—	1,538,743	132.0	.....	285,974	104,951	—	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	364
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73.0	357,302	774,61.	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,766	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,073	880,000	369,084	.....	86.0	7 mo's.	85.239	46,771	—	....
31 Dec. '63	100.0	—	....	299.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,520,922	100.0	134.831	276.197	155,888	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
— — '62	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	45
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,275,993	111.8	.....	426,408	227,534	—	....
30 Jun. '63	29.0	—	—	—	13	5	160	Lexington and Frankfort	597,950	62,300	—	514,573	106,000	—	741,051	29.0	181,683	93,320	53,355	4	80
30 Jun. '63	65.1	—	—	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	95
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	288.0	895.258	1,777,983	1,062,166	—	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	190,204	431,922	223,649	—	....
31 Mar. '61	206.0	—	....	266.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,462	1,040,752	—	.....	2,685,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	....
31 Aug '60	55.7	—	....	135.3	....	....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,018	248,969	108,434	1,710,819	55.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can. G. T. June.	built and	equipped by G. Tr'k R.		R. Co. of	Canada	—	.....	—	.....	.....	.....	—	....
30 Jun. '62	168.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,006,369	188.6	.....	340,896	.....	—	....
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3 5,905	7,740,989	—	15,066,822	329.3	1,558.2	2,417,1-5	1,697,060	12	127
31 Mar. '64	246.0	281.0	....	—	96	110	1,155	Mich S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	19,407,655	527.0	2,171,477	3,384,294	1,630,777	—	74½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	100.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	675,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	330	*Mississippi Central*	4,966,022	766,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	69.7	.....	176,462	116,435	—	....
31 Dec. '58	85.2	—	....	60.4	....	....	.....	*Southern Mississippi*	2,760,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,669	—	....
								MISSOURI.													
1 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,856	7,177,600	—	.....	206.5	579,324	1,047,567	420,026	—	99
1 Dec. '62	209.5	—	17.7	83.0	21	26	307	*North Missouri*	6,393,779	504,988	—	2,459,207	4,250,000	—	.....	168.8	.....	446,460	162,895	—	....
1 Dec. '62	152 0	—	8.6	—	....	....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	642,617	—	4,438,913	7,000,000	137,019	30,456,420	196.7	507,040	679,966	217,398	—	....
28 Feb, '63	77.0	—	5.9	206.0	—	—	—	*South Western Branch*	4,776,788	116,583	—	71,515	4,500,000	.....	.....	116.0	98,371	241,443	128,986	—	....
6 Sep. '62	86.5	3.6	4.2	—	16	18	219	*St. Louis and Ira Mountain*	5,231,498	344,165	—	1,971,137	3,101,000	67,361	5,995,277	90.1	262,461	442,225	68,289	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress of construction.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Lands and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	55.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	.....
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,082	174,028	—	.....
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,474	51.3	154,991	350,853	188,121	6	105
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	782,763	*	—	169,200	556,600	—	.....	37.0	.....	55,405	28,404	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,761,833	666,070	31,241,011	286.8	.....	3,922,208	2,305,788	6	115
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,318	Northern Central	7,916,244	774,568	501,395	2,250,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,443	620,581	—	53
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,245	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,058	503,718	167,051	8	115½
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	134½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,000	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	142
30 Nov. '63	44.6	24.0	60.1	—	30	68	813	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	149
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,275	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	111
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	515,165	264,102	3,000,000	1,337,600	56,500	4,594,100	80.0	477,753	812,556	390,594	6	106½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	92.4	389,738	732,202	328,043	8	125
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	—	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	96,634	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	127
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	62,518	14,000	500,000	285,000	—	785,600	36.7	41,996	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	.....	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	127½
30 Nov. '63	43.4	1.0	14.9	—	13	16	268	Providence and Worcester	1,409,228	218,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,412	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	220,900	1,386	471,592	—	—	17,520	17,262	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	275,429	39,727	—	250,000	—	—	298,962	11.7	61,075	165,406	33,698	5	112
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	38
30 Nov. '63	156.1	17.3	126.6	—	75	63	1,179	Western (incl. Alb. & W. S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,888	1,232,831	10	154
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,691	1,373,159	45.7	188,047	251,024	132,153	6	96½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.5	—	8.0	—	18	19	246	Cheshire	2,475,846	322,256	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	66
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,346	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	120½
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	606,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	81
30 Apr, '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	760,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,082	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	156
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,686	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,246	10	171
31 Dec. '62	58.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	58.0	147,000	226,448	101,520	7	116
31 Dec. '63	33.8	—	.....	—	—	—	—	New Jersey	3,840,516	448,573	1,461,396	4,397,800	842,550	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,818	29,592	—	170
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,208,553	1,250,000	142,695	2,597,161	—	[2 mos.	10,588	24,242	—	80
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,830	154 908	6½	110
31 Dec. '62	38.5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	551,893	212,500	31,743	821,984	—	—	82,036	90,127	4½	.....
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192.179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	903,996	1,687,665	—	2,587,725	48.9	.....	329,223	176.095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	860,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,554	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,048	*	266,929	20,105,200	19,961,000	—	42,841,569	807.0	5,558 687	10,469,481	3,511,414	7½	97½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,771,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,681,718	1,844,287	7	115
30 Sep. '63	94.0	2.5	12.1	—	18	26	100	Long Island	2,305,563	622,911	—	1,852,716	752,462	—	2,928,474	100.5	242,062	360,431	● 52,250	6	48
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,098,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,869,380	664.9	5,692,223	10,897,631	3,994,999	7	117
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722.850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	65
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,863	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,309	573,512	153,969	—	1½
30 Sep. '62	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,364	119,096	—	396,340	204,000	22,667	823,480	38.1	70,585	162,757	83,060	6	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	108,000	—	610,000	239,750	—	938 884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g	3,091,576	398,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	366,668	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,908,084	*	—	1,200,130	1,621,037	97,871	2,918,538	81.0	213,931	323,794	154,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,221	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,682,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	409,448	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,222	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	523,060	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,953	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,619	751,222	347,677	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	108,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	490,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,065,728	498,891	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,632,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,384,772	825,285	1,085,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,948	1,216,257	11	170
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553.162	298,789	28,340	1,036,065	1,752,400	128,857	2,917,322	67.0	245,387	575,209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	2,566,890	739,202	500,000	3,600,000	1,503,000	—	5,103,000	90.7	562,396	2,066,675	1,268,785	—	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836.091	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	107½
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	785,262	1,691,266	823,714	8	110
31 Dec. '58	61.4	—	.....	81.0	5	6	99	Clev., Zanesville and Cincin.	1,574,695	*	—	369,675	575,250	632,456	.....	51.5	.....	75,120	28,128	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,230	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	276,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,230	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	130.0	1,002,647	1,948,778	761,362	10	143
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722.322	*	—	10,379,554	178,487	53,095	11,164.820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	84	628	Ohio and Mississippi	16,883,614	745,475	*	5,216,960	9,870,000	4,243,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	28	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	252,170	2,697,080	2,488,825	7,800	5,401,088	205.9	418,858	599,880	115,290	—	.....
31 Dec. '62	118.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,300,419	*	—	848,770	1,313,500	105,619	2,808,237	125.0	214,404	329,395	89 988	—	.....
31 Dec. '62	217.0	—	—	—	41	19	52	Toledo & Wabash	2,300,000	*	27,000	2,314,278	4,451,830	28,272	10,112,232	250.0	1,210,960	1,439,788	540,921	—	61

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286	—	—
31 Dec. '63	24.5	—	24.9	—	19	5	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,964,900	24.5	247,080	685,219	342,961	22½	87
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	144.0	325,613	308,567	11,465	—	17½
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	—
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,339	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,088	828,143	9	265
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	34.9	151,820	238,243	150,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to Northn Cen.		196,907	334,790	110,368	—	3½
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	14.6	144,871	423,358	169,268	10	—
31 Oct. '63	36.4	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000	—	1,882,560	54.5	oper. by	Penn.	R.R.Co.	7	70
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,309,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	—
31 Dec. '63	31.3	14.6	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,929,065	68,833	2,707,898	60.0	335,700	478,113	243,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,922,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	84.0	386,844	1,320,058	774,074	10	78
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	44½
31 Oct. '63	24.5	100.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,935			4 132,935	130.0	319,162	363 367	89,991	8	59
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,754	—	3,147,750	3.104,287	—	6,252,037	66.8	274 990	511,896	273,391	—	82
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048 814	3,543,484	2,883,457	13,450,250	16,949.124	—	58,245,668	354 9	5,211,202	1,891,413	5,111,413	—	70
31 Oct. '63	17.0	7.0	42.0	17.0	10	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,500	—	1,672,200	24.0	244,425	332,495	179,995	9	65
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie		5,010 944	8,528,009	80,151	13,619,095	230.0	428,769	699,300	193,486	7½	32½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	36,613,828	403 0	2,721,689	6,252,902	3,706,900	7	61½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	693,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,059	383,648	10	188½
31 Oct. '63	95.9	—	51.4	—	86	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200 6	647,020	2,540 248	1,602,119	10	65
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,600,000	82,530	3,565,829	72.0	209,746	215,557	105,356	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	103½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to Northn Cen		49.476	144,728	87 112	10	40
31 Oct. '63	20.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,500	65,206	832,009	29.6	76,398	126,693	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	286,800	—	.....	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,913	13,299	—	437,917	8,500	—	.....	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,200	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	----	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '59	102.0	—	----	—	.....	.....	.....	North-Eastern	2,011,662	*	—	986,745	960,410	108,172	2,057,825	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	.....	.....	—	.....	2,643,833	.....	.....	.....	.....	1,499,696	701,948	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	68,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859.....	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	6,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,027,797	291.0	.....	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	$19,518	.....	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	142.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.....	50.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	----	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,545	*	—	456,000	975,000	389,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	----	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	99.7	139,877	308,850	167,430	—	68
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	178.5	836,269	941 045	262,887	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	—	1,687,500	.....	.....	1,687,500	oper. by Vt. Central				8	112
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	532,000	700,000	.....	.....	oper. by Troy & Bost.			53,552	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	118.7	703,024	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	76	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	20
30 Sep. '60	88.3	68.4	10.0	—	16	16	176	Orange and Alexandria	.....	.....	—	2,068,655	2,617,500	590,056	.....	167.7	270,846	450,427	222,218	—	—
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,800	1,851,500	292,842	4,745,286	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,862	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,723,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	67
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,900	96,828	.....	78.6	159,981	279,045	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,760	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,564	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	538,475	2,400	3,452,813	3,266,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,450,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	59	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	238.4	.....	1,163,734	414,741	—	50
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	264,331	344,769	85,529	—	—
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	.....	11,938,000	16.10	.....	236,796	67,652	—	—
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	16,311	1,631,130	911,029	22,964	2,663,376	49.0	.....	242,788	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154 865	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,610	14	—
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	98.6	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108 0	160,421	107,840	20,005	—	—
1 July, '61	80.0	—	----	—	.....	.....	.....	New Brunswick and Canada	1,402,748	107,555	—	1,380,000	13,100	126,600	1,779,322	60 0	.....	133,666	36,070	—	—
								NOVA SCOTIA.													
Dec. '63	61.5	30.5	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,251	.....	.....	4,273,251	92.0	158,416	135,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	13	25	120	Panama	5,000,000	*	615,881	5,000,000	3,875,000	.....	10,782,722	48.7	.....	2,027,488	1,281,924	13	260

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	....
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	....
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	38
Chemung (guarantied)	380,000	—	—	....
Cayuga & Susquehanna (guarant.)	343,500	—	—	....
Cheshire (preferred)	2,017,925	7	—	52½
Chicago & Alton (preferred)	2,422,596	7	7	91
Chicago & Northwestern (pref.)	2,400,000	7	1¾	79¾
Cochecho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66¾
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	—	—	....
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	....
Elmira & Williamsport (preferred)	500,000	—	—	51
Erie (preferred)	8,535,700	7	7	102½
Hannibal & St. Joseph (preferred)	5,309,528	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	....
Kennebec & Portland (preferred)	247,000	6	—	....
" " (new pref.)	125,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,800	10	10	138
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	111
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	—	4	....
New York & Harlem (preferred)	1,500,000	8	—	105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	—	8	....
Paterson & Ramapo (guarantied)	248,000	—	8½	....
Peoria & Bureau Valley (guar.)	1,200,000	—	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	—	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	95
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	982,900	7	7	66
Troy & Greenbush (guarantied)	274,400	6	6	....
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6	———	18..	....
Bonds guar. by Virginia	200,000	6	———	18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	103
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	....
Delaware & Raritan:					
See Camden & Amb. RR.	....	..	.....	.....	....
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	....
Interest Certificates	161,990	6	" "	1868	....
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	114
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	110
2d Mortgage	294,750	6	.....	.....	105
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103½
2d Mortgage	3,980,670	6	J. & J.	1882	89½
Improvement	568,500	6	M. & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	....
Md stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	993,000	6	" "	1878	62
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1893	20½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	75
Wyoming Valley.					
1st Mortgage	661,000	6	J. & J.	1875	106

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,345,563	—	70
Chesapeake and Ohio	100	8,224,895	—	....
Delaware Division	100	1,633,350	—	57
Delaware and Hudson	100	7,500,000	10	120
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	....	.....	—	....
Lehigh Navigation	50	2,479,950	6	73½
" " (scrip)	50	1,803,000	6	....
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	5	100
" (preferred)	100	1,175,000	10	135
North Branch	100	.....	—	....
Sault Ste Marie	100	.....	—	....
Schuylkill Navigation (consolid.)	50	1,932,487	—	30
" " (preferred)	50	2,722,607	—	37½
Susquehanna and Tide Water	50	2,048,200	—	16½
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	104	500,000	6	85

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton	—	@ 65 —
Pig, American, No. 1			—	@ — —
Bar, Swedes, assorted sizes	(in gold)		—	@ 92 50
Bar, English, Refined		200	—	@225 —
Bar, English, common		185	—	@200 —
Hoop, English, Common		240	—	@320 —
Sheet, Russia		per lb.	31	@ — 33
Sheet, English, Single, Double and Treble			10½	@ — 11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb.	20	@ — 35
English Spring	(1st & 2d qlty.)		14	@ — 19
English Blister	(1st & 2d qlty.)		18	@ — 20
English Machinery			22	@ — 23
American, Blister			20	@ — 25
American, Cast, Hammered			32	@ — 35
American, Cast, Rolled			20	@ — 24
American Spring			20	@ — 24
German			20	@ — 25
Milan (in bond)			—	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 18 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb.	—	@ — 72
Sheathing, &c. Old	(cash)		—	@ — 46
Sheathing, Yellow			—	@ — 50
Pig, Chile			—	@ — —
Bolts			—	@ — 72
Braziers'			—	@ — 72
American Ingot	(cash)		47	@ — 48

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb.	—	@ 14 50
Spanish			14	@ — —
German Refined			14	@ — —
English			14	@ — —
Bar		per lb.	—	@ — 20
Pipe and Sheet			—	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb.	—	@ — —
Straits			—	@ — 30
English			57	@ — 58
Plates, Charcoal I. C		per box	20	@ — —
Plates, I. C. Coke			15 50	@ 16 —
Terne, Coke			15	@ — —
Terne, Charcoal			18 50	@ 19 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash)	per 100 lb.	9 50	@ 10 —
Clinch	(cash)		11 —	@ 11 50
Horse Shoe, Forged	(cash)	per lb.	45	@ — 51
Wrought, English	(cash)		—	@ — —
Ausable Horse, Norway Iron, Forged			—	@ — —
Zinc Nails	(6 mos)		—	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine		per lb.	1 20	@ — —
Para, Coarse and Medium			—	@ — —
Carthagena, &c			70	@ — 72
Gunyaquil			—	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		30	@ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		75	@ — 76
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		65	@ — 66
Naptha, Refined, (60@63 gravity)		45	@ — 47½

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign	(cash)	per lb.	15	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	Th 22	F. 23	Sat. 24.	M. 26	Tu. 27	W 28
American Coal Co.	90	88	....	....	....	....
Buffalo, N. Y. & E., 1M.	....	....	....	....	....	....
California 7s	....	....	145	....	....	147
Canton Co.	....	33½	32	31	30½	30½
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	....	....	....	....	85
" " pref.	....	....	90½	....	....	91
" " 1M.	....	....	....	106	....	104
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	122½	120	120	119	119	....
" " " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n	50½	45½	48½	45½	46½	47
" " pref.	83½	82½	81½	79	80½	81½
" " 1st M.	97	....	....	90	....	94
" " 2d M.	....	....	....	....	....	....
" " S. F.	110	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	10	104	101½	96	97½	98½
" " 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	110½	112½	117½	109½	107	108½
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	108	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	87½	....	....	85	86	85
Clev. and Toledo	120	116	110	109	110	....
" " S. F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	66½	64½	64	58½	59	60½
Del. & Hudson Canal	....	....	....	....	170	175
Del., Lack. & West.	....	....	....	265	....	265
" " 1M. 8 p.c. '71	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	103½	101	100½	95½	95	97
" pref.	108	103	103	101	105	102½
" 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '70	....	....	....	....	118	....
" 3 M. 7 p.c. '83	117	....	....	....	116	....
" 4 M. 7 p.c. '80	....	....	....	....	....	....
" 5 M. 7 p.c. '85	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7 p.c. '82	....	....	....	....	....	....
" 2M. 7 p.c. '75	....	....	....	....	....	....
Hann. & St. Joseph	....	....	....	....	....	....
" " pref	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hudson River	116	112½	112½	110½	115	115
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69	....	....	....	....	....	....
" 2M. S. F.	....	....	....	....	....	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central scrip	126½	124	122½	118½	....	....
" full stock	....	....	125	116½	119½	123
" Can. bd. sc.	....	....	....	....	....	....
" bonds	120	....	....	....	....	....
Marietta & Cin 1st pref.	....	....	....	85	....	85
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	45½	42½	41½	39	39½	40½
Michigan Central	130½	....	126½	124½	124	127½
" S F. 8 p.c. '82	138	138	137	....	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	79	76½	76½	73	73½	75½
" " guar'd	....	....	....	134	....	....
" " 1M. S. F.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	58	....	....	53	52	51
" " 1st pref.	....	....	....	....	111	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	20	....	20
Miss. & Mo.	....	....	....	....	....	....
" L. G. bonds	....	....	....	....	69½	....
Missouri 6s	66	65	66	....	....	65
" iss. to Ill. & St. J. R.	....	....	....	....	....	....
" " Pacific	....	....	....	....	....	....
New York Central	125	121½	119	115½	116	117½
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S. F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S. F. '83	114½	115	....	115	....	....
" " 6s, S. F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" 1M. 7 p.c. '73	....	....	....	....	....	....
" 2M. 7 p.c. '64	....	....	....	....	....	....
" 3M. 7 p.c. '67	....	....	....	....	....	....
Ohio & Miss. cer.	40½	38½	36	36	37½	40½
Pacific Mail S.S. Co.	275	276	265	260	....	....
Panama	....	....	....	....	....	....
Penn'a Coal Co.	....	....	....	....	....	....
Phila. and Reading	127½	125	123	118	119½	123
Pitts. Ft. W. & Chicago	106	104	101	93	100½	101½
" " 1M.	118	117	....	....	....	....
" " 2M.	107	....	107½	....	....	....
" " 3M.	....	....	....	....	....	....
Quicksilver Mining Co.	81	78	77½	76	79	81
St. L., Alton & T. H.	57½	....	....	53	50	52
" " pref.	....	....	....	....	....	65
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	80	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Tennessee 6s, 1890	59	59	....	....	....	59
Toledo & Wabash	....	....	....	....	....	61
" " Pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	101½	....	....	100	....	100½
" " 2M.	80	....	....	....	....	....
" " Int. b'ds	....	....	....	....	....	....
Virginia 6s	63	....	....	....	....	64

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	100½	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	104	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 6s, 10-40s	----	97¼	----	96	96¼	97
U. S. 6s, 1881, reg.	---108½	----	108¼	----	107¼	----
U. S. 6s, 1881, coup.	107¾	107¼	107¾	106¼	107	107
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y	107	----	----	----	----	----
U. S. 6s, 1867, reg.	---128	----	----	----	----	121
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	120	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	95	94¼	94¼	94¼	94¼	95
U. S. 6s, 5-20s, coupon	111	110¼	110	107¼	109	109¼
U. S. 6s, " reg.	----	----	----	----	----	108
7.30 Notes, Feb. & Aug.	----	109¼	----	----	107	----
" " Ap'l & Oct.	110¼	----	108¼	----	107	108
American Gold	220	212	200	187	194	197

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	W. 21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	18	----	----	----	----
" preferred	39¼	38½	38	----	35½	----
Camden & Amboy	----	157½	157	----	157	156½
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	103
" " 6s,'75	----	----	----	----	----	100
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89-105	----	----	----	103	----	----
" mort. 6s,'80-114	----	----	----	111	----	107
Ches. & Del. Canal 6s '86	----	----	----	105	----	----
Del. Div. Canal	----	37½	----	----	----	----
Elmira & W'msport	----	35	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	78½	----	----	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	85	----	----	----	----
" " scrip	----	----	----	----	----	----
" 6s	----	----	----	----	----	104
Little Schuylkill R. R.	45¾	45¾	----	45¼	44¼	44¼
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	61½	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	138	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	99½	100	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	54	52	----	----	50	----
Pennsylvania R. R.	73¾	73½	----	71½	70	70½
" 1st m.	----	----	----	----	----	----
" 2d m.	113	----	----	----	----	----
Penn. State, 6s	98	98	97¾	----	98	97¾
" " 5s, coupon	100	100	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	----	100	101	----	100
" " new	105½	106	105	105	----	103
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	64¾	64¼	63	61¼	58¼	59
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	33¼	32	32	37½	31	32½
" " 6s	110¼	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	100	----	----	----
Schuylkill Navigation	33½	----	----	----	----	----
" " pref.	----	38	38	----	----	36½
" " 6s '82	90¾	90¼	90	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s.	110¼	----	----	----	----	----
Susq. Canal	18	----	18	----	15½	16½
" " 6s '78	----	----	----	63	----	----
Union Canal, pref.	8	----	----	----	----	----
" " 6s '83	----	----	----	----	----	20½
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	35
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	70
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.
Baltimore City 6s, 1875	114¾	115	----	----	114	113½
" " 1886	----	113	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	113½	113½	----	----	----	113
Balt. and Ohio	115¼	----	----	----	----	114
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	110	----	----	----	----
" " " '85	----	----	----	111	111	----
Northern Central	52½	----	----	----	----	52
" " b'ds, '86	104	----	----	103½	----	----
" " " 87	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	134½	----	----	----	----	----
Boston and Providence	142	----	----	----	----	----
Boston and Worcest.	154	153½	151	149	----	----
Cheshire, pref.	51	----	----	----	52	52½
Concord	66	65	----	----	----	----
Connecticut River	112	----	----	----	111	----
Eastern, Mass.	108	107½	107	----	----	106½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	125	----	----	125
Manchester & Lawr'ce.	----	----	----	----	----	120½
Michigan Central	----	----	----	----	----	----
Northern, N. H.	81	82	----	----	----	81
Old Colony and Fall R.	----	----	127½	----	----	----
Ph., Wil. & Baltimore	74½	65x	66½	----	65	----
Portl'd, Saco & Ports.	106½	----	----	----	105	----
Vermont & Canada	----	----	----	112	----	112
Vermont & Mass.	----	39	38½	38	38	----
Western	----	157½	157	----	154	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	115	----	----	----	----	----
Metropolitan "	----	----	----	----	58	58
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	47¾	47¾	47	----	----	45½
Isle Royale "	----	----	15½	----	----	----
National "	----	----	----	----	----	27
Minnesota "	----	----	----	----	----	----
Pewabic "	58	58	56¾	----	55	55
Pittsburg "	----	----	----	----	----	78
Quincy "	----	----	----	----	----	94
Rockland "	----	----	----	6	----	7½

London Stock Exchange.

The following were the closing prices for American Securities on the 13th of September :

Maryland 6s	65	to	68
United States 6s, 1881	50	"	50
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	31	"	33
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Do., 2d mort., 1881	66	"	68
Pennsylvania, 1st mort., 1877	72	"	74
Do., 2d mort., 1882	68	"	70
Erie shares, $100 (all paid)	42	"	44
Do., 7s, preference	38	"	42
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	52½	"	53½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82 x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	---	"	---
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	78	"	80
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, October 1, 1864.

Stock Exchange and Money Market.

In ancient times, Midas a King of Phrygia, as some well known ancient authorities inform us, uttered the imprudent wish that everything he touched might be turned into gold. The wish was granted, and the consequence to him was, that his life became a burden to him. Yet he was in no way improved by his experience. Because he was rich he thought he was competent to give his opinion on all subjects, just as we now see men in the same position affecting the same wisdom. On one occasion, he ventured to give his unsought opinion as to the musical accomplishments of a certain very distinguished personage named Apollo, who has figuratively, his votaries even in our own times, and for this ignorance and impudence he was punished by having his ears so lengthened that they became entirely asinine, and henceforth it was a common remark among the people that Midas had the ears of an ass.

The moral of this story might be well studied just now in Wall street. The operators in gold have for some time past been dealing in gold, wearing gold and eating gold, to the injury of their countrymen and their country. But it has been a most uncomfortable business, and now since the revulsion in the market, it is found out and universally believed, that these persons have had enough of it, and that they have become as much a subject of ridicule, as the gold worshipping Midas with his long ears. The great and sudden fall in the article has ruined many, damaged more, and proved the folly of those who think it the great and controlling object among men. It is not so. Unless there were commerce, industry, production and economy, gold would have no value at all. It is the servant of these and not its master. They who think its possession and retention in large quantities are the chief objects of Government are mistaken; it is purely subordinate as a common standard of exchanges in value, and the counters which pass as tallies in the game of life between man and man. The history of the last few weeks is an epitome of history on a larger scale. The greatest nations this day existing have often gone on for years without a current circulation of gold both in peace and war, and almost without exception in the latter case have been but temporary sufferers. France, England, Germany, Russia, the original thirteen United Colonies have proceeded in their career, with the greatest steadiness, notwithstanding the occasional depreciation of a metallic currency. Spain and Mexico, both at times the largest possessors and producers of the precious metals have actually retrograded under the influence of a plethora in the articles. At this moment, California and the Canadas both overflowing with gold and with silver are no more prosperous than the United States, where at present we have no other circulation than paper. So that we may set down those persons as fitly wearing the appendages of Midas, who think they can control the world, because they have turned as far as they could, every thing into gold.

We hope that common sense is again returning to influence the conduct of our people.

The recent heavy fall in gold is an admonition to all such to change alike their theories and their practices. Gold unused, gold hoarded, is as poor an article as a man can possess, and no finesse or combination can push its power or influence beyond a certain limit. That limit we think, is in this Country close at hand.

The fall in the quotations has been rapid and unprecedented. And why? Is there less currency afloat now than there was in July? The speculators say not. Is it the aspect of our military affairs? Every wise man has foreseen what the result was finally to be. It was a moral certainty as much in July as in September, that the resources of the South in men and means were diminishing at a rapid rate not only, but could not be renewed, because slave labor was diminished one half, and the other half was fleeing from plantation to plantation with its retreating masters; because taxation produced nothing for the confederate treasury, commerce was not only paralised but extinguished, and the meagre supplie

obtained by blockade running, which all civilized nations as well as all authorities on International law pronounce to be felonious, falling off, and when obtained, draining the South by an enormous usury and extortion, and finally that "the cradle and the grave" could not be made to yield up to the battle field, more than it could give. All this was to have been foreseen in July and indeed much earlier, if the gold operators had but chosen to see it.

We do not believe that the spasmodic shipment of gold at a loss can restore the price. What has gone forward recently has been sent by British houses such as Denniston & Co., Pickersgill & Richard Bell; gone under peremptory orders from their correspondents, who do not like the high rate of interest at home, and wish to sustain the Bank of England in order to sustain themselves. We do not imagine that any combination is strong enough to give it one cent's value beyond its legitimate claim. Nor do we regret the misfortunes of those who have dealt in it, for their conduct has been selfish, oppressive and unpatriotic. They have enhanced the cost in the market of the necessaries of life, and have given to the sinking cause of the South its chief hope.

The fluctuations during the past week have been quick and violent. There is a slight rebound after each fall; as we have always supposed there would be from the nature of things, as when the shorts are cornered, and have to submit to terms to meet their contracts. After a few experiences, however, not very pleasant they leave the laws of gravitation to do its work and withdraw their heads if they can from the impending crash.

The fall we have been speaking about had, however its influence on securities. Governments at first declined a few per cent, from which they have recovered, and Railway shares submitted to a much greater depreciation temporarily, which they overcame on Tuesday to a considerable extent. So did the registered bonds of 1881, and the coupons of the 5-20s. Indeed the Treasury securities are always the first to recover themselves, while States and local Banks do not recuperate so quickly.

The money market is easy in a certain sense, but the rate of discount for commercial bills is still very heavy. The paper of all houses having large stocks of goods on hand is subjected to much scrutiny, and is not very popular. The action of the State authorities of Georgia in looking "after their lost rights" or in other words in seeking for some method of seceding from the Confederacy which its constitution so called permits them to do, has also had its effect upon capitalists, who do not know what will come next, like the by-stander who was unexpectedly blown up by a sudden explosion of fire works.

Under these circumstances the most timid find it good policy to keep fast hold of the railways which are all the while earning largely on former years, and will continue to pay dividends, come what may.

The late arrivals bring us the information that the panic in the British money market had somewhat abated. The London *Times* continues its articles so as to palliate every unfavorable symptom, principally by obscuring the truth with regard to this country. Thus, it in its latest issues, t doubts the fall of Atlanta, assumes that a peace is to be made *violently* by its advocates; that we are to have a rebellion in the North, to help the rebellion in the South, and many other things equally absurd. The British capitalists will find out that their reliance on such statements will cost them dear. Nevertheless money is scarce in England, specie is sent out of the country as fast as it comes in, and there is a real alarm as to the consequences, which a drain of sixteen millions of pounds from the Bank of England, would have upon a currency, stated to be in Bank notes of all kinds, and bills of exchange passing about as money and afloat, of the enormous amount at this very moment, of four thousand millions of dollars."

There is a remarkable element of production in this country just now which demands a passing notice. There were exported from this country during the first four months of the year 1862, 3,651,130 gallons of petroleum or rock oil, and these shipments were chiefly made from New York, Boston, Philadelphia and Baltimore, and this came from about 1,000 wells and borings. Since then the number at work is estimated in all the States producing it at much more. The yield is therefore likely to be in the same proportion, and the demand is extending all over the world especially in the tropical climates. Nor is there likely to be any falling off in the supply, for the bituminous coal regions of the United States are already known in eight states, to cover upwards of 62,000 square miles. As the refining of this curious substance is every day becoming more perfect, it also becomes safer in combustion, is more easily transported, and more applied to other uses such as the lubrication of machinery, and the lighting of railway lamps and signals. We see here a new element of wealth, which only adds to the marvel of our resources. When cotton falls to 10 and 15 cents a pound, petroleum will be almost a competitor with it for the exchange products of Europe, Asia and South America. Already it is an article of export from San Francisco to Asia in considerable quantities. That region of the globe is yet to be illuminated by petroleum, transported across the continent over the Pacific Railroad, in metallic casks that defy temperature and transhipment. When the whole export amounts to a hundred millions of gallons per annum as it very probably will in a few years, the dominions of King Cotton will be invaded by a rival of no mean power. For there is as likely to be a product from 10,000 wells as from 1,000. And who can look to the whale fishery for oil on a large scale, when a good well will produce as much oil in a year as can be got from all the whales that are captured in the arctic or antartic seas.

Every thinking person can see what stores of wealth, and what years of prosperity await this restored Union. It seems as if Providence, had poured its horn of plenty over us with a most gracious and liberal hand; gold, silver, coal, iron, copper, lead, cinnabar, zinc, petroleum. It has given us every metal almost in the known world, with scarce an exception but that of tin, all the grains of any value, fruits of the finest flavor, a healthful climate, and natural facilities for transportation happily improved by consummate art. What have we to do but to occupy, and improve these gifts. Is he not a fool and worse who will consent to the destruction of so great a country as this? What a pity that it has been made the sport at any time of mere politicians, and the reckless men who follow them, and that any should have under valued this legacy from our forefathers.

It is our profound conviction that the Union restored, nothing can stop its greatness, which by its wonderous support of liberty, and encouragement of virtuous industry shall yet throw into obscurity the greatest nations of antiquity as well as of modern times. Let no one then despair of the republic, but seek to close its wounds, and these when bound up must no more be re-opened by political empirics, who may kill but never cure.

It is worthy of notice that the prices brought at the auction day goods sales this week, were considerably less than previous existing rates. The fall was from 20 to 25 per cent on articles most in demand. Buyers by holding up a short time will meet with still greater reductions.

The business of the Sub-Treasury on Tuesday was large, and the balance on hand $25,416,978 03.

Sterling Exchange continues to be disposed of at about 108¾ which is under par, and is sold practically at a loss. Subscriptions to the National loans are every where on the increase througnout the Country.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending September 27, was $1,745,619, against $2,665,655 in 1863, and $2,655,921 in 1862.

The exports from New York for the same week was $4,507,504 against $3,298,900 in 1863, and $8,870,400 in 1862. The shipments of specie since January 1, have been $34,279,000. The exports since January 1, have been $155,528,984 against $130,742,690, in 1862, an increase of $24,796,294 on the same period in 1863. The customs gold revenue at New York, specically pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to September 24, was $56,214,259.

The value of foreign goods imported into the port of Boston for the week ending September 23, was $790,030, against $251,848 for the corresponding week in 1863. The exports were $652,830 against $224,140 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $220,082.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois War Loan, 100; North Carolina 6s, 59; Detroit, Monroe and Toledo bonds, 103½; McGregor Western 1st mort., 85; Sixth Avenue R. R., 119; Central Coal Co., 60; Wyoming Valley Coal, 51½; Consolidated Coal Co. of Md., 62; Brady's Bend Coal and Iron Co., 125; Ashburton Coal Co., 22½; Atlantic Mail S. S. Co., 185; Mariposa 1st mort., 93½; Nicaragua Transit, 5; Bucks Co. Lead, ½; National Bank, 109; 4th National Bank, 95; Merchants Ex. Bank, 100; Hanover Bank, 104; Irving Bank, 104; Merchants Bank, 110; Bank of North America, 105. The latest quotations are: U. S. 6s, 1881, reg., 107@107¾; do., coupon, 106⅜@107; U. S. 7-30 Treasury Notes, 107⅝@107¾; U. S. 5-20's, reg., 107⅜@108; do., coupon, 109½@109¾; U. S. 10-40's coupon, 96½@97; U. S. one

year certificates, 94⅞@95; Tennessee 6s, 58@60; Missouri 6s, 64¾@65; California 7s, 147@150; New York Central, 117½@117⅝; Erie, 97¼@97½; do., pref., 102¼@102½; Hudson River, 113½@113¾; Reading, 122½@123; Michigan Central, 127¼@127½; Michigan Southern and Northern Indiana, 74½@75; do., guar., 138@138¼; Panama, 260@300; Illinois Central, 121@121½; Cleveland and Pittsburg, 107½@108; Chicago and Northwestern, 46¾@47; do., pref., 79½@81¼; Cleveland and Toledo, 109½@110; Chicago and Rock Island, 97¼@97½; Chicago, Burlington and Quincy, 117@118; Milwaukee and Prairie du Chien, 51@52; Pittsburg, Ft. Wayne and Chicago, 100@100¼; St. Louis, Alton and Terre Haute, 50@52; do., pref., 65@65¼; Toledo and Wabash, 60@61; N. Y. and Harlem, 50@100; do., pref., 100; Delaware and Hudson Canal, 170@175; Pennsylvania Coal, 170@185; Cumberland Coal, 60@60¼; Central Coal, 60@60⅛; American Coal, 89@89; Consol. Coal Co. of Md., 62; Canton Co., 30¼@30½; Quicksilver Mining Co., 80¾@81; Mariposa Mining Co., 40@40¼; Pacific Mail S. S. Co., 270@279; Atlantic M. S. S. Co., 185@186; Ohio and Miss. certificates, 38¼@38½.

Philadelphia.—Allegheny Co. 5s, 79; Pittsburg 5s, 78; Tioga R. R. 7s, 112; Lombard and South street passenger Railway bonds, 91; Dalzell Oil, 10⅛; Noble and Delamater, 13⅛; Rock Oil, 4⅜; Densmore Oil, 11⅝; McElheny, 7½; Phila. and Oil Creek, 1⅛; McClintock, 6¾; Maple Shade, 17½; Union Petro., 3; Story Farm, 3¼; Egbert Oil, 3; Curtin, 3½; Bull Creek, 4¾; Big Tank, 2⅛; Briggs Oil, 4¼; Bruner, 1½; Hibbard, 2⅛; Oil Creek, 5; Olmstead, 8; Corn Pl., 4; Globe, 2; Excelsior, 1⅛; Bohemian, 8; Howes Eddy, 1½; Perry Oil, 4½; Irwin Oil, 7; Mineral Oil, 2⅝; Continental, 2⅜; Allegheny and Tideout, 1½; Green Mt. Coal, 5; Tremont Coal, 12; Big Mt., 7; Seneca Oil, 1⅜; Fulton Coal, 8; New Creek, 1⅛; Penn. Mining, 18; Keystone Zinc, 1¾; Phila. and Boston Mining, 2; Kentucky Bank, 110½; Commonwealth Bank, 46½; Manuf. and Mech. Bank, 28. The latest quotations are: City 6s, 99¾@100; do., new, 103@103⅛; State 5s, 97@97⅛; do., coupon, 98½@100; do., 6s, W. L., 105@106; Phila., Wil. and Balt., 65; Reading, 60⅛@60¾; do., 6s, 1870, 102@103; do., 1886, 133@133½; Camden and Amboy, 156@156⅛; Pennsylvania R. R., 70@70½; do., 1st mort., 118@118½; do., 2d mort., 113@113; Little Schuylkill R. R., 44½@44⅝; Morris Canal, 100@104; do., pref., 135@139; do., bonds, 110@111; Wyoming Valley Canal, 79@85; do., 6s, 100@103; Susquehanna Canal, 16¼@18½; do., 6s, 62@63; Sch. Nav., 30@31; do., pref., 37½@38; do., 6s, 1882, 89¾@90¼; Union Canal bonds, 20⅛@20¼; Delaware Div. Canal, 37@37¼; do., bonds, 95@103; Elmira and Williamsport, 34½@36; do., pref., 51@52; do., 7s, 1873, 105@108; do., Chattle 10s, 78@80; Beaver Meadow, 75@87; Long Island R. R., 48@48; Lehigh Coal and Navigation, 73½@79; North Pennsylvania, 32@32⅛; do., 6s, 99¾@100; do., 10s, 125@127; Philadelphia and Erie, 32¾@33¼; do., 6s, 110@111⅛; Minehill, 59@60¼; Catawissa, 17½@20; do., pref. 38@38½; Lehigh Valley, 78@80; do., bonds, 104½@105; Fifth and Sixth streets, (horse,) 60@61; Second and Third, 70@70; Race and Vine, 15@15; West Philadelphia, 70@70; Spruce and Pine, 37@38; Green and Coates, 30@31; Chestnut and Walnut, 58@58½; Arch, 17@23; Thirteenth and Fifteenth, 30@32; Seventeenth and Nineteenth, 16; Girard College, 26@27; Tenth and Eleventh, 49@50; Norristown, 60@63.

Boston.—Boston, Hartford and Erie R.R., 30½; Conn. and Pass. Rivers R. R. old stock, 16; do., pref., 66¾; Worcester and Nashua R. R., 96¾; Boston and New York Air Line, 10¼; Chelsea, horse, R. R., 42; Rutland and Burlington 1st mort., 74¾; Boston and Lowell 6s, 102; Mad River and Lake Erie 6s, 1900, 68¼; Northern (Ogdensburg,) 2d mort., 27¼; Maine 6s, 1889, 99¾; Portland bonds, 1870, 100; Bangor 6s, 1874, 100¼; Boston 6s, 1874, 103; Boston Water Power Co., 27¾; Essex Co., 98; Gilberton Coal Co., 89½; Short Mountain Coal, 44; Franklin Coal, 85½; Mammoth Vein Coal, 40; Shawmut Bank, 102; Bank of North America, 102; Suffolk Bank, 169; Bank of the Republic, 102; Globe Bank, 132¼; Maverick Bank, 92; Boston Bank, 70; Atlas Bank, 105; Traders Bank, 105; Acton Mining Co., 1¾; Albany and Boston, 30; Aztec, 9¾; Bay State, 20; Boston, 3½; Canada, 1⅝; Copper Falls, 28; Concord, 4⅛; Eagle River, 3¾; French Creek, 1; Huron, 26; Humbolt, 6¾; Hancock, 11½; Highland, 7½; Hanover, 2; Manhattan, 6½; Mesnard, 8; Ottawa, 24c.; Penn., 16; Pontiac, 4; Star, 6½; St. Clair, 6; Winthrop, 3½.

Baltimore.—Central Ohio Inc., 41¼; George's Creek, 103; Santa Clara, 20½; Md. Anthracite Coal, 25; Atlantic Coal, 1.45; Mineral Hill, 2.35; Am. Gas Coal, 2.25; Springfield, 1.80; Md. Copper, 0.80; Bare Hill, 4.00; Baltimore Chrome, 1.70; North State, 0.15; Bank of Baltimore, 108¼; Union Bank, 70½; Merchants' Bank, 109¼; Farmers' and Mechanics' Bank, 41½. The latest quotations are: Balt. and Ohio, 114@116; do., 6s, 1867, 108@110; do., 1875, 112@114; do., 1880, 106½@111½; do., 1885, 108@111; Northern Central, 51¼@51¾; do., 1885, 96@101; N. W. Va., 10@20; do., 1st mort., 110@114; do., 2d mort., 105@110; do., 3d mort., 25@30; do., guar., 103@112; Marietta and Cincinnati 7s, 1891, 102@102; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@41; Western Md. bonds, 86@86; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 113@114½; Baltimore 6s, 1870, 109@110½; do., 1873, 110@114; do., 1875, 112½@113½; do., 1886, 112@112; do., 1890, 112@112½; do., coupon, 114½@115; do., 5s, 1838-'70, 96@96; City Passenger R. R., 20@21; Canton Co. 33@35; Gardner, 0.75@0.95, Gas Coal, 2.10@2.25; Maryland, 0.70@0.80; North State, .10@.15; Springfield, 1.70@1.75; George's Creek, 103@104; Santa Clara, 20½@21; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.00@1.70; Bare Hill, 3.80@4.00; Atlantic Coal, 1.40@1.50; Mineral Hill, 2.30@2.35; Baltimore Coal, 90½@95; Lake Chrome, 50@55.

Dighton and Somerset Railroad.

The route of the Dighton and Somerset Railroad has been surveyed within a few days through Taunton, and the location filed with the County Commissioners of Bristol County. The work of building the road will be pushed forward as rapidly as possible.

Pittsburg, Ft. Wayne and Chicago Railway.

OFFICE OF THE PRESIDENT,
PITTSBURG, Pa., Sept. 24, 1864.

Messrs. Winslow, Lanier & Co., Transfer Agents, New York;

DEAR SIRS:—In pursuance of an order of the Board of Directors, please announce that the Stock Transfer Books of this company will be closed on SATURDAY, October 1st proximo, at 2 P. M., and remain closed until 3 P. M., October 17th, and that a dividend of two and one half per cent., (2½) free of Government tax will be paid October 17th, and after, to the registered holders of full paid stock at the time the books are closed. The dividend thus to be paid, was made from the earnings of the third quarter of the year. The earnings and operating expenses as ascertained, and estimated for the first three quarters to the 30th instant, are as follows:

Earnings for January, February, March, April, May, June, July and August, and estimated for September	$4,849,743 83
Operating expenses for January, February, March, April, May, June, and estimates for August and September	2,915,468 84
Net balance	$1,934,274 99

From this balance deduct interest on mortgage bonds, sinking funds and dividends of the first and second quarters as follows:

Nine months' interest on 1st, 2d and 3d mortgage bonds	$656,525 00
Nine months' interest on Allegheny River Bridge bonds	18,000 00
Nine months' sinking fund on 1st and 2d mortgage bonds	78,750 00
Nine months' interest on Chicago depot bonds	5,213 00
Dividend on stock for 1st and 2d quarter—paid	338,065 00
The dividend now to pay is	197,355 00
Total	$1,293,908 00

Leaving a surplus subject to the further order of the Board of $630,366 99 after paying expenses, interest, sinking fund and dividends for the nine months of the year.

The net income for the nine months after paying all charges upon the revenue, excepting dividends, is sixteen per cent. on the present augmented capital, or about seventeen per cent. on the average capital invested during the same period—which is equal to twenty-two and two-thirds per cent. for the year.

The amount expended for construction to the 30th inst. will be about $1,900,000, of which the greater portion will be paid by the money realized from the sale of stock ordered in April last, and which has all been sold.

GEO. W. CASS, President.

☞ We invite attention to the advertisement of GEORGE F. SALTER, Esq., (successor to Geo. S. Rainsford,) No. 51 Exchange Place, New York. Stocks and bonds bought and sold on commission at the Stock Exchange.

☞ The WASHINGTON IRON WORKS, Newburgh, N. Y., are prepared to furnish at short notice portable engines of all sizes from 2 to 30 horse power. The agency in New York is at 55 Liberty street.

☞ We invite attention to the advertisement of the "ELY COPPER MINING CO." in another column.

(Continued from page 947.)

The following were the imports and exports of Flaxseed, the last five ynars:

	Imports. brls.	Exports. brls.
1860	26,307	1,144
1861	19,278	753
1862	18,970	2,117
1863	34,784	3,184
1864	45,107	11,158

As the exports of Linseed Oil come under the general head of "Oil," we cannot give them separately, but give them under the head of "Lard Oil," which constitutes the great bulk of the Oil exported.

Lard Oil.—In common with other articles, the price of this article has ruled high, gradually advancing from week to week during the season, opening at 85 cents per gallon and closing at $1 75—being an advance, during the season, of one hundred per cent. The demand throughout the season has been good, fully up to the supply.

	Imports. brls.	Exports. brls.
1860	433,168	389,310
1861	381,763	309,939
1862	429,036	238,316
1863	160,858	162,007
1864	319,068	210,410

Leather.—There has been an active demand at increasing prices and the business is prosperous.

The following were the Imports and Exports of Leather the last five years:

	Imports. bdls.	Exports. bdls.
1860	19,626	24,018
1861	17,460	24,204
1862	27,788	30,461
1863	31,626	28,024
1864	37,262	40,385

A bundle of Leather weighs 80 lbs. to 100 bbls.

Lumber—The consumption of Pine, and, indeed, all other kinds of Lumber, having been quite large, much more so than had been expected, together with the high price of labor, greatly enhanced the value, and at the same time reduced the stocks, for, owing to the high prices, dealers bought cautiously. The quantity consumed by the Government, in the erection of barracks, hospitals, etc., has been large, and then the demand for building purposes has been much greater than had been supposed; so that notwithstanding the high prices, the Lumber merchants have had another profitable season.

There is no way in which the exact amount of Lumber, landed at this city, can be ascertained; but we find that the whole amount of Pine Lumber yarded during the past year, does not exceed forty millions feet, and that the stock now in yards is about ten millions feet less than it was at this time last year.

The prices paid for Pine, afloat, taking the rafts, as they "run," ranged from $29 to $33 per thousand, which was $12 per thousand over the prices paid during the previous season. A similar advance was paid for all other kinds of Lumber.

The prices of seasoned Lumber and Shingles from the yards at the close of August, the last two years, were as follows:

		1863.	1864.
Clear Pine	per M.	$40 00 to $45 00	$65 00
First Common.	"	32 00 to 35 00	55 00
Second Comm'n	"	27 50 to 30 00	45 00
Third Common.	"	20 00 to 22 00	35 00
Framing	"	25 00	45 00
Poplar	"	25 00	82 50
Shingles No 1	"	5 57	7 00

Lead and Shot.—Prices of these articles advanced largely, in common with other articles, and ruled at the close, fully two hundred per centum above the old prices, that is the prices current before the war.

The price of pig per lb. in August last was 18½ cents., and of shot in kegs of 300 lbs. $68.

The following were the Imports of Lead and Shot the last five years:

Imports.	Lead, pigs.	Shot, bags.
1860	62,069	3,002
1861	51,692	2,356
1862	37,465	3,004
1863	58,765	2,561
1864	52,240	2,331

Molasses.—The trade is far behind what it was before the war. A considerable amount of Sugar-house, or manufactured Molasses, is included in our imports and exports, and it enters into the trade of the city, more so in proportion than formerly, probably, but our quotations are for prime New Orleans, as heretofore, it being the article chiefly sought after for domestic purposes, including the demand from bakers.

A considerable amount of New Orleans was imported during the year, by the old route, namely the Mississippi River—still, the larger portion of the imports came by the way of New York, it being, as a general rule, the safest and best route, owing to the high rate of insurance by the Mississippi route.

The price per gallon in August last was $1.20 and in 1863 same time 68 cents.

The following were the annual imports and exports of Molasses, the last five years:

	Imports. brls.	Exports. brls.
1860	91,807	51,814
1861	71,698	51,776
1862	21,865	28,559
1863	38,034	19,594
1864	33,200	20,782

Oats.—The crop this year is a good one generally though the straw is short. Sales have been made for September delivering at 70@75 cents but in the elevators they are held at 80.

The following were the annual imports and exports of Oats the last five years:

	Imports. bush.	Exports. bush.
1860	894,515	111,823
1861	838,451	134,311
1862	1,338,950	450,851
1863	1,821,000	937,139
1864	1,423,813	851,392

Potatoes.—As compared with the last year there is a falling off in the trade. The price of prime August last was $1.90 per bushel.

The following were the imports and exports the last five years:

	Imports. brls.	Exports. brls.
1860	206,544	97,806
1861	115,720	59,247
1862	91,458	9,255
1863	140,555	49,378
1864	83,910	36,449

Pork.—There has been a deficiency in the pork crop the past year. This is attributed to the deficient corn crop in 1863, and the destruction of swine in Iowa, Missouri and Illinois last winter to an enormous extent, the receipts stopping in December.

The following table shows the average price of Hogs each of the last five seasons:

1859–'60	$6 21½
1860–'61	5 97
1861–'62	3 28 2-5
1862–'63	4 45
1863–'64	7 00½

The number of packing houses in Cincinnati is 39.

Packing, generally speaking, ended at nearly all the smaller places, and many of the larger places, in December, but at Chicago was continued during January, as well as a few other places, in the Northwest, including Milwaukee. In April the complete report was published, together with the average weight and yield of Lard, which showed the following comparative aggregates.

	1862–'63.	1863–'64.
Ohio	991,183	618,836
Illinois	1,472,834	1,273,390
Indiana	585,428	394,217
Iowa	404,861	313,331
Kentucky	130,920	126,019
Wisconsin	201,745	164,576
Missouri	297,611	370,736
Grand Totals	4,084,582	3,261,105
	3,261,105	
Decrease	823,477	

The deficiency was equal to slightly over 20 per cent.

The total crop, though 32½ per cent. less than that of 1862–'3, was 7½ per cent. greater than that of 1861–'2, and 44½ per cent. greater than that of 1860–'61, when the number of Hogs reported packed was 2,164,070.

Provisions.—It is curious fact that the advance in gold saved the pork dealers from ruin.

The following table shows the imports and exports of the articles specified, the last five years:

Imports.

Yrs.	Pork & bacon hhds.	Pork tierc's.	Pork bbls.	Pork lbs.	Lard bbls.	Lard kegs.
1860.	4,662	3,882	25,456	23,250,222	47,499	11,819
1861.	5,136	6,459	37,447	21,912,796	50,362	12,245
1862.	10,082	3,879	46,908	28,708,694	99,085	33,582
1863.	8,443	10,361	47,457	33,215,723	93,707	11,800
1864.	5,353	7,178	41,412	20,169,052	58,328	5,800

Exports.

'60.	52,532	39,833	104,347	345,932	68,658	55,704
'61.	47,801	32,151	121,635	776,571	100,806	46,603
'62.	39,458	40,965	86,363	2,028,303	139,596	61,352
'63.	27,746	53,735	123,900	700,659	144,147	33,699
'64.	34,159	31,549	136,126	1,810,875	82,836	13,028

The price of city cured hams last August was 26 cents per lb.

The following were the average prices the last five years:

Year.	Mess P'k brls.	Prime Trc. lard.	Bacon Sides.	Bacon Should's.	Bulk Sides.	Bulk Should's.
1859–'60.	16 90	10 4-5	9 5-6	7⅞	8 3-5	6 5-6
1860–'61.	16 21	9 1-10	8 4-5	6 5-7	7 3-5	5 3-6
1861–'62.	10 70	7½	5½	4	4 5-6	3 1-5
1862–'63.	12 46	9½	6	4 7-11	5 1-5	4 1-12
1863–'64.	23 29	13½	14¼	10½	10¼	8¾

Petroleum.—The following were the prices at the close of August, the three preceding years:

1861	45c.
1862	28c.
1863	65c.

The following were the imports of Petroleum, including Coal Oil, of which but little is now brought to market, the last three years:

	bbls.
1861–'62	23,000
1862–'63	20,000
1863–'64	49,031

Rye.—The following were the imports and exports of Rye, during the years specified below:

	Imports, bush.	Exports, bush.
1860	131,487	59,177
1861	157,509	69,065
1862	247,187	94,486
1863	138,935	25,415
1864	137,852	24,840

Rice.—The price in August last ruled at $1.60 per bushel.

The following were the imports of Rice the last five years:

	Tierces.
1861	4,257
1862	9,085
1863	9,726
1864	7,964

Starch.—The total amount of starch exported from Cincinnati in the year 1864 was 58,088 boxes of the value of $3.40 per box, and since it has become an article of food the consumption is increasing at double the prices it sold for the last year. It brought in August last 9 cents per lb.

The following table shows the extent of the imports and exports the last five years:

	Imports.	Exports.
1860	36,661	43,054
1861	28,270	33,863
1862	59,758	60,682
1863	28,762	69,248
1864	48,875	58,088

Sugar.—There has been a moderate increase of the trade. A large portion of the imports of raw have been from New Orleans, which consumers prefer to Cuba. The former brought in August 27 cents per lb.

The following gives the imports and exports for the last five years:

	Imports.		Exports.
	Hhds.	Brls.	Hhds.
1860	40,521	37,950	82,433
1861	39,452	46,672	36,054
1862	18,168	87,345	29,377
1863	26,081	71'431	3,098
1864	28,317	66,102	34,599

Salt—The Stock of domestic Salt is very large, the consumption during the last year, for the reason already stated, having been far below what had been expected.

Turk's Island advanced from 60 cents in January to $1 40 in July, and coarse Liverpool from $2 50 per bag to $4 50. The stock of foreign Salt, of all kinds, is light.

The following were the imports and exports of Salt, the last five years:

	Imports.		Exports.	
	Brls.	Bags.	Brls.	Bags.
1860	119,751	61,058	59,046	12,502
1861	110,295	44,603	81,202	12,604
1862	162,857	69,350	87,211	23,703
1863	159,730	75,190	83,563	21,969
1864	157,512	48,808	100,761	8,267

Tallow.—An important advance has taken place in this article in consequence of the price of gold and the falling off in the production of the article itself. The price per lb. in August was 18½ cts.

The following were the imports and exports of Tallow, the last five years:

	Imports.	Exports.
	Brls.	Brls.
1860	7,075	927
1861	7,282	7,434
1862	7,965	11,214
1863	4,905	9,000
1864	5,297	6,561

Tobacco.—The receipts the past summer have been larger than in any previous year:

The following were the imports and exports of all kinds of Tobacco, the last five years:

	Imports.			Exports.		
	Hhds.	Bales.	Boxes and kegs.	Kegs and boxes.	Hhds.	Bales.
1860	6,261	7,239	49,552	49,882	4,074	49,882
1861	14,148	7,001	35,455	43,141	14,232	3,971
1862	31,944	13,147	37,813	75,969	27,955	7,928
1863	33,261	6,981	31,683	65,457	29,736	6,492
1864	53,769	14,669	50,063	82,081	48,277	22,263

Wheat.—The following were the average prices the last nine years:

1855–'56	$1 27	1860–'61	$0 93
1856–'57	1 18	1861–'62	86
1857–'58	77	1862–'63	1 04
1858–'59	1 15	1863–'64	1 14½
1859–'60	1 17		

The price of White, ruled, about 10 cents per bushel above that of Red. All the quotations are for Winter Wheat.

(By this it will be seen that wheat does not bring in gold anything like the price it did in 1855–'6, and that in paper it costs but little more than it then did in gold.)

The following were the annual imports and exports the last five years:

	Imports. bush.	Exports. bush.
1860	1,057,118	321,495
1861	1,129,007	525,065
1862	2,174,924	1,293,680
1863	1,741,491	1,177,108
1864	1,650,759	943,737

Whiskey.—This is an article which has been the subject of great excitement during the past year owing to the vacillating policy of Congress, and the active opposition to its increased taxation by the distillers and operators, in the article.

The following were the average prices the last five years:

1859–'60	20
1860–'61	14 2-5
1861–'62	18¼
1862–'63	37 3-5
1863–'64	$1 02½

From October 1, 1862, till March 1, 1864, the tax was 20 cents per gallon; from March 1, 1864, until July 1, 1864, 60 cents per gallon, and from the latter date until February, 1865, $1 50 per gallon.

The following were the annual imports and exports the last five years:

	Imports. brls.	Exports. brls.
1860	433,168	389,310
1861	381,763	309,939
1862	429,036	238,316
1863	160,858	162,007
1864	319,068	210,410

Wool.—The price of this article has advanced, as the supply of cotton has fallen off. Most of it is now purchased directly of the farmers even before it is sheared. The price per lb. in August last was $1.10.

The following table shows the imports and exports of Wool, the last five years:

	Imports. bales.	Exports. bales.
1860	9,513	10,239
1861	7,040	7,593
1862	11,597	10,597
1863	8,130	9,790
1864	14,005	12,913

Since 1855, the exports have been all reduced to bales. The bale weighs about one hundred pounds.

The annexed statement shows the value of the principal imports into Cincinnati, for the years ending August 31, 1863 and 1864:

	1864.	1863.
Apples, green	$340,896	$374,895
Ale, Beer and Porter	53,858	44,030
Buffalo Robes	11,375	29,400
Beef	83,739	16,763
Bagging	43,260	7,700
Barley	493,261	336,176
Beans	263,670	188,725
Butter	1,701,652	833,156
Blooms	73.920	49,920
Boots and Shoes	3,258,044	2,441,880
Bran, Middlings, &c	141,929	117,792
Crockery Ware, &c	448,800	185,274
Candles	39,396	65,064
Corn and Corn Meal	1,838,837	848,847
Cider	36,030	18,641
Cheese	514,739	344,315
Cotton	36,439,925	12,310,410
Coffee	9,356,925	4,953,067
Cooperage	314,323	152,939
Cattle	2,740,640	1,755,325
Cement	97,944	45,384
Eggs	103,239	91,584
Flour	2,468,691	3,036,579
Feathers	360,855	170,370
Fish	641,427	282,024
Fruits, dried	194,502	94,928
Grease	528,684	311,724
Glass	321,558	110,337
Glassware	447,174	197,126
Hemp	2,910,710	1,282,206
Hides	2,339,244	1,132,928
Hardware	6,341,400	2,647,096
Hay	499,257	272,724
Hogs	6,877,265	5,794,305
Hops	78,584	66,120
Horses	9,025,968	8,171,295
Iron and Steel	5,076,195	1,556,649
Iron, Pig	2,425,390	1,096,228
Lead	626,880	352,590
Lard	2,139,780	1,904,870
Leather	1,192,384	560,268
Lemons	27,396	81,792
Lime	83,232	54,431
Liquors	962,000	187,220
Mdse and Sundries	213,164,000	57,935,000
Molasses	1,560,400	760,680
Malt	269,024	130,906
Nails	1,538,985	557,973
Oils	787,945	752,950
Oranges	50,920	86,499
Oakum	229,696	87,264
Oats	1,139,050	787,200
Oil Cake	4,750	1,925
Onions	47,796	31,956
Pork and Bacon	3,998,181	2,618,634
Potatoes	230,752	316,249
Pimento Pepper, &c	267,720	199,410
Rye	172,315	111,846
Raisins and Figs	206,040	91,836
Rope, Twine, &c	171,374	157,164
Rice	597,300	583,680
Sugar	9,519,690	5,426,098
Seed	636,170	207,760
Salt	611,084	688,796
Shot	104,895	66,586
Starch	148,853	51,771
Sheep	176,145	77,721
Stearine	52,920	14,700
Tea	1,891,600	1,242,600
Tobacco	19,824,865	7,685,806
Tallow	143,019	128,674
Turpentine	54,558	14,700
Wines	1,374,800	580,986
Wheat	2,393,600	1,947,498
Wool	560,200	211,380
Whiskey	15,953,400	3,217,160
Yarns, Cotton	149,966	144,170
Oil, Coal	601,350	199,008
Do. Petroleum	501,925	134,832
Lumber	1,170,000	800,000
Coal	3,520,000	1,280,000
Shingles	1,100,000	85,000
Coopers' Stuff, Wood & Stone estimated	160,000	750,000
Tar, Pitch and Rosin	88,792	44,098
Total	$389,790,537	$144,189,213

The value of the principal exports from Cincinnati, for the same period, was as follows:

	1864.	1863.
Apples, green	$97,564	$115,942
Alcohol	594,130	511,139
Ale, Beer, and Porter	219,156	130,315
Buffalo Robes	5,590	43,440
Beef	355,619	231,817
Bagging	7,840	23,688
Barley	27,582	19,229
Beans	191,648	109,501
Brooms	59,835	24,042
Butter	578,004	151,228
Bran, Shorts, &c	8,572	19,281
Boots and Shoes	1,906,992	785,204
Crockery Ware, &c	169,780	117,700
Chairs	392,715	224,928
Candles	3,043,168	1,979,340
Corn	1,157,676	398,901
Corn Meal	17,902	30,199
Cheese	404,695	215,517
Cotton	34,973,840	9,199,600
Coffee	8,079,975	5,208,900
Cooperage	154,246	168,916
Cattle	1,266,755	1,021,079
Cement and Plaster	18,742	12,323
Eggs	93,996	28,259
Flour	2,556,242	2,022,850
Feathers	395,800	279,036
Fish	258,039	122,573
Fruit, dried	102,928	34,619
Furniture	2,154,075	1,192,012
Grease	180,575	179,312
Glass	60,348	17,844
Glassware	108,972	23,140
Hemp	2,363,760	841,020
Hides	1,893,391	1,033,176
Hardware	1,956,480	300,000
Hay	297,620	194,083
Hogs	83,286	31,407
Hops	40,550	15,220
Horses	8,523,847	7,240,160
Iron and Steel	3,097,259	1,475,119
Do., Pig	617,025	149,040
Lard	3,159,156	2,985,976
Leather	1,413,475	560,480
Lime	7,348	4,017
Molasses	1,039,100	391,880
Malt	461,793	204,734
Nails	817,904	314,935
Oil	5,610,580	2,588,157
Oats	698,141	562,283
Oil Cake	133,122	36,240
Onions	47,271	27,852
Pork and Bacon	11,175,597	7,227,772
Potatoes	109,347	111,089
Rye	34,076	20,412
Rope, Twine, &c	181,856	130,490
Sugar	6,798,054	3,715,440
Seed, Flax	178,528	21,938
Seed, Grass and Clover	199,690	92,385
Soap	315,390	243,216
Salt	329,151	293,343
Starch	197,499	138,496
Sheep	22,423	11,862
Stearine	212,310	138,600
Sundry, Mdse	85,773,400	31,109,100
Do. Liquors	3,781,470	1,455,900
Do. Manufactures	361,782	232,575
Spices	43,525	19,597
Tobacco	22,286,485	8,368,940
Tallow	229,635	270,720
Vinegar	56,274	46,880
Wines	1,182,912	62,720
Wheat	1,360,106	1,356,263
Wool	1,162,170	342,650
Whiskey	10,520,500	2,495,585
White Lead	160,545	84,698
Castings	510,288	353,280
Total	$239,079,825	$102,397,171

☞ The following gentlemen have been elected directors of the Ohio and Mississippi Railway Company: William T. Griswold, Samuel Gaty, Lewis B. Parsons, G. McGunnegle, and Joseph W. Alsop, Allan Campbell, and Edward Learned, of New York.

Improvements in Iron-Making.

It is well known that iron undergoes three processes before it is fit for the forge—smelting, refining and puddling. The smelting furnace only yields pig-iron, which is a combination of iron with as much carbon as it can take without becoming plumbago, and the subsequent operations tend to deprive it of its superabundant carbon in order to render it malleable. A new process has now been invented, by which malleable iron may be obtained direct from the smelting furnace. It consists in driving oxide of iron into the furnace by means of the ventilator, whereby all the carbon is at once absorbed. In order to apply this method, the hearth of the smelting-furnace must be built somewhat higher than usual, and the air driven in by the ventilator is previously made to pass through three chambers, in which it becomes charged with oxide of iron at a high temperature, the atmospheric pressure being at the same time kept very high.

Petroleum Refineries at Pittsburg.

The business of refining petroleum was first successfully attempted at Pittsburg, Pa., in 1851. There are new fifty-eight refineries in that city, with a weekly capacity of 26,000 barrels.

There were refined last year 716,000 barrels, worth when refined over $8,500,000. An equal amount will probably be refined this year, worth at present prices nearly $20,000,000. There are five hundred persons employed in these refineries, not including those engaged in teaming &c.

☞ A reduction of thirty-three and a third per cent. below the present legal rates charged for the storage of goods in Government bonded warehouses, has been directed by Collector Draper. To the rates established by the Chamber of Commerce in 1857, Mr. Barney, the late collector, added one hundred and fifty per centum. The new prices, which are to take effect Oct. 1, will be the rates of 1857, and sixty-six and a third per centum additional.

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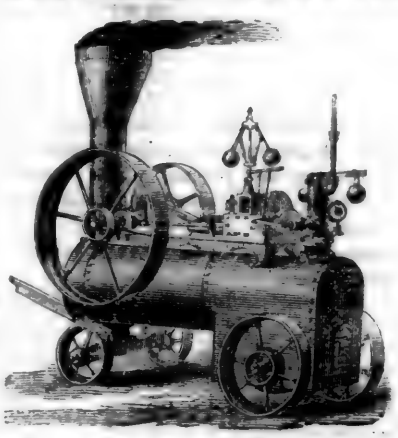
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, October 8, 1864.

Railway Property.—Its Permanent Value Considered.

As there is a very large class of people who save their earnings, and do so that they may derive an income from them to maintain themselves and their families after the toil of life becomes fruitless from the effect of age, and as it is the class of economists who really add to the wealth of a nation, it is the subject of much anxiety with them to know how they may best invest the surplus of their acquisitions. We have all along recommended to those, especially of the patriotic class to trust the Government, which wants money to sustain the Union, and insure the stability of our institutions, and to invest in its securities without hesitation. We have again and again placed before our readers the immense resources of the country, its progress, and the untiring enterprise of our people. And the response has everywhere been prompt and confiding. But there is also an immense amount of capital invested in other securities, particularly in railways, and the fluctuations in the prices of these have sometimes caused some anxiety as to their permanent value. The object of our present remarks is to assure these persons they have not the least cause for anxiety. In order to place this subject in its own true and wonderful light, we may quote some facts from our own columns of January 1862.

At that time there were opened and under contract in the United States 51,114 miles of railways, and open for traffic and actually in operation 33,222 miles. The cost of these roads and their equipments was $1,192,400 24. Since that time some hundreds of miles have been constructed and are now in successful operation. The Atlantic and Great Western is a remarkable example of the rapidity of construction, and the corresponding increase of traffic since that year. The net earnings are on a large and satisfactory scale, as will have been seen by the readers of the JOURNAL. It would occupy too much of our space to go into details to prove this, but we are perfectly safe in asserting that the net earnings of these are about two hundred millions of dollars per annum.

Here is a vast interest therefore, permeating every part of the country in which there is an universality of combination, both of those who own, and those who employ these railways. The whole population is combined to keep them in activity.

What is their future? May we consider them as permanent productive institutions? General principles control all the conduct of life, and with few exceptions those who rely upon them are the shrewdest and most successful. They may be applied in this instance without the least hesitation.

We say then that railways depend for their success on their traffic and management. Without business and careful control of it, no company can succeed. Wherever these two simple elements are found, success is certain. There are cases where the future has been discounted prematurely, but where time has been allowed to do its work, even rashness has not always been unfortunate. The Illinois railways were apparently in many cases prematurely undertaken, but their necessity after all has not only been demonstrated, but they have become favorite properties with capitalists, and are now deservedly held in high favor.

Traffic is of two kinds, that of freight and passengers, and these are of two characters, through and way. Strange to say it has been found in almost all cases, the way traffic has been proportionately the most valuable and remunerative, and there is a reason for it. Those at short distances from each other are more likely to traverse them often, than those who are compelled to take long journeys which require more time and are more expensive, though the object of them may not be of more consequence. But still the whole rests upon the main fact of population and the business which it creates. Wherever there is the former, the latter may be depended upon, and thus we find that there are railways to or through all our great cities and towns, whether inland or on the coasts of the lakes or the ocean. It is hardly possible to name a large place in the United States into which a railway does not enter. And what is equally observable is, that wherever there is a district which can supply any other with a particular article for consumption, it connects itself with some main line of railway. We see then that freight and passengers are ever ready to contribute their support to lines of communication between one commercial centre and another, and therefore the system of railways, though an idea of our own times is likely to be perpetual. Of its stability there can be no doubt whatever. No other mode of transportation is likely to be substituted by land, as the whole resources of philosophy and the mechanical powers have been applied to perfecting it. Whatever improvements are yet to be made will be in details, in the economical application of well-known principles, and in the greater skill in their use.

With all these wonderful results, however, there is another practical principle to be studied and observed. And this is management. The best line in the world, the most profitable route may produce nothing if it is not well managed. Hitherto it has been too much the case that this duty has been committed, merely to speculators in the shares themselves, and who have mainly looked to their value in the street instead of their intrinsic values. This evil is curing itself, for it is observable of late years, that the actual working of the railways has been more carefully committed

to the superintendence of the most skilful men. Probably there is not in the world so active, intelligent and practically scientific a body of men as that of our railway engineers and superintendents. They have addressed themselves to their duties with unequalled ardor and diligence, and the results are plainly to be seen in the reduction of working expenses, economy in the use of materials, improvements in engines and permanent way, in the selection of better materials, and a more scientific application of power to the work to be done.

This advance in railway management has had its effect upon net earnings, and saved many a company from permanent and hopeless embarrassment.

Under these encouraging circumstances is our railway property to lose its value? Is it dependent on any other source for prosperity than those we have mentioned? Is the fluctuation in prices of other securities really to impair it? Certainly not so long as the country proceeds in its present career. And the railways of the North, the Middle and the Western States have not as yet suffered from the change of our normal condition of peace to that of war. On the contrary they have so far gained by it. There will, after the war is over, be the same number of people to supply with the necessaries and luxuries of life as there is now, and more so, for at present hundreds of thousands of men who are in the field do not require, do not get, and do not consume as many of the more valuable articles of commerce as they would if again engaged in active pursuits. In all probability there will be a greater eagerness than ever, for articles of which they have been necessarily deprived, and wherever they may cast their lot, either in their old homes, or in new fields of industry, the numerical wants will be the same. Instead of the Government filling the trains with aggregates of supplies, they will be filled through the medium of commercial foresight and enterprise. The same mouths to feed, the same bodies to be clothed will still be dependent on the railway system of transportation, though in different directions. In addition, the territory now desolated by war will require supplies which it has so long been without, and on the return of peace, and for many years to come, railway transportation through our long interior lines will be more active than ever.

And finally, the industrial products of the country like its population will increase in the same enormous rates which has marked them through each decade. A hundred millions of inhabitants in 1890, only a generation distant from ourselves, will be dependent on our railway system for their supplies, their comfort and their welfare. Can such a system fail? We may have war, we might have separation, we might suffer from many as yet unseen causes, but in this era of the world, railways must be the thoroughfares of nations. No change in political systems can efface their necessity or dispense with their use. Men may differ about policy and about men, but they must continue to ride the iron horse. Brushing aside, therefore, the cobwebs of speculation and doubt, we can see clearly that railway property is permanent in its character, its utility and its revenues.

☞ The Chesapeake and Ohio Canal is again in navigable order between Cumberland and Washington, all repairs having been made. Coal boats are now passing freely over the canal.

Sandusky, Mansfield and Newark Railroad.

The earnings and expenses of this road for the years ending December 31, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From passengers.....	$90,851 03	$120,878 39
" freight	132,471 38	131,186 23
" mails, express, etc.	16,073 26	20,137 80
	$239,395 67	$272,202 42
Expenses, viz:		
Repairs of engines.....	$10,299 79	$14,582 72
" cars.....	16,484 64	18,898 98
" track.....	54,138 37	57,860 12
Train expenses.....	23,289 86	25,036 56
Station "	17,974 38	22,526 99
Shop "	2,135 68	3,658 66
Fuel.....	13,052 21	16,343 88
Oil and waste.....	1,935 88	2,727 63
Salaries, etc.....	17,096 38	18,283 11
	$156,407 19	$179,918 65
Net earnings	$82,982 48	$92,288 77

Compared with the previous year, the gross earnings of 1863 show an increase of $32,806 75; with an increase in expenses of $23,511 46—making the increase in net earnings, $9,301 29. The report says:

The amount of wheat transported over the road during the year 1862 was 662,242 bushels—in 1863 it was 306,653 bushels, and of this amount only 138,283 bushels were transported the last half of the year.

With us, as with other roads, the increase in revenue has arisen from the general prosperity in which all have partaken, and not, as is usual with us, from the abundance of the staple product of the country along the line.

We refer to the annexed report of Mr. James H. Stewart, Superintendent for details in reference to the Road bed, machinery and running department.

From that it will appear that we have ballasted thirteen miles of track, laid eighty-one tons of new and one hundred and seven tons of re-rolled rail, besides making other alterations and improvements during the year, and that while the running department has been conducted with efficiency and economy, the road bed and track has been maintained in good condition and repair.

The domestic bond debt is now very nearly all paid. Of the first issue amounting to $100,000 all but $2,900 had been paid at the close of last year. Eight hundred dollars of that sum, has been presented and paid since that period. Of the second issue, $20,000 in amount $13,000 and interest has been paid since the last report, leaving $7,000 yet due and making $9,100 yet outstanding of all the bonds issued under the order of the court.

At the meeting of the Board of Directors in April last, resolutions were passed to change the gauge of the road and of the machinery. As this is the inauguration of a new policy, some explanation of the reasons which led to it, is due to the Bond and Stockholders.

The line of the road commencing on the southerly bend of Lake Erie runs through a rich agricultural district, in a southeasterly direction to Newark, one hundred and sixteen miles. Its gauge which is five feet four inches is unlike the gauge of any other road in the State except one, and though its line is intersected at each end, and at several intermediate points by other roads, the cars of the company cannot pass to or from its connecting lines.

The original charter for that portion of the Sandusky Mansfield and Newark Railroad which lies between Sandusky and New Haven was granted in 1838. About the same time or shortly after, charters were granted to the Mad River, the Cincinnati, Hamilton and Dayton, and the Little Miami Railroads.

Very crude notions prevailed as to the uses of Railroads at that period. The charters above referred to, or some of them, were framed upon the supposition, that the owners of Freight would furnish the power and the companies would erect toll houses to collect tolls for the use of cars and track.

The controversy in respect to gauge had not been settled, and the Directors of the first named road adopted a medium gauge between the wide and the narrow; but upon the accidental purchase of the first engine for one of these roads depended the adoption of its gauge, and thence also the adoption of the same gauge, four feet ten inches, for the State.

At that period the Alleghany mountains were viewed as an insurmountable barrier to direct east and west Railroad communications, and the opinion was generally entertained, that the principal use of railroads west of the mountains would consist in furnishing the means of transportation to and between navigable waters.

The first railroads in Ohio were projected upon this view of their uses and consequently extended mostly in a north and south direction. But the progress made in Railroad construction and the improvements in Locomotive power were rapid. The obstacles in the way of direct and independent lines of road to tidewater across the mountains, were overcome, and long lines of connection became possible. Their immensely increased capacity for the transportation of Passengers, and especially of freight, was developed and the whole energy of our people was stimulated in one direction. The great trunk lines were constructed and the vast and increasing traffic between the east and the west, that poured over them, soon diverted a great portion of the commerce of the country from the old channels, creating new centers, and aggregating populations upon them.

Under this stimulus the rich prairies of the west have been settled by an active and industrious population. Towns and cities have arisen and the products of the country now afford ample employment for all the lines of roads between the east and the west. Nor is the progress at all abated. The movement of freight and populations is accelerated as new districts of country open and the tillage of the old is extended, and seems likely to continue on the increase.

In the course of these events the Sandusky, Mansfield and Newark Railroad, being isolated in gauge, was left out of the long lines and its own local business was much impaired by intersecting lines.

Notwithstanding these discouragements the grain crop was relied on as still secure to its line by its insulated gauge; but the experience of the last few years has shown that it so often fails, or when good, the price is so often insufficient to bring it out during the season of navigation, that it cannot be relied upon to furnish steady employment for the equipment, while its ordinary equipment would fall far short of furnishing means of transportation when the business was at its height—which was only at long intervals. The local freight at other seasons is too limited to make up the deficiency.

Much reliance was at one time placed on the business to be done in connection with the Scioto and Hocking Valley Railroad, on the completion of that line, for an increase in earnings. That road commences at Portsmouth on the Ohio River, and terminates at Newark, where it was to connect with the line of the Sandusky, Mansfield and Newark Railroad, thus forming with that road, a route from the river to the lake on the same gauge, and opening up a new source of profit by the transportation of the coal and iron of that region and by an interchange of commodities with it.

The road is however only completed to the crossing of the Marietta road; though it is graded the greater part of the residue of the distance. We cannot learn that any measures have been taken to ensure its early completion. Should the enterprise be prosecuted to a successful issue the Directors of the company would probably adopt the Ohio gauge.

Placing out of view therefore any increase of business by the completion of that line as too distant and uncertain to be relied on for present revenue, and as not materially effecting your inter-

ests in the policy to be pursued for the future, nothing is more certain than that the continuance of the present gauge, which precludes all interchange of business with other lines and would compel us to rely for our earnings on our local traffic, would be a grave mistake.

For roads situated like this to command a large traffic, the business must necessarily be done over connecting or continuous lines; and the net revenue will depend not so much on high rates, which, on the leading routes will generally be prevented by an active competition, as it will on securing a regular, full and permanent business with only remunerative rates.

The Baltimore and Ohio Railroad has two connecting lines west of the Ohio River, one by Parkersburgh to Cincinnati, one by Bellair and the Central Ohio; but none communicating directly with Toledo, Chicago and the Northwest. In view of these wants communications have been had with the Officers and Directors of the Baltimore and Ohio, the Central Ohio, the Cleveland and Toledo, the Michigan Southern and Northern Indiana, and the Toledo and Wabash Railroads, by the Officers of this company, with the object of forming a line between Chicago and Baltimore with no interruption except crossing the Ohio at Bellair. The shortness of this line between Chicago, or the Mississippi and the tidewater, and its intersection of all other lines cannot fail to secure great advantages to it.

To accomplish this, the Directors of the above named roads, except the Cleveland and Toledo Railroad company, have entered into an agreement to form and establish the line for the transportation of freight and passengers, and to do business in connection with the Cleveland and Toledo Railroad over it, the latter company having passed resolutions acceding to the project and agreeing to exchange business with the line at Monroeville.

In order to avail ourselves of the benefit of this business to the fullest extent, and to give to the public that assurance of its prompt and safe dispatch which the competition for it demands, it becomes necessary to change the gauge of our track and machinery to correspond with connecting tracks. The contract referred to requires this to be done.

This will involve an outlay of some eighty thousand dollars beside an expenditure of an equal amount for the purchase of four new first class locomotives contracted for in June last, and in changing our line at Newark, and putting in connecting tracks at Monroeville, including the cost of erecting station buildings at the last named place.

But the importance of the business to be secured by it, not only in through traffic, but in increasing and extending the ordinary business of the road in lime, lumber, coal, salt, fish, and other articles of home trade, will, in the opinion of the Directors, justify the outlay; and unless their expectations, which have so often failed to be realised, shall again be subjected to disappointment, they will be able, partially or wholly to resume the payment of interest on their mortgage bonds at no very distant day.

The earnings of the road since reorganization in 1856 have been barely sufficient to pay the costs incident to reorganization, the current running expenses, interest on the mortgage debt up to and including January 1st 1858, reduce the domestic bond debt from $120,000 to $9,100, and out of the earnings of 1863 to apply $23,094 21 toward the change of gauge, reserving a cash fund of about $62,000 to be applied toward the same object.

The interest on the mortgage debt of $1,290,000 has been accumulating since January 1st, 1858. At a proper time the Directors will present to the Bondholders a scheme for funding the coupons that have fallen and will fall due on and prior to January 1st 1865.

In providing for the above expected increase of business it will become necessary to increase our stock of cars and our shop accommodations. The bondholders will therefore be called upon to exercise their patience a while longer. It is expected however that the revenue of the road, notwithstanding the interruption of business while changing the gauge will be sufficient to pay the coupons maturing January 1st, 1865, and also, with the means now on hand to pay the ordinary and a part of the extraordinary expenses in the meantime.

We shall be prepared to commence changing the gauge of the track as soon as the frost leaves the ground.

Upon investigation it was ascertained that the business over the Huron Branch was kept up at an annual loss to the company of over six thousand dollars; whereupon the Directors at their last July meeting directed its discontinuance; and it has been discontinued. A portion of the rails removed have been used in the main track and the residue will be available for that purpose hereafter.

The company have 10 locomotives; 9 passenger, 2 baggage, 28 platform, 82 grain, 47 merchandize, 11 stock, 10 ditching, 5 rack and 20 hand cars. Miles run by locomotives, 220,717. Through passengers carried, 1,799; way, do., 135,809. Total tonnage, 67,352.

CONDENSED BALANCE SHEET.

Capital stock issued		$838,121 49
" " due receiver		24,450 00
First mortgage bonds		1,290,000 00
Domestic bonds		2,100 00
" " new series		7,000 00
Bills payable		108 06
" " special funded coupons		105,509 78
Sundry accounts		21,501 08
Profit and loss		405,904 08
		$2,694,694 49
Railway property	$2,335,155 91	
Coupons 1st mort. bonds	121,650 31	
" " " funded	105,509 78	
" Domestic bonds	22,861 55	
Interest Domestic bonds overdue	11,854 34	
Sundry accounts	22,472 90	
Stock on hand	12,604 14	
Bills receivable	24,376 00	
On deposit in New York	18,532 36	
Cash in Treasury	19,677 20	
		$2,694,694 49

President.—C. L. BOALT.

Directors.—C. L. Boalt, John Gardner, Wm. P. Chapman, John W. Sprague, Samuel M. Robinson, Robert McComb, H. P. Warden, James Lyon, Jerome Buckingham.

Superintendent.—JAS. H. STEWART.

Treasurer.—WM. P. CHAPMAN.

Boston and Lowell Railroad.

A special meeting of the stockholders of this corporation was held in Boston on the 30th ult., to take into consideration the propriety of authorizing the purchase of the Mill Pond wharf estate, on Lowell and Minot streets, adjoining the freight station in Boston, in conjunction with the Nashua and Lowell Railroad Co., and to issue bonds in payment therefor. Wm. Minot, Jr., the clerk, stated in regard to the business before the meeting that, inasmuch as the depot arrangements of the company, were now, and certainly would be in the future, quite inadequate to the local and prospective through business of the road, and the property referred to being in the market, it was thought best to purchase the same in conjunction with the Nashua and Lowell Railroad corporation, the price to be $300,000. He therefore offered a vote for the consideration of the stockholders, authorizing the Directors to purchase said property for a sum not exceeding $300,000 69 per cent. of the purchase money to be paid by the Boston and Lowell, and 31 per cent. by the Nashua and Lowell corporations, that being the proportion in which the property of the two roads is jointly owned; the vote also empowering the Treasurer to issue bonds to the amount of $200,000, payable in fifteen years, to bear the rate of six per cent. interest. Mr. Minot also stated that there was a vote of the corporation on record authorizing the issue of bonds to the amount of $60,000 as yet unexecuted, and which would not be necessary, and moved a vote that all prior authority to issue bonds be rescinded. Both votes passed unanimously and the meeting dissolved.

Economy of Fuel and Incrustation.

As this is a subject of import to all, we give peculiar stress and attention to it at this particular time when fuel and iron are so high. It is well known that the least quantity of incrustation, or scale adhering to the metal retards the transmission of heat, or in other words, it takes from 10 to 50 per cent. more fuel to penetrate the scale, (according to its thickness,) which is not only a dead loss but a serious injury to the iron, because it overheats or burns it up and involves immense amounts in repairs, in the way of new flue sheets and tubes, besides the loss of the services of the engine. We therefore, again urge upon our superintendents of railroads to study this matter carefully, and see if there is not some means of avoiding this heavy repair account. We are credibly informed that boilers on some of the roads running into Boston and using good water are not cleaned, or flues removed, or repaired in any manner in 7 to 10 years. While in other localities using bad water, which is anywhere West, our railway managers and master mechanics would be glad to avoid cleaning once a week or month, or resetting their flues once a year. It therefore stands to reason if boilers could be kept free from scale they would last years longer without repairs and save vast amounts in fuel, and add to the mileage of their engines.

We now propose to note a means of effecting these desired results. Mr. H. N. Winans of this city, has invented and had in successful operation for 8 years past, a chemical preparation for preventing the deposit of lime or incrustation, it keeps the iron entirely free from the scale, hence saves fuel, repairs, and the time lost in cleaning or repairing; we have the authority of our best mechanics, of its efficiency and non-injurious effects on the boilers. We cannot well say more, and insist, if economy is really intended that this is one of the first and most certain directions to try it on. We urge this matter, knowing with certainty of its effect, also as being a duty to the railroad community as well as a tribute due the inventor who has spent so much patient time in bringing the needed remedy before the public and railroad managers. We know no better evidence of its utility, than that some railroads have used it constantly for 8 years, and would not willingly be without it—the cost is less than 100, about one dollar a week, and the saving about $500 a year.

☞ An excursion train left Philadelphia on the 4th inst., for Erie City *via* the Pennsylvania, the Northern Central, and the Philadelphia and Erie Railroads. Regular trains will commence running on the 17th inst. The distance by way of Harrisburg and Sunbury is 448 miles. The completion of the Erie road will open a wide track of country to trade; and the oil trade particularly will find increased facilities over this route to the seaboard.

Mode of Estimating Damages where Land is taken for use of a Railway.

The late case of Harvey against the Lackawanna and Bloomsburg Railroad Company was on error to the Common Pleas of Luzerne County, Pennsylvania. The facts appear in the opinion of the Supreme Court of that State, which opinion was delivered by READ, J., and is as follows:

The plaintiff is the owner of a very valuable tract of land of about three hundred and fifty acres, of which two hundred and fifty-five acres one hundred and fifty perches are coal land, having three veins, described respectively as the three feet, the twenty feet and the twenty-two and a half feet vein, and it was estimated to contain ten millions of tons of anthracite coal. It is situated at the lower end of the Wyoming Valley, just above the Nanticoke dam, which was completed about 1838, and the towing path was extended up the pool to a point near this property. Subsequently the canal was extended to the New York State line, opening up the coal region of the Wyoming Valley. The Lackawanna and Bloomsburg Railroad Company, incorporated in 1852, was completed in 1857, extending from Northumberland to Scranton, traversing the limestone and ore regions of Montour and Columbia Counties, and running through the Wyoming coal field for its entire distance. It passed, from necessity, through Mr. Harvey's land, between the river and the mountain, which is very precipitous.

The present controversy arises out of the alleged damage occasioned to his land by the construction of this railroad. The canal was extended to the upper coal region, without any complaint on the part of Mr. Harvey, although to a certain extent it might be supposed to interfere with the monopoly of the canal navigation practically possessed by him before the extension was effected. But it seems now to be claimed as a ground of damages against the railroad company that it has brought other owners of coal property into competition. The continuation and extension of railroad facilities is a positive benefit, for it creates a large and steady market for the article in which he deals, and he still possesses both by land and water the actual advantages of a shorter transportation, and of course of a diminished expenditure upon the product of his land. Besides, the continuation of a railroad beyond your door can never be claimed as an item of damage in passing through your property.

The rule for estimating damages was distinctly laid down by Judge Gibson, forty-three years ago, in the Schuylkill Navigation Company *vs.* Thobrun (7 S. & R., 442,) in this emphatic language: "The jury are to consider the matter just as if they were called on to value the injury at the moment when compensation could first be demanded, they are to value the injury to the property without reference to the person of the owner, or the actual state of his business, and in doing that the only safe rule is, to inquire what would the property, unaffected by the obstruction, have sold for at the time the injury was committed? What would it have sold for as affected by the injury? The difference is the true measure of compensation." The rule was laid down again in the same words by Judge Rodgers, in the Schuylkill Navigation Company *vs.* Farr (4 W. & Sergeant, 375,) twenty years afterwards, accompanied with strong cautions against allowing it to be infringed upon by introducing irrelevant matters, not to ascertain but to enhance the price of the property beyond its actual value. In the matter of Furman street (17 Wendell, 649,) Mr. Justice Bronson has made some very striking observations which bear on the case under consideration. An individual, by the opening of the street in the rear of his lot, had it cut down about forty-five feet, and he estimated his damages by the cost of a wall necessary to support the soil of his ground at the same height as before, he using it as an ornamental garden attached to his dwelling.

"In a case like this," says the learned judge, "the proper mode of adjusting the question of damages is, to inquire what is the present value of the land, and what will it be worth when the contemplated work is completed. In deciding these questions, neither the purpose to which the property is now applied, nor the intention of the owner in relation to its future enjoyment, can be matters of much importance. In both cases the proper inquiry is, what is the value of the property for the most advantageous uses to which it may be applied? If a man suffer his land to lie open and unimproved, that will not authorize the commissioners to say it is worthless. They must award what the land would be worth in the hands of another who would cultivate or improve it; that is its value to the owner, because he can procure that sum of money for it; and in estimating the probable influence of any public improvement upon the value of land, the commissioner should not regard so much the intention of the owner in relation to the future use, as they should the purpose to which the property may be applied in the hands of one who is disposed to make it yield the greatest income. What price will it bring in the market? That is the proper inquiry in a proceeding of this kind. As between individuals, the owner may demand any price however exorbitant for his property, but when it is taken for public purposes he can only demand its real value. That value cannot depend in any degree on his own will." "The appellant is no doubt averse to a change in the use of his grounds on Furman street, from horticultultural to commercial purposes, and he prefers to retain instead of parting with his property; but these considerations can have no just influence, as between him and the public. There can be no other practical guide for the Commissioners than the intrinsic value of the land, and that value depends on the uses to which it may be applied, or the price which it will bring in the market. The appellant may build a wall and continue the enjoyment of his garden, but upon no legal principle can he charge the expense to the public, if, by adopting another course, he might avoid the necessity of incurring it. If, in truth, this lot will be more valuable after the street is opened than it is at present, what might be the effect of adopting the rule insisted on by the appellant? After receiving four or five thousand dollars to pay the expense of erecting a wall he may change his purpose, and either apply his land to commercial uses or sell it to some one else who will do so."

This mode of estimating the damages of Mr. Harvey has been distinctly stated by the Court, and all other instructions are in fact simply subsidiary to this view.

The first eight assignments of error are to the rejection of evidence which if admitted could not in any manner have affected the question of the value of the land either before or after its taking by the company. There is no error in the instruction objected to in the 9th assignment of error, nor in the subsequent nine assignments, which principally proceed upon a wrong apprehension of the law of the case. A State road was laid out through Mr. Harvey's land and for his own convenience he carried from his mine five iron tramways diagonally across this road to the canal bank or pool, down which his cars loaded with coal descended by their own gravity. The railroad company occupied this public highway with their railway, took up the five tramways, and gave Mr. Harvey two crossings in place of them. For this alleged injury is his real claim for damages. His being the owner of the soil does not give him any more right over the highway, or the passage along or over it than any other individual.

The answer to this is, that these tramways were nuisances, illegally placed there by the plaintiff, and were therefore properly removed. An act by which a public highway is in a perceptible manner obstructed is a nuisance. In The King *vs.* Morris (Barn. & Adol. 441), it was held that a railroad from a colliery to a seaport town laid upon a turnpike road was a nuisance; and the same doctrine was held in Reg. *vs.* Train and others (8 Jurist, 1151), where a tramway was laid on a public highway and used for the transportation of passengers in cars. In the last case, Crompton, Justice, said, "He contends that it is a question for the jury, whether what was done was not a reasonable and convenient arrangement of the highway for the convenience of the public generally, using that highway, and for the accommodation of the traffic passing over it. He is thus, it seems to me, driven, in order to avoid any conflict with the class of cases to which I have referred, to confine his proposition to cases where the arrangement is for the benefit of the public using the highway and for the accommodation of the traffic passing over it. Now, it appears to me that, admitting the proposition to be true, his case is not brought within its terms, inasmuch as this is clearly not a dealing with or any alteration of the highway in an ordinary manner, such as the construction of a footpath, a paved crossing, or the like. Cases might be put, where even such a dealing with a highway, however necessary and advantageous to a portion of the public, would be so complete an obstruction to the remainder of the highway as to amount to a nuisance; but admitting, as I have already said, the position to be true, it appears to me that the present case is not brought within it, inasmuch as being so far from an ordinary use of the highway, what is here complained of amounts to an actual withdrawal of a portion of it from its proper legitimate purposes. I think, therefore, that the principle laid down in Reg. *vs.* The Longton Gas Company (6 Jur. N. S. 601) applies, and that the legal carrying over of such a scheme as the present can only be effected by act of Parliament." And this undoubtedly is the law of Pennsylvania. In the next case of Reg. *vs.* The United Kingdom Electric Telegraph Company, (id. 1153,) the same Court held that the post of a telegraph erected on a highway and placed there without lawful authority, is an unlawful act, and amounts to a nuisance at common law.

It is clear, therefore, that the placing of these five diagonal tramways across the State road was an unlawful act, and amounted to a nuisance, which the defendants were entirely justified in abating, and that therefore no damages can be claimed by the plaintiff, and this virtually disposes of these assignments of error.

There is nothing in the 19th assignment of error for the finding of the jury of the different portions of the damages, closing with a gross result, was strictly legal, and enabled the Court to judge definitely of its correctness.

Judgment affirmed.

Brightening Prospects of the Republic.

Unless the signs of the times are wonderfully delusive, the end of the rebellion is not far distant. Turn which way we will, everything looks bright and promising for the Federal cause—the cause of Union and peace—to be followed by a return of general prosperity throughout the whole length and breadth of the land. The long night of darkness which brooded over the destinies of the Republic, until some of the most hopeful became despondent, appears to be breaking away at last, and that day is apparently dawning which will light the Nation onward in the path of greatness and prosperity, such as the most sanguine hardly dared to anticipate amidst the doubts and fears which have hung over the future, during the past four years.

The best evidences that the rebellion is tottering to its fall, are probably afforded by the downward course of gold, since the late important successes of the Union arms, and the gratifying response to the new loan lately offered for general competition, thus indicating an abiding confidence among the people in the stability of the Government. Despite the desperate efforts of speculators to sustain the price of gold, there is a growing conviction that the capricious commodity is nominally at a higher quotation at present than it will ever again be, except perhaps by temporary fluctuation, and it is this conviction that is bringing to light from hidden recesses increasing amounts, by hoarders, day by day. As a matter of course the fall of gold has carried with it some relaxation of commercial values, though the reduction of the latter has not, thus far, been commensurate with that of the former. The probability is that the fall of general commercial values will not keep pace with the decline of gold, from the fact that, in the event of an early peace, a ready market is confidently expected for many descriptions of merchandise and produce now on hand, especially the necessaries of life, and at prices considerably above the normal standard, as many sections of the country are known to be bare of supplies.

With the decline in gold, too, comes increasing confidence in the financial situation. Whatever opinion may be entertained, of the particular measures of the Treasury Department, we are of those who believe that a specie basis could not have been maintained during this war, further than it now is, viz., to pay the interest on the public debt in gold, with the intention, as we certainly have the ability, to retire the principal, in due time, in coin. Judging from the rapid progress and determination of the American people in the past, and in view of the vast resources and wonderful fertility of our soil, it is by no means improbable that, with the Union preserved, our financial burdens will have disappeared in a single generation. Certainly no nation in the world has the recuperative power of our own, nor as many indisputable inducements to preserve its nationality. The national debt is not only, in our opinion, within controlable limits, but, if necessity required, it might be doubled without danger of repudiation or insolvency. To-day not a single bond of the United States is below par, and nearly all command a premium. The income of our Treasury for the last year, in the very midst of the rebellion, was nearly three hundred millions of dollars. The increase in the value of our real and personal property from 1840 to 1850 was sixty-four per cent.; from 1850 to 1860 it was one hundred and twenty-seven per cent. We have hardly commenced to work our gold mines, as well as all of our other unequalled mineral wealth. The increase in the value of coal from 1850 to 1860 was one hundred and seventy per cent. The income of our productive labor for 1860 was nearly two thousand millions of dollars. Our rich public lands are alone worth almost enough to pay our whole debt at the end of the war, at one dollar per acre. The war has not retarded but rather quickened the spirit of immigration. This, added to our natural increase, will soon settle these lands and pour countless millions into the National Treasury.

We have more than thirty thousand miles of railroad finished, at a cost of one thousand two hundred millions of dollars. Our exports of grain in a single year have reached five hundred millions of dollars. Agriculture gave the nation in 1860 sixteen hundred millions of dollars, and the fertile lands of our nation, when well cultivated, can multiply this an hundred fold. Our territory is nearly as large as all Europe, with its forty different empires. Our increase since 1790 has been six times greater than England, nine times greater than Austria, and ten times greater than France.

The burden of our debt will sit but lightly upon a nation whose home is a continent, whose climate embraces the products of almost every land, and whose people, by their industry, thrift and skill, multiply an hundred fold, and whose population grows with a rapidity which has no parallel in history. Peace, when it comes, will be all the more properly appreciated, after the trying ordeal we have passed through, during the eventful four years of bitter war. Men will thence glance upward and onward, with no misgivings to cloud their hopes—no fears of what might some day happen—but, on the contrary, a feeling that they are worthy of a noble destiny connected with the fortunes of the Great Republic. More than ever will they come to reverence the old flag—more than ever will they be ready to defend every right, assured to them under it, at home or abroad.—*Shipping List.*

The Crops—Past and Present.

Late and careful estimates of the crops indicate that there will be very nearly an average yield of wheat this season, notwithstanding the reports so industriously circulated all through the season for sinister purposes, to the effect that the amount could not reach more than half the average. While the drought continued, the people generally were disposed to give credence to these dismal reports, but now that the crop is secured, and in good part garnered, we are enabled to arrive at an approximate idea with regard to the actual yield. From the Bi-Monthly Report of the Department of Agriculture, just issued, we learn that though there is some falling off in the yield of winter wheat in all the great producing States, except Michigan, there is an *actual gain* in Spring wheat, except in Wisconsin and Iowa, and as the culture of Spring wheat largely predominates, the entire yield will be little, if any below an average. The tables in the report before us, are expressed in tenths; thus, 10 is the standard, one-tenth above it is stated at 11—and one-tenth below it, 9. Of the most important wheat-growing States, Ohio gives the lowest return. It is four-tenths, or forty per cent. below the crop of 1863 in Winter wheat, but its Spring wheat is ⅕ tenth, or five per cent. above the same crop of last year. Illinois is one-tenth below in Winter wheat, two and a half tenths above in Spring wheat. Michigan is one-tenth above both in Winter and Spring wheat. Wisconsin is one-tenth below in Winter wheat, and four-and-a-half-tenths below in Spring wheat, the latter occasioned chiefly from the destruction caused by the chintz bug. Iowa is one-tenth below in Winter wheat, and one-and-a-half-tenths below in Spring wheat. Indiana is an average. Maryland is two-tenths below. Pennsylvania is two-and-one-third-tenths below, and New York one-tenth below in winter wheat, and three-tenths below in Spring wheat. As the grain is large and the heads well-filled, it is believed the threshing will reduce these losses.

With regard to the other cereal crops, there is a slight falling off in barley, and about an average yield in oats. In relation to corn, the returns are for June and July, consequently they do not embrace any report of the benefits received by this crop from the August rains. We may state, however, that information received by us, from parties in the West and from our cotemporaries, points to a full average yield. The root crops promise about an average, while of sorghum and flax there is likely to be a substantial gain.

In order to afford some idea with regard to the magnitude of the crops, and the progress of agricultural development in the loyal States, we submit the following figures from an authentic source:

	1859.	1862.	1863.
Wheat, bush.	138,000,000	189,000,000	191,000,000
Oats "	152,168,000	172,520,000	174,858,000
Rye "	18,792,000	21,254,000	20,798,000
Barley "	15,433,000	17,781,000	16,760,000
Corn "	547,029,000	586,704,000	452,445,000
Potatoes "	107,337,000	114,583,000	101,457,000
Tobacco, lb.	230,343,000	208,807,000	267,302,000
Hay, tons	19,073,000	21,500,000	20,000,000
Wool, lb.	50,183,000	60,744,000	79,405,000

It will thus be seen, that there was a very large increase in the product of all the crops enumerated in the year 1862 over 1859, notwithstanding the existence of the war; and that there was also a very marked increase in the articles of wheat, oats, tobacco and wool, produced in 1863, (the third year of the war) over 1862; which increase would doubtless have also extended to all the other crops but for the occurrence of unusual drought and frosts. The State of Iowa, which, out of a population in 1860, of 675,000, furnished to the Federal army from May, 1861, to the end of 1863, 52,240 men, nevertheless increased her number of acres of improved land from 3,445,000 in 1859, to 4,700,000 in 1862, and 4,500,000 in 1863; and her product of wheat from 8,795,000 bushels in 1862, to 14,592,000 in 1863. In 1859, the amount of wheat raised in the State of Indiana was 15,219,000 bushels; while in 1863, notwithstanding the State out of its population in 1860 of 1,350,000 had furnished to the army more than 124,000 fighting men, the annual product of wheat exceeded 20,000,000 of bushels. Nor are these facts concerning Iowa and Indiana, remarkable as they most certainly are, exceptionable; for although exact statistics on this subject are not ready available, yet enough is known to render it certain that the products of industry have greatly increased in all the loyal States during the war, notwithstanding the constant draughts that have from time to time been made upon the numbers of their producing classes.—*Commercial List.*

Improved Construction of Ships.

Mr. Fairbairn suggests the following improvements and additions to the midship section of iron vessels, viz., the introduction of two cellular rectangular stringers, one on each side of the hatchways, and two triangular stringers, one on each side of the vessel, which run the whole length of the ship, and rest on the watertight bulkheads which divide the ship into eight separate compartments; these cells to be chain riveted, and by the same means to be attached to the angle iron of the bulkheads on which they are supported. These will diminish, says Mr. Fairbairn, the span of the cells and tighten the deck beams, which will not exceed fifteen feet in length from the cells to the side of the ship. Mr. Fairbairn asserts that in the formation of the deck, it is essential that a new principle of construction should be adopted, and that the cross beams forming the upper deck should be covered with iron stringer plates, thickest towards the middle of the vessel, and tapering from three-fourths to five-sixteenths of an inch thick as they approach the stem and stern. The section area thus obtained, however, is short of what would be required for a vessel of great magnitude.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	200,000	5	----	1½
Acton Vale ..... Ca.	20,000	5	----	1
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	28½
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	4
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	8
Balt. and N. C. ..... N. C.	2 ,000	5	----	20•
Bare Hill ..... "	------	----	----	4
Bay State ..... L. S.	20,000	----	3½	21
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	6½c
Black River ..... "	200,000	2½	----	18
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	Mesnard
Boston ..... L. S.	20,000	----	5•	5½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	7½
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	1
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	60
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	----
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	25
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	1½
Deep River ..... N. C.	------	5	----	2dc
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	½	3½
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	4
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	13
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5•	----
Evergreen Bluff ..... "	20,000	----	----	20
Flint Steel ..... "	20,000	----	----	7
Forest City ..... "	20,000	----	3	----
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	43
French Creek ..... Pa.	100,000	5	----	62½c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	75c
Girard ..... "	20,000	----	----	----
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	11c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	63c
Great Western ..... L. S.	20,000	----	2	3½
Green Mountain ..... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	28c.
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	9¾
Hanover ..... "	20,000	----	½	2½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	7
Hilton ..... "	20,000	----	----	2
Hope ..... "	20,000	----	½	2½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	6½
Hungarian ..... "	20,000	----	1	3
Huron ..... "	20,000	----	16	27
Indiana ..... "	20,000	----	----	5
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	15

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	----	3½
Malden ..... "	20,000	----	----	1
Mandan ..... "	20,000	----	----	50c
Manhattan ..... "	20,000	----	----	5
Marquette ..... "	20,000	----	----	¾
Maryland ..... Md.	------	5	----	65c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5½
Merrimac ..... "	20,000	----	----	3
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	7½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	------	----	----	2½
Minnesota ..... L. S.	20,000	----	----	24
Missisquoi ..... Ca.	100,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	27
Native ..... "	20,000	----	½	1
Naumkeag ..... "	20,000	----	----	1
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	----	1
Nevada (Silver) ..... "	20,000	----	----	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	1
N. Y. & Passaic ..... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	3½
Ogima ..... "	20,000	----	----	7
Ontonagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	22c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	18
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	49
Phila. & Boston ..... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	22
Pittsburg & Boston "	20,000	----	5½	70
Pontiac ..... "	20,000	----	3½	3½
Prince of Wales ..... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	94
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	3
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	10½
Roscoe ..... Ca	200,000	1	----	----
Rudisell	------	----	----	65c
St. Clair ..... L. S.	20,000	----	3	5½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	10	8½
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c.
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	1½
Springfield ..... Md.	------	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	----	7½
Stark ..... Vt.	100,000	2	----	----
Strafford	20,000	10	----	2½
Superior ..... L. S.	20,000	----	4	5½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5•	3½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	----	1½
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4•	35c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	50c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	----	3½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	4
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	------	----	----	4½
Tyson ..... "	20,000	10	----	----
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	------	----	----	1
Canada ..... Ca.	50,000	5	----	34c
Clute	------	----	----	1½
Crystal Lake	------	----	----	----
Erie	------	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	------	----	----	1½
Lancaster ..... "	------	----	----	----
Macomb ..... N. Y.	100,000	5	----	2½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	------	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	------	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	------	----	----	2½
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	89
Ashburton ..... "	50,000	50	----	22½
Atlantic & G. C ... Md.	------	----	----	1½
Baltimore ..... "	------	100	----	86
Bear Valley ..... "	40,000	12½	----	21
Beaver Meadow ..... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	------	----	----	6
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton .. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	------	----	----	18
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	------	----	----	3
Central ..... "	------	----	----	60
Clinton ..... "	------	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	50
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	------	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	70
Fulton ..... "	------	----	----	7½
Gilbertson	5,000	100	----	88
George's Creek ..... Pa.	10,000	----	----	103
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	------	----	----	5
Hampton & Balt ... Md.	------	----	----	91
Hazleton ..... Pa.	32,300	50	----	82
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain ... "	------	----	----	62
Lorberry ..... "	4,000	100	----	26½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	------	100	----	----
Middle Coal Fields.. "	------	----	----	22½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	------	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	------	----	----	1½
North. & Luzerne .. "	------	----	----	----
Penn. ..... "	100,000	50	----	160
Penn. Cannel ..... "	6,000	50	----	----
Pieton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	------	----	----	----
Preston ..... "	------	----	----	40
Princess Alex ..... N. S.	5,000	100	----	----
Ridgeway	------	----	----	----
St. Clair ..... Pa.	5,000	100	----	21
Schuylkill Valley .. "	20,000	10	----	3½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	44
Stafford	------	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	------	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	------	----	----	5
Tamaqua ..... "	------	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	------	----	----	49½

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¾
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	------	----	----	----
Am. Pioneer ..... A. T.	------	----	----	----
Arizona (Silver) .. "	------	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	16	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	1½
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	40c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinsho (G.) ... "	200,000	20	----	----
Corisannie (G.) ... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	------	----	----	----
Empress (S.) ..... "	------	----	----	----
Eureka (G.) ..... Cal.	------	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	------	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	2½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	------	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	30
Isaac's Harbor (G.) N. S.	100,000	5	----	¾
Isabella (G.) ..... Col.	------	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	------	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	------	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	34
Massachusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	80,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	¾
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	------	----	----	----
Palma (S.) ..... "	------	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	------	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col	40,000	25	----	6½
Quicksilver ..... Cal.	40,000	25	----	50
Renfrew (G.) ..... Ca.	120.000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	------	----	----	10
Sacramento (S.) .. Nev.	------	----	----	----
San Antonio (S.) . A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	------	----	----	----
Santa Rita ..... Ariz. T.	------	----	----	----
Scottie (S.) ..... Ariz. T.	------	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	------	----	----	----
Silver Hill (S.) ... Nev.	------	----	----	----
Sonora (S.) ..... Ariz. T.	------	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) . "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	5	....	42
30 Nov. '63	4.18	—	161	26	..	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	62
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	91	—	—	9	....	105
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	..	Lynn and Boston	151,396	150,000	50,000	28,220	88,685	0,516	—	....	105½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	..	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	58
30 Nov. '63	7.50	—	216	41	..	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	65
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.65	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.90	—	10	2	—	Stoneham street (Boston)	31,600	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	..	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	..	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.59	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	80,000	69,000	20,000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	—	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	8	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	....	....
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	446,073	550,000	—	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,531	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	119
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.59	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50.696	40	10	57½
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	39,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24.080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	20
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	60
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	60
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	26
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	13½	....	30
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,491	—	—	....	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	12
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	16
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	20	69
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'n P.)	173,010	159,312	15,500	—	75,086	18.417	17½	....	37½
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens,)	171,776	192,760	—	6,000	126,623	45,960	16½	20	50
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	30
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	....	31,549	239,059	21,058	—	....	20½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	....	....	....	....	....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	....	....	....	....	....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	....	....	....	....	....	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	....	....	....	....	....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	....	....	....	....	....	....	....
30 Nov. '62	3.53	—	—	—	—	Missouri (St. Louis)	76,674	70,000	....	....	....	....	....	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	....	....	....	....	....	....	....
30 Nov. '62	10.20	—	—	—	—	St Louis	298,004	298,004	....	....	....	....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	....	....	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1887	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	....	....	....
Dorchester:					
Real Estate Mortgage	5,000	6	....	....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	116
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	....	....	....
Metropolitan:					
1st Mortgage	36,625	6	....	....	....
Real Estate Mortgage	.....	6	....	....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	....	1870	....
Real Estate	6,210	..	....	....	....
Ninth Avenue:					
1st Mortgage	87,000	7	....	....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1909	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1923	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	....	....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	120
" " " .....coupon		6	" "	1867	----
Loan of Dec 31, 1848 .....registered	8,908,342	6	" "	1868	118
" " " .....coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850.....coupon	2,169,000	5	" "	1865	105
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	104
" " " .....coupon		5	" "	1874	104
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	100
" " " .....coupon		5	" "	1871	100
Oregon War Debt of June, 1861.....coupon	1,016,000	6	" "	1881	102
" " " " " .....coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	106⅛
" " " .....coupon		6	" "	1881	106⅛
Loan of July 17, 1861.....registered	71,421,700	6	" "	1881	104⅛
" " " .....coupon		6	" "	1881	105
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	106¼
" " " (5-20s).....coupon		6	" "	1882	106¼
Treasury Notes of Aug. 1861.....coupon	118,577,050	7.3	Feb & Aug.	1864	----
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	104⅛
Loan of 1864 (10-40s) .....coupon	70,219,250	5	Mar. & Sept	1904	96
" " " .....registered		5	" "	1904	96
One Year Treasury Notes (legal tender).....	44,500,000	5	----------	----	----
Two Year " " "	127,909,300	5	----------	----	----
Certificates of Indebtedness.....	151,903,000	6	On redemp'n	----	94⅛
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds .....ccupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" ")- "	38,000	6		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	125
" — " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,00‡	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105⅛
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds.....ccupon	143,000	7	----------	----	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,078,750	6	" "	'63-'80	90
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,987	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock .....coupon	2,187,000	6	" "	'83-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1856	86
" — " " ..... "	2,058,173	2½	" "	1856	68
" —State Int. Imp bonds (not adjusted)	391,000	----	----------	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	----	86
" — " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock..... "	1,243,000	5	" "	----	----
" — " special stock "	479,545	5	" "	----	----
Iowa—State stocks.....coupon	2 00,000	7	Jan. & July	1868	----
" — " " (war loan)..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " (domestic)..... "	54,000	7	May & Nov.	1878	----
	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July	'65-'75	----
" — " " ..... "		6	" "	'81-'91	----
" — " " ..... "		6	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	110
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	----------	d'm'd.	65
" — " (R. R. etc.)..... "	3,902,000	6	----------	'67-'99	----
" — " " (banks)..... "	5,398,533	6	----------	----	----
" — " " (war loan)..... "	670,000	6	----------	----	----
Maine—State bonds .....coupon	----------	6	Mar. & Sept.	'83-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101⅛
Maryland—State bonds (st'l'g).....coupon	816,000	5		1865	----
" — " (st'l'g conv.).. "	200,376	5		1865	----
" — " " (st'l'g)..... "	5,585,555	5		'89-'90	104⅛
" — " " (st'l'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	104,000	4½	Chiefly quarterly.	1888	----
" — " " (")..... "	767,500	5		'42-'52	----
" — " " (")..... "	399,408	5		1890	----
" — " " (")..... "	148,711	5		'89-'90	108
" — " " (")..... "	133,689	6		plens.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	350,000	6		1885	----
" — " " (")..... "	653,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.).... "	508,380	6	" "	'88-'90	----
" — " " (" ")..dollar	416,500	6	" "	'90-'91	121
" — " " (" ")- "	300,000	5	" "	1893	123⅛
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	120
" — " " (N. & W. R.R.) "	400,000	5	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128⅛
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	5	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
— — "	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	120½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1850	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	567,000	7	" "	1886	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1857	100
" — " " (Indian war).. "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1853	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1883	69½
" — " " " "	199,000	6	" "	1863	69
" — " " " "	100,000	6	April & Oct	1868	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1903	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	65
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	85
" — " " N. Missouri .. "	4,360,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'78-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds	431,000	9	June & Dec.	'56-'66	----
" —State Defence warrants	780,000	----	----------	----	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" —Notes	200,000	6	----------	----	----
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	----
" —State bonds (war loan)..coupon	531,820	6	" "	'66-'71	----
" — " " (" ")- "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans...	348,107	5	" "	pleas.	----
" " — " " " " —	900,000	5	" "	1876	----
" " — " " " " —	442,961	5	May & Nov.	1868	107
" " — " " " " —	1,159,781	6	Jan. & July.	pleas.	----
" " — " " " " —	1,300,000	6	" "	'68-'78	116
" " — " " " " —	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " " —	11,050	5½	----------	d'm'd.	----
" " — " " " " —	14,250	6	----------	d'm'd.	----
" " — " " " " —	421,000	6	Jan. & July.	'55-'67	----
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O	1864	----
" " — " " " " —	68,000	5	Feb. & Aug.	1876	----
" " — " " " " —	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " —	320,000	5½	Jan. & July.	1865	----
" " — " " " " —	100,000	6	" "	1867	----
" " — —Canal Fund Loans.....	6,922,274	6	" "	'63-'74	109½
" " — " " "	16,889,025	6	" "	64-'76	111
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	106
" — " " (" ") ..... "	1,600,000	6	" "	1876	106
" — " " (" ") ..... "	4,095,309	6	" "	1881	106
" — " " (" ") ..... "	2,400,000	6	" "	1886	108
" — " " (domestic debt).....	125,680	6	" "	1863	103
" — " " (war loan).....coupon	1,500	----	" "	1866	----
" — " " (" ")..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,408	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----------	----	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,005	5	Jan. & July.	due.	99⅜
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,890	5	" "	1884	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,658,673	5	Jan. & July.	1865	----
" — " " "	2,277,765	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,680,000	5	Feb. & Aug.	1877	101
" — " " ..... "	425,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	380,837	5	----------	----	----
" —Relief Notes in circulation....	97,380	----	----------	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg)....coupon	484,444	6	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads)..coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1892	60
" — " " (interu. impr.) "	2,063,696	5	----------	Var.	48
" — " " (railroads)..... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	508,000	5	----------	1890	59½
" — " " (Hermitage) .. "	48,000	6	----------	1890	59½
Texas—Had no debt in 1861	----------	----	----------	----	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'67-'68	----
" " " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'52-'93	65
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'99	----
" — " " (sterling)..... "	1,866,000	5	" "	1892	----
West Virginia—No information	----------	----	----------	----	----
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic)..... "	100,000	6	" "	1877	----
" — " " (").... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	888,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,964	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	215,680	288,018	320,857	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,283	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	146,839	92,873	75,457	1,181,003
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188,505	295,566	195,103	271,141	331,494	------	------	------	------
Chicago and Northwestern:													
1859	18,560	19,535	22,070	25,881	28,291	28,066	24,326	28,336	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,340	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,764
1861	48,325	48,651	59,920	60,410	84,891	81,229	76,897	60,527	87,167	106,146	81,296	55,199	845,658
1862	46,605	49,103	59,249	64,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	116,861	106,491	172,072	210,476	153,388	163,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	66,907	55,055	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	95,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	965,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	90,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	391,409	393,409	379,955	477,642	660,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,505	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,559	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	781,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,493	1,021,976	974,317	1,085,364	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	100,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,580	175,773	121,123	141,269	118,444	125,305	155,164	156,973	170,157	157,443	232,073	1,983,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,851	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,688	114,804	155,109	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	468,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	190,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	288,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,064	191,643	206,246	209,252	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	35,579	32,608	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	88,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,883	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,056	89 533	94 375	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,950	1,153,407
1862	83,903	62,907	7,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	146,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	159,647	113,398	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,533	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,680	276,181	231,265	189,077	2,199,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,506	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,390	348,048	3,302,541
1864	250,600	304,445	333,058	327,206	264,818	311,717	279,129	365,264	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,428	300,474	196,182	129,022	2,025,142
1861	142,534	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,845	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	285,966	322,399	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	195,328	215,449	308,168	375,488	339,794	306,186	3,165,055
1864	252,435	278,818	348,802	338,276	271,553	265,780	263,244	346,781	408,445	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,203,703
1860	357,128	402,630	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,468	730,736	523,947	7,154,922
1861	489,008	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696.175	927,036	952,960	872,995	7,996,763
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,695,244
1863	929,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,900	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,956	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,606	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146 722	155,327	188,609	215,475	225,464	230,377	248,862	241.605	264,622	283,644	288,619	245,977	2,735,396
1860	163,551	171.841	257,410	248,110	265,011	278 270	314,806	337.495	339,911	368,956	321,206	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,466	276,209	291.763	278,219	2,905,836
1862	192,216	217,161	244,423	258,674	283,996	264,285	388,725	414,707	448,994	493,873	466,557	454,826	4,088,857
1863	535,683	361,834	396,771	429,929	506,517	464,809	451,881	574,486	714,302	815.902	746,955	526,009	6,324,093
1864	436,741	532,786	617,021	669,383	------	936,183	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,631	165,795	154,032	203,853	245,938	286,844	231,253	101,138	2,335,364
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	391,954	3,031,787
1862	295,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,152,934
1864	290,6 6	455,211	602,603	574,690	499,547	520,942	486,687	669,102	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,743	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,578	154,170	144,736	143,748	162,921	1,654,912
1864	100,872	147,485	160,496	157,785	149,856	155,730	144,912	218,235	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,289	51,296	926,725
1861	59,639	47,043	62,561	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,686	92,574	1,172,100
1862	82,255	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134.272	152,586	105,554	116,379	120,596	151,052	134,563	111,339	1,439,796
1864	79,735	95,842	132,896	123,987	127,009	166,538	139,626	244,114	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$800,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	325,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,706	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	955,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	454 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Comp.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	107½
" " " 1850.	700,000	6	Jan. & July.	"	1890	110½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	112½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	110
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	102
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	112
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income 6 in '69, 4 in '72	300,000	7	Jan. & July.	" "	var.	
Unsecured	300,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	106
Loan for $500,000	500,000	6	"	"	1867	106
" " $800,000	700,600	6	"	"	1870	116
" " $375,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	101
" " $2,500,000	867,000	6	"	"	1889	107
Consolid. Mort. Loan $5,000,000			"	"		107
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	115
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	105
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	59
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	117
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1887	
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	" "	1864	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	102
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	101½
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1894	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18..	
2d " "		8	" "	" "	18..	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	106
General 1st Mortgage	3,600,000	7	" "	" "	1886	92
Bonds issued for coupons of do	756,000	7	May & Nov.	" "	1863	105
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	500,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1885	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1899	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,300	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1880	84
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'70	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	113
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	500,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	230,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101½
Guaranteed	100,000	6	" "	"	1876	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	110
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	120
2d Mortgage	2,616,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	755,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'68-'84	102½
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	96
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,686					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	120
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	109
Elgin and State Line	199,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	89
Land Security	3,344,600	7	April & Oct.	" "	1881	99
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	116
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	107
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	116
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	361,000	10	" "			120
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1855	64
Ind., Pittsburg and Cleveland:						
1st Mortgage	550 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "		----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	200,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	250,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
eokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	893,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,800	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	100,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	101
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	550,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,800	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'83-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	500,000	7			var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	102½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6			1880	----
1st Mortgage	1,000,000	7				
Memphis, Clarksv. and Louisv.:						
State (Tenn.) Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,480	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	94
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	120
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1892	137
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	137
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1862	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1869	105
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1886	110
2d General Mortgage	2,194,500	7	" "	" "	1877	105
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	104
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,000,000	7		" "		58
2d Land Grant	700,000	---		" "		
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1883	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1883	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	360,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	231,000	---				
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,236,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	612,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5				
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	586,000	8			1889	
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	110½
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	120
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	124
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	112
New York and Erie:						
1st Mortgage	3,900,000	7	May & Nov.	New York.	1867	108
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	110
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	110
5th Mortgage	1,739,500	7	June & Dec	" "	1888	109
Buffalo Branch	200,000	7	Jan. & July	"	1891	110
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York	1873	112
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	99
3d Mortgage	980,300	7	Jan. & July.	"	1897	102½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	234,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1856	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1856	100
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99
2d Mortgage	3,077,000	7†	" "	" "	1861	26½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1876	99
Chattel Mortgage	360,000	10	" "	"	1887	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	94
2d Mortgage	258,000	†	April & Oct.	" "	1860	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	74
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	66
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	116
2d Mortgage	2,621,000	6	April & Oct.	"	1875	108½
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1904	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	---
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	100½
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	108
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	1[illegible]
Improvement	88,500	6	May & Nov.	Boston.	1863	---
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1859	---
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	115
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	95
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1885	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1895	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1878	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'n Division)	757,000	8	----	" "	1875	55
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1882	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Boston.	1863	72
2d Mortgage	937,500	7	" "	"	1865	27
3d Mortgage	440,000	7	" "	"	1865	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	229,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	927,000	7	----	----	1868	----
3d Mortgage	1,000,000	7	----	----	1876	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1865	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1869	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,685	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	831,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1866	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'76	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	88
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1868	100½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	"	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	85
2d M. (Wabash and Western)	1,500,000	7	" "	"	1876	"
Interest Bonds	151,830	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
1st Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Balt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	565,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	80,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£800,900)	4,[illegible]	[illegible]	April & Oct.	London.	'58-'71	----
Dollar Bonds	8[illegible]	[illegible]	" "	Boston.	1875	110½
Albany City Bonds	1,0[illegible]	[illegible]	Jan. & July.	"	'60-'76	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	105
Wilmington and Manchester:						
1st Mortgage	595,000	7	May & Nov.	New York.	1866	89½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,556	6	Jan. & July.	London.	1866	----
Sterling, issued in 1858	144,500	6	----	----	1866	----
Company's endorsed by State.	150,000	6	----	----	1879	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, &c.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	85.0	—	.....	50.0	.....	.....	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	90.5	.....	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,63*	518,985	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	.....	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,620	111,282	—	.....
30 Jun. '60	57.0	.....	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.6	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,709	922,622	23,579	2,582,506	116.9	.....	505,156	250,209	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,624	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '61	22.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,988	85,909	36,606	5	.....
31 Jan. '64	122.4	—	15.5	76.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,410	154,337	—	.....
31 Aug. '63	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,094,444	369,288	141,706	2,350,000	927,000	—	4,181,255	72.8	404,297	958,459	461,46	17	200
31 Dec. '63	74.0	—	8.0	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,539	92,439	—	—
31 Dec. '63	87.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	205,887	13,968	8	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,134	212,553	—	—	117½
30 Nov. '63	5.45	8.5	2.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	.....	156,863	78,631	24	.....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,055	61,215	7	90
31 Mar. '64	61.5	1.0	62.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	164
30 Nov. '63	59.4	7.0	8.3	—	16	17	353	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,550	180,530	6½	106
				•				**DELAWARE.**													
31 Oct. '60	84.3	—	13.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,686	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	1,535	—	.....
.. .. '62	59.9	—	5.0	.....	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	155.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,102,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	415,000	265,527	8	125
.. .. '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	732,700	129,500	—	.....	53.0	.....	166,988	96,612	—	.....
30 Apr. '60	43.5	—	23.7	—	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,490,173	229.0	879 468	1,715,925	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	.....	8,123,343	282.0	.....	1,159,188	528,048	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	288,853	18	.....
30 Sep. '59	138.0	—	.....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	632,343	464,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	.....	9,392,415	281.0	1,002,440	1,673,706	701,866	24	55
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,740,270	2,178,055	—	6,571,140	6,128,031	—	14,837,439	394.0	1,966,519	3 090,211	1,250,499	8	120
1 Apr. '63	242.0	—	20.0	56	23	—	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,082,054	448,508	—	40
31 Mar. '64	181.8	—	.....	—	61	60	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,576	228.4	1,162,880	2,143,875	1,103,416	6	93
31 Dec. '63	121.0	138.7	50.0	—	74	51	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,962,115	341 7	1,484,065	2,201,481	1,279,408	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	804	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610.229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,671,028	2,118,847	6	124
.. .. ..	145.0	.....	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	51	90	424	St. Louis, Alton & Terre Haute	3,900,000	600,000	.....	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,550	—	50
								INDIANA.													
.. .. ..	108.0	.....	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,902	158,541	—	72
1 Dec. '58	89.5	20.2	.....	—	23	19	813	Indianapolis and Cincinnati	2,497,952	540,043	25,680	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,958	220,834	9	100
1 Dec. '63	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,308	84.0	355,887	598,082	350,525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,180	—	.....
1 Mar. '63	56.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132 0	.....	285,974	104,961	—	100
— — '58	288.0	.....	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	271,40	—	35½
30 Nov. '63	75.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	78.0	357,302	774,618	307,027	18	125
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	655,000	92,565	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	369,034	.....	86.0	7 mo's.	86,230	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,908,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,859	—	.....
1 Jun. '58	58.5	—	.....	101.5	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
— — '62	135.0	95.0	.....	512.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	2,760,000	4,600,000	15,000	.....	220.0	.....	.....	.....	—	45
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,160	2,930,000	337,532	4,375,992	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,673	106,000	—	741,051	29,0	181,683	99,220	53,355	4	80
30 Jun. '63	65.1	—	.....	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,694	301,000	—	1,663,713	65.1		222,909	120,000	3	66
30 Jun. '63	165.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595,258	1,777,983	1,062,165	—	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,555,320	80.0	180,204	481,922	228,549	—	.....
31 Mar. '61	200.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	205.0	.....	1,202,024	555 434	—	.....
31 Aug '60	58.7	—	.....	135.3	.....	.....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,909	108,434	1,710,819	58.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	.....	.....	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada		—	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.6	.....	840,598	.....	—	.....
31 May '64	294.8	—	23.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3 5,905	7,740,989	—	15,066,822	329.3	1,558,277	3,417,185	1,697,060	12	119½
31 Mar. '64	345.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	64
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	.....	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	854,342	328,092	—	.....
31 Oct. '59	71.4	—	27.8	7	4	—	41	*Mississippi and Tennessee*	1,254,894	169,018	—	798,285	456,949	276,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	60.4	—	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	260,047	121,459	—	.....
								MISSOURI.													
1 Aug. '63	66.6	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,028	—	20
1 Dec. '62	268.6	—	17.7	66.0	21	26	507	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	162,895	—	.....
1 Dec. '62	152.0	—	5.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	198.0	—	14.4	87.5	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,429	196.7	507,040	679,955	227,398	—	.....
28 Feb. '63	77.0	—	5.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,886	—	.....
0 Sep. '62	86.5	5.6	8.2	—	18	13	219	*St. Louis and I.o Mountain*	5,331,493	344,168	—	1,971,127	3,501,000	57,361	6,990,277	90.1	253,631	283,226	66,250	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	206,554	757,281	55.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	26.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,476	149.0	oper. by	Gd. Tk.	—	—	46
30 Sep. '61	83.0	8.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,237,779	—	271,143	2,990,998	109.5	139,965	172,113	91,487	—	—
31 May, '63	99.7	9.0	—	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	100.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	—	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	165
31 May, '59	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	—	56,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	—	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	806,070	31,341,011	286.8	—	3,922,203	2,305,788	6	115
30 Sep. '60	30.0	—	—	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	1,824,806	29.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	801,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	51
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,029	2,275,629	70.9	372,053	503,718	167,051	6	115½
30 Nov. '63	74.3	8.8	51.1	—	56	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	125
30 Nov. '63	47.0	7.0	32.5	—	23	41	238	Boston and Providence	2,962,000	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	140
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	149½
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	111
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,288	315,165	264,102	3,000,000	1,837,000	56,500	4,894,100	89.0	477,753	812,556	390,594	6	101
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	124½
30 Nov. '63	12.4	—	2.3	—	2	4	25	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,498	—	—	21,780	21,276	6	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,634	—	600,000	—	—	704,336	71.0	167,184	233,704	59,077	8	127
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	226,502	1,245,565	33.0	67,885	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	51	505	Old Colony and Fall River	3,179,661	254,603	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,644	7	124
30 Nov. '63	43.4	1.0	14.9	—	13	16	268	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,401	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	220,000	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	53,008	8	112
30 Nov. '63	6.1	—	—	30.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,321,695	77.3	112,508	271,815	140,136	—	37
30 Nov. '63	156.1	17.3	126.6	—	78	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	14,746,504	218.0	1,276,929	2,439,838	1,232,831	10	184
30 Nov. '63	45.7	—	9.5	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	99½
								NEW HAMPSHIRE.													
31 Mar. '63	85.5	—	5.6	—	14	10	252	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902,686	93.5	.....	247,279	124,406	—	82½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,086,925	685,400	—	2,960,852	53.6	338,025	382,183	130,646	2	—
31 Mar. '63	34.5	—	—	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	31.5	.....	470,078	125,286	7	65
31 Mar. '63	29.5	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,245	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	120½
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	87,791	11,913	—	—
31 Mar. '63	66.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	225,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	81
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	172,982	3,261,344	76.0	.....	289,921	118,535	—	—
31 Dec. '62	63.9	32.3	—	8.0	—	—	—	Camden and Amboy	6,070,238	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	159
31 Dec. '62	60.2	—	—	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,686	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	172
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	116
31 Dec '63	33.8	—	—	—	—	—	—	New Jersey	3,640,516	448,578	1,461,396	4,397,800	642 500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	—
31 Dec. '62	21.3	—	—	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	—	90,618	29,592	—	170
31 Dec '62	—	—	—	—	—	—	—	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,698	2,597,161	—	[2 mos.	10,588	34,242	—	66
31 Dec '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154 908	6½	110
31 Dec '62	18.5	—	—	47.	—	—	—	West Jersey	821,984	*	—	681.893	212,500	31,743	821,984	—	82,936	90,122	45,923	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	5	6	36	Albany & Susquehanna	1,192,179	61,858	—	978,670	120,000	34,888	1,257,037	—	—	—	—	—	—
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,685	—	2,587,725	48.9	.....	329,223	176,095	—	—
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,360,088	—	—	850,000	2,395,000	1,070	3,360,088	160.5	618,390	1,134,256	317,213	5	100
30 Sep. '63	85.5	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,570	149,000	2,041,750	1,149,000	—	3,000,000	85.0	505,428	1,691,944	635,534	10	—
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	91½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,166,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	114
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	3	48
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,098,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,359,880	654.9	5,692,223	10,897,631	3,994,990	7	112½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,500	—	65
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,309	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,067	823,480	38.1	70,885	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	—
30 Sep. '63	139.6	48.5	18.2	—	2-	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	366,668	885,201	279,210	6½	105
30 Sep. '63	46.0	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.5	110,055	187,551	51,525	—	—
30 Sep. '63	15.0	—	0.2	—	2	6	6	Staten Island	251,120	34,273	—	72,386	200,000	66,900	339,186	13.0	48,124	47,303	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,087	97,371	2,918,538	81.0	213,931	323,794	184,903	—	—
30 Sep. '63	34.0	—	3.5	—	11	15	158	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,461	94.9	.....	103,953	35,572	—	—
-- -- '58	225.0	—	—	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	225.0	.....	—	—	—	—
-- -- '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	128,200	—	.....	97.0	.....	206,917	105,141	—	—
30 Sep. '60	161.5	15.0	—	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	409,458	219,088	—	—
30 Sep. '59	161.9	—	—	—	24	32	144	Wilmington and Weldon	2,869,226	*	107,000	1,340,213	791,055	102,391	3,114,954	171.9	321,069	477,554	235,201	8	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,560	854,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	—	186.0	21	5	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	—
31 Dec. '63	118.2	—	—	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,091	1,058,000	—	3,760,221	118.2	496,510	751,222	347,077	—	—
31 Aug. '61	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	220,551	—	11
31 Mar. '64	80.3	—	—	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,990,265	202.0	.....	1,083,328	496,691	10	134
31 May, '59	131.5	—	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,975	.....	131.5	804,168	190,745	19,180	—	—
31 Dec. '63	185.4	55.8	—	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	.....	191.2	1,018,130	2 151,843	1,216,287	31	170
31 Dec. '62	67.0	—	—	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	.....	67.0	248,387	375 209	228,651	—	45
31 Oct '63	95.5	—	—	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	200 000	3,600,000	1,503,000	—	.....	95.7	562,396	2,066,623	1,268,786	23	—
30 Nov. '62	101	—	—	—	45	30	896	Cleveland and Pittsburg	7,836,000	*	—	3,832,712	4,324,000	84,229	.....	95.	.....	1,436,317	552,800	—	104
31 May '64	109.2	79.4	—	—	37	54	639	Cleveland and Toledo	6,717,940	693,257	55,025	4,654,800	7,288,700	—	5,10 [illegible]	98.6	786,262	1,691,266	823,714	8	110
31 Dec. '58	61.4	—	—	53.0	5	3	99	Clev., Zanesville and Cincin.	1,574,693	*	—	999,673	575,250	632,456	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	—	31.0	6	9	108	Columbus and Indianapolis	2,555,000	*	—	750,000	1,000,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	256,681	10	—
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,606,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	705,239	311,456	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	6,006,520	138.0	1,002,647	1,948,778	791,502	10	145
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,564	373,487	63,086	11,164,820	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.5	—	—	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	*	5,240,550	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	5.0	—	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,908,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '63	158.9	52.0	.....	—	51	20	422	Sandusky, Dayton and Cinc.	8,986,808	595,400	232,179	2,697,000	2,488,825	7,500	5,401,088	205.9	418,328	699,880	115,290	—	30
Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,808,287	125.0	214,404	229,395	52,988	—	—
Dec. '63	242.4	—	.....	—	47	18	925	Toledo & Wabash	9,190,636	*	77,000	3,214,775	6,661,530	38,372	10,152,682	250.0	1,279,950	1,439,795	540,921	—	16

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	83.0	25.0	11.0	19.0	28	0	400	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,296		
31 Oct. '63	24.5		24.9		19	8	1,303	Beaver Meadow	1,064,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	583,219	342,661	22½	85
30 Sep. '63	85.0		8.0			11	359	Catawissa	3,634,000	*		2,500,000	284,000	3,868,350	3,852,380	146.0	328,613	308,567	11,465		18
31 Oct. '63	52.0		4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	132.0	165,732	276,338	118,193	8	
31 Oct. '63	110.7	2.8	47.2	—	74	29	4,859	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,898,250	4,571,000	1,006,951	13,276,201	202.0	1,466,494	1,757,068	828,143	9	265
31 Oct. '63	55.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,243	150,163	—	—
31 Dec. '63	76.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd to	North'n Cen.		136,907	334,790	110,368	—	34½
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	500,000	400,000	—	1,000,000	18.6	144,851	423,358	109,268	10	—
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	70
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	*	—	1,109,565	500,000	109,000	2,409,565	32.2	27,600	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	109	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,525,992	223,090	2,174,427	54.0	141,578	259,629	101,570	—	30
31 Dec. '63	50.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,665	68,833	2,707,898	80.0	350,700	478,113	243,838	—	—
31 Oct. '63	40.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,466,000	58,127	3,820,377	88.0	384,844	1,320,058	774,074	10	79
31 Oct. '63	23.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,568	*	—	2,646,100	900,000	62,227	3,668,327	(Phila. & Re		ading	R. R.)	7	44½
31 Oct. '63	24.5	100.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	58½
30 Nov. '63	55.0	13.2	10.5	—	17	27	615	North Pennsylvania	5,485,709	404,764	—	3,147,780	3,104,287	—	6,252,067	68.8	274,900	511,996	273,391	—	20
31 Dec. '63	300.8	50.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	13,450,250	16,949,124	—	38,245,668	356.9	5,211,292	1,891,413	5,111,412	—	69½
31 Oct. '63	17.0	7.0	42.0	17.0	18	41	101	Phila., Germant'n & Norrist'n	1,131.019	235,439	—	1,267,200	405,500	—	1,672,200	24.0	244,425	33 [illegible]	179,565	9	—
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,500	193,486	¾	30
30 Nov. '63	147.4	51.1	211.3	—	166	67	3,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	26,618,528	403 0	2,721,689	6,252,902	3,706,900	7	60½
31 Oct. '63	28.2	—	1.0	—	—	—	—	Philadelphia and Trenton	643,882	—	—	999,200	250,000	—	1,249,200	28.2	187,074	644,050	358,048	10	188½
31 Oct. '63	95.9	—	51.4	—	86	66	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017.500	—	8,477,500	200 5	647,029	2,840 248	1,602,119	10	64
31 Dec. '63	59.5	—	6.4	59.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,873	1,500,000	82,530	3,566,429	72.0	209,746	215,587	105,356	5	12
31 Dec. '63	468.3	—	72.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,47 2,914	5,132,984	2,106,823	—	95½
31 Dec. '63	28.0	—	6.2	—	5	1	454	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	North'n Cen		40,476	144.7.8	87.112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,600	65,206	832,009	29.6	75,388	128,093	79,976	7	42
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,290	—	437.17	8,500	—	.....	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,200	197,906	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
25 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,067,325	102.0	.....	220,014	96,145	.....	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	700	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,942	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.8	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	200,112	7,627,797	291.0	.....	1,635,096	873,597	—	.....
1859	271.6	14.0	20.0	11.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	146,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	50.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	31	McMinnville and Manchester	583,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	22,806	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,682,882	*	—	2,056,644	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	505,922	800,000	204,544	.....	45.8	57,960	127,963	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '59	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	—	775,000	240,000	171,560	.....	50.0	51,500	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	456,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,850	167,430	—	68
31 Aug. '63	119.6	—	14.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	87,786	—	—
31 May '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,600,000	10,000,000	174.5	525,260	941 015	262,887	—	1½
31 May '63	47.0	5.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	.....	8	110
30 Jun. '63	23.7	—	0.9	—	4	6	310	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,501,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	53.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	55,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	5.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,437	248,004	loss	—	20
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,200	1,851,500	292,842	4,745,256	123.4	.....	.....	410,166	291,344	.....
30 Sep. '59	69 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,529	*	—	833,200	102,500	5,799	1,486,527	80.5	.....	.....	326,564	213,852	7½
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,728,037	*	—	1,981,197	1,200,000	75 908	6,783,655	142.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,360	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	90.0	—	—	—	—	—	—	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	53,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,081	259,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,250	838,475	2,400	3,452,813	3,206,000	571,958	10,233,271	214.9	450,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	8	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '62	191.9	42.6	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,341	234.4	.....	1,163,734	414,741	—	48
10 May, '62	104.0	—	.....	—	8	11	376	Racine and Mississippi	3,802,016	*	—	2,706,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	85,810	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,708	67,652	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,542	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	180	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,760,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,164,865	—	—
31 July, '63	229.0	116.5	63.0	—	92	125	1,589	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct, '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,560,418	*	—	4,458,706	—	—	4,458,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	130,000	1,779,232	60.0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.6	30.3	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,251	—	—	4,273,251	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec, '63	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,765,725	48.7	.....	2,027,498	1,285 924	18	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	¾	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	36
Chemung (guarantied)	380,000	--	--	----
Cayuga & Susquehanna (guarant.)	343,500	--	--	----
Cheshire (preferred)	2,017,825	7	—	52
Chicago & Alton (preferred)	2,422,596	7	7	90
Chicago & Northwestern (pref.)	2,400,000	7	1¾	74½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	--	--	----
Dubuque & Sioux City (preferred)	1,987,C14	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	--	--	----
Elmira & William-sport (preferred)	500,000	--	--	51
Erie (preferred)	8,535,700	7	7	100
Hannibal & St. Joseph (preferred)	5,309,?28	7	—	46
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,334	7	3	56
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	138
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	111
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	--	4	----
New York & Harlem (preferred)	1,500,000	8	—	105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	--	3	----
Paterson & Ramapo (guarantied)	248,000	--	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	--	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	--	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	95
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	67
Toledo & Wabash (preferred)	982,900	7	7	66
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	102½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	103
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,784,682	6	M. & S.	1870	111
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	110
2d Mortgage	294,750	6	----	----	105
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	49
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103½
2d Mortgage	3,980,670	6	J. & J.	1882	89
Improvement	568,500	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	63
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	20½
West Branch & Susqu'n:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	692,000	6	J. & J.	1878	104

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	38½
Delaware and Hudson	100	7,500,000	10	160
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	—	----
Lehigh Navigation	50	2,479,950	6	78½
" (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	102
" (preferred)	100	1,175,000	10	135
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	26½
" " (preferred)	50	2,722,607	—	35
Susquehanna and Tide Water	50	2,048,260	—	13½
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	82

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	50 — @	60 —
Pig, American, No. 1		— — @	— —
Bar, Swedes, assorted sizes (in gold)		— — @	92 50
Bar, English, Refined		200 — @	215 —
Bar, English, common		185 — @	200 —
Hoop, English, Common		240 — @	320 —
Sheet, Russia	per lb.	— 29 @	— 32
Sheet, English, Single, Double and Treble		— 9½ @	— 10½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 20 @	— 35
English Spring (1st & 2d qlty.)		— 14 @	— 19
English Blister (1st & 2d qlty.)		— 18 @	— 29
English Machinery		— 22 @	— 23
American, Blister		— 16 @	— 20
American, Cast, Hammered		— 28 @	— 32
American, Cast, Rolled		— 16 @	— 20
American Spring		— 14 @	— 19
German		— 19 @	— 22
Milan (in bond)		— — @	— —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— — @	— 72
Sheathing, &c. Old (cash)		— — @	— 46
Sheathing, Yellow		— — @	— 50
Pig, Chile		— — @	— —
Bolts		— — @	— 72
Braziers'		— — @	— 72
American Ingot (cash)		— 47 @	— 47½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @	13 —
Spanish		12 50 @	13 —
German Refined		12 50 @	13 —
English		12 50 @	13 —
Bar	per lb.	— — @	18
Pipe and Sheet		— — @	20

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— — @	— —
Straits		— 58 @	— 58½
English		— 57 @	— 58
Plates, Charcoal I. C	per box	18 50 @	19 —
Plates, I. C. Coke		15 — @	15 50
Terne, Coke		14 50 @	15 —
Terne, Charcoal		17 50 @	18 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	9 50 @	10 —
Clinch (cash)		10 50 @	11 —
Horse Shoe, Forged (cash)	per lb.	— 40 @	— 45
Wrought, English (cash)		— — @	— —
Ausable Horse, Norway Iron, Forged		— 40 @	— 45
Zinc Nails (6 mos)		— — @	— 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 20 @	— —
Para, Coarse and Medium		— — @	— —
Carthagena, &c		— 70 @	— 72
Guayaquil		— — @	— —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 36½ @	— —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 70 @	— 71
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 63 @	— 64
Naptha, Refined, (60@63 gravity)		— 45 @	— 46

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign (cash)	per lb.	— 14 @	— —

New York Stock Exchange.

Actual Sale Prices for the week ending Oct, 5.

	Th 29.	F.30.	Sat.1.	M.3.	Tu.4.	W 5.
American Coal Co.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	29½	29	----	28½	26½	28
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	----	----	----
" " pref.	90	90	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	120	117	118	117	113	113
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	47	44½	43	41	37	37½
" " pref.	79½	77½	76	74	68½	71
" " 1st M.	92	92	----	90	90	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	105	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	97½x	96	92	90½	86½	88½
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	107½	106½	104	97½	92½	93½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	----	----	108	103	100
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref	62½	62½	62	60½	50½	49
Del. & Hudson Canal	175	----	170	152	----	155
Del., Lack. & West.	286	----	----	----	----	----
" " 1M. 8 p.c. '71-6	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	97½	94½	93½	90½	90	89½
" pref.	102	101	----	100	----	99
" 1 M. 7 p.c. '67	----	106	----	----	110	106
" 2 M. 7 p.c. '79	----	----	----	118	----	----
" 3 M. 7 p.c. '82	----	----	110	----	110	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	110	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	113	112	110½	109½	110½	111½
" scrip	----	----	----	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S.F.	----	120	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	----	----	118	----	----	----
" full stock	121½	118½	----	114	113½	113½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	123	----	----	114	116	----
Marietta & Cin 1st pref.	----	----	56	56	56	56
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	40	39	37	34½	33	30½
Michigan Central	127	124	121	119	116	117
" S.F. 8 p.c. '82	----	----	----	----	----	129
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	74½	72	71	69	66½	62
" " guar'd	----	----	----	----	----	----
" " 1M. S.F. 110	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	51	49	47½	43	39
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	24	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	65	64½	----	64	----	62
" ins. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
New York Central	117	115	115½	112½	112	111½
" " 7s, 1804	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	120	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	110
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '75	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	38½	36½	35½	34½	35½	35
Pacific Mail S.S. Co.	280	----	----	----	275	270
Panama	----	----	----	----	----	----
Penn'a Coal Co.	170	----	----	----	----	160
Phila. and Reading	123½	121½	125	123½	123½	118½
Pitts. Ft. W. & Chicago	100½	99	96½	91½	89	91½
" " 1M. 115	----	----	----	----	----	----
" " 2M.	----	----	----	----	104	103
" " 3M. 95	----	----	----	----	----	----
Quicksilver Mining Co.	80½	80½	----	80½	81½	78
St. L., Alton & T. H.	----	52	50½	----	48½	48
" " pref.	----	99	----	----	----	----
" " 1M.	----	----	----	----	100	100
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	59	59	----	----	59	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	69	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	101	100½	----
" " 2M.	----	87	86	----	----	85
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	62	61	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	104
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	97	96	96½	96	96	96
U. S. 6s, 1881, reg.	----	107	107	----	----	106½
U. S. 6s, 1881, cou.	107½	107½	106½	106½	106	105½
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	120
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	95	94½	95	95½	95	94½
U. S. 6s, 5-20s, coupon	109½	108½	107½	106½	107	106½
U. S. 6s, " reg.	108½	107½	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	108	107	----	108½	107½	104½
American Gold	196	193½	189½	191½	190½	189½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

	W. 28	Th.29	F.30.	Sat.1.	M.3.	Tu.4.
Beaver Meadow	----	----	79	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	28	37½	37½	----	37½	36
Camden & Amboy	----	157½	----	155	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	104	104	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	100	----	----
" mort. 6s, '89	107	----	----	107	107	----
Ches. & Del. Canal 6s '86	----	103	----	----	102½	----
Del. Div. Canal	37	37	----	----	----	35
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	51	50	----	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	79	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	104½	106	----	----	106½	----
Little Schuylkill R. R.	44½	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	59	59	----	----	59½	----
Morris Canal	----	102	101	----	----	----
" " pref.	----	138	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32	32	32	----	31½	29
" 6s	----	100	----	99½	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	70½	70½	70	----	69½	70
" 1st m.	----	----	----	----	----	----
" 2d m.	----	113	----	----	----	108
Penn. State, 6s	----	----	----	----	97	99½
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	100	100	99½	99	----	----
" " new	103	103½	103	103	102½	102½
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	59½	61½	60½	62½	62	61½
" " 6s, '66	----	----	----	----	----	----
" " 6s, '70	103	----	----	----	100	100
Philadelphia & Erie	33½	33½	32½	----	32½	32
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	35½	----	----	----	29½	----
" " pref.	37½	37½	----	----	37	35½
" " 6s '82	90	----	----	89½	----	88
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	107	----	----	----	104½	104½
Susq. Canal	16½	----	----	----	----	----
" " 6s '78	63	63	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	20½	----	----	18	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	20	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	30	----	30	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	69½	70	----	69
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

	W. 28	Th. 29	F.30.	Sat.1.	M 3.	Tu 4.
Baltimore City 6s, 1875	113½	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	112½	----	112	112	----	111½
Balt. and Ohio	----	----	----	----	115	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	110	----	----	110½
" " " '85	----	110½	----	----	----	107½
Northern Central	52	----	52	----	----	51
" " b'ds, '85	100	----	----	100	100	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	125	----	----	----	----	----
Boston and Providence	141	----	----	140	----	140
Boston and Worcest.	----	----	149½	----	----	----
Cheshire, pref.	52	----	----	----	----	52
Concord	65	----	----	----	----	----
Connecticut River	----	----	112	111	----	----
Eastern, Mass.	----	----	101½	101	----	----
Eastern, N. H.	----	----	----	----	100	----
Fitchburg	124½	124½	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	80	80	----	----	----	----
Old Colony and Fall R.	125	----	124	124	----	----
Ph., Wil. & Baltimore	65x	65	65	64½	64	----
Portl'd, Saco & Porta.	110	----	----	----	----	----
Vermont & Canada	110	----	----	----	----	----
Vermont & Mass.	----	----	37	----	----	----
Western	----	----	155	154½	154	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	105
Metropolitan "	58	----	----	----	----	----
Middlesex "	----	----	----	65	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	45	----	44½	----	43½	----
Isle Royale "	----	----	----	----	15	----
National "	----	27	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	55	55	54	----	50½	49
Pittsburg "	----	----	----	----	----	70
Quincy "	----	----	----	----	----	----
Rockland "	----	11	----	10½	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 23d of September:

Maryland 6s	65	to	68
United States 6s, 1881	43½	"	44½
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	29	"	31
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	72	"	74
Do., 2d mort., 1881	68	"	70
Pennsylvania, 1st mort., 1877	72	"	74
Do., 2d mort., 1882	68	"	70
Erie shares, $100 (all paid)	42	"	44
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	76	"	80
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	51½	"	52½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	----	"	----
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, October 8, 1864.

Stock Exchange and Money Market.

The feature of the week was the introduction of a gold bearing 5-20 loan of 40 millions, under the act of June 30, last, and of course not strictly a new loan, but a further offer under an existing law, which was contemplated and to be expected from the first. Bids will be received until the 14th inst., and the awards will be made the next day, or as soon thereafter as possible. Two per cent. of the amount bid must accompany each bid as a guarantee of payment.

Successful bidders can pay for the bonds awarded to them at any time after the award is made, and must make payment as follows: Fifty per cent. on the 20th, and the balance 50 per cent. on the 31st inst. One-half of the first instalment, or 25 per cent. of the accepted offers may be paid in certificates of indebtedness with accrued interest to the 14th inst.

The two per cent. guaranty and the instalments can be deposited in the Treasury, Assistant Treasurers, Government Depositories, or National Deposit Banks, for which deposits, duplicate certificates will be issued to the depositors, the original of which must be sent to the Secretary.

The bonds will be of the usual varied denominations, and will be coupon or registered, as may be preferred by the successful holders. They will bear date the 1st of November, 1864, and interest on payments made before the 31st day of October to the date of the bonds, will be paid in coin by the Government.

There is not the smallest doubt that the bids will be liberal, and the whole amount secured. As usual, however, there is an outcry by the friends of the rebellion at the fresh increase of the National debt. The disloyal papers take every possible opportunity to decry this measure, and to place before their readers not only the most discouraging statements with regard to the National finances, but to accompany them with the most exaggerated reports of the movements and intentions of the confederates; their columns are filled with the falsest accounts of the war, palliations of the small successes of the enemy, and very desponding opinions as to the final result. It is really astonishing that such presses and such editors exist among us. Their place is within the Southern lines, not here where the Union and the success of our army are the first thoughts of all patriotic people. And while these sympathisers are continually howling over debt and taxation, it is to be remarked that they are quite willing to assume the rebel debt of seven or eight hundred millions of dollars, and to add it to our own. Everything for rebellion, nothing for putting it down!

So too, the same fault-finders after having demanded that the Government should raise money by borrowing only, and not by issuing its own currency, which is safer than local bank paper, preferred everywhere, current everywhere, and hoarded next to gold everywhere, when their own scheme is adopted, attack it just as much and in the same bitter terms as if the opposite course had been taken.

It must not be forgotten that we are driven into debt and taxation by no fault of the loyal States. If we have to submit to these misfortunes it is entirely owing, first to the rebels, who committed no less than fifteen open and violent acts of war against the Union, before the Government had even thought of resistance, and when it was wholly unprepared for it, because the previous administration had dispersed our naval and military forces far and wide, and the best artillery and most of our firearms had been sent to Southern forts and arsenals. And worse than this, the enemy has been secretly and openly encouraged to resist to the last. If the people of this country wish to know who are really responsible for this increase of the public debt and of taxation, they must look to the rebel leaders and their allies in the North. If they wish to know the authors of the evils complained of, it is easy as it is just to distinguish and to punish them.

These persons who are continually doing a they can to stop the supplies, are no less traitorous than silly. They ignore entirely the fact that the large expenditures necessarily made to carry on the war and save the country from ruin have

gone directly into the pockets of the people, and have furnished them the means to invest in the public securities and pay any amount of taxes, with this advantage to them, that by the overflow of this money they have had means to enlarge their business, make the temporary profits arising from a large demand, and have only to pay back a percentage to the Government of what it has received, in the shape of taxes. There never was so admirable a system of finance as the very one of which there is so much complaint in the quarters we have mentioned. It has enabled us to carry on a gigantic war without foreign aid, and without impoverishing ourselves. It has specially favored the working and debtor classes who under any other system, especially a metallic one, would been crushed to the earth and ground to powder. And the present condition of things as now existing is one more easily restored to the old standards of commerce, than the reverse could possibly have permitted. We have no reason to be discontented with it, but on the contrary have reason to be gratified that in some departments of the Government there were men who grasped the real power as well as the patriotic spirit of the country, in this great moment of danger.

It will be the simplest thing in the world to readjust the monetary affairs of the country the moment the rebellion is crushed, and we believe that moment is not far off. As soon as the expenditures for the army and navy cease, that moment the Treasury will begin to overflow. The interest it has to pay is not more than half of the amount of gold it is receiving at the custom houses. Who can honestly entertain any apprehension of the future when he appreciates this single fact.

Besides, as soon as the Union is restored, a large portion of the National currency, especially the legal tender part, will rush off into circulation in the restored States, as the basis of their commercial and agricultural operations, and their principal if not only medium of exchange. We doubt if this currency will be a dollar too much for the public wants, the moment peace is restored. So that the excessive issues as they have been declared to be, will at once disappear at the North, and become the main reliance of the restored business in the South.

One year's revenue after the war is over would absorb the whole amount of legal tenders now afloat. So that we are likely to see these notes in as much demand as gold, and far more useful commercially speaking.

This article of gold, for it can hardly be called money of account at its present rates, has fallen during the last week, but not so rapidly as previously. The most gigantic efforts have been made to keep up the price but in vain. We have frequently pointed out the interests which are at work to this end. But they are unable to accomplish their purpose, and the numerous failures which are now taking place, point out distinctly who are the guilty parties. When foreign and domestic houses engaged for long years in a particular and honorable trade, step out of it to deal in gold and exchange, are also continually putting out options to keep up the prices, and are diverted from the pursuit of regular profits to those of gamblers, staking their capital on the belief hat the great country they live in is sure to go to ruin, when such houses are engaged in such an ungrateful business, their utter destruction is no cause for regret. And the more of this class who succumb the better for honest trade, and the better for the country.

Nor would we much regret the losses sustained by those local Banks, which taking offence at the introduction of a system of national currency have vigorously set themselves in opposition to the Government, and afforded numerous facilities to all these operators in gold, exchange and produce, whose aim has been to depreciate the credit of the Treasury, keep up the price of specie, keep down the value of legal tenders, and encourage the extortions of the venders of all articles of necessity. We should not in the least be surprised to hear of the failure of some of these institutions, and their fate would be well merited.

The balance of gold and silver held in the old associated Banks on the 24 of September, was but $19,671,131, in August it was $281,818 more.

Connected with the fall of gold which since last July has been nearly 80 per cent, there has been a general alarm amounting almost to a panic in the produce, dry goods and share markets. Quite a number of leading houses even among dealers whose credit has never before been strained, or suspected, in consequence of their unwise and unpatriotic operations, have gone by the board, for as a rule it may be laid down that those men who overlook sound morals in their transactions, but will venture into them at the expense of their convictions, and consciences are pretty sure to be ruined in the end. There is something in the eternal fitness of things which commercial avarice does not comprehend, and cannot avoid, and another lesson to this effect is near at hand. Thus with the alarm, a general decline has taken place and as the innocent suffer with the guilty, it is not to be wondered at, that the very best railway shares have been sold at a large discount from former rates. This will be but a temporary depression for reasons of a general nature outside of speculative ones, as will appear from the leading article in the present number, and which makes any extended remarks on the subject in this place unnecessary. The arrivals from Europe at this port in the beginning of the week fully sustain our predictions for some time past as to the disturbances in the British Money Market. Consols had fallen to 88 in a weak and drooping condition. Heavy and numerous failures of large houses interested in cotton speculations and blockade running followed. The Leeds Banking Company has gone down, and carried many firms with it, some of them having connections at New York. This is but the beginning of trouble in England. It is noticeable in connection with this subject, that the demand for foreign exchange in this city is weak, and it is actually disposed of at a loss in most instances.

The following is the official statement of the National debt in Sept., as compared with the month of August.

	The Public Debt.		
	Sept. 30.	Aug. 30.	Inc.
Int. in coin..	$923,085,941	$889,899,491	$33,188,450
Int. in curr'cy	564,585,874	469,197,004	95,389,870
Int. stopped..	356,970	356,470	*500
No interest ..	497,944,929	519,111,267	48,833,662
	$1,955,973,714	$1,878,565,132	$77,408,482

*Decrease.

The debt has been increased in the following items

10-40 Bonds	$2,578,000
Bonds under act of March 8, 1863	30,664,550
1 year Certificates	26,889,000
7-30 Currency Notes	30,664,550
Increase of 6 per cent Compound Notes $56,440,000	
Decrease of 5 per ct. Notes. 13,111,173	
	$43,326,827
Less decrease in requisition	$44,153,636
Increase of balance in the Treasury	7,169,878
Decrease in temporary loan	4,850,006

The progressive increase of the Public Debt, of all descriptions, since the 5th July, when Mr. Fessenden took charge of the Treasury, is as follows:

	Principal.	Interest.
July 5	$1,792,867,040	$73,425,240
July 12	1,795,033,569	73,752,554
July 19	1,796,288,368	74,758,047
July 26	1,805,523,564	73,650,529
Aug. 2	1,837,492,170	76,418,305
Aug. 9	1,832,649,885	74,871,660
Aug. 16	1,849,714,555	76,088,165
Aug. 23	1,859,274,374	76,500,069
Aug. 20	1,878,565,234	77,447,122
Sept. 30	1,955,973,716	81,778,643*
Increase in 87 days.	$163,106,676	$8,353,403
Average daily increase of Principal		$1,746,788
Average rate of interest per annum		4.59 per cent.

* In Gold $54,608,446; in Currency, $27,170,197.

The balance in the Sub-Treasury on Tuesday was $21,552,249 83.

This statement puts to rest the idle stories that the Government was increasing its debt 2½ millions per day, and it also shows that at this moment the increase is actually within the daily receipts from taxes and customs by many hundred thousand dollars.

The aggregate amount of exports (exclusive of specie) from the port of New York to foreign ports for the week ending Oct. 1, 1864, was $3,622,356.

The price of cotton has fallen off in England 12 cents a lb., while the stock in hand at Liverpool is 391,000 bales, 140,000 more than in Sept. 1861.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending October 4, was $2,658,102, against $1,767,511 in 1863, and $2,585,059 in 1862.

The exports from New York for the same week was $3,622,356 against $2,413,660 in 1863, and $2,807,827 in 1862. The shipments of specie since January 1, have been $35,278,801. The exports since January 1, have been $166,958,756 against $133,156,650, in 1863, an increase of $33,802,106 on the same period in 1863. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to October 1, was $56,601,469.

The value of foreign goods imported into the port of Boston for the week ending September 30, was $352,215, against $235,874 for the corresponding week in 1863. The exports were $307,041 against $505,804 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $190,100.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, 59; Illinois coupon bonds, 1870, 99¾; Illinois War Loan, 100; McGregor Western 1st mort., 75¾; Detroit, Monroe and Toledo bonds, 100; Milwaukee and St.

Paul 1st mort., 95; At. and Gt. Western (Ohio div.) 1st mort., 100; Copake Iron, 4; Consolidated Coal Co. of Md., 60; Wyoming Valley Coal, 49⅞; Central Coal Co., 60; Atlantic Mail S. S. Co., 179; Metropolitan Gas, 127; Bank of America, 130; Hanover Bank, 105; Importers' and Traders' Bank, 100; City Bank, 150.

Philadelphia.—West Chester 7s, 104½; Allegheny Co. coupon 5s, 78; Reading 6s, 1844–'80, 103½; McClintock Oil, 6; Dalzell, 8; Noble and Delamater, 12¾; Densmore, 9½; McElheny, 6; Tar Farm, 3; Big Tank, 2; Egbert, 2⅞; Union, 2¾; Story Farm, 3; Corn Pl., 5; Hibbard, 2; Curtin, 3⅞; Oil Creek, 4; Perry, 4⅛; Bull Creek, 4½; Phila. and Oil Creek, 1⅜; Globe, 2⅛; Rock, 4½; Irwin, 7½; Mineral, 3; Excelsior, 1¼; Petro. Centre, 4; Cherry Run, 9; Seneca, 1¼; Briggs, 4⅛; Olmstead, 3; Maple Shade, 17½; N. Carbondale, 2; Big Mt. Coal, 6; Clinton Coal, 1⅛; Fulton Coal, 7⅞; Green Mt., 5; Penn. Mining, 18; Mechanics' Bank, 29; Commercial Bank, 58; Southwark Bank, 102; Corn. Ex. Bank, 60; Union Bank, 46½. The latest quotations are: City 6s, 99@100; do., new, 102@102½ State 5s, 96@97; do., coupon, 99@100; do., 6s, W. L., 105¼@106; Phila., Wil. and Balt., 64; Reading, 57⅞@58; do., 6s, 1870, 100@100½; do., 1886, 133@133½; Camden and Amboy, 150@155; Pennsylvania R. R., 69¾@69⅞; do., 1st mort., 116@116; do., 2d mort., 108@108⅛; Little Schuylkill R. R., 43@45; Morris Canal, 100@102; do., pref., 136@138; do., bonds, 109@109; Wyoming Valley Canal, 79@82; do., 6s, 100@104; Susquehanna Canal, 13@15; do., 6s, 62@62; Sch. Nav., 26½@29; do., pref., 33½@33⅞; do., 6s, 1882, 88@89; Union Canal bonds, 19@20¼; Delaware Div. Canal, 36@36¼; do., bonds, 90½@101; Elmira and Williamsport, 34@34; do., pref., 51@52; do., 7s, 1873, 106@108; do., Chattle 10s, 76@80; Beaver Meadow, 75@87; Long Island R. R., 45@46; Lehigh Coal and Navigation, 76½@78; North Pennsylvania, 26@29; do., 6s, 98½@99; do., 10s, 118@123; Philadelphia and Erie, 29@30½; do., 6s, 110@111½; Minehill, 58½@60½; Catawissa, 15½@18; do., pref. 35@35½; Lehigh Valley, 78@80½; do., bonds, 106@106½; Fifth and Sixth streets, (horse,) 60@61; Second and Third, 68½@69½; Race and Vine, 15@15; West Philadelphia, 70@70; Spruce and Pine, 37@37; Green and Coates, 28½@31; Chestnut and Walnut, 58@58½; Arch, 17@20; Thirteenth and Fifteenth, 30@32; Girard College, 26@27; Tenth and Eleventh, 49@50; Norristown, 60@63.

Boston.—Northern (Ogdensburg,) 1st mort., 99; do., 2d mort., 26½; Rutland and Burlington 1st mort., 72; do., 2d mort., 27; Vermont Central 1st mort., 80; Boston and New York Air Line, 6s, 52; Eastern R. R. 6s, 102¼; Sandusky, Dayton and Cincinnati R. R., 30; Providence and Worcester R. R., 140¼; Old Colony and Newport 125¾; Conn. and Pass. Rivers R. R. old stock, 16; Rhode Island 6s, 1882, 100; Chicago City 6s, 1880, 107; Boston 6s, 1874, 104⅞; Boston Water Power Co., 25⅝; East Boston Co., 10; Essex Co., 91½; Union S. S. Co., 140; Cary Imp. Co., 10; Boston Gas, 807½; South Boston Gas, 100¼; East Boston Gas, 28; Franklin Coal, 70; Gilberton Coal, 88; Traders Bank, 92; Mt. Vernon Bank, 99; Continental Bank, 101¼; Boston Bank, 63; Atlas Bank, 100; Merchants' Bank, 100; Globe Bank, 126¾; Maverick Bank, 89¾; Tremont Bank, 114½; Peoples Bank, Roxbury, 51¼; Hide and Leather Bank, 106; Bank of North America, 98¾; Eagle Bank, 112; Acton Mining Co., 1½; Albany and Boston, 28½; Bay State, 21; Bedford, 62½; Black River, 18c.; Copper Falls, 25; Canada Lead, 34c.; Dana, 1¾; Eagle River, 4; French Creek, 62½c.; Gt. Western, 3¾; Hancock, 9¾; Highland, 7; Hanover, 2½; Huron, 27; Humbolt, 6¾; Manhattan, 5; Mesnard, 7¾; Native, 1; Ottawa, 22c.; Pontiac, 3½; Phœnix, 22; Penn., 18: Star, 5¾; South Side, 1⅞; Superior, 5¾; St. Clair, 5¾.

Baltimore.—Western Md. bonds, 85; City Passenger R. R., 20½. Md. Copper, 0.65; Atlantic Coal, 1.35; Santa Clara, 21½; Springfield, 1.60; Va. Coal and Iron, 2.75; Md. Anthracite Coal, 28; Mineral Hill, 2.25; Am. Gas Coal, 2.25; Balt. Chrome, 1.90; Bare Hill, 3.90. The latest quotations are: Balt. and Ohio, 114¼@116¾; do., 6s, 1867, 108@110; do., 1875, 112@114; do., 1880, 105@110½; do., 1885, 107½@109; Northern Central, 50@52; do., 1885, 99½@100; N. W. Va., 10@20; do., 1st mort., 112@114; do., 2d mort., 103@110; do., 3d mort., 25@32½; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 102@102½; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@41; Western Md. bonds, 85@85½; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 113@114; Baltimore 6s, 1870, 109@110; do., 1873, 110@114; do., 1875, 111½@113; do., 1886, 111@111; do., 1890, 111@112; do., coupon, 114½@115; do., 5s, 1838–'70, 90@100; City Passenger R. R., 20½@20¾; Canton Co. 28@30; Gardner, 0.65@0.95; Gas Coal, 2.30@2.40; Maryland, 0.65@0.75; North State, .15@.20; Springfield, 1.65@1.75; George's Creek, 103@110; Santa Clara, 20½@21; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.75@1.85; Bare Hill, 3.75@3.90; Atlantic Coal, 1.36@1.40; Mineral Hill, 2.15@2.40; Baltimore Coal, 95@95; Lake Chrome, 50@55.

☞ The Secretary of the Treasury announces that he will receive Proposals, until October 14th, for forty millions of 5-20 bonds. The 5-20s have always been so popular that a liberal premium is expected, and a considerable amount will probably be taken on foreign account. The 7-30 loan will not be interfered with, and remains the most convenient investment at par that is now in the market, while the "Proposals" may be desirable for banks and capitalists. The subscriptions to the 7-30s have already amounted to over forty-five millions. Full particulars in relation to both these loans will be found in our advertising columns.

☞ The Ninth National Bank, 363 Broadway, will receive bids for the new loan of $10,000,000 5-20 6 per cent. bonds, advertised in another column, to be awarded on the 14th inst. This bank will be represented at Washington by its President, and will receive and include in its proposals all offers, charging ⅛ per cent., *if successful*. We have frequently observed the course of the officers of this bank in relation to their action as agents for the Government loans; and have reason to believe that their efforts have assisted, in a pre-eminent degree, in the dissemination of the loans among the people.

Philadelphia and Erie Railroad.

On the 17th inst., trains will commence running from Philadelphia to Erie City, a distance of 448 miles. The mileage is divided between three roads, as follows: Pennsylvania Railroad, West Philadelphia to Harrisburg, 106 miles; Northern Central Railroad, Harrisburg to Sunbury, 54 miles; Philadelphia and Erie Railroad, Sunbury to Erie City, 288 miles. As the Northern Central Railroad is owned in large part by the Pennsylvania Railroad Company, which is also the lessee of the Erie, it is presumed that the time table will be adjusted by that company; and as more trains are needed between Philadelphia and Harrisburg, than beyond that point, the Erie trains will be run intermediate between the Pittsburg trains, thus opening between Philadelphia and Erie City the same facilities that exist between Philadelphia and Pittsburg.

Couplers and Bunters.

The invention of "couplers and bunters" as applied to railway trains, of which on former occasions we spoke favorably, has at last been tried on the Chicago and Northwestern Railroad, under the direction of Mr. G. S. Dunlap, the Superintendent. The inventor, Col. E. Miller, has long been engaged in perfecting his plans, and we are pleased to see that on a full and fair trial they were approved of. The attention of our railroad companies should be directed to this new method of coupling; by which it is believed entire safety to railway passengers is secured. Further information can be obtained by addressing the inventor at Monroe, Wisconsin.

Jamestown and Franklin Railroad.

We understand that work upon this road is being pressed forward with energy. The iron is already at the canal; and the grading from Jamestown to Brownsville completed ready for the rails. Five miles of the track is already laid. Grading upon the eastern division of the road is also progressing. The company expect to have the road open for traffic early next season.

Atlantic and Great Western Railway.

The following is the traffic of the Atlantic and Great Western Railway since Jan. 1, 822 miles being opened:

	Passengers, &c.	Freight.	Total.
January	$38,615	$168,683	$207,298
February ...	50,189	178,852	229,041
March	60,518	166,215	226,733
April	63,992	133,275	197,267
May.....	57,193	157,486	214,679
June.....	73,654	240,867	314,521
July	82,665	249,433	332,098
August.....	95,077	310,999	406,076
Total	$521,903	$1,605,810	$2,127,713

☞ At the last meeting of the directors of the Sandusky, Mansfield and Newark Railroad Company, a resolution was passed to fund all the coupons maturing prior to Jan. 1, 1865—it being the expectation to pay that falling due on that day. Seven per cent. interest will be allowed on the coupons up to Jan. 1, 1865, and bonds of that date bearing the same rate of interest included in coupons annexed thereto will be issued and exchanged therefor—the coupons remaining in the hands of the trustee, as collateral, the lien continuing good. The conversion is now going on at the office of Mr. E. T. H. Gibson, No. 54 William street, N. Y.

Railroad Earnings--Weekly.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Sept. 21, 1864, were:

	1864.	1863.
Passengers	$3,309 21	$2,586 91
Freight	10,381 17	11,442 70
Express	104 16	75 00
Mails	296 58	296 58
Total	$14,091 12	$14,401 19

Receipts from January 1st to Sept. 21:

1864	$409,555 15
1863	261,802 89
Increase	$147,752 26

The earnings of the Marietta and Cincinnati Railroad for the 3d week in September:

	1864.	1863.
Passengers	$9,546 86	$5,415 15
Freight	9,792 29	9,633 42
Mail, express & telegraph	1,119 58	1,040 00
Total	$20,458 73	$16,088 57
Total this month to date	64,461 79	47,879 93
Total since Jan. 1	$705,773 49	$452,307 54

The traffic of the Great Western Railroad for the week ending Sept. 23d, 1864, was as follows:

Passengers	$36,418 95
Freight and live stock	25,783 76
Mails and sundries	1,229 75
Total	$63,432 46
Corresponding week of 1863	60,728 76
Increase	$2,703 70

The earnings of the Grand Trunk Railway for the week ending Sept. 17, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were: $124,007 00
Corresponding week, 1863 ..... 111,129 00
Increase $12,878 00

Railroad Earnings--Monthly.

The earnings of the Michigan Central Railroad for the month of Sept., 1864, were ... $408,444 58
Corresponding month of previous year 308,167 99
Increase $100,276 59

The Flint and Pere Marquette Railway earned in August;

1862	$1,941 43
1863	4,261 04
1864	7,330 32

The earnings of the Rome, Watertown and Ogdensburgh Railroad for the month of August, 1864 were:

1864	$84,483 00
1863	51,281 00
Increase 1864	$33,202 00

The earnings of the Chicago and Northwestern Railroad earned in August, 1864 ..... $519,305 93
Same period last year 299,607 29
Increase $219,698 64

The earnings of the Housatonic Railroad for Jan. 1 to Sept. 1, 1864, were $371,261 00
Corresponding period of previous year 186,613 00
Increase $83,648 00

The earnings of the Chicago and Rock Island Railroad Company for the month of Sept., 1864, were. $331,494 00
Corresponding month of previous year 209,103 00
Increase $122,391 00

The gross earnings of the Ohio and Mississippi Railroad for the month of August, 1864, were:

	1864.	1863.
Eastern Division	$177,926 82	$138,656 73
Western Division	124,669 46	96,682 84
Total	$302,595 78	$235,335 97
Increase	$67,256 21	

The following were the comparative earnings from January 1, to August 31:

	1864.	1863.
Eastern division	$1,224,859 48	$1,030,215 47
Western division	853,612 07	687,163 70
Total	$2,078,471 55	$1,717,379 17
Increase	$361,092 38	

The following shows the gross receipts of the Chicago and Alton Railroad during the month of Sept., compared with the earnings for the same time last year:

1864	$320,857 03
1863	186,475 61
Increase	$134,381 42
From January to September, inclusive the earnings were	$1,831,942 61
Corresponding period of previous yr.	1,321,072 85
Increase	$510,869 76

The earnings of the Connecticut and Passumpic Rivers Railroad for August were:

	1864.	1863.
From passengers	$26,880 20	$13,132 41
" freights	17,169 78	8,925 59
" mails	883 33	758 33
" express	250 00	166 67
Total	$45,183 31	$22,983 00
Increase	$22,200 31	

St. Paul and Pacific Railroad.

The St. Cloud brought up a large load of railroad iron yesterday, for the Pacific road. A large amount of iron for the same road is lying at points below, and will rapidly be brought forward. The contractors are laying track about twelve miles beyond Amoka, on the main road, and hope soon to open the road for the winter to Elk River. Probably if low water had not delayed the bringing of the iron up river, notwithstanding the high price and scarcity of labor, our Pacific road would by this time have been nearly ready to open to St. Cloud. This road is the commencement of a road to the British Northwestern Possessions, running alongside of the Mississippi River to Crow Whig, from thence to Pembina, and promises to be one of the most successful roads in Minnesota. It has a liberal grant of lands from Congress, which are now selling and settling very rapidly, at prices which will fully cover the cost of the road. The passenger and freight business is fully up to the expectations of its managers.—*St. Paul Pioneer, Sept. 28.*

The Resources of the Country--their Annual Growth in Relation to the National Debt.

The growth of the United States is the wonder of the world. Nothing like it is recorded in authentic history. To foreign nations this growth is known almost exclusively by the increase of population, or the appearance of American ships in their ports. But when we come to investigate the ability of the nation to incur extraordinary expense, or to pay an accumulating debt, the question is not so much one of population as of industry and productions. It is a question of the rate at which the nation increases in wealth and resources. This problem has scarcely been investigated at all, and is understood by few. To meet the question of the ability of this nation to pay its present and future war debt with promptness, and without the least distress or doubt, we propose to solve these problems: 1. What is the Wealth of the Nation? 2. At what rate does it increase? 3. What is its proportion to the Debt?

1. What is the Wealth of the Nation? Wealth is all the available property of the country—lands, houses, precious metals and domestic animals, and instruments for the employment of labor and to make lands productive. In some countries, as in Holland and Belgium, there is a considerable drawback on many of these, from the fact that there is little or no market for them, except for the use of those who hold them. Thus, a man who builds a home in Amsterdam does not expect to sell it for what it cost; he builds it for his own use. In this country it is exactly the reverse. Every man expects to get more for his property than what it costs, and in nine cases out of ten is justified by the event. In a country where foreign immigration is immense, and the natural growth rapid, the market is always a rising one, and all species of property is marketable. Hence, in valuing the property of the country, there is no drawback from the want of sale, or the possible fall of values. The property of the nation in one year is worth more than it was appraised at the preceding year. Hence, if we can find a fair valuation of the property of the country, that valuation is a perfectly safe standard to ascertain the wealth of the nation. It is only recently that any attempt has been made to value the property or wealth of nations. In this country, the only valuations we have are in the Censuses of 1850 and 1860; but these are enough to establish both the actual value of property and the rate of increase. The valuations are very well proved, by corresponding nearly with several State valuations, which are made for the purposes of taxation. For example, the increase of wealth in the State of Ohio, given in the United States Censuses of 1850 and 1860, compared very nearly with that given by the Auditor of State and Commissioner of Statistics, and are known to be very near the actual saleable value of property. We therefore assume the valuation of property of this country given in the Censuses of 1850 and 1860 to be substantially correct. Taking, then, only the States and Territories now in possession of the United States Government, (although, for the ultimate payment of the debt, we have a right to assume that we shall recover the whole property of the nation,) the following brief table will show our wealth in 1860:

	Wealth in 1850.	Wealth in 1860.	Inc.	Inc. p.c.
California	$22,161,872	$207,874,613	$185,712,741	837.98
Conn.	155,707,980	444,274,114	288,566,124	185.32
Delaware	21,002,556	46,242,181	25,179,625	119.54
Illinois	156,265,000	871,860,282	715,595,276	457.93
Indiana	202,650,264	528,835,371	326,185,107	160.95
Iowa	23,714,638	247,338,266	223,623,627	942.97
Kansas	.....	31,327,825	31,327,825	.....
Kentucky	301,628,486	666,043,112	364,414,666	120.81
Maine	122,777,571	190,211,600	67,434,029	54.92
Maryland	219,217,364	376,919,944	157,702,580	71.93
Mass.	573,342,286	815,237,433	241,895,197	42.19
Michigan	59,787,2[illegible]6	257,163,983	197,376,728	330.13
Minnesota	.....	52,292,413	52,292,413	.....
Missouri	187,247,707	501,214,393	363,966,691	205.18
N. Hamp.	103,652,835	156,310,860	52,658,025	50.80
N. Jersey	200,000,000	467,918,324	267,918,324	133.96
New York	1,080,309,216	1,843,338,517	763,029,301	70.63
Ohio	504,726,120	1,193,898,442	689,172,302	136.54
Oregon	5,063,474	28,930,637	23,867,163	471.35
Penn.	722,180,120	1,416,501,818	694,015,698	96.05
R. Island	80,508,794	135,337,588	59,828,794	68.10
Tennesse	201,248,686	493,903,892	292,657,206	145.44
Vermont	92,205,049	122,477,170	30,272,121	32.83
Wisconsin	42,056,595	273,671,668	231,615,073	550.72
Territories	30,179,428	41,142,408	20,962,980	108.00
	$5,047,097,712	$11,410,266,848	$6,373,269,136	127

The problem of wealth, estimated by the cash

standard of value is solved. The actual wealth of the country on the 1st July, 1860, was eleven thousand four hundred and ten millions, including in this only the States and Territories now in actual possession of the government. On the same day the wealth of the entire country was sixteen thousand one hundred and fifty-nine millions ($16,159,000,000). Hence, the entire wealth of the States now in rebellion, including portions of Louisiana, Arkansas, Virginia, North Carolina, &c., now in our control, was but four thousand seven hundred millions, and of this sum not less than one and a half thousand millions was in slaves. The national wealth, by the rates of 1860, was in fact three-fold that of the Rebel Confederacy. If we take from the list half of Virginia and Louisiana, fully in our control, the value of the Confederacy is but three and a half thousand millions; so that the wealth of the loyal country is really four times that of the rebels. Looking to the increase, we find that the decennial increase was 127 per cent., and the annual increase 12.7; so that the four years, from 1860 to 1864, gives an increase of 50 per cent. On this basis, the actual wealth of the Loyal States and Territories, on the 1st July, 1864, would be sixteen thousand six hundred millions of dollars ($16,600,000,000), equal to that of the entire nation in 1860. But some one may say that the condition of war has diminished the increase of wealth. Some consideration will make it evident that this if this is true at all, is only in a very moderate degree. War prices are always high prices, and high prices —such high prices as we now have—stimulate production to a vast extent. The farmer manages somehow to sow as many acres and reap as large harvests as ever, and we not only feed our armies and home population, but continue to feed a good part of Europe besides. But let us look at some other considerations: 1. With the exception of Tennessee and Missouri, the loyal country has felt none of the destruction of war. 2. A large part of the increase of wealth was due to immigration, and that continues as large as ever, and goes exclusively to the Loyal States. 3. The production of the gold and silver mines is far greater than it was in 1860. 4. A large proportion of the increase is in the new States and Territories, which are still increasing very rapidly. 5. All the payments of the war are made to our own people, and, with the exception of wastage, the war has drained no wealth from the country.

But suppose our national wealth does not increase as rapidly as in time of peace, the gain is undoubtedly sufficiently great to demonstate the correctness of our position.

What is the Proportion of Debt to the Wealth of the Country? The debt created by three years and a quarter of war, from April 1861, to July, 1864, (exclusive of the legal tender notes, which, being the best currency of the country, will continue out,) was thirteen hundred millions. This is not near the increased wealth of the country! If we were to suppose the war to go on from two to six years longer, the additional debt will be less than the natural increase of its values. From these facts the following deductions are inevitable:

1. That, even with a considerably diminished increase of wealth, the country can carry on war for an indefinite period, and continually increase its wealth.

2. That the resources and progress of the nation are so great and inexhaustible that any public debt created by this or any ordinary war, can be paid, principal and interest, without any serious burden on the people.

3. That, therefore, the public loans of the United States are, and will remain, unimpeachably secure, through any period of war, and bring good interest—are the best investments which lenders can have in any public securities.

Our Burden and our Strength.

A very valuable work has recently been published by David A. Wells, Esq., entitled "Our Burden and our Strength," illustrating the ability of the loyal States to bear, without serious injury, the pressure of any debt which the present war may impose upon us. This has been our conviction from the first, and we have on all occasions, as our readers well know, furnished in our columns abundant evidence of the same fact. Mr. Wells' figures but corroborate our own. We make the following extracts:

TABLE.

Showing the present and prospective debt, interest and population of the United States with the present debt, interest and population of Great Britain, France, Austria, Italy and Holland:

	Public Debt.	Population.	Annual interest.	Debt to each person.	Av.int. to each person.
United States (loyal.) July 1864	$1,750,000,000	24,909,000	$75,000,000	$72.92	$3.01
At close of war, (assumed) 1865.....	3,000,000,000	84,000,000	180,000,000	82.35	5.35
In 1870, assuming 30 per cent. as average decennial increase of population	3,000,000,000	40,950,000	180,000,000	78.26	4.38
In 1880, do.....	3,000,000,000	58,235,000	180,000,000	56.35	3.38
In 1890, do.....	3,000,000,000	69,205,500	180,000,000	48.35	2.60
In 1900, do.....	3,000,000,000	89,964,150	180,000,000	38.34	2.00
Great Britain, March, 1863	8,915,000,000	30,000,000	127,564,000	130.46	4.25
France, 1862.....	2,206,000,000	37,000,000	110,000,000	59.65	3.00
Austria, 1863	1,868,000,000	35,090,000	.....	36.10	.....
Italy, 1868.....	704,000,000	22,000,000	.....	34.73	.....
Holland, 1868.....	424,500,000	3,600,000	12,244,000	117.00	3.40

It would thus appear from the above table (the figures and estimates of which are, it is believed, entirely reliable) that assuming the actual national debt at the close of the federal fiscal year, June, 1864, to be $1,750,000,000, the apportionment of debt to each individual of the loyal States would be $72.92, and of the annual interest, $3.01. If we assume further, that the war terminates at or before the close of 1865, and that the national debt has reached at that period the sum of $3,000,000,000, then the debt for the population of the restored Union will average $82.35 for each individual, and the annual interest $5.35. Supposing the debt to remain the same, (*i. e.*, $3,000,000,000,) and the population to increase in the ratio of only 30 per cent. for each decennial period, the table shows the rapid decrease of individual liability for debt and interest during the remaining years of the present century.

TABLE.

Showing the population and wealth of the United States by decades from 1790 to 1860; population of the loyal States in 1864; decennial per centage increase of population; decennial per centage increase of national wealth; average property to each person; average annual value of the national product:

Year.	Population.	Value of real and personal property.	Dec. p.c. inc. of popul'n.	Dec. p.c. inc. of wealth.	Av. prop. erty of each person.	Av. annual value of nat'l prodt.
1790 ..	3,929,827	(estimated.) 750,000,000	.....	....	$187.00	$187,500,000
1800 ..	5,305,937	1,072,000,000	35.02	43	202.13	300,000,000
1810 ..	7,239,814	1,500,000,000	36.43	39	207.20	420,000,000
1820 ..	9,638,131	1,882,000,000	33.13	25.4	195.00	526,960,000
1830 ..	12,866,020	2,653,000,000	33.49	41	206.00	742,840,000
1840 ..	17,069,453	(official.) 3,764,000,000	32.67	41.7	220.00	1,063,185,000
1850 ..	23,191,876	7,135,780,000	35.87	89.6	307.67	2,004,000,000
1860 ..	31,500,000	16,159,000,000	35.59	126.42	510.00	3,804,000,000
Loyal States, 1864 ..	24,900,000	(estimated.) 15,500,000,000	4 y'rs 12 p.c.	4 y'rs 40 p.c.	614.95	4,018,000,000
Rest'd Union assumed. 1865 ..	34,000,000	21,574,000,000	.....	....	634.52	5,718,500,000

No estimate of further resources of the country; furthermore can be considered complete, which fails to take into account the great augmentation of values which is sure to accrue in time to the South from the substitution of free for slave labor. This matter is set in a clear light by the following statement, which any one who doubts can verify for himself by referring to the official statistics of the census of 1860:

If the product per head of the population in the Slave States had been the same in 1859 *that it was in the Free States, there would have been added to the aggregate national wealth returned at that time the additional value of* $1,531,631,000—a sum nearly equal to the entire national debt, June, 1864.

Shawmut and Ridgway Railroad.

The Shawmut and Ridgway Railroad connects with the Philadelphia and Erie road at a point two miles above Ridgway and eight miles below St. Mary, in Elk County. Stock subscriptions constitute the basis of the work, and the company have no debt, except their own bonds issued for the purchase of iron.

The road, from its starting place on the Philadelphia and Erie, gains its altitude, some 600 feet, by a series of switches, embracing about five miles. Railroad men describe it by the term "back-switch;" *we* would call it a "zig-zag" track. It is extended from the summit to the coal fields of Elk County, terminating at Mead's Run, upon little Toby Creek, upon the lands of the Pennsylvania Cannel Coal Company, and of the Shawmut Cannel Coal Company, owning together 7,000 acres of land, in which coal of a good quality is found in abundance. Its entire length will be fifteen miles. The whole work will be completed in the early part of October, when the company propose delivering coal at Erie.—*Erie Gazette.*

Large Artesian Wells.

Mr. W. Mather of the Salford Iron Works, Manchester, England, recently read a paper before the South Wales Institute of Engineers upon machines for boring artesian wells. In the course of his remarks he said that his machine averaged three feet per day, including stoppages, and that he had already sunk wells of 18 inches diameter and 1,184 feet depth. Machines were already in use capable of boring 2 feet diameter, and he had some in progress capable of making 3 feet bores. He would make a machine capable of boring 6 feet in diameter to any depth, if necessary. Steam power is used to operate the borer. It would work through rock readily, and the Weardale Iron Company were using it to test the character of the strata through which the well was sunk for coal.

Interest and Dividends.

The Housatonic Railroad Company have declared a dividend of $4 per share, free from Government tax, on the preferred capital stock, out of the net earnings for the last six months, payable on the 15th instant.

The Lehigh Valley Railroad Company have declared a quarterly dividend of two and a half per cent., payable on the 10th instant.

The quarterly dividend of 1¾ per cent., free from Government tax, due Oct. 3, 1864, on the Joliet and Chicago Railroad stock, and on the Alton and St. Louis Railroad stock, will be paid on and after that date, by the United States Trust Company.

The coupons of the bonds of the Atlantic and Great Western Railway, due on the 1st October, are payable at the office of McAndrew & Wann, No. 12 Pine street.

☞ The New Castle and Youngstown Railroad, connecting the Mahoning Branch of the Atlantic and Great Western Railway at Youngstown with the Erie and Pittsburg Railroad at New Castle, has been located on the south side of the Mahoning River. Mr. J. W. Blanchard has contracted to do the work, and the grading is commenced. The company intend to push on the work vigorously to completion. This is an important road, opening as it will direct communication by those roads between Cleveland and Pittsburg.

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Sept. 20, 1864.

THE FIRST SERIES of $2,000,000 Redemption Bonds bearing 6 per cent. interest, and payable in 1890, have been exchanged for Construction Bonds. The Directors, by resolution this day, have decided to issue another series of $3,000,000, under the same mortgage, upon the road and appurtenances, which are offered at 110 per cent., in exchange for Construction Bonds at 120 per cent., making a difference of 10 per cent. in favor of the Construction Bonds.

This arrangement is proposed in order to relieve the holders of the Construction Bonds from the inconvenience of a peremptory call for the Bonds as provided by the terms of their issue, but in case the Bonds are not surrendered and the exchange effected in amounts sufficient to meet the requirements of the land sales, the Company will be compelled to pay off a further portion of the Bonds.

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W. C. CLARK, Sec. H. KELLOGG, Pres

SPRINGFIELD F. & M. INSURANCE COMP'Y,
SPRINGFIELD, MASS
Capital and Surplus, $500,000.
WM. CONNER, JR., Sec. C. FREEMAN, Pres

WESTERN MASS. INSURANCE COMPANY,
PITTSFIELD, MASS.
Capital and Surplus, $225,000.
J. N. DUNHAM, Sec. ENSIGN H. KELLOGG, Pres

CONNECTICUT FIRE INSURANCE COMPANY,
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Capital, - - - - - $200,000.
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Branch Office.

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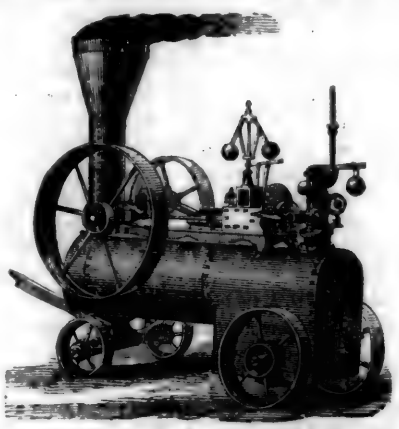
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 15, 1864.

Immigration.

The remarkable letter which the Mayor of this city recently published on the subject of immigration has naturally been the occasion of much remark. If there was ever an official personage who should have encouraged it both on public and private grounds, it was the author of that letter. And we also venture to suggest that the party whom he consulted as to the substance of that communication, if not the words of it themselves was also if we are not greatly mistaken, in the same category. The Mayor and his adviser are both indebted to the principle of immigration for all the honors and the wealth they have acquired, and this discouragement of it on his part seems to be both unfair and unjust to those who would leave the old world to better their condition in the new as the immediate ancestors of those gentleman had done.

At a recent meeting of the Chamber of Commerce, the subject came up for consideration and was ably discussed by S. B. Ruggles Esq., one of the far seeing men of the day, who with the figures always at command, and leading principles always in his mind, demonstrated the absurdity and injustice of the communication alluded to. The following resolutions offered by him in relation to the subject were unanimously adopted by the Chambers and further action will be taken to counteract the false impressions which this act of the Mayor might give to persons abroad.

Resolved, That the Chamber of Commerce of New York regard the increase of the population of the United States, with judicious and profitable employment, as the surest and most efficient mode of preserving and increasing the national strength, and that they hold it to be the imperative duty of the government and of all our public authorities, in view of the withdrawal by the pending war of the labor from civil employment, and also of the necessity of increased activity in agricultural, manufacturing and mining industry, to develop our dormant resources, and thus provide the means of lightening our public burdens.

Resolved, That the Chamber regards with particular satisfaction, the recent act of Congress, "to encourage emigration," passed on the 4th of July last, and view with approbation any proper efforts of their fellow citizens to carry the objects of the act into speedy and full effect.

It appeared from Mr. Ruggles' statements that during the present war no less than 640,000 emigrants had reached the Northern States, and we may add they immediately found lucrative employment. Our losses in the field have not only been repaired very nearly by the ingress of this large number, but we have gained an accession to our industrial power worth millions of dollars, when reduced to money. What is quite an novel idea, too, as suggested by Mr. Ruggles is this, that while our own population is gaining by the regular increase of births, yet it gains children only, who have to be nursed, fed and taken care of for many years before they come of age and fall into the class of producers, while on the contrary the immigrants in almost all cases come to us of mature age, and are able at once to labor and earn their own living, and contribute to swell the aggregate products of the nation.

The population of the nineteen free states and seven territories increased from 1850 to 1860, at the rate of 41 per cent, and this is equal to about 4 per cent per year, while the increase by immigration during the same period as appears by the last census, was for the ten years previous to 1860, not including that by way of Canada, 3,255,591, or in other words about one sixth of that increase. That is to say, of the total population of the free states and territories, of which 18,936,579 were white, 237,218 free colored, and 27,749, Indians, 3,255,591 and upwards was the increase by immigration. Their immediate average earnings during the decade between 1850, and '60 may be safely set down at $50 per annum, which is unquestionably below the truth, as every person who could work, earned from $5 to $12 per month, and skillful artizans or experienced farm laborers much more. Even domestic servants received a larger amount. Thus by this estimate we arrive at the annual amount of earnings of these emigrants for each year, to wit., $162,779,550. If instead of looking at the proportion between the whole population, and the whole immigration as recorded in the census, we take the increase of the population by itself to wit., 5,598,608 the immigration having been as before mentioned 3,255,591 then the latter contributed more than 50 nearly 60 per cent of the increase.

Mr. Ruggles following up this idea of the value of emigrant labor, asserted and was within a safe limit as will be perceived by our figures, that this emigration had been worth to this country two hundred millions of dollars. The value of their labor was in fact vastly greater.

Now then the man it is clear who seeks to prevent emigration to these United States can neither be a statician, nor a statesman, nor even a good citizen. And he is not only ignorant of one of the great elements of American prosperity but is false to humanity, and an enemy of the class of the poor, the humble and the industrious of other countries.

This Country has been justly styled the home of the emigrant, and the asylum of the exile. It has always offered to such, abundant labor, and cheap land. In later years it has offered homesteads to all such, small estates in fact, without money and without price. It still offers them, More than this it has encouraged associations for the introduction of emigrants, and given them the sanction of legislative enactments. One of these has recently entered upon its humane and patriotic work in this city under the title of the American Emigrant Company, with a large capital, and managers of the highest respectability. It en-

gages to furnish immediate employment for laborers from all countries, and to protect them from want or imposition on their arrival here. It has established agencies all through the principal cities of Europe, where it will contract to take charge of them and bring them safely to this country. It also undertakes to receive applications from employers, and to stand between them and the emigrants as their friends and protectors. No other Country ever witnessed such an association, and no other country could undertake it, for we know of none in the old world that has fertile lands to give away, or employment to offer which cannot cease.

Even in England where it has been asserted as the Mayor has re-asserted it, that we were merely entrapping men to get them into our armies, or to injure the industrial classes already among us, the Government has by an official circular published its full and entire commendation of this humane, careful and generous conduct of this Emigrant association, and this admission is posted in all the ports of Great Britain, from whence the emigrants take their departure. This circular assures them that they are looked after, the very moment they land here, and are safe under the proffered protection, and contains in fact the highest eulogies on the Immigration system as now organized in this city. It is indeed a complete refutation of the slanders which the enemies of the republic have circulated abroad, and which have been repeated by an American official, himself a remarkable illustration of what emigration to the United States has done to elevate the fortunes of a German family which had no chance whatever to rise in its own country.

We may therefore truly and conscientiously affirm that Emigrants from the old world always have been and always will be making a fortunate change in their condition when they come to the new. Here labor is rewarded, land cheap, competence if not wealth readily obtained, education gratuitous, in short, life, liberty, and the pursuit of happiness are effectually guaranteed to all who seek the protection of our flag. In no other spot on the face of the globe can similar advantages be offered to the family of man.

Welding Iron by Hydraulic Pressure.

A series of experiments have lately been made in Paris by M. Duportail, engineer in the workshops of the Western Railway, to ascertain whether iron might be welded by hydraulic pressure instead of by the sledge hammer. The latter indeed, has not a sufficient impetus to reach the very core of the metal, while continuous pressure acts indefinitely to any depth. In the experiments alluded to M. Duportail caused two iron bars, an inch and a half in diameter, and heated to the welding point, to be placed between the piston and the top of an hydraulic press. The bars were welded together by this means with extraordinary ease, the iron being, as it were, kneaded together, and bulged out at the sides under the pressure. The action of the press was suspended when the part welded was brought down to the thickness of the bars. After cooling the welded part was cut through to examine the inside, which was found perfectly compact. To try it, one of the halves was placed under a fore hammer weighing 1,800 kilogrammes, and it was not until the third stroke that the welding was discovered.

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1862 and 1863, were as follows:

	1862.	1863.
From passengers	$1,645,024 83	$1,834,133 75
" fr'ght & express	506,350 25	619,562 08
" mails, etc.	55,936 62	71,580 44
" rents	16,268 04	15,022 05
Total	$2,223,579 74	$2,540,248 32
Add earnings of New Castle and Frenchtown Line	27,282 81	34,009 81
Total for both roads	$2,250,862 55	$2,574,258 13
Expenses, viz:		
Repairs of road	$154,819 68	$178,738 75
" bridges	16,430 42	13,508 61
" lo'motives	29,653 14	56,374 14
" cars	24,509 49	95,409 54
" buildings	16,452 59	21,678 55
Passenger depart	101,683 44	112,881 80
Freight "	89,052 29	102,166 76
Ferry	25,587 25	31,097 07
Wood and coal	55,315 49	123,475 10
Oil, waste, etc.	9,763 65	22,126 22
Taxes and insurance	15,006 20	62,783 30
Salaries, etc	37,094 30	35,119 48
Tools, etc., additional		9,654 73
Switchm'n, watchm'n, etc	18,873 31	20,208 40
Telegraph	9,676 08	10,877 99
Rents	6,491 18	7,963 57
Law	5,486 09	6,633 82
Casualties, damages, etc	11,570 18	18,238 32
Miscellaneous	22,355 83	27,635 19
New work	325,636 76	471,046 01
Operating Newcastle and Frenchtown Line	16,993 13	16,948 55
Taxes and bonus to the State of Delaware and Newcastle Co.	11,000 00	11,000 00
Add loss in operating Delaware Railroad	23,438 49	5,637 33
	$1,026,387 99	$1,461,193 43
Loss refunded by U. S. Government		13,808 12
	$1,026,387 99	$1,447,385 31
Earnings less exp	$1,244,474 56	$1,126,872 82
Interest on bonded debt, ground rents, etc., less interest received	143,479 39	84,606 40
Balance	$1,080,995 17	$1,042,266 42
Dividends April and October, 1863, and U. S. Tax		690,077 32
Leaving		$352,189 10
Appropriations to sinking fund		53,333 33
Leaving an actual surplus of		$298,855 77

The aggregate gain in receipts over 1862, was $323,395 58.

The details of the new work above alluded to are as follows:

16½ miles of double track and additional track with grading, masonry and bridging for the same	$239,978 39
New fences	2,812 21
New locomotives	46,664 52
New mail and baggage cars	12,349 53
New freight cars	73,265 75
New stations and buildings	42,732 28
Susquehanna Bridge	47,802 38
Real estate	10,451 00
	$471,046 01

The sinking fund for the year, amounting to $46,000, has been invested in the loan of the company.

The company have 40 locomotives (8 of which are in use on the New Castle and Wilmington, New Castle and Frenchtown, Delaware, Eastern Shore, and Junction and Breakwater Railroads;) 66 first class and 4 second class passenger cars; 3 refreshment, 2 hospital, 2 sleeping, 19 baggage, 7 platform cars for crates, 6 express and 1 paymaster's—making the total in passenger department, 110; in freight department, 828; in road department, 63—total, 1,001.

The number of miles run by locomotives during the year burning coal was 545,765; do., burning wood, 130,100—total, 675,865, against 582,615 in 1862—an increase of 93,250.

Number of passengers carried, 1,071,961; of which 290,457 were through, and 781,504, way. Number carried one mile, 54,301,469; of which 28,464,786 were through, and 25,836,683 way. Tons of freight carried, 217,034; of which 107,486 were through, and 109,548, way. Of the through freight, 84,931 tons were moved northwardly, and 22,554, southwardly. Of the way freight, 42,863 tons were moved northwardly, and 67,183 southwardly. The total tonnage northwardly was 64,919; do., southwardly 152,115. Number of tons carried one mile northwardly, 4,074,024; do., southwardly, 11,538,518.

The cost of new work and improvements per mile run by locomotives has been 69.7 cents. The ratio of expenditures to earnings has been 59½ per cent. The ratio of operating expenses to earnings only 38 per cent. The cost per mile run with locomotives including all expenditures, was $2 11.2; do., including only operating expenses, $1 41.5.

The apparent loss in operating the Delaware Railroad, it will be seen, has been reduced to $5,637 33. The revenue on the main line has been increased by business brought to it by the Delaware road, as follows: from passengers, $63,570 79; from freight, etc., $59,865 11—total, $125,535 90. Allowing the same ratio of expenses to earnings here as on the whole of the main line, the profits from the business brought to the main line by the Delaware road have been $80,397 34. The report says:

It was resolved in the early part of the year to push all our various improvements with the utmost vigor, losing no time in making the road all that a resonable public could desire. Arrangements were made accordingly to continue the double track to the Susquehanna River, at the earliest practicable moment. Fourteen miles of new double track have been laid and put in use since the last Annual Report, and the grading, masonry and bridging of twenty-three miles more are now nearly ready for the track, and only awaiting the iron which was contracted for in due season, but which owing to the unusual demand has not yet been delivered. When all is delivered which is now contracted for and over due we shall have enough to complete the double track to the Susquehanna.

The double track now in use is, between Philadelphia and Darby Bridge about ten miles, and between Chester Bridge and Newport about four miles below Wilmington, making in all about twenty-seven miles. Between Darby Bridge and Chester Bridge nearly every thing is now in readiness to commence laying the rails. Darby Bridge has been widened with a double track draw. Crum Creek Bridge is nearly ready. The masonry at Ridley Creek Bridge when rebuilt several years since was prepared for a double track. Between Newport and Northeast all the grading,

masonry and bridging are prepared for the double track, and the ballasting to Elkton has been completed ready for the superstructure whenever the iron arrives. Contracts have been made for the whole work to the river, and we hope before Spring if the weather is propitious, and the iron long since contracted for is delivered, to have most of the iron down and in use. Much more progress would have been made, but for the difficulty in procuring the labor and the materials; we have, however, done all that we could do, regardless of the very high cost, believing that the emergency justified the outlay. On the west side of the Susquehanna River we have as yet made no preparations for a double track, but shall go on at once with the same, as soon as we have finished the work on this side, should the business of the road continue as now.

The contract system, which was abandoned on the main line in 1862, was again resorted to on the 1st of November, 1863, for the labor on repairs, and renewals of the track on the main line, and for the grading and ballasting of, and for the laying of the double track. The contract for repairs of road was made for one year, and for the new work referred to between Newport and the Susquehanna River. The directors hope that the time may soon come when prices for labor and materials will assume certain and fixed value, as to enable them again to resort to the contract system, which they still believe to be, under ordinary circumstances, the best system both for building and operating railroads.

CONDENSED BALANCE SHEET.

Cost of railroad		$7,262,851 15
Post deposit branch		110,914 70
Terminus on the Delaware		76,400 06
Stock owned by the company		744,425 00
Real estate for use of the road		53,553 79
		$8,248,144 70
Assets, viz:		
Real estate, valued at	$205,650 00	
Bonds purchased in anticipation for sinking fund	22,085 63	
Do., held by the comp'ny	199,000 00	
Stocks, etc., at cost	534,676 86	
Agents' balances	80,435 62	
Sundry accounts	237,630 48	
Due from other roads	123,196 53	
Transp'rtation of troops, supplies, etc.	155,817 71	
Post office department	15,223 58	
Bills receivable	2,900 37	
Materials on hand, including wood lands	103,560 77	
U. S. Cer. of indebtedness	94,000 00	
Cash	225,015 55	
		1,949,193 10
Advances to other roads leased by this company		37,208 96
Improvements at New Castle, Del.		87,931 90
		$10,822,478 66
Capital stock		$7,460,000 00
Mortgage loan		1,223,000 00
Improvement bonds		14,500 00
Ground rents		20,000 00
Current liabilities		291,926 07
Balance to credit of revenue		1,313,052 59
		$10,322,478 66

President.—S. M. FELTON.

Directors.—Samuel M. Felton, Moncure Robinson, W. L. Savage, John A. Duncan, Jesse Lane, Jos. Bringhurst, F. A. Curtis, J. C. Groome, J. J. Cohen, Jr., Thomas Kelso, C. O'Donnell, Enoch Pratt, Thomas Donaldson, Nathaniel Thayer, and C. P. Pond.

Secretary and Treasurer.—ALFRED HORNER.

Central Pacific Railroad.

SUPREME COURT DECISION.—*July Term.*

The People of the State of California, on the relation of the Central Pacific Railroad Company of California *vs.* Henry P. Coon, Mayor, Henry H. Hale, Auditor, and Joseph S. Paxson, Treasurer of the City and County of San Francisco [No. 391].—Applications for mandamus. The Legislature of this State, by an Act passed in 1863, authorized the Board of Supervisors of the city and county of San Francisco to take and subscribe one million dollars in the aggregate to the capital stock of "The Western Pacific Railroad Company," and "The Central Pacific Railroad Company of California," and to provide for the payment of the same. (Laws of 1863, p. 380.) By this Act it was made the duty of the Board of Supervisors to order a special election for the purpose of submitting to the electors of the city and county the proposition for the Board to take and subscribe four hundred thousand dollars to the capital stock of "The Western Pacific Railroad Company," and also the proposition for the same Board to take and subscribe six hundred thousand dollars to the capital stock of "The Central Pacific Railroad Company of Califarnia." It was provided by this Act that if a majority of the electors voting was in favor of the proposition to subscribe for the stock of said companies, then it should become the duty of the Board to take and subscribe, in the name of the city and county of San Francisco, for its use, benefit and advantage, to the capital stock of each of said companies in the amounts specified, and therefor to pledge the faith of the city and county for the payment of the same, in the manner provided in the Act. The Act also provided that the subscription should be made conditioned to be paid in the bonds of the city and county, which should be issued in the sum of one thousand dollars each, from time to time, as the work should progress on the railroad, by a Board, consisting of the President of the Board of Supervisors, otherwise called the Mayor of the city and county of San Francisco, and the Auditor and Treasurer of said city and county, and styled the "Pacific Railroad Loan Commissioners." The special election was held and the result of it was that a majority of the electors was in favor of the proposition submitted.

In April, 1864, an Act was passed by the Legislature by which the same Board of Supervisors was authorized and empowered "To compromise and settle all claims upon the part of the Western Pacific Railroad and the Central Pacific Railroad for cash or other security, in place of bonds claimed by said companies of said city and county, under an Act to authorize the Board of Supervisors of the city and county of San Francisco to take and subscribe one million dollars to the capital stock of the Western Pacific Railroad Company and the Central Pacific Railroad Company of California, and to provide for the payment of the same, and other matters relating thereto, approved April 22, 1863; provided that the power to make such compromise shall rest in said Board of Supervisors only after and in case said Board of Supervisors shall be compelled by final judgment of the Supreme Court to execute and deliver the bonds specified in said Act." (Laws 1863-4, p. 388.)

The Board of Supervisors having declined, after request to take and subscribe to the capital stock of the Central Pacific Railroad Company, an application was made to this Court for a peremptory writ of mandamus to compel said Board to proceed to make the subscription and issue the bonds therefor as provided in the Act of 1863. The respective parties to that proceeding appeared by counsel and argued the questions involved therein, after which this Court rendered a judgment granting the writ, which was issued in June, 1864, commanding said Board of Supervisors to take and subscribe in the name of the city and county of San Francisco, for its use, benefit and advantage, to the capital stock of the Central Pacific Railroad Company of California to the amount of six hundred thousand dollars, and for the payment of the same to pledge the faith of said city and county in the manner provided in the Act of 1863; and also commanding the Board of Supervisors to make an order directing the Board of Commissioners styled "The Pacific Railroad Loan Commissioners," to issue the bonds of the said city and county to the Central Pacific Railroad Company, upon the conditions as required and specified in and by the provisions of the Act. This writ was served on the Board of Supervisors.

Pending the application for a writ of mandamus, the Board of Supervisors, on behalf of the city and county, and the Central Pacific Railroad Company, by its President, were engaged in an effort to effect a compromise of the matter in difference between them, which resulted, after the writ had been issued and served, in an agreement upon the terms thereof; and to carry the compromise agreed upon into effect the Board of Supervisors, on the 20th of June, 1864, duly passed an ordinance entitled, "Providing for issuing Bonds to Central Pacific Railroad Company." By this ordinance, after reciting the Act of 1863 and the election under that Act, and the judgment of this Court granting the peremptory writ of mandamus, and the Act of 1864, authorizing and empowering the Board of Supervisors to compromise and settle all claims upon the part of the Central Pacific Railroad Company of California, the people of the city and county of San Francisco ordained as follows:

SEC. 1. Four hundred bonds of said city and county, each for one thousand dollars, with interest coupons attached, dated July 1st, A. D. 1864, in all other respects, in form, substance and execution, such as are required by said Act first above mentioned shall be forthwith made, executed, and delivered to said Central Pacific Railroad Company of California.

"SEC. 2. The payment of said bonds and coupons shall be provided for, and made in all respects as is provided in said Act of April 22, 1863, and for such payment the full faith and credit of said city and county are hereby pledged.

"SEC. 3. Said bonds and coupons shall be delivered to said Central Pacific Railroad Company of California upon the condition that the Board of Trustees or Directors of said company, at a regularly called meeting of the same, shall, by a vote duly recorded, accept said bonds and coupons in full discharge of all obligations on the part of said city and county to make any subscription to the capital stock of said company, and for all claims, debts, dues, bonds, and coupons whatsoever. Upon the issuing and acceptance of said bonds and coupons, the same shall be deemed to have been so received and accepted, in place of the bonds and coupons mentioned and provided to be given in the Act of April 22, 1863, before mentioned."

This Ordinance was duly approved by the Mayor on the 21st of June, and became a law on that day. Immediately thereafter the Central Pacific Railroad Company accepted the proposition contained in said ordinance, in accordance with the terms and conditions thereof, and signified the same to the Board of Supervisors. But the Mayor, Auditor and Treasurer, constituting the Pacific Railroad Loan Commissioners," refused to issue the bonds, as provided in said ordinance, after demand duly made therefor on behalf of the Central Pacific Railroad Company.

The relator has applied by petition to this Court for a peremptory writ of mandamus commanding and requiring the respondents to issue to the Central Pacific Railroad Company of California the four hundred bonds specified in said ordinance. To the relator's petition setting forth the facts, in substance, as hereinbefore stated, the respondents have demurred. The grounds of the demurrer are in substance as follows:

First.—It does not appear in or by said affidavit and petition that the respondents have any legal authority or power to execute or deliver to said Central Pacific Railroad Company the bonds referred to in said petition or any part thereof.

Second.—It does not appear in said affidavit and petition that the Board of Supervisors of said city and county of San Francisco, or any officers of

said corporation had any lawful authority to issue or cause to be issued to said Central Pacific Railroad Company bonds to said amount of $400,000, or any other amount, in the manner or for the causes or considerations alleged in said affidavit and petition.

Third.—That said ordinance was passed without any lawful authority, and is wholly illegal and void.

Fourth.—That the Act of the Legislature of this State approved April 4, 1864, so far as the same authorizes or attempts to authorize, the issuing of bonds by the said city and county to the Central Pacific Railroad Company, or the payment by said Board of Supervisors to said company of cash or other securities, is in conflict with the Constitution of this State, and is null and void.

The respondents, for answer to the petition, deny that the Board of Supervisors at any time become, or were lawfully bound or obliged, to subscibe six hundred thousand dollars, or any other sum, to the capital stock of the Central Pacific Railroad Company of California, or to make, execute or deliver to said company bonds to any amount whatever; and they also deny that the judgment of this Court was a final judgment, compelling them to execute or deliver the bonds specified in the Act of 1863; and they further deny that they ever were or have been bound by law to execute or deliver to the Central Pacific Railroad Company said four hundred bonds; and they insist that said ordinance is wholly illegal and void, on the ground that neither the Board of Supervisors nor the Legislature had any right or power to make the Central Pacific Railroad Company a donation of four hundred thousand dollars, or any other sum of money belonging to the city and county San of Francisco.

The Act of 1863 conferred on the corporate authorities of the city and county of San Francisco certain powers which were not comprehended by the general grant of powers contained in the Act consolidating the Government of said city and county, passed by the Legislature in 1856. By the last section of the Act of 1863 it is declared that this Act shall be in force and take effect from and after its passage. It provided the mode by which the electors, the corporators of the city and county, might express their will in respect to the privilege granted by the Act to take and subscribe to the capital stock of the railroad companies. The duty to submit the proposition to the electors of the city and county as to whether or not stock of the railroad companies should be taken and subscribed for the use, benefit and advantage of San Francisco was imposed on the Board of Supervisors, and the electors were provided with the opportunity of expressing their choice on the subject. The creation of this law did not depend on the vote of the electors, and therefore the objection that was interposed to the Act considered in Barto *vs.* Himrod (4 Selden, 483) is without force as authority touching the Act under examination. (Blanding *vs.* Bun, 13 Cal., 356; The Bank of Rome *vs.* The Village of Rome, 18 N. Y., 41; Staren *vs.* The Town of Genoa, 23 id., 446; Corning *vs.* Greene, 23 Barb., 50; Grant *vs.* Courter, 24 Barb., 242; Clarke *vs.* Rochester, 24 id., 472; Moers *vs.* City of Reading, 21 Penn., 202.

By the choice of the electors of San Francisco, an obligation onerous in its character was assumed, for the purpose of prospective benefits, which it was supposed would accrue to the city and county from the construction of the railroads mentioned in the act, and it has been determined by the judgment of this Court that the Board of Supervisors were in duty bound to take and subscribe, in the name of the city and county of San Francisco, for its use, benefit and advantage, to the capital stock of the Central Pacific Railroad Company, as required by the provisions of the Act of 1863, and also to proceed to direct the Pacific Railroad Loan Commissioners to issue the bonds of the city and county to the Central Pacific Railroad Company, upon the conditions required and specified in and by the provisions of the same Act. The execution of this judgment has been suspended, if not entirely superseded by the joint action of the Board of Supervisors of San Francisco on one part, and the Central Pacific Railroad Company on the other, under and in pursuance of the provisions of the Act of April, 1864. But objections are interposed on the part of the respondents, to the effect, first, that the corporate authorities of San Francisco were not clothed with power to make the compromise agreed upon, and second, that the contingency specified in the proviso of the Act of 1864, and which stands as a condition precedent to the existence of authority in the Board of Supervisors to effect a compromise with the railroad company, has not transpired.

It is denied on behalf of the respondents that the Act of 1864 conferred upon the Board of Supervisors the authority to compromise and settle the claims which accrued to the Central Pacific Railroad Company, in the mode and upon the terms specified in the ordinance set forth. It is said the claim to be compromised and settled was not a claim on the part of the railroad company for money or bonds without a consideration in return, but was a claim to exchange certificates of stock for bonds, and that to settle such a claim is to fix the amount of subscription by reducing it if possible. The Act authorizing a compromise provides for the settlement of the claim of the railroad company for cash or other security in place of bonds claimed by the company, of said city and county, under the previous act. It can hardly be maintained that a settlement of the claim of the railroad by taking a reduced amount of bonds of the city and county without some corresponding benefit to the company would amount to an adjustment of the difference between the parties by compromise. But be this as it may, the statute is simply a grant of power to the Board of Supervisors to compromise and settle the claim of the company for cash or other security in the place of the bonds to be issued under the first Act, upon the happening of the contingency mentioned in the proviso. No other limitation is placed upon the power whenever it might arise than the words of the Act itself import; that is, that the claim to be compromised and settled should be satisfied by cash or other security, in place of the bonds to which the company might be entitled under the Act authorizing the subscription.

It is insisted that the Act of 1864 does not authorize San Francisco to withdraw her subscription from either of the railroad companies. There is nothing obscure or ambiguous in the language of this Act. It seems to us apparent that the authority granted by the Act was to the Board of Supervisors to compromise and settle the claims of the respective companies on such terms as in the wisdom of the board would best conduce to the interests of the city and county of San Francisco, provided such settlement could be made for cash or other security in the place of the bonds specified in the Act of 1863. It is a fact judicially known to us that at the time the Act of 1864 was passed, the case of French *vs.* Teschemacher was pending in this Court, by which it was sought to overthrow, as unconstitutional, the Act of 1863, and in that case we were advised that the plaintiff was in fact the representative of a considerable portion of the electors of the city and county of San Francisco, who were opposed to subscribing for stock of the railroad companies as authorized by the Act of 1863, and by the election held in pursuance of its provisions; and we may well suppose that the Act of 1864 was passed in deference to the opinions of those opposed, and who we are not prepared to say, were not reasonably opposed to the corporation of the city and county of San Francisco becoming a member of the railroad companies mentioned in the Act of 1863. So that if the object of the Act authorizing a compromise is to be sought for in the light of concurring circumstances, we might justly conclude it was designed to give the city and county of San Francisco the opportunity to sever its reluctant connection with these railroad companies by a compromise and settlement affecting such object.

It is claimed, however, that the individual corporators of the city and county acquired rights to the capital stock of the railroad companies as beneficiaries, separate and distinct from the municipal corporation as an entity, of which they cannot be deprived, otherwise than by a majority vote therefor by the electors of the city and county; and, as a consequence, it is maintained that the Legislature had no power to pass an Act conferring on the Board of Supervisors the authority to so compromise and settle the claims of the railroad companies as to divest the individual corporators of these vested rights held in trust for them by the corporate authorities. The answer to all this is, that the corporation of the city and county is the creature of legislative enactment, and in legal contemplation is an entity possessing for many purposes the attributes of individuality; and in the exercise of its legitimate powers can only act by and through its agents, appointed in the mode prescribed by the law of its creation. The Act of incorporation may be altered from time to time or repealed as the Legislature may will it. (Const., Art. 4, Section 31.) The powers of the corporation may be enlarged or restricted, and the Legislature may determine by law who, as the representatives of the corporation, shall exercise the powers granted. Hence it is that the rights of the individual corporators can only be enjoyed in subordination to the power of the Legislature over the subject. A contrary doctrine carried to its ultimate consequences would require the affirmative consent of each individual corporator to every act done by the corporate authorities affecting his interests before he could become bound by such act; the result of which would be to render entirely useless and nugatory the corporate government of the city and county.

The Legislature conferred the authority on the Board of Supervisors to compromise and settle the claims of each of the railroad companies mentioned, for cash or other securities in place of bonds specified in the previous Act, provided it should first be determined by the final judgment of this Court that the board were bound to execute and deliver such bonds. By this Act the board were permitted, in case the conditional contingency transpired, to enter into any compromise and settlement with the Central Pacific Railroad Company coming within the purview of the Act, which in their judgment would best subserve the interests of the city and county. The terms of the compromise and settlement have been agreed to upon the hypothesis that the contingency on which the board were authorized to act has happened; and the railroad company, as a party to that compromise, has the right to its execution, unless the condition on which the authority of the Board of Supervisors depends remains to arise; and this conducts us to the inquiry as to whether the judgment rendered by this Court in the case of the Central Pacific Railroad Company of California against the Board of Supervisors of the city and county of San Francisco, decided in June last, is a final judgment, compelling the board to execute and deliver the bonds specified in the Act of 1863.

It is maintained on the part of the relator that the construction given on behalf of the city and county of San Francisco to the judgment rendered by this Court as a final judgment, compelling the Board of Supervisors to execute and deliver the bonds, is conclusive upon the city and county. We think it would be going beyond any just rule of law to so hold, for the reason that the Board of Supervisors have the power by a construction of the effect of this judgment to assume an authority which depends for its existence upon this precedent condition.

The judgment referred to determined the obligation resting upon the corporation of San Francisco to take and subscribe to the capital stock of the Central Pacific Railroad Company, to be valid and binding, and the Board of Supervisors was required by this judgment to perform the obligation named, and to make an order directing the Pacific Railroad Loan Commissioners to issue the bonds to the Central Pacific Railroad Company upon certain conditions, and in all respects to perform and comply with the provisions and requirements of the Act. The judgment requiring the

bonds to be issued was final, though the conditions upon which the duty to issue the same could only arise as the exigencies of the enterprise in contemplation might transpire, rendering the performance of this duty imperative. The judgment of the Supreme Court was a final judgment as to the obligations of the Board of Supervisors as the corporate authorities of the city and county, and as the conditions on which the bonds required to be issued by the Act of 1863 might become consummate, this judgment could be enforced in case of refusal to issue and deliver the bonds, and therefore to all intents and purposes it was, from the time it was pronounced, a final judgment compelling the Board of Supervisors to execute and deliver the bonds specified in the Act.

It is further objected by the respondents that the Act of 1864 does not confer on the Board of Supervisors the power to compromise with one of the railroad companies without a compromise with the other also, and that therefore the ordinance referred to was passed without authority and is void.

The first section of the Act of 1863 provided for an election for the purpose of submitting to the electors "the proposition for the Board of Supervisors to take and subscribe four hundred thousand dollars to the capital stock of the Western Pacific Railroad Company;" and "a proposition to take and subscribe six hundred thousand dollars to the capital stock of the Central Pacific Railroad Company of California." The elector could not vote for or against taking and subscribing to the stock of one of the companies only. He could only vote for or against the two-fold proposition as a unit. The third section of the same Act authorized the Board of Supervisors, in case the election authorized the subscription, to take and subscribe, in the name of the city and county, to the capital stock of the companies respectively, in the proportions prescribed in the first section, and therefore to pledge the faith of the city and county for the payment of the same in the manner provided in the Act. There is nothing in the Act requiring the Supervisors to deal with the two companies jointly; nor is it provided that the action of one of the companies should at all be dependent upon or be controlled by that of the other. The two companies in their relations to each other sustained an individual independence from the passing of the election, and the rights and obligations of each could not be affected by the action or conduct of the other. There is no reason why the Act should be construed to require a compromise and settlement with one of these companies to be made in connection with a like compromise and settlement with the other. Such a construction of the Act might be attended with embarrassments that would entirely defeat its execution, however much it might be to the benefit and advantage of the city and county of San Francisco to adjust and settle the claim of one of such companies. A construction that would most probably, if not necessarily, be attended with such consequences cannot be adopted in consistency with the settled rules of construction of statutes.

We might extend this opinion to the consideration of other questions suggested by counsel, but we deem it unnecessary, as the conclusion to which we have come would not be changed thereby. After a careful examination of the whole case we are of the opinion that the application should be granted.

It is therefore ordered and adjudged that a peremptory writ of mandamus be issued to the respondents, commanding and requiring them to execute and deliver without delay to the Central Pacific Railroad Company of California the four hundred bonds of said city and county of San Francisco, described in the ordinance hereinbefore referred to, with the interest coupons attached as in said ordinance provided.

We concur: CURREY, J.
SANDERSON, C. J.
SAWYER, J.
SHAFTER, J.

Atlantic and Great Western Railway.

At a meeting of the Directors of the New York, Pennsylvania and Ohio Divisions of the Atlantic and Great Western Railway, held at Meadsville on the 30th ult., the resignations of William Reynolds and Marvin Kent, as Presidents of the Pennsylvania and Ohio Divisions respectively, were tendered to the Boards. James Robb, Esq., was then elected President of the entire line, and Marvin Kent Vice President of the Ohio Division. The Urbana *Citizen* says:

Things present quite a lively appearance at the depot of the Atlantic and Great Western road in this place. The cars depart every morning for Marion, and return in the evening on time. The change in the track here is a decided improvement, as it has straightened the road. The Freight Exchange House is about completed, and the Telegraph House at the south end is now occupied for that purpose. The company is now erecting a commodious carpenter shop, and have an immense amount of lumber piled along the track. The erection of the new depot building will soon be commenced.

At Dayton, the company intend erecting a round house, a depot, and mammoth machine shops, having already purchased a site, comprising some 30 acres, on the east side of Mad River, for the purpose.

James McHenry, Esq., the great financier of the road, has returned to England. During his stay in this country, he made the tour of the road from New York to St. Louis, and was highly pleased with the enterprise, and the country through which the road passes. The impression that he is an Englishman is erroneous. He is a Pennsylvanian by birth, but has for some years resided in London, employing his capital at that point as a centre for his operations. He is every whit an American, his munificence is unbounded, and we think we are safe in saying, that no capitalist in this or any other country, makes more judicious investments of his means.

Interest and Dividends.

The Cleveland and Toledo Railroad Company have declared a semi-annual dividened of 5 per cent (free of Government Tax), payable at the Continental Bank New York, on the 25th inst., until the 20th day of November next, and after that date at the Company's Office in Cleveland.

The Central Railroad Company of New Jersey will pay, on the 15th instant, a quarterly dividend of 2½ per cent., free of tax.

Pittsburg and Connellsville Railroad.

The people of Pittsburg and its vicinity are complaining very bitterly of the failure of the "Slack Water Company" to keep open the navigation of the Monongahela River. The recent discovery of coal oil in Greene County, on the Monongahela, has greatly increased the necessity of free communication between that region and Pittsburg, and the Pittsburg papers say that the "contempt with which the Slack Water Company treats the complaints made against the state of the locks and dams" has revived the project to procure a charter allowing the Pittsburg and Connellsville Railroad Company to build a railway up the valley of the Monongahela River to New Geneva. The Monongahela *Republican*, alluding to the subject, says: "Mr. Latrobe, the President of the Connellsville Railroad Company, and Mr. Stewart, of Monongahela, in a recent conversation with capitalists and coal merchants in Pittsburg, representing several millions of dollars, found a unanimous verdict in favor of the contemplated project." An application will be made to the next Legislature to authorize the Pittsburg and Connellsville Railroad Company to build the proposed road.

Morris and Essex Railroad.

The Morris and Essex Railroad Company are engaged in preparations for building the new coal branch of their line, from near Rockaway *via* Boonton, to Montclair, and thence over the Newark and Bloomfield Railroad to Newark. The route has already been surveyed, the iron purchased, and the line is now being located, but it is not decided whether ground will be broken this fall, or delayed until spring. Mr. J. B. Bassinger, the late efficient Superintendent, is devoting his whole attention to his duties as Chief Engineer of the road, and is superintending the construction of the extension from Hackettstown to Phillipsburg.

The company has recently erected a commodious repair shop in this city, extending from the line of their road to Orange street, which will materially accommodate the increasing business of the road. A new engine house has also been constructed, with a new transfer table, which will be a necessity so soon as the new engines, now in the course of construction, are received. We understand that several new passenger cars are also being built for the company. The double track is now used as far as Roseville, and will be continued to South Orange as speedily as possible. —*Newark Advertiser, Sept.* 23.

Pittsburg and Steubenville Railroad.

The work on this road is being pushed forward with great energy. The bridge over the Ohio River at Steubenville, is assuming proportions, and construction trains are running from Steubenville to Noblestown, a distance of twenty-eight miles. The work at the other end of the road is also rapidly approaching completion, and a large number of masons and laborers are engaged upon the heavy masonry at South Pittsburg. The bridge over the Monongahela, river is progressing satisfactorily. It is supposed that the road will be finished about the first of January next.—*Wheeling Intelligencer.*

Lehigh Valley Railroad.

The Beaver Meadow Road, 24½ miles long, double track, extending from Mauch Chunk up the Lehigh River bank, to Penn Haven, thence up the Quakake and Beaver Creeks to Audenried, and the Penn Haven and White Haven road, 16 miles long, single track, extending from Penn Haven up the Lehigh River bank to White Haven, having been merged and consolidated in the Lehigh Valley Railway, the last named road is now an intact continuous line from Easton to White Haven, 70 miles, with a branch from Penn Haven to Audenried, 16 miles, and an auxiliary line, the Lehigh and Mahanoy, 40 miles long, reaching to the Shamokin Valley and Pottsville Railway.—*Fernon.*

Huntingdon and Broad Top Mt. Railroad.

The Bedford Railroad, 13 miles long, from Hopewell to Mt. Dallas, having been merged and consolidated in the Huntingdon and Broad Top Mountain Railroad, the latter being now 44 miles long, and reaching from Huntingdon to Mt. Dallas, is a road of considerable length and growing consequence; for beside 44 miles of main road, with 6 miles of sidings, there is the Shoup's Run branch, 9¼ miles long, with 8 miles of sidings, the Six Mile Run branch, 4½ miles long, with 2 miles of sidings, and the Sandy Run branch, 1 mile long, with ¼ mile of sidings—making, altogether, 58½ miles of main and branch road, and 11¼ miles of sidings, or a total trackway of 69¾ miles. Six and a half miles of road from Mt. Dallas will carry the road to Bedford, there to terminate.—*Fernon.*

☞ At a recent meeting of the directors of the Fitchburg and Worcester Railroad Company, Ivers Philips was chosen President, H. A. Blood, Superintendent, and H. F. Coggshall, Treasurer.

☞ The Commissioner of Internal Revenue has decided that interest upon coupons due and payable prior to Sept. 1, 1862, cannot be taxed if paid after that date.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER					
Acton	Ca.	200,000	5	----	1½
Acton Vale	Ca	50,000	5	----	1
Adventure	L. S.	20,000	---	----	---
Albany and Boston	"	20,000	----	20	28
Algomah	"	20,000	----	2	2½
Alliance	Ca.	200,000	2½	----	---
Allouez	L. S.	20,000	----	1	3
American	Ca.	200,000	2½	----	---
Amygdaloid	L. S.	20,000	---	----	34
Annapolis	Md.	60,000	10	----	---
Arizona	Ariz. T.	10,000	100	----	---
Ascot	Ca.	20,000	20	----	---
Astor	L. S.	20,000	----	1	6½
Atlas	"	20,000	----	1	7
Aztec	"	20,000	----	1	5
Balt. and N. C	N. C.	2,000	5	----	20c
Bare Hill	"	------	----	----	3½
Bay State	L. S.	20,000	----	3½	20
Beaver	"	20,000	----	1	---
Bedford	Ca.	125,000	5	----	50c
Black River	"	200,000	2½	----	16c
Bohemian	L. S.	20,000	----	7½	10½
Bolton	Ca.	200,000	5	1	Mesnard
Boston	L. S.	20,000	----	5*	3½
B. and Corinth	Vt.	20,000	10	----	---
Brooklyn	L. S.	20,000	----	2	---
Bronze	Ca.	100,000	5	----	1
Cabot	L. S.	20,000	----	½	---
Caledonia	"	20,000	----	----	7½
Cambridge	"	20,000	----	5	25c
Canada	Vt.	100,000	1	----	1½
Carp Lake	L. S.	20,000	----	----	1½
Cascade	"	20,000	----	----	---
Central	"	20,000	----	----	50
Champlain	Ca.	200,000	1½	----	---
Chatham	"	200,000	2	----	---
Chaudiere	"	100,000	1	----	50c
Chester	"	200,000	1	----	12c
Cheticamp	"	30,000	5	----	---
Chippewa	L. S.	20,000	----	----	---
Cleveland	Ca	100,000	5	----	---
Cliff	L. S	20,000	----	----	---
Clifton	"	20,000	----	----	1
Collin	"	20,000	----	½	---
Columbian	"	20,000	----	4½	9
Consolidated	"	20,000	----	5	5c
Copper Falls	"	20,000	----	24½	27
Copper Harbor	"	20,000	----	1	---
Copper Hill	"	200,000	1	----	---
Copperas Hill	"	50,000	10	----	---
Cornwall	Vt.	100,000	2	----	62c
Dacotah	L. S	20,000	----	----	5
Dana	"	20,000	----	3½	---
Deep River	N. C.	------	5	----	200
Delaware	L. S.	20,000	----	----	15
Derby	"	20,000	----	----	1½
Devon	"	20,000	----	1	4½
Dorchester	"	20,000	----	6	7
Douglas	"	20,000	----	----	---
Dover	Ca.	200,000	----	1	---
Dudley	L. S.	20,000	----	½	3
Dunham	Ca.	200,000	2	----	30c
Durham	"	200,000	5	25c	---
Eagle River	L. S.	20,000	----	3½	---
El Dorado (Silver)	"	20,000	----	----	---
Escot	Ca.	25,000	20	----	---
Essex	"	200,000	----	----	19c
Etna	L. S.	20,000	----	----	13
Eureka	"	20,000	----	----	---
Everett	"	20,000	----	5*	---
Evergreen Bluff	"	20,000	----	20	3c
Flint Steel	"	20,000	----	7	---
Forest City	"	20,000	----	3	---
Forest Shepherd	"	20,000	----	6	---
Franklin	L. S.	20,000	----	6½	45½
French Creek	Pa.	100,000	5	----	62½c
Gardner City	L. S.	20,000	----	----	---
Gardner Hill	"	20,000	----	5	75c
Girard	"	20,000	----	----	6
Glade	"	20,000	----	1	---
Glencoe	Ca.	200,000	1	----	11c
Globe	L. S.	20,000	----	1	---
Grand Portage	"	20,000	----	1	40
Grand Trunk	Ca.	100,000	5	----	65c
Great Western	L. S.	20,000	----	2	3½
Green Mountain	Vt.	20,000	10	----	6
Guilford	L. S.	20,000	----	5	28c
Hamilton	"	20,000	----	----	1
Hancock	"	20,000	----	6½	12
Hanover	"	20,000	----	2½	---
Hartford	"	20,000	25	12½	---
Hazzard	"	20,000	----	----	---
Highland	"	20,000	----	7	7
Hilton	"	20,000	----	2	---
Hope	"	20,000	----	½	1½
Hudson	"	20,000	----	----	2
Hulbert	"	20,000	----	----	7
Humboldt	"	20,000	----	2	7
Hungarian	"	20,000	----	1	3
Huron	"	20,000	----	16	34
Indiana	"	20,000	----	5	5
Inverness	"	200,000	2½	----	---
Isle Haute		40,000	----	----	---
Isle Royale	L. S.	20,000	5	16	16

COPPER STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:					
Jefferson	L. S.	20,000	----	----	---
Keweenaw	"	20,000	----	----	6
Kiokapoo	"	20,000	----	1	---
King Phillip	"	20,000	----	2	---
Knowlton	"	20,000	----	1	6
Lafayette	Ca.	200,000	1	----	1½
Lake	"	200,000	1	----	14c
Lawrence	L. S.	20,000	----	----	---
Lennoxville	Ca.	100,000	5	----	1½
Logan	"	100,000	5	----	2
Lyster	"	200,000	2	----	---
Madison	L. S.	20,000	----	1	3½
Malden	"	20,000	----	1	---
Mandan	"	20,000	----	2½	50c
Manhattan	"	20,000	----	2½	1½
Marquette	"	20,000	----	----	4½
Maryland	Md.	------	5	----	70c
Mass	L. S.	20,000	----	----	---
Massachusetts	"	20,000	----	----	---
Mendota	"	20,000	----	----	8½
Merrimac	"	20,000	----	3	---
Meteor	"	20,000	----	----	---
Mesnard	"	20,000	----	5½	7½
Michigan	"	20,000	----	----	---
Middlesex	"	20,000	----	----	---
Mineral Hill	"	------	----	2½	---
Minnesota	L. S.	20,000	----	3½	24
Missisquoi	Ca.	150,000	2	----	1½
Montezuma	N. Mex.	300,000	5	----	---
Morrison	L. S.	20,000	----	----	---
Nashua	"	20,000	----	----	---
National	"	20,000	----	5½	27
Native	"	20,000	----	3	1
Naumkeag	"	20,000	----	1	2½
Nelson	Ca.	200,000	1	----	10c
Nequaket	L. S.	20,000	----	1	---
Nevada (Silver)	"	20,000	----	----	---
New England	"	20,000	----	2	2½
Newton	Ca.	200,000	1	----	8c
New York	L. S.	20,000	----	----	1
N. Y. & Passaic	N. J.	100,000	5	----	---
North Cliff	L. S.	20,000	----	4	5
North Silver Lake	"	20,000	----	----	---
North State	"	20,000	----	3	15c
North Sutton	Ca.	100,000	5	----	1
North Western	L. S.	20,000	----	7½	10
Norwich	"	20,000	----	----	3½
Ogima	"	20,000	----	----	7
Ontonagon	"	20,000	----	----	1½
Ottawa	Ca.	200,000	1	----	25c
Pacific	L. S.	20,000	----	----	---
Pennsylvania	"	20,000	25	2½	18
Petherick	"	20,000	----	2½	12
Pewabic	"	20,000	----	3½	53
Phila. & Boston	"	20,000	----	15	2
Phœnix	"	20,000	----	----	15
Pittsburg & Boston	"	20,000	----	5½	70
Pontiac	"	20,000	----	3½	3½
Prince of Wales	Ca.	200,000	----	----	---
Providence	L. S.	20,000	----	----	½
Quincy	"	20,000	----	10	90
Reid Hill	Ca.	200,000	1	----	---
Reliance	L. S.	20,000	----	----	2
Richford	"	60,000	5	----	---
Ridge	L. S.	20,000	----	----	---
Rockland	"	20,000	----	5	11
Roscoe	Ca.	200,000	1	----	---
Rudisell	"	------	----	----	65c
St. Clair	L. S.	20,000	----	3	8½
St. Flavien	Ca.	100,000	5	----	---
St. Francis	"	100,000	5	----	---
St. Mary's (L. & M.)	L. S.	20,000	----	8½	10
Salem	"	20,000	----	1	---
Sharon Consol	"	20,000	----	----	3
Sheldon	"	20,000	----	----	10
Silver Creek	"	20,000	----	1	---
Silver Hill	"	20,000	----	----	30c
Silver Lake	"	20,000	----	----	---
Silver Valley	"	20,000	----	----	30c
Southampton	Ca.	100,000	5	----	---
South Bedford	"	200,000	2	----	---
South Side	L. S.	20,000	----	3	2
Springfield	Md.	------	5	----	1½
Stadecona	Ca.	100,000	5	----	---
Star	L. S.	20,000	----	7½	5½
Stark	Vt.	100,000	2	----	---
Strafford		50,000	10	----	2½
Superior	L. S.	20,000	----	4	5½
Sussex	"	20,000	----	----	---
Sutton	Ca.	100,000	5	1½	---
Tolteo	L. S.	20,000	----	20	2
Tremont	"	20,000	----	5*	3½
Union (L. & M.)	"	20,000	----	----	---
Vernon	"	25,000	10	----	---
Victoria	L. S.	20,000	----	1½	---
Vulcan	"	20,000	----	----	---
Washington	"	20,000	----	----	---
Waterloo	Ca.	100,000	3	4*	35c
Waukegan	L. S.	20,000	----	----	---
West Minnesota	"	20,000	----	2½	2½
Wickham	Ca.	200,000	5	----	50c
Wiokopee	"	100,000	5	----	5½
Winthrop	L. S.	20,000	----	5½	3½
Wyandotte	"	20,000	----	----	---

IRON, COAL, ETC., STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:					
Copake	N. Y.	80,000	50	----	4½
East River		6,000	50	----	---
George's C'k C. & I.	Md.	10,000	100	----	118
Harewood		20,000	5	----	---
Kahtadin	Me.	3,000	100	----	---
Lake Superior	L. S.	20,000	25	----	---
Massachusetts		25,000	1	----	---
Mount Pleasant	Pa.	10,000	50	----	---
Teal Lake	L. S.	------	----	----	4½
Tyson		20,000	10	----	---
LEAD AND ZINC:					
Amenia	N. Y.	100,000	5	----	---
Bucks County	Pa.	------	----	----	½
Canada	Ca.	50,000	5	----	34c
Clute		------	----	----	1½
Crystal Lake		------	----	----	---
Erie		------	----	----	21
Guy's River		100,000	2	----	---
Hampton		100,000	5	----	---
Keystone	Pa.	------	----	2½	---
Lancaster	"	------	----	----	---
Macomb	N. Y.	100,000	5	----	2½
Mineral Point		100,000	5	----	½
Mount Hope	N. Y.	80,000	5	2½	---
National		200,000	1	----	---
New Jersey	N. J.	12,000	100	----	110
N. Y. & Boston	N. Y.	100,000	5	----	3
Oswegatchie	Ca.	100,000	5	----	1
Placentia Bay	N. F.	------	----	----	1½
Ramsay	Ca.	20,000	25	----	---
Rossie	"	100,000	5	----	---
Shawangunk	N. Y.	100,000	5	----	---
Sussex	N. J.	------	----	----	40c
Union		100,000	5	----	67c
Wallkill	N. Y.	------	----	2½	---
COAL & ANTHRACITE:					
American	Pa.	37,500	25	----	55
Ashburton	"	50,000	50	----	22½
Atlantic & G. C.	Md.	------	----	----	1½
Baltimore	"	------	100	----	50
Bear Valley	"	40,000	12½	----	21
Beaver Meadow	Pa.	100,000	50	----	---
Belmont	"	10,000	50	----	17
Big Mountain		------	----	----	5½
Blackball	N. S.	8,000	25	----	---
Boston & Picton	"	100,000	5	----	---
Bridgeport	Pa.	30,000	10	----	---
Broad Mountain	"	30,000	10	----	---
Butler	"	------	----	----	15
Cape Briton	N. S.	200,000	2½	----	---
Carbondale	Pa.	------	----	----	3
Central		------	----	----	60
Clinton	"	------	----	----	1
Coal Brook	"	4,000	50	----	---
Continental		10,000	50	----	73½
Cumberland (pref.)	Md.	50,000	100	----	58½
Daniel Webster		5,000	100	----	---
East Mahanoy	Pa.	------	----	----	---
Everhart		20,000	25	----	---
Franklin	Pa.	5,000	100	----	72
Fulton	"	20,000	5	----	8½
Gilbertson		5,000	100	----	83
George's Creek	Pa.	10,000	----	----	110
Grand Tunnel		4,000	100	----	---
Green Mountain	Pa.	------	----	----	5
Hampton & Balt.	Md.	------	----	----	91
Hazleton	Pa.	32,300	50	----	82
Henry Clay		3,000	100	----	---
International	N. S.	20,000	50	----	---
Lawrence	Pa.	2,000	100	----	---
Locust Mountain	"	------	----	----	62
Lorberry	"	4,000	100	----	30
Macan	"	2,000	100	----	---
Mahanoy	"	1,000	20	----	---
Metropolitan	"	------	100	----	---
Middle Coal Fields	"	------	----	----	14½
Milford		2,500	50	----	---
Mill Creek	Pa.	------	----	----	---
Mulgrave		2,000	----	----	---
Narragansett	R. I.	8,000	10	----	---
New Creek	Pa.	------	----	----	1
North. & Luzerne	"	------	----	----	---
Penn.		100,000	50	----	175
Penn. Cannel		6,000	50	----	---
Picton	"	4,000	100	----	---
Pine Knot	Pa.	4,000	50	----	---
Port Hood		4,000	100	----	---
Potomac	Md.	40,000	10	----	---
Powell	Pa.	------	----	----	---
Preston	"	------	----	----	24½
Princess Alex.	N. S.	5,000	100	----	---
Ridgeway		------	----	----	---
St. Clair	Pa.	5,000	100	----	25
Schuylkill Valley	"	20,000	10	----	3½
Shawmut		6,000	50	----	---
Short Mountain	Pa.	16,000	50	----	44
Stafford		------	----	----	---
Suffolk		4,000	100	----	93
Sugar Loaf	Pa.	------	----	----	---
Summit	"	40,000	20	----	---
Susq. Coal & C. Mt.	"	------	----	----	41
Tamaqua	"	------	----	----	---
Vandermark		20,000	50	----	---
Wyoming Valley	Pa.	22,700	----	50	40

GOLD, SILVER, ETC., STOCKS.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:					
Ætna (G.)	Col.	50,000	10	----	---
Acadia (G.)	N. S.	100,000	3	----	---
Albion (G.)	"	100,000	3	----	---
Alpine (G.)	Col.	150,000	10	----	---
Alps (G.)	"	100,000	5	----	---
American	"	200,000	2	----	---
Am. & Mex. (S.)	N. M.	------	----	----	---
Am. Pioneer	A. T.	------	---	----	---
Arizona (Silver)	"	------	----	----	---
Atlantic (G.)	N. S.	100,000	2	----	2
At. & Pac. (G. & S.)	Nev.	50,000	10	----	33
Bay State (G.)	Col.	200,000	5	----	---
Beacon (G.)	N. S.	200,000	2	----	---
Benton (G.)	"	100,000	5	----	1½
Black Hawk (G.)	"	50,000	100	----	---
Boston (G.)	"	10,000	50	----	---
Briggs (G.)	"	10,000	100	----	---
Bullion (G.)	"	200,000	25	----	---
Burroughs (G.)	"	100,000	10	----	---
Canadian (G.)	Ca.	200,000	2	----	---
Central (G.)	Col.	50,000	20	----	17½
Chaudiere (G.)	Ca.	100,000	5	----	40c
Chebucto	N. S.	100,000	5	----	65c
Colonial (G.)	Ca.	100,000	2½	----	25c
Colorado (G.)	Col.	50,000	10	----	3½
Consol. Greg'y (G.)	Col.	50,000	100	----	25
Copalinshe (G.)	"	200,000	20	----	---
Corisannie (G.)	"	100,000	10	----	6
Corydon (G.)	"	100,000	25	----	7½
Day & Bushnell (G.)	C.	300,000	10	----	---
Denver (G.)	Ca.	50,000	20	12½	15
Dorset (G.)	"	170,000	5	----	---
El Dorado (G.)	Nev.	100,000	5	----	---
Empire (S.)	"	------	----	----	---
Empress (S.)	"	------	----	----	---
Eureka (G.)	Cal.	------	----	----	---
Excelsior (G.)	Col.	30,000	10	----	14
Frankfort (G.)	"	100,000	2	----	---
Garrison's (G.)	Col.	100,000	5	----	---
Gilbert River (G.)	Ca.	100,000	5	----	1
Gilpin (G.)	Col.	100,000	5	----	1½
Gold	"	100,000	5	----	3½
Gold Field		50,000	10	----	---
Gold Hill		50,000	10	----	---
Gold River		100,000	3	----	---
Gould & Curry (G. & S.)	N.	------	----	----	---
Gunnell (G.)	Col.	300,000	10	----	2½
Halifax (G.)	N. S.	200,000	2	----	50c
Harmon (G. & S.)	Nev.	------	----	----	---
Hoinnan (G.)	Col.	150,000	2	----	---
Hope (G.)	"	50,000	25	10	20
Isaac's Harbor (G.)	N. S.	100,000	5	----	½
Isabella (G.)	Col.	------	----	----	---
Kennebec (G.)	Ca.	100,000	5	----	---
Kent (G.)	N. S.	200,000	1	----	---
Lake (G.)	Col.	------	----	----	---
Lake Major	N. S.	12,000	50	----	---
Libertad (G. & S.)	Mex	------	----	----	---
Manhattan (G.)	Col.	100,000	10	----	---
Mariposa (G.)	Cal.	100,000	100	----	135½
Massachusetts (G.)	Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.)	Mex.	100,000	100	----	---
Montague (G.)	N. S.	50,000	10	----	---
Montana (G.)	Col.	100,000	5	½	1½
Montezuma (G. & S.)	N.	100,000	5	----	---
Mt. Alpine (G.)	Col.	250,000	5	----	---
Mt. Vista (G. & S.)	Nev.	50,000	10	----	---
New England (G.)	Col.	50,000	5	----	2½
New Gregory (G.)	"	50,000	10	----	---
New York (S.)	"	100,000	10	----	---
N. Y. & N. S. (G.)	N. S.	100,000	5	----	½
Nova Scotia (S.)	"	100,000	2	----	2½
Oldham (G.)	"	100,000	2	----	---
Otate (S.)	Mex.	------	----	----	---
Palma (S.)	"	------	----	----	---
Peck (G.)	N. S.	100,000	5	----	---
Peninsular (S.)	L. Cal.	------	----	----	---
Picacho (S.)	A. T.	60,000	50	----	---
Pontiac (G.)	Col.	50,000	20	----	---
Prince Albert (G.)	Ca.	100,000	2	----	14
Quartz Hill (G.)	Col	40,000	25	----	7½
Quicksilver	Col.	40,000	25	----	51
Renfrew (G.)	Ca.	120,000	2½	----	1½
Riviere du Loup (G.)	"	20,000	10	----	---
Rocky Mt. (G.)	Col.	------	----	----	10
Sacramento (S.)	Nev.	------	----	----	---
San Antonio (S.)	A. T.	60,000	50	----	---
Santa Clara (Q.)	Cal.	------	----	----	---
Santa Rita	Ariz. T.	------	----	----	---
Scottie (S.)	Ariz. T.	------	----	----	---
Sherbrooke (G.)	N. S.	100,000	10	----	---
Sierra Nevada (G.)	Col.	------	----	----	---
Silver Hill (S.)	Nev.	------	----	----	---
Sonora (S.)	Ariz. T.	------	----	----	---
Southam (G.)	N. S.	100,000	5	----	---
Stafford (G.)	Ca.	100,000	5	----	2½
Star (G.)	Col.	100,000	25	----	---
Stewart (G.)	Ca.	100,000	5	4	75c
Tascher (G.)	"	50,000	10	----	---
Victoria (G.)	"	100,000	2	----	---
Waverly (G.)	"	50,000	10	----	---
Windsor (G.)	Col.	100,000	10	----	---
United States (G.)	"	75,000	20	----	---

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	62
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	103
30 Nov. '63	4.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,439	7	....	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	105½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	—
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	55
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,785	174,422	32,618	8	....	65
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	63,000	50,932	16,650	25,837	6,012	—	....	—
30 Nov. '63	5.82	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	15	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	—
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	—
30 Nov. '63	—	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,752	62,200	—	4,798	—	—	—	....	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.50	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	894,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k,N.&E.Riv. (N.Y.)	994,655	441,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'y	—	—	—	—	—	—	8	....	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br.,Moris'a & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,596	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N.Riv.& Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,818	650,000	500,000	25,000	280,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	119
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	10.50	—	—	117	3	Third Avenue (N. Y.)	1,819,208	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V.Brunt st.& Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,936	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	57
31 Oct. '63	8.18	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	—	—
31 Oct. '63	4.12	—	18	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	19½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	60
30 Nov. '63	24.23	—	206	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	61
31 Oct. '63	8.40	—	116	23	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	25½
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	29
31 Oct. '63	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	61,500	—	500	32,491	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	108	13	6	Pittsb.,Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,520	16,184	9½	....	—
31 Oct. '63	8.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,546	72,437	5,983	—	—	12
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	16
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	20	69
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.58	—	120	17	5	Spruce & Pine (Phil.& Gr'nP.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	37
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens.)	171,776	192,750	—	6,000	126,623	45,960	16½	20	50
31 Oct. '63	5.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	30
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	64
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,540	230,060	21,058	—	....	20½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	3.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov. '62	10.20	—	—	—	—	St Louis	298,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1880	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1900	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1550	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	54,200	—	.....	.....	....
Pittsburg & Birmingham:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & East Liberty:					
1st Mortgage	22,600	7	J. & J.	1870	....
Quincy:					
1st Mortgage	87,000	7	J. & J.	1871	....
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,200	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	113
" " " ..... coupon		6	" "	1867	....
Loan of Dec. 31, 1848 .....registered	8,903,342	6	" "	1868	110
" " " ..... coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850 ....coupon	2,169,000	5	" "	1873	105
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	95
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	99
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of June, 1861.... coupon	1,016,600	6	" "	1881	102
" " ... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1851 .....registered	18,415,000	6	Jan. & July.	1881	106½
" " ..... coupon		6	" "	1881	106½
Loan of July 17, 1861.....registered	71,421,700	6	" "	1881	104½
" " ..... coupon		6	" "	1881	105
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	106
" " " (5-20s)..... coupon		6	" "	1882	107
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb. & Aug.	1864	....
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	103½
Loan of 1864 (10-40s) .....coupon	70,239,250	5	Mar. & Sept.	1904	96
" " " .....registered		5	" "	1904	94
One Year Treasury Notes (legal tender).....	44,500,000	5	.....	.....	....
Two Year " " " "	127,909,300	5	.....	.....	....
Certificates of Indebtedness.....	151,923,000	6	On redemp'n	.....	94½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds .....coupon	8,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est	1868	....
" — " " (B'k of State).. "	610,000	6	paid for	1868	....
" — " " (" ").. "	38,000	6	many y'rs	1868	....
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	115
" — " " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,001	7	" "	1872	....
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	....
" " — " " ..... "		6	" "	'81-'82	105½
" " — " " ..... "	1,000,000	6	" "	1887	....
Florida—State bonds..... .....coupon	143,000	7	.....	.....	....
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	....
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.)..... "	525,000	7	" "	'82-'72	....
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock .....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,949,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1856	86
" — " " ..... "	2,058,173	2½	" "	1856	65
" —State Int. Imp bonds (not adjusted)	391,000	..	.....	d'm'd.	....
" —State War Loan bonds .....coupon	1,371,780	5	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	80
" — " " special stock "	1,216,787	5	" "	.....	....
" — " Deferred stock ..... "	1,243,000	5	" "	.....	....
" — " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1885	....
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	....
" — " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	....
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	....
" — " " " " ... "	54,000	7	May & Nov.	1878	....
" — " " (domestic)..... "	65,000	6	July.	1883	....
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	....
" — " " ..... "		5	" "	'81-'91	....
" — " " ..... "		5	" "	'93-'96	....
" — " " (bank) ..... "	600,000	5	" "	1891	....
" — " " ..... "	67,500	6	" "	'91-'96	110
" — " " (war loan) .. "	2,000,000	5	" "	1871	....
Louisana—State bonds (R. R. etc.)....coupon	516,130	6	.....	d'm'd	66
" — " (R. R. etc.)... "	3,902,000	6	.....	'67-'99	....
" — " " (banks)..... "	5,398,533	6	.....	.....	....
" — " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5	Chiefly quarterly.	1865	....
" — " " (st'k'g conv.)... "	200,376	5		1865	....
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	5		1890	....
" — " " (") ..... "	100,000	4½		1888	....
" — " " (") ..... "	767,560	5		'42-'68	....
" — " " (") ..... "	399,408	5		1880	....
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	....
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	35,000	6		1885	....
— " " (") ..... "	663,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.)..stg.	3,995,555	6	April & Oct.	'68-'71	....
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88 '90	....
" — " " (" ").dollar	416,500	5	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	123½
" — " " (Eastern R.R.) "	500,000	5	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	....
" — " " (Cons. Stat'ec.)	150,000	5	" "	1870	....
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	123½
" — " " (" ") "	343,000	5	April & Oct.	'65-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" — " " (" ") "	94,000	5	Jan. & July.	1874	....
" — " scrip.....	200,000	6	" "	'64-'66	....
" — "	247,000	5	June & Dec.	'68-'72	....
— "	50,000	5	" "	'68-'72	....
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g fd) "	100,000	6	" "	1879	....
" —War Loan .....(" ") "	587,000	7	" "	18-6	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	....
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war).	100,000	7	" "	1871	....
" — " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks) .....coupon	2,000,000	6	.....	.....	'41-'71 ....
Missouri—Bank Stock Loan of 1857.....	63,000	6½	Jan. & July.	1863	60½
" — " "	199,000	6	" "	1863	62
" —Capitol Loan of 1857.....	100,000	6	April & Oct	1865	....
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1863	....
" —R. R. Loans: Pacific R. R...coupon	200,000	6	" "	1883	....
" — " S.W. Branch... "	7,000,000	6	" "	'72-'88	55
" — " H. & St. Joseph "	4,500,000	6	" "	'87-'89	....
" — " N. Missouri .. "	3,000,000	6	" "	'73-'87	85
" — " Iron Mountain "	4,350,000	6	" "	'72-'87	....
" — " C. & Fulton ... "	3,501,000	6	" "	'73-'89	....
" — " Platte Co. .... "	650,000	6	" "	'87-'89	....
" —Revenue bonds ..... "	700,000	6	" "	1889	....
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	....
New Hampshire—State bonds.....coupon	740,000	...	.....	.....	....
" " —Notes	535,100	6	Feb. & Aug.	1876	100
New Jersey—State stock .....registered	200,000	6	.....	.....	....
" " —State bonds (war loan).coupon	95,000	6	Jan. & July.	Var.	....
" " — " " (" "). "	581,820	6	" "	'65-'71	....
New York—General Fd: Astor Debt.....	200,000	6	" "	1871	....
" " — " " Deficiency Loans..	561,500	5	Jan. & July.	pleas.	....
" " — " " " " ...	348,107	5	" "	pleas.	....
" " — " " " " ...	900,000	5	" "	1876	....
" " — " " " " ...	442,961	5	May & Nov.	1888	107
" " — " " " " ...	1,189,781	6	Jan. & July	pleas.	....
" " — " " " " ...	1,800,000	6	" "	'68-'78	17
" " — " " Comptroller's b'nds	700,000	7	" "	1870	113
" " — " " " " ...	23,098	5	.....	d'm'd	....
" " — " " " " ...	11,050	5½	.....	d'm'd.	....
" " — " " " " ...	14,230	6	.....	d'm'd.	....
" " — " " Railroad Loans.....	421,000	6	Jan. & July.	'65-'67	....
" " — " " " "	287,700	4½	J., A., J., & O.	1884	....
" " — " " " "	64,000	5	Feb. & Aug.	1876	....
" " — " " " "	75,000	5½	J., A., J., & O.	1865	....
" " — " " " "	320,000	5½	Jan. & July.	1865	....
" " — " " " "	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	6,922,274	6	" "	'63-'74	100½
" " — " " "	15,889,025	6	" "	64-'76	113
" " — " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ")	1,015,000	5	" "	1865	95
" — " " (" ")	379,566	6	" "	1868	....
" — " " (" ")	2,183,532	6	" "	1870	106
" — " " (" ")	1,600,000	6	" "	1875	108
" — " " (" ")	4,095,309	6	" "	1881	106
" — " " (" ")	2,400,000	6	" "	1886	109
" — " " (domestic debt).....	125,680	6	" "	1862	108
" — " " (war loan) .....coupon	1,500	...	" "	1866	....
" — " " (" ")	279,313	...	" "	1868	....
" —Irreducib'e debt (school funds, etc.)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip	55,372	...	.....	.....	....
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	....
" — " "	10,780,095	5	Jan. & July.	due.	99½
" — " "	3,886,070	5	Feb. & Aug.	due.	....
" — " "	3,690,614	5	Mar. & Sept.	due.	....
" — " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,890	5	" "	1864	....
" — " "	675,029	5	Feb. & Aug.	1864	....
" — " "	1,045,629	5	June & Dec.	1864	....
" — " "	1,558,673	5	Jan. & July.	1865	....
" — " "	2,277,755	5	" "	1868	....
" — " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,880,000	5	Feb. & Aug.	1877	101
" — "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,937	5	.....	.....	....
" —Relief Notes in circulation...	97,360	...	.....	.....	....
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg)....coupon	484,444	5	.....	1868	....
" " —Inscribed certificates	1,708,017	6	.....	.....	66-'90 ....
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	60
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	60
" — " (interm. impr.)	2,063,606	5	.....	Var.	48
" — " (railroads) ... "	12,799,000	6	.....	Var.	....
" — " (capitol) ..... "	608,000	5	.....	1890	55
" — " (Hermitage) . "	48,000	6	.....	1890	55
Texas—Had no debt in 1861	.....	...	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	....
" —State bonds (war loan) ....coupon	58,000	6	.....	'62-'63	....
" — " " (" ") "	761,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	....
" — " (railroad) ...	18,264,642	6	Jan. & July.	'83-'99	85
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'65-'93	....
" — " (sterling)..... "	1,865,000	5	" "	1892	....
West Virginia—No information	.....	...	.....	.....	....
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67 '68	100
" — " (war) ..... "	200,000	6	Jan. & July.	1867	....
" — " (domestic) ... "	100,000	6	" "	1877	....
" — " (") ... "	1,100,000	6	" "	'75-'93	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,420	81,468	103,635	94,928	107,768	73,751	64,937	868,641
1861	81,531	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,985	72,196	81,994	90,625	95,096	128,191	132,659	119,409	115,201	111,958	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,041	170,910	156,569	163,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	216,650	288,018	320,857	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	884,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,368	138,374	119,947	117,086	146,268	161,603	138,795	135,505	1,423,430
1863	140,024	130,225	122,812	126,798	144,996	170,937	159,142	160,306	210,729	216,030	196,435	201,134	1,960,207
1864	168,735	176,482	243,150	175,838	188 665	205,860	195,103	271,141	331,494	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	31,340	35,891	35,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	55,554	676,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,126	855,658
1862	46,606	49,103	59,249	54,725	84,706	104,815	96,340	71,306	104,094	124,787	105,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	163,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	168,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,700	62,294	55,652	52,788	44,781	61,791	72,389	79,678	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,388	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,209	60,285	84,640	98,528	88,401	105,293	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,682	95,134	130,561	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,516	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,963	330,657	361,819	359,114	455,235	465,959	526,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,315,424
1861	404,507	391,962	458,560	547,174	506,610	430,063	372,705	419 010	515,948	719,384	784,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	965,809	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,085,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	98,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,328	172,700	122 800	1,720,890
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129.019	168,370	203,575	159,530	143,532	1,777,541
1863	132,617	121,161	129,226	136,601	172,343	212,946	145,517	163,245	261,494	287,122	228,407	204,716	2,185,296
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,580	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	222,073	1,933,424
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	225,157	205,343	167,660	139,751	150 803	122,683	114,804	135 299	146,424	173,261	197.762	246.283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	468,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,760	484,350	3,726,140
1864	501,231	472,240	356,626	278,540	231,769	283,049	273,726	306,595	------	------	------	------	------
Illinois Central:													
1859	182,936	134,811	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,522	2,126,066
1860	185,257	185,926	209.994	183,753	219,890	188,060	193,931	248.971	259,643	321,059	243,163	225,196	2,664,843
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,180	236,637	181,084	191,648	206,240	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,781	497,223	464,197	585,434	767,363	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	54,704	52,864	77,112	83,059	76,764	92,538	710,225
1864	56,540	77,874	90,755	78,215	63,964	76,055	89 533	94,375	96,962	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,687	49,102	112,266	141,771	107,117	90,443	134,726	177,879	130,184	67,950	1,153,407
1862	83,903	62,907	7,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	136,417	205,064	138,342	90,000	1,224,843
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,647	113,398	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,845	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,883	166,454	170,842	175,481	134,668	127,273	196,821	233,851	273,722	203,492	134,972	2,068,806
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	236,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,723	157,500	198,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,639	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,055	327,206	264,818	311,717	279,129	355,264	598 330	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150.366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,065	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,853	236,432	238,495	236,453	206,221	193,328	215,449	306,168	375,498	339,794	306,186	3,168,005
1864	252,435	278,848	348,902	338,276	271,553	265,780	263,244	346,781	408.445	------	------	------	------
New York Central:													
1850	380,349	370,544	509,211	478,563	409,628	447,813	504.217	591,920	743.599	709,671	637,792	520,896	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,942	544,494	692,882	868,985	811,458	730,736	523,047	7,164,622
1861	489,065	420,793	627,051	689,688	677,073	558,745	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	738,114	610,417	749,571	752,841	892,744	1,018,875	968,228	1,002,796	9,003,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100.118	97,218	97,857	85,785	94,564	1,102,828
1860	97,016	95,666	88,598	90,463	89,577	93,278	100.639	104,118	105,478	111,173	99,451	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,856	97,858	91,111	90,671	1,110,066
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,616	129.121	119,854	131,204	1,472,266
Philadelphia and Reading:													
1859	146 722	155,327	188,609	215,475	225,464	230,377	248,862	241.695	264,622	283,646	288,619	245,977	2,735,396
1860	163.551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,316,501
1861	161.106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,906,829
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	445,994	463,873	466,557	464,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,082
1864	436,741	532,786	617,021	669,383	------	936,158	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	166,795	154,032	203,853	245,933	286,844	231,253	191,138	2,256,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	501,958	3,031,787
1862	293,420	274,258	295,778	282,696	277,009	261,210	249,419	277,390	397,525	401,299	384,331	370,982	3,745,319
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	455,211	602,603	574,650	499,547	520,942	486,687	669,102	705,974	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,010	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	122,949	118,077	130,678	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,139	81,256	926 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	98,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,221	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,062	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	136,538	139,626	244,114	243,940	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1865	
Alabama and Tenn. Rivers:						
*) Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	930,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1892	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	95
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju Oc.	London.	1938	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	107½
" " " 1850.	700,000	6	Jan. & July.	"	1880	110½
" " " 1856.	1,128,500	6	Jan. & July.	"	1875	112½
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	110
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1856	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1885	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1859	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	102
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	112
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	105
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1883	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $300,000	780,600	6	"	"	1870	116
" " $675,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	101
" " $2,500,000	867,000	6	"	"	1889	107
Consolid. Mort. Loan $5,000,000			"	"		107
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1866	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	59
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1855	120
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	64,000	8	May & Nov.	" "	1863	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	99
1st Mortgage pref. S. F.	586,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " ")		8	" "	" "	18...	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1904	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	110
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1995	105
General 1st Mortgage	3,600,000	7	" "	" "	1915	94
Bonds issued for coupons of do	756,000	7	May & Nov.	" "	1902	100
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	96
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	381,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1899	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1882	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.		1878	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	82
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	84-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "	" "	1864	
C. and T. Dividend (convert.)	123.560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1886	113
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,606,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1852	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1876	110
2d Mortgage	2,516,500		March & Sept.	" "	1891	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1876	80
2d Mortgage (convertible)	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'94	102½
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	96
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	117
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	109
Elgin and State Line	159,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	99
Convertible Bonds	822,000	7	Jan. & July	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				---
Mortgage	125,000	7			1886	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	108
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	120
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	114½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			120
Income	20,500	---				---
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	----
Ind., Pittsburg and Cleveland:						
1st Mortgage	550,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				---
1st Mortgage	260,000	7				---
2d Mortgage (convertible)	1,000,000	7				---
3d Mortgage	600,000	7				---
Guaranteed by Covington	200,000	6				---
Cincinnati (exchanged)	100,000	6				---
eokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				---
City of Keokuk, (special tax)	150,000	10†				---
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				---
City of Keokuk	200,000	8				---
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1878	108
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div.)	1,000,000	†				---
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	---
2d Land Grant (Western Div.)	353,600	†	" "	"	----	---
3d Mortgage (whole road)	1,700,000	†				---
Unsecured Bonds	1,785,000	†				---
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,800	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6				---
Mortgage	24,000	7				---
Mortgage	10,000	6				---
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	95
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	---
1st Mortgage	1,600,000	7				---
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				---

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				---
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1860	----
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	125
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	125
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	695,000	7	" "	" "	1868	106
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	105½
2d General Mortgage	2,194,500	7	" "	" "	1877	100
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				---
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				---
2d Mortgage	600,000	8				---
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	110
Minnesota and Pacific:						
Real Estate	1,206,000	7	Jan. & July.		1892	----
Mississippi Central:						
1st Mortgage	1,907,363	7				---
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				---
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		---
2d Mortgage (S. F.)	400,000	8		" "		---
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,000,000	7		" "		58
2d Land Grant	700,000	---		" "		---
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1883	----
Mississippi State Loan	202,799	6				---
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				---
Tennessee State Loan	674,860	6				---
Alabama State Loan	389,410	6				---
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	---
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6				---
Montgomery and West Point:						
Alabama State Loan	122,622	---				---
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1858	----
Muscogee:						
1st Mortgage	249,000	7				---
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				---
Chat. and Clev. Subsc. (endors.)	231,000	---				---
***New Albany and Salem:**						
Crawfordsville	175,000	7				---
1st Mortgage	500,000	10				---
1st Mortgage	2,235,000	6				---
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1865	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6				---
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5				'62 '78
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				---
New Orleans City Subscription	1,500,000	5				---
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,148,104	6	May & Nov.	New York.	1883	115
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	120
Exchanged Stks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	106
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	" "	" "	1883	----
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	101
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	102½
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	120
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	114
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	107
3d Mortgage	6,000,000	7	"	" "	1883	117
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	115½
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	105
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	108
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	99
3d Mortgage	980,300	7	Jan. & July.	"	1867	103
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	8	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	78-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1895	100
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1850	90
2d Mortgage	3,077,000	7†	" "	" "	1861	25
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1876	93½
Chattel Mortgage	860,000	10	" "	"	1887	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	93
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1856	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	66
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	115
2d Mortgage	2,621,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	865,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	373,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	6	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	6	" "	"	1850	103
" 1840, "	2,950,600	6	April & Oct.	"	1870	100
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	105
" 1844, "	810,000	6	" "	"	1880	103
" 1848, "	101,000	6	" "	"	1850	101
" 1849, "	67,000	6	" "	"	1850	101
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1883	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	110
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	92
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1878	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	85
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1902	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1850	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----------	----------	1876	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1908	71½
2d Mortgage	937,500	7	" "	"	1903	27
3d Mortgage	440,000	7	" "	"	1908	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----------	----------	1856	----
3d Mortgage	1,000,000	7	----------	----------	1875	----
Six per cents	422,324	6	----------	----------	1875	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	200,000	7	----------	----------	1880	----
3d Mortgage	76,000	7	----------	----------	1870	----
Dividend Bonds	129,083	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1860	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'79	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	88
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	92
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (I. E. Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	85
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,880	7	----------	----------	------	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	78½
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1567	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1854	20
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	508,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	500,000	7	March & Sept.	New York.	1890	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	103½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'75	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	105
Wilmington and Manchester:						
1st Mortgage	800,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State	150,000	6	----------	----------	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,386	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,888	—	....
28 Feb '59	30 3	....	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,63*	518,985	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	....	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,361,927	184,906	—	1,067,006	777,777	240,43	2,476,02	109.6	.....	207 626	111,232	—	....
30 Jun. '59	87.0	....	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	226,791	76.773	21,006	—	....
1 May, '61	169.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,505	114.9	.....	505,166	260,289	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	445,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46 938	65 919	36,66*	5	....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,586	122.4	261,451	403,810	154,337	—	....
31 Aug. '63	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,094,444	369,283	141,706	2,350,000	927,000	—	4,181,255	72.8	404,297	958,459	461 40	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439 775	*	—	2,000,000	191,000	64,859	2,439 775	124.0	183,357	329,539	92,439	—	....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	24,084	1,460,193	62.0	129 574	265,357	13,965	8	....
29 Feb '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	—	11	7
30 Nov. '63	8.48	8.5	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156 663	78,631	8	....
31 Dec. '63	55.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66	155,916	195 055	61,246	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000,000	—	6,612 867	117.4	570,419	1,424,772	720,462	12	164
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,468,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	434,559	180,839	6	108
								DELAWARE.													
31 Oct. '60	54.5	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	186,631	138,970	41 466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75.894	619,112	32.0	.....	7,857	3,535	—	....
— — '62	50.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
— — '62	100.0	8.9	10.0	163.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	88.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	88.7	.....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733.700	129,500	—	.....	53.0	.....	168,986	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,857	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	879 468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123 343	212.0	.....	1,159,180	528,042	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404 618	212.676	10	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	182,534	—	669,950	249,000	—	1,026 868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,710,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,85*	13	....
30 Sep. '59	138.0	—	....	—	52	94	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832 843	454,541	—	....
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,41*	281.0	1,002,440	1,673,706	701,866	2½	80
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,*39	594.0	1,956,519	3 090.211	1,350,499	8	120
1 Apr. '63	242.0	—	....	20.0	50	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,816	8,335,000	226,641	13,147,13.	242.0	.....	1 663.064	448,503	—	45½
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,8-0	2 143,875	1,108,414	6	93½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10.952,115	341 7	1 484,06	2.291.481	1,279.40*	6	....
31 May, '63	174.5	5.5	14.3	—	21	24	504	Great Western	4 039,561	*	—	1,64*,561	2,350,000	.....	4,214,342	140.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	.....	36,335,97*	7 8.3	3,010,697	4,571,028	2,118,847	6	119½
— — —	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	.....	10,600,000	200.0	18 mos.	2,202,415	704,650	—	53
								INDIANA.													
— — —	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,040,433	*	—	.....	.....	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,238,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,031	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442.893	158,541	—	72
1 Dec. '58	59.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140.699	3,458,108	110.0	.....	448.858	230,834	9	100
1 Dec. '63	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,543,508	*	10,000	1,299,57*	993,000	11,036	2,491,368	84.0	355,887	598,02.	350,525	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,228	108.0	312,809	527,863	268,156	—	....
1 Mar. '61	86.0	46.0	5.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	561,812	—	1,538,768	132.0	.....	285,974	104,951	—	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645.827	371.40	—	30½
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73.0	357,202	774,61*	307,527	13	150½
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	702,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	869,044	.....	86.0	7 mo's	85.239	46,771	—	....
31 Dec. '63	100.0	—	....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	68,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,631	276.197	155,899	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,149	570,000	—	.....	38.5	11 mo's.	458 821	21,356	—	....
— — '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	45
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,682,169	2,930,000	337,532	4,375,993	111.8	.....	426.408	227,534	—	....
30 Jun. '63	29.0	—	— }	—	18	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,329	53,355	4	80
30 Jun. '63	65.1	—	— }	—				} Louisville and Frankfort	1,398,832	126,785	6,540	1,109,594	301,000	—	1,963,713	65.1		222 908	120,069	3	66
30 Jun. '63	155.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	208.0	.....	595.258	1,777,983	1,062,165	—	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,240	—	3,242,318	536,000	339.297	5,855,320	80.0	180,204	481.922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	515	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,024	555 434	—	....
31 Aug '60	53.7	—	....	135.2	...	...	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	68.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	188.0	—	—	—	—	....
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,690	—	2,950,000	4,250.000	—	9,008,369	188.0	.....	340.898	.....	—	....
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3 5,906	7,740,969	—	15,066,822	329.3	1,858 2-7	3,417,1-6	1,697,060	12	128
31 Mar. '64	246.0	281.0	....	—	96	110	1,185	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,863,568	10,120,400	8,287,255	—	18 407,685	327.0	2,171,477	3,384,294	1,630,777	—	60½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	.....	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	100.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	....
31 Dec. '62	—	—	—	295.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	....
								MISSISSIPPI.													
30 Apr. '60	256.0	—	—	—	25	22	836	*Mississippi Central*	4,960,022	756,292	—	2,000,961	2,554,732	806.992	6,231,800	236.0	.....	584,242	328,092	—	....
31 Oct. '59	71.4	—	....	21.5	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275.060	1,974,444	69.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
1 Aug. '63	66.8	—	18.2	—	31	24	525	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,600	—	.....	200.8	579,324	1,047,567	429,028	—	29
1 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,953	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	....
1 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
8 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	602,617	—	3,488,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	....
6 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,586	—	....
6 Sep. '62	86.5	5.6	8.3	—	18	18	210	*St. Louis and Iye Mountain*	3,551,493	344,166	—	1,971,127	3,501,000	57,361	5,986,277	90.1	282,631	283,235	65,259	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	295,584	757,381	36.5	76,844	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	55.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	105
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	56,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,241,011	286.8	.....	3,922,208	2,205,788	6	115
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	51
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	112
30 Nov. '63	74.8	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	126
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,000	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,801	853,727	397,729	8	140
30 Nov. '63	44.6	24.0	60.1	—	30	68	813	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	135
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	110½
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,000	56,500	4,894,100	89.0	477,753	812,556	390,594	6	101
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,788	732,262	328,043	8	120
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,164	223,794	59,077	8	127
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	430,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	122
30 Nov. '63	43.4	1.0	14.9	—	13	16	268	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,412	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,676	165,406	58,698	8	112
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	55
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,838	1,232,831	10	150
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	30,891	1,373,159	45.7	138,647	251,024	132,158	6	96
								NEW HAMPSHIRE.													
31 Mar. '63	98.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,256	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par 350)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	65
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,005,245	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	120½
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,918	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,088,400	*	—	3,088,400	220,700	59,114	3,248,214	82.0	.....	386,846	153,718	4	81
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	178,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,235	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	151
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,099	2,155,024	60.1	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,029,204	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	116
31 Dec. '63	33.8	—	.....	—	...	...	.....	New Jersey	3,640,516	448,573	1,461,896	4,397,300	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	—	...	...	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	230,889	154 908	6½	110
31 Dec. '62	38.5	—	—	17.	—	—	—	West Jersey	821,984	—	—	581,893	212,500	31,743	821,984	—	21,936	90,122	43,623	—	.....
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,087	—	.....	—	—	—	.....
31 Dec. '63	45.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	903,996	1,587,685	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,218	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	97
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,923	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,718	1,844,287	7	123
30 Sep. '63	54.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	8	48
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,098,991	5,648,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	3,994 999	7	119½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,668	5,722,850	5,877,518	14.260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	2,349,863	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,390	573,512	153,969	—	1½
30 Sep. '63	55.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	28	27	348	Rome, Water'n & Ogdensb'g	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,860	238.1	365,668	585,201	279,210	6½	105
30 Sep. '63	45.9	6.7	3.9	—	8	16	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,129	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,306	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,908,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	54.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.0	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,958	35,572	—	.....
— — '58	223.0	—	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	975,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,832,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,438	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,889,228	*	107 000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	8.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	164,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,760,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,503	922,670	106,133	1,628,356	3,673,000	1,126,488	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,158	499,086	113,147	2,500,000	1,634,000	—	4,096,265	202.0	.....	1,083,328	495,691	10	104
31 May, '64	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	229,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	135.3	55.8	.....	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	[illegible]513	191.2	1,012,130	2 151,943	1,216,257	31	170
31 Dec. '62	67.0	—	.....	18.0	13	6	319	Cleveland and Mahoning	2,558,162	298,789	23,340	1,036,065	1,752,400	1 [illegible]322	67.0	248,387	875 209	238,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	— [illegible]000	96.7	562,366	2,066.623	1,268,785	23	—	—
30 Nov. '62	101.	102.5	.....	45	30	890	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,606	14,000 [illegible]646	208.5	.....	1,488,317	552,800	—	103½
31 May '64	109.	79.4	.....	37	54	539	Cleveland and Toledo	6,717.946	693,257	55,025	4,654,800	7,288,790	— [illegible]107,006	188.6	786,262	1,691,266	823,714	8	113
31 Dec. '58	61.4	—	.....	55.0	5	6	99	Clev., Zanesville and Cincin.	1,574,893	*	—	369,673	575,250	632,480	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	90
10 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,286	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	296,581	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	85.5	—	39.6	—	28	28	413	Little Miami	4,107,139	492,979	487,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791 972	10	140
30 Jun. '62	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,695	11,104,820	226.6	445,157	620,025	200,630	—	.....
30 Apr. '62	192.3	—	.....	—	46	54	628	Ohio and Mississippi	16,883,614	745,475	*	6,245,950	9,870,000	4,343,942	20,549,420	192.3	.....	829,982	119,082	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '62	152.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	8,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	206.9	418,328	600,880	118,290	—	32
Dec. '62	114.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,318,800	105,610	2,508,237	125.0	214,404	239,396	81 982	—	.....
Dec. '62	252.0	—	.....	—	47	18	928	Toledo & Wabash	9,496,686	*	28,828	3,814,776	6,651,830	55,272	10,152,822	250.0	1,279,960	1,489,796	840,971	—	18

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,296		
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000		1,984,900	24.5	247,080	584,219	342,661	22½	80
30 Sep. '63	55.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,813	308,567	11,405	—	17½
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,198	6	....
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583		5,698,250	4,571,000	1,006,951	13,276,201	382.0	1,469,494	1,757,083	828,143	9	265
31 Oct. '63	55.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941		604,190	598,400		1,212,590	34.9	151,820	238,243	150,168	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to	North'n Cen.		196,907	354,790	110,368	—	33
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.6	144,871	423,358	169,206	10	....
31 Oct. '63	30.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000		1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	70
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340		1,809,566	500,000	100,000	2,409,566	32.3	27,600	37,047	4,163	—	....
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,248	*		622,345	1,325,992	228,090	2,174,427	54.0	143,578	259,629	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,118	248,858	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,922,608	869,222		2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	77½
31 Oct. '63	28.8	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,646,100	960,000	62,227	3,668,227	(Phila. & Reading		R. R.)		7	44
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,935			4,132,935	130.0	319,162	393,367	89 991	8	59½
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764		3,147,750	3,104,287		6,252,037	68.8	274 990	511,996	273,391	—	20
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048 814	3,643,484	2,883,457	13,480,250	16,949,124	—	38,245,868	356 6	5,211,202	1,891,413	5,111,412	—	68½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,500	—	1,672,200	24.0	244,425	332,459	179,575	9	57
31 Oct '63	230.0	—	21 5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,750	699,309	193,486	7½	32½
30 Nov. '63	147.4	51·1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,326	—	26,613,528	468 0	2,721,688	6,252,902	2,706,900	7	62½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	633,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	881,129	7,480,000	1,017,500	—	8,477,500	203 5	647,020	2,540 248	1,002,110	10	84
31 Dec. '63	59.5	—	6.4	89.6	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,580	3,565,639	72.0	209,746	215,587	105,356	9	12
31 Dec. '63	468.3	—	78.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,032,741	468. 3	3,472,914	5,132,934	2,106,623	—	98
31 Dec. '63	29.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	North'n Cen.		40,476	144.7.8	87.112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	780,967	106,553	—	367,300	396,500	65,206	832,009	29.6	75,858	126,693	79,976	7	45
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	62.0	297,700	421,757	199,185	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,417	8,500	—	—	13.6	24,916	31,702	9,718	—	....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	545,550	—	164.6	—	341,190	125,871	—	....
28 Feb. '59	102.0	—	....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,387	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,863,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,696	—	—
1859	54.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	54.2	30,066	33,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,116	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	100,922	860,000	204,544	—	45.8	57,950	127,968	67,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,245	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	—	—	—	Buffalo Bayou, Braz.& Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	....	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,560	—	50.0	31,800	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,346	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	190,568	—	—
— — '59	25.0	—	....	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	—	3,036,338	90.7	139,877	308,850	167,430	—	68
31 Aug. '63	119.6	—	16.0	—	28	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	—	950,000	256,683	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,755	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 046	262,887	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	oper	r. by Vt.	Central	—	8	100
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,301,886	23.7	48,906	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	oper	r.b.Troy	& Bost.	13,825	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	20
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	849,966	96,828	—	78.6	159,961	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	825,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	....	—	10	11	151	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,061	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,286,000	571,968	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	8	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25.000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,826,860	2,454,000	221.282	7,978,841	234.4	—	1,163,734	414,741	—	47½
10 May, '62	104.0	—	—	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	384,231	344,769	83,839	—	—
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11 938,000	16.10	—	236,796	67,652	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	16,311	1,631,130	911,029	22,964	2,663,376	49.0	—	242,798	117,842	—	15
30 Jun. '63	1,096	187.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,268,510	1,154,855	—	—
31 July, '63	229.0	115.5	65.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	28,084,180	357.0	—	3,011,860	1,649,510	1½	—
31 Dec. '62	96.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct. '62	105.0	0.9	12.0	—	14	18	271	European & North American	4,559,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	80.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,385	—	1,380,000	18,100	136,000	1,799,282	60 0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	20.5	....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,261	—	—	4,278,281	92.0	158,416	139,107	37,181	—	—
								NEW GRENADA.													
31 Dec. '63	48.7	—	—	—	11	22	120	Panama	8,000,000	*	515,658	5,000,000	3,275,000	—	10,765,723	48.7	—	2,027,438	1,285,924	18	260

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,160,000	7	—	37
Chemung (guarantied)	330,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	—	51½
Chicago & Alton (preferred)	2,422,596	7	7	87
Chicago & Northwestern (pref.)	2,400,000	7	1½	79½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	50
Erie (preferred)	8,535,700	7	7	102½
Hannibal & St. Joseph (preferred)	5,309,728	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	56
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	138
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	111
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	96
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	698,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	982,900	7	7	60
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	102½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	101
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	114
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	101
2d Mortgage	294,750	6	-------	-------	97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99½
2d Mortgage	3,980,670	6	J. & J.	1882	57½
Improvement	568,500	6	M. & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59½
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1888	18
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	994,000	6	J. & J.	1878	101½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	36
Delaware and Hudson	100	7,500,000	10	155
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	100	----------	---	----
Susquehanna Navigation	50	2,479,950	6	75½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	96
" (preferred)	100	1,175,000	10	135
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	28
" " (preferred)	50	2,722,607	—	35½
Susquehanna and Tide Water	50	2,048,260	—	15½
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	155
Wyoming Valley	100	500,000	6	52

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 57 — @ 58 —
Pig, American, No. 1 60 — @ — —
Bar, Swedes, assorted sizes (in gold) — @ 92 50
Bar, English, Refined 200 — @215 —
Bar, English, common 185 — @200 —
Hoop, English, Common 240 — @320 —
Sheet, Russia per lb. — 29 @ — 32
Sheet, English, Single, Double and Treble — 9½@ — 10½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 20 @ — 35
English Spring (1st & 2d qlty.) — 14 @ — 19
English Blister (1st & 2d qlty.) — 18 @ — 29
English Machinery — 22 @ — 23
American, Blister — 16 @ — 20
American, Cast, Hammered — 28 @ — 32
American, Cast, Rolled — 16 @ — 20
American Spring — 14 @ — 19
German — 19 @ — 22
Milan (in bond) — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — @ — 72
Sheathing, &c. Old (cash) — @ — 40
Sheathing, Yellow — @ — 50
Pig, Chile — @ — —
Bolts — @ — 72
Braziers' — @ — 72
American Ingot (cash) — 47 @ — 47½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. — @ 13 —
Spanish — @ — —
German Refined 13 — @ — —
English 13 — @ — —
Bar per lb. — @ — 18
Pipe and Sheet — @ — 20

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — 63 @ — 63½
Straits — 57 @ — 58
English — 56 @ — 57
Plates, Charcoal I. C per box 18 50 @ 19 —
Plates, I. C. Coke 15 — @ 15 50
Terne, Coke 14 50 @ 15 —
Terne, Charcoal 17 50 @ 18 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb. — @ 10 —
Clinch (cash) 10 50 @ 11 —
Horse Shoe, Forged (cash) per lb. — 40 @ — 45
Wrought English (cash) — @ — —
Ausable Horse, Norway Iron, Forged — @ — —
Zinc Nails (6 mos) — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb. 1 10 @ 1 15
Para, Coarse and Medium — @ — —
Carthagena, &c 70 @ — 72
Guayaquil — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity — 38 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 70 @ — 71
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 63 @ — 63½
Napthe, Refined, (60@63 gravity) — 45 @ — 46

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign (cash) per lb. — 14 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Oct, 12.

	Th. 6	F. 7.	Sat. 8.	M. 10	Tu. 11	W. 12
American Coal Co.	----	----	----	----	----	80½
At. & Gt. W. (O) 1st m't. 96	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co. 29	30½	29½	----	30	30	31
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	80	----	----	----	----	----
" " pref.	85	----	----	----	----	85
" " 1 M. 102	----	99	----	----	----	----
" " Ino.b'ds	----	----	----	----	----	----
Chicago, Burl. & Q. 120	116½	116	117	118	----	----
" " " 8 p.c.	----	----	----	120	----	----
Chic. & Northwest'n 40	40½	40	40	42	44½	----
" " pref. 74½	75	74	74½	77½	79½	----
" " 1st M. 92	95	94½	----	----	94	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl. 93	94½	90	89½	95	94½	----
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg 104	100	100	97	101½	105	----
" " 1 M. 100	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	100
" " 4 M. 84	----	----	----	----	----	----
Clev. and Toledo 101	106	103	105½	115	112	----
" " S.F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref. 53	59	52	51½	56	56	----
Del. & Hudson Canal 160	----	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie 93	97	93½	92½	94½	95	----
" pref. 100	----	----	----	----	----	----
" 1 M. 7 p.c. '67 106	106	----	110	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	115	----	115	----
" 4 M. 7 p.c. '80 107	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
dann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River 116	119	114½	115½	116½	118	----
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central 121	118½	115	114½	117½	117½	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	115	----	115	115½	117½	----
Marietta & Cin 1st pref. 56	55	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" 1st mort.	----	----	----	----	----	----
Mariposa Mining Co. 34	33½	32½	33	32½	34	----
Michigan Central 120	122½	118	118½	128½	125	----
" S F. 8 pc. '82	----	----	----	125	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I. 65½	66½	63	63½	67½	68½	----
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	----	105	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien 48	45½	45	43½	48	45½	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	110
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	59	58	----	----	58
Missouri 6s 62	62	61	----	61	60½	----
" 1st. to H. & St. J. R. 85	----	----	----	----	----	----
" " Pacific 65	66	----	66	----	----	----
New York Central 113	120	114½	115	116½	116	----
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83. 110½	----	112	----	----	----	113
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	108
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer. 37½	37	35½	35	35½	36½	----
Pacific Mail S.S. Co. 274	280	----	280	290	285	----
Panama 260	----	----	----	----	----	----
Penn's Coal Co.	170	----	----	----	----	----
Phila. and Reading 122	125½	119½	120	122½	123½	----
Pitts. Ft. W. & Chicago 95½	97½	95½	93½	96½	98	----
" " 1M.	----	----	109	----	112	----
" " 2M 102	103	----	----	102	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co. 80	70½	77½	77½	79	79½	----
St. L., Alton & T. H. 51	52	----	----	52	52	----
" " pref. 67	67	66	67½	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	90	----	----	----	----
" " Ino.b'ds.	----	82	----	----	----	82
Tennessee 6s, 1890	56	----	56	----	----	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	60	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	100	100	----	----	----
" " 2M.	85	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 12.

	Th.6.	F.7	Sat.8.	M.10.	Tu.11.	W.12.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.. 98	----	95	95½	95½	94⅝	
U. S. 6s, 1881, reg. ...104½	105	----	----	106	----	
U. S. 6s, 1881, cou. ...105	105½	105½	106	105⅝	106½	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	- -	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.. 94⅛	94⅛	94⅛	94⅛	94⅛	94⅛	
U. S. 6s, 5-20s, coupon 106⅛	107⅛	107⅛	107⅛	107⅛	107⅛	
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	105	104	104½	104½	104½	
American Gold	195½	----	197½	196	200½	202

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 11.

	W. 5.	Th.6.	F.7.	Sat.. 8	M.10.	Tu.11.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	17	----	----	----
" preferred .. 36	----	37	37	----	----	
Camden & Amboy	153½	152½	151	----	151	
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	100	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, 89	----	----	107	107	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	36	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref. 51	----	50	----	----	----	----
" " 7s	----	----	105	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	77	76	----	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	78	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	106	----
Little Schuylkill R. R.	----	----	----	----	44	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	100	----
Minehill	58½	----	----	----	59	----
Morris Canal	----	----	----	----	----	----
" " pref. 136	135	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	30	----	----	----	----	30
" " 6s	----	----	98½	98	----	98½
" " 10s	----	----	----	----	----	----
Northern Central	51	----	----	51	----	----
Pennsylvania R. R.	69⅛	69⅛	69⅜	69	69⅛	
" 1st m.	----	----	----	----	115	----
" 2d m. 108	----	----	----	----	108	----
Penn. State, 5s	96	95	----	95	95	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s .. 98	----	98	98	98	98⅛	
" " new. 102	101	101½	101½	101½	101½	
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading 59	61	62⅜	60½	60	60⅛	
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70..100	----	----	100	----	----	----
Philadelphia & Erie ... 30	----	32	32	32⅛	32⅜	
" 6s..100	101	102	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	27	29	28⅛	----	----	----
" " pref. 35	35	36½	36	----	----	----
" " 6s '82	----	87	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	99⅛	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal 13	14	----	----	----	14½	15
" " 6s '78	59½	60	60	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	57	----
Green & Contes, "	----	----	----	----	----	----
Race and Vine, "	11	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	69½	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1880	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	111	----	110	----
Balt. and Ohio	114½	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	102	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	50	----	----	----	51½	51
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W 12
Boston and Lowell	----	----	----	----	----	112
Boston and Maine	----	125½	----	----	----	126
Boston and Providence	----	140	----	----	----	----
Boston and Worcest.	----	135	136½	----	----	135
Cheshire, pref.	----	----	----	----	----	51½
Concord	----	----	----	----	----	----
Connecticut River	----	110½	----	----	----	----
Eastern, Mass. 100½	100½	100	----	101	101	
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	120	120	120	
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	80	79	----	----	----
Old Colony and Fall R.	----	----	122	----	----	----
Ph., Wil. & Baltimore . 64	63½	63⅛	64	64	64	
Portl'd, Saco & Ports.	----	105	----	----	----	----
Vermont & Canada 110	----	109⅜	----	109	109	
Vermont & Mass.	35	35⅜	35	----	----	
Western	----	151½	----	----	150	
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	103
Metropolitan "	---- 57	----	58	----	----	55
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	---- 41½	----	45⅛	45½	----	45½
Isle Royale "	.. 16	----	----	----	----	----
National "	----	27	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	.. 50	53½	54	54	----	58
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	90
Rockland "	----	11	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 28th of September :

Maryland 5s	65	to	68
United States 6s, 1881	43	"	44
Do. " 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	29	"	31
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	72	"	74
Do., 2d mort., 1881	68	"	70
Pennsylvania, 1st mort., 1877	75	"	77
Do., 2d mort., 1882	68	"	70
Erie shares, $100 (all paid)	41	"	43
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50	"	51
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do. '92, x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	82	"	84
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, October 15, 1864.

Stock Exchange and Money Market.

The last arrivals from England bring us news that many large failures have occurred in its commercial circles, and that the Bank of England is buying gold, which is very significant. A crisis long expected seems to be at hand, produced by over speculation in cotton, and the violation of the Queen's proclamation by blockade running and a dry goods conspiracy to destroy the United States by furnishing supplies to the Southern Confederates. There seems to be not only poetical but substantial justice in the revulsion with which English finance and speculation are now visited. Had England honorably refused to encourage the rebellion, if its leading presses had not sustained it, if privateers had not been permitted to go out of English ports to prey upon American commerce, the rebellion would have been suppressed twelve months ago, cotton would have been as plenty and as cheap as ever, and there would have been no drain of gold to India and Egypt. While a few English houses have succeeded in making fortunes out of this illegitimate and unfriendly traffic, a large number of operators in Contraband have gone by the board, as may be seen by the failures continually announced in the newspapers, by the lists of captured blockade runners, and the numberless reclamations filed with the British Government for damages against this country for the captures made by our Navy. We imagine that the difficulties thus announced by the last two or three arrivals are by no means at an end. The English cotton market is over crowded by speculation, and the fall of 12 cents a pound to be succeeded by a still further decline, is likely to knock over every house that has merely trusted to credit and good luck. While this Country unaided, without foreign friends, with little foreign sympathy, on the contrary against an active and bitter enmity abroad, has sustained itself under the grave and distressing pressure of a civil war of the vastest proportions, the country of all others which should have been with us in our struggle for the maintenance of our liberty and unity, is the one to suffer most for its insincerity and want of good faith. While we have demonstrated the immensity of our resources, and the courage of our people, equal to any and every emergency, we have seen and are now seeing that mere commercial cleverness is not enough to secure National prosperity, that the largest trade is not always the most secure, and that the influx of gold does not gild the pavements over which it is carried. There is at this moment less commercial embarrassment in the loyal states in the midst of war and taxation than there is in diplomatic and peace-at-any-price England.

Nor have we much to fear from these foreign failures or panics. There has been studiously and pertinaciously cherished among certain foreign merchants and bankers a distrust of American solvency, so that what we have purchased we have paid for in cash. Those American houses can only suffer therefore by any crash in England which are working here on its capital, and by the medium of agencies, or as dealers in exchange on a credit, or speculators in gold. We may therefore safely conclude that any financial storm that vexes the coast of Albion, will hardly reach our shores, or if it does that it will not do much damage.

The gold market has been tranquil the last week, the fluctuations having been moderate. The rates have not as rapidly declined as many have supposed, nor advanced as many predicted. The price of the article does not seem to have settled yet to the mark at which it would fairly represent its real relation to paper. Much depends on the United States Treasury, and much at this moment perhaps on the National Banks. If the Secretary keeps to the policy of curtailing everything he can in the shape of currency, and the latter do not discount too largely to speculators in produce of all kinds, we may count on a further decline in gold. For outside of this cause for its advance, there is none other. Our imports are not so large as our exports, even if the latter are estimated in currency, and there is no domestic demand for it except for customs. The late mails

from England brought back protests of several hundred thousand dollars of bills drawn by at least one concern, engaged in keeping up the price of gold and stimulating the unjustifiable speculation. And as we now learn by the Europa, the failures are continuing and money is growing scarcer, we may expect to find the fancy bills of exchange which have been so numerous in the street will cease to find purchasers. A bill drawn against gold, which has tumbled 80 or 90 per cent in a few weeks, and is to fall still further, is not likely to be paid, if the remitter has to find the funds. The future of this whole question depends much on the action of the next Congress, much more than we might at first suppose. Taking for granted that the war is near its close, which now seems to be the general opinion, the legislation of the next Congress will necessarily be conformed to the new state of things, and it will require great skill, caution and firmness to shape the future action of the Treasury, reduce all unnecessary expenditure and place the revenues on a permanent footing, so that there shall be no doubt, or irregularity in its operations. The people should bear this in mind when voting for their representatives, and should vote only for the wisest and honestest candidates. For the burthen of taxation will be less and less every year after the war is ended, because the population and resources of the country are being annually developed on an enormous scale, and legislation must have regard to this important fact. We quote, as we have often before quoted, from the writings of Dr. Elder, who has given the subject more consideration perhaps than any other political economist and statician in this Country.

The increase of population from 1800 to 1860 was 125 per cent.; from 1840 to 1850 64 per cent. In England from 1850 to 1860 it was 32 per cent.; from 1840 to 1850, 16 per cent—a like ratio of increase.

On the 30th of September our known debt was 1956 millions—bearing interest, 87 millions; not bearing interest, 457 millions. Value of loyal States, 10,000 millions. Increase 125 per cent., equal to 8⅛ per cent per annum at compound interest. Everything is at compound interest. Taking that as the rate of increase for the future, in 1870 it will be 2400 millions; in 1880 the value of the loyal States will be 53,676 millions with 3000 millions of debt. The interest on 3000 millions, at 5 per cent., the average now, in 1866 will be 3 1-10 per cent. of the productions of that year; in 1880, 1 3-10 per cent., assuming that the growth will not exceed the ratio of the past.

He thinks the debt, enormous as it is, a mere bagatelle in the giant hands of this great country. The full debt to-day does not exceed two thousand millions."

And all the money which has been received by the Government from the people, has gone as we should remember, back into their hands, and is in the Country. That is a remarkable circumstance, quite different from the ordinary disposition of Government loans, with perhaps the single exception of those of Great Britain, the people of which like our own are the chief creditors of their Country. This makes an essential difference, and one greatly in our favor.

To return to the gold market, it is believed that our Cotton mills are in the combination as it stands at present, just as much as the large importers of foreign goods for the auction houses. These mills are loaded with goods manufactured from cotton at high prices, and they are nearly unsaleable. But having made enormous sums by the war, they cannot only stop work, but hold their stocks for a scarcity, and even spend a few thousand in keeping up the price for a time until they can run off what they have on hand. We may therefore find the price of gold sustained at near its present quotations some time longer than was expected. But a fall of a few pence more in cotton in Liverpool will have its effect upon them, and no combination can keep out cheap cotton goods from the market, if the English want money, and here they can always get it if they fail everywhere else.

Since the return of the protested bills alluded to, purchasers are rather shy of exchange, while the strongest houses ask a little more than previous quotations as a concession to their responsibility. The auction sales of imported goods are without life and spirit, and being almost entirely for foreign account, do not unsettle the money market for remittances either in gold or exchange.

The Stock Market is quiet, Governments remaining firm, and a favorable reaction going on in Railway shares, as will be seen by reference to our report of sales for the week.

The week's Exports of Domestic Produce and Miscellaneous Goods have been quite heavy, having amounted $5,452,800, against $2,229,534 the same week last year.

The balance in the Sub-Treasury on Tuesday was $27,736,098 39.

Among the financial news announced in the late foreign journals, are two items of singular interest to American readers. Two of the strongest men in the London money circles have retired from it; Joshua Bates of the house of Baring, Brothers & Co., by the act of death, and George Peabody by his own. Both these clever and successful men, by birth Americans and New Englanders, have held a high place among the merchants and Bankers of England, and have been able representative men throughout their career. Mr. Peabody it is understood will spend the remainder of his days in his native Country.

It is believed that the new loan has been fully bid for, though the offers will not be at so high a rate as previously. It is well enough here to state, that by late advices we learn, our American 5-20's were in demand in London. The subscriptions to the 7-30 currency Treasury notes are large, the amount received the last week being about $4,021,000. The money market remains easy, quite in contrast with that of London, where 9 per cent. or 18 cents of our money is still the rate with the Bank of England, on the best securities, the demand being heavy, and the money brokers failing in numbers. The Petroleum Exchange is being rapidly organized in this city. The production of the oil, the increasing markets for it, and the fact that it is rapidly growing into a vast article of export, makes it quite necessary that it should be handled as skillfully as any other of our national products.

"Corn wine and oil" were in old times the greatest wealth of Eastern nations. The Empire of the West has a greater supply than any of those in their best days.

The exports from New York for the same week were $5,452,800 against $2,229,534 in 1863, and $4,444,881 in 1862. The shipments of specie since January 1, have been $35,566,559. The exports since January 1, have been $172,411,556 against $135,386,184, in 1863, an increase of $47,025,372. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to October 8, was $57,453,469.

The value of foreign goods imported into the port of Boston for the week ending October 7, was $303,108, against $884,877 for the corresponding week in 1863. The exports were $451,667 against $334,458 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $54,560.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey R. R., 150; Little Miami R. R., 140; Milwaukee and St. Paul 1st mort., 90; New York State 6s, 1872, 117; Michigan 6s, 1873, 100; Indiana 5s, 86; Wyoming Valley Coal Co., 40; Copake Iron, 4½; New York Gas Co., 280; Metropolitan Gas, 124; Metropolitan Bank, 110; Corn Exchange Bank, 101; Am. Exchange Bank, 117; Hanover Bank, 104; Mechanics' Bank, 112.

Philadelphia.—Huntingdon and Broad Top 1st mort., 100; Reading mort., 6s, 1844-'80, 102; Pittsburg coupon 5s, 77; Allegheny Co. coupon 5s, 77½; Morris Canal 2d mort., 97; Union Oil, 2⅝; Densmore, 8¾; Oil Creek, 4½; Corn Pl., 5; Excelsior, 1; Curtin, 4; Phila. and Oil Creek, 1¼; Dalzell, 8⅛; Seneca, 2; Perry, 4; Noble and Delamater, 13; Tar Farm, 3¼; Keystone, 2½; McClintock Oil, 6¼; McElheny, 6⅛; Egbert, 2¾; Bull Creek, 4⅛; Farrell, 2½; Story Farm, 3⅛; Rock, 4½; Hibbard, 2; Bruner, 1½; Globe, 1¾; Fulton Coal, 8⅛; Green Mt., 5; New Creek, 1; Clinton, 1; N. Y. and Middle Coal Field 14¾; Big Mt. Coal, 5⅞; Lehigh Zinc 50; Keystone Zinc, 2½; Philadelphia Bank, 141; Mechanics' Bank, 29; Union Bank, 46; Bank of Penn. Township, 45; 3d National Bank, 104; Kentucky Bank, 110½; Commercial Bank, 58. The latest quotations are: City 6s, 98@98½; do., new, 101⅛@101⅝; State 5s, 94@94½; do., coupon, 99@100; do., 6s, W. L., 105@105½; Phila., Wil. and Balt., 64; Reading, 61⅜@61½; do., 6s, 1870, 100@100½; do., 1886, 133@133½; Camden and Amboy, 151@151¼; Pennsylvania R. R., 67½@68; do., 1st mort., 113@115; do., 2d mort., 107¾@108; Little Schuylkill R. R., 43¾@44 Morris Canal, 96@100; do., pref., 134@136; do. bonds, 101@102; Wyoming Valley Canal, 79@82; do., 6s, 100@101¼; Susquehanna Canal, 15¼@16¼; do., 6s, 59½@60; Sch. Nav., 28@29⅞; do., pref., 35¾@36; do., 6s, 1882, 87¼@88; Union Canal bonds, 18@20; Delaware Div. Canal, 35@36¼; do., bonds, 90½@101; Elmira and Williamsport, 33@34; do., pref., 51@52; do., 7s, 1873, 105@105¼; do., Chattle 10s, 76@80; Beaver Meadow, 75@87; Long Island R. R., 46@48; Lehigh Coal and Navigation, 75½@76½; North Pennsylvania, 30@31; do., 6s, 97@98; do., 10s, 118@124; Philadelphia and Erie, 32@33¾; do., 6s, 102@102; Minehill, 58¾@60; Catawissa, 17½@18; do., pref. 37@37¼; Lehigh Valley, 77¾@78; do., bonds, 106@108; Fifth and Sixth streets, (horse,) 60@61; Second and Third, 69@69½; Race and Vine, 11@12; West Philadelphia, 64@65; Spruce and Pine, 30@37; Green and Coates, 29@30; Chestnut and Walnut, 57@57; Arch, 19½

@20; Thirteenth and Fifteenth, 30@30; Girard College, 25½@30; Tenth and Eleventh, 49@50; Norristown, 57@60.

Boston.—Northern (Ogdensburg,) 2d mort., 25; Boston and New York Air Line, 6s, 55; Vermont Central 1st mort., 78¾; Western R. R. 6s, 1875, 103¾; Norfolk Co. R. R. 6s, 101¾; Rutland 1st mort., 71½; Cheshire R. R. 6s, 100; Sandusky, Dayton and Cincinnati R. R., 32; Worcester and Nashua R. R., 95; Maine 6s, 1880, 100; Rhode Island 6s, 1882, 99; Chicago 7s, 1882, 105½; Boston 5s, 1877, 120; Bangor 6s, 1874, 98; Boston Water Power Co., 30; Essex Co., 90; Waverly Co., 1½; Preston Coal and Imp. Co., 24½; Short Mt. Coal, 44; Gilberton Coal, 86; Franklin Coal, 72; Union S. S. Co., 136¼; Mammoth Vein Coal, 37¾; Lorberry Coal, 30; Boston Gas, 780; East Boston Gas, 26½; Cambridge Gas, 96¼; Boston Steel and Iron Co., 85; City Bank, 102¾; Merchants' Bank, 100; Maverick Bank, 90; Atlas Bank, 100; Bank of Commerce, 100. Mt. Vernon Bank, 98; Eagle Bank, 113½; Union Bank, 112½; State Bank, 63; Columbian Bank, 106¾; Boston Bank, 65; Globe Bank, 126¼; North Bank, 99½; 1st National Bank, 115¾; Webster Bank, 102½; Hide and Leather Bank, 110; Tremont Bank, 112¾; Exchange Bank, 120; Mechanics' Bank, (Lynn,) 118½; Hamillton Bank, 130; Mechanics' Bank (South Boston,) 107½; Railroad Bank, (Lowell,) 83¾; Peoples' Bank, (Roxbury,) 51½; Bank of Republic, 100; Acton Mining Co., 1⅝; Albany and Boston, 28; Allouez, 3; Bay State, 20; Bedford, 50c.; Black River, 16c.; Copper Falls, 27; Canada, 1½; Concord, 4¼; Dudley, 3; Eagle River, 8¾; Great Basin, Oil, 2½; Huron, 84; Hanover, 1¼; Humbolt, 7; Hancock, 12; Mesnard, 7¼; Manhattan, 5½; Ottawa, 25c.; Phœnix, 18; Pontiac, 3¼; Star, 6½; St. Clair, 8¼; South Side, 2; Toltec, 2.

Baltimore.—Marietta and Cincinnati bonds, 95; N. W. Va. 3d mort., 31; George's Creek, 110; Bare Hill, 3.50; Am. Gas Coal, 2.25; Santa Clara, 25; Md. Anthracite Coal, 28¼; Md. Copper, 0.70; Lake Chrome, 0.40; Atlantic Coal, 1.45; Springfield, 1.60; Liberty Copper, 1.30; Mineral Hill, 2.15; Susq. Coal and Coal Mt., 4.50; Va. Coal and Iron, 3.25; Balt. Chrome, 1.75. The latest quotations are: Balt. and Ohio, 114@115; do., 6s, 1867, 100@102; do., 1875, 102@104; do., 1880, 105@110½; do., 1885, 102@106; Northern Central, 50@52; do., 1885, 99¼@100; N. W. Va., 10@20; do., 1st mort., 110@112; do., 2d mort., 103@105; do., 3d mort., 30@35; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 95@99; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@41; Western Md. bonds, 84¾@85½; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 113@114; Baltimore 6s, 1870, 109@110; do., 1878, 109@110; do., 1875, 109@110; do., 1886, 108@109; do., 1890, 109@110; do., coupon, 114½@115; do., 5s, 1838-'70, 90@100; City Passenger R. R., 17@20; Canton Co. 28@31; Gardner, 0.65@0.80, Gas Coal, 2.20@2.25; Maryland, 0.65@0.75; North State, .15@.25; Springfield, 1.55@1.65; George's Creek, 107@110; Santa Clara, 24½@25½; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.60@1.90; Bare Hill, 3.40@3.60; Atlantic Coal, 1.40@1.45; Mineral Hill, 2.10@2.25; Baltimore Coal, 60@95; Lake Chrome, 0.40.

Counting-Rooms and Offices.

In nothing has there been so marked an improvement of late years, as in the fitting up and furnishing of offices. It was once the custom for men of business to occupy the most unseemly and comfortless places in the pursuit of their professions. But all this is changed. Sensible people have found out that when they are obliged to spend the greater part of the day over their books and desks, they should do so under agreeable surroundings, and cold floors with the wind rushing up from every crack are destructive to the health.

Conforming to this new and received opinion, Doremus & Nixon, No. 45 Warren street, offer for sale, carpets of various qualities and prices, made expressly for offices, which are fitted up at short notice and in the best manner.

Accident on the Harlem Railway.

Although the recent railway accident which occurred to the down passengers on Tuesday last on the New Haven train, may be legally laid to the account of the New Haven Company, yet in fact the blame may justly be charged to the Harlem. For the former company pays a large sum annually to the latter for the use of its track for a certain number of miles out of the city. And by the spirit if not the words of the contract, this should be kept in perfect repair. So that if the New Haven is mulcted in damages for the injuries received by the unfortunate passengers, it may turn upon the Harlem and recoup for what it has to pay.

It is indeed a most scandalous neglect in the company to permit a rotten superstructure to go without repair, and thus subject valuable lives to such frightful dangers.

The truth is, the Harlem from being well and scientifically managed as it was under a former President, is now in hands more conversant with stock jobbing than practical engineering. If they can make a corner in the street, they are quite indifferent to a crash on the road. If they can get large profits out the manipulation of the shares, they are utterly indifferent as to declaring a dividend.

Railway travelling can never be safe unless the utmost vigilance is daily and hourly exercised in keeping the permanent way in perfect order, and this cannot be done by ignorant men, no matter how wealthy they may be.

New York and Boston Air Line Railroad.

At the annual meeting of this company held at Middletown, Conn., on the 5th inst., the following gentlemen were elected Directors for the ensuing year: N. C. Munson, Geo. O. Shattuck, Edwin F. Waters, S. F. Plimpton, Thos. Upham of Massachusetts; Gov. John A. Gilmore of New Hampshire; Edward Learned of New York; L. A. Cook, Daniel S. Whipple of Rhode Island; Benjamin Douglas, Sabin L. Sales, Nathaniel Hayward and John Woodruff of Connecticut.

The stockholders voted to carry out the new contract for the construction of the road. The contractors are now pushing the work on the line between Woonsocket and Dayville, up the Pascoag Valley, with energy. Some hundreds of laborers are already employed, and the number is daily increasing.

American Cast Steel.

It is now an established fact that American Cast Steel is fast superseding the similar article of British manufacture, of which such large quantities have hitherto been imported into this Country. And there is no good reason why it should not supersede it. We have all the varieties of iron that have been hitherto worked in Europe or Asia, and how many more, depends on the exploration of our geologists, for the field of inquiry is as yet vast and wide spread, and also on the skill of our metallurgists in refining the ores and converting them into steel. The progress making is in keeping with our advance in all the useful arts.

At Pittsburg where coal and iron are abundant, there have been applied successfully the skill and labor necessary to its production, and the manufacturers who have specially distinguished themselves in this branch of the iron trade are the well known firm of Hussey, Wells & Co., whose extensive operations are justly attracting the attention of our workers in the metal. Their works which in 1859, were but 12 small furnaces employing 25 men, are now 90 in number and are shortly to be increased to 120. Their expenses daily in coal and crucibles are even now little short of $1,000. The admirable machinery used by them is of great size and strength, of which the principal steam hammer is a specimen. This can strike a blow of the weight of 6,000 lbs! From this factory is produced the finest qualities of cast steel, supplying the mechanics of New England, the miners of Lake Superior and of Colorado, with their most efficient tools; and our principal sword makers, plough makers, and spring makers with their best material. The product per day of these works of Hussey, Wells & Co., are about 20 tons.

We especially commend the use of their cast steel to those Railway Companies, who wish to have their locomotive engines and cars well supported, and strongly put together, as a matter of economy for themselves, and a duty they owe to their patrons the public.

Toledo and Wabash Railroad.

At the annual meeting of the stockholders of this company held at Toledo on the 5th inst., the following gentlemen were chosen directors for the ensuing year: James Spears, Isaac H. Knox, William Baker, George Cecil, William Kidd, Robert Brackenridge, James R. Jesup, Edward Wells, Henry Keep, William Kent, John Ross, Warren Colburn, William Williams, and John N. Drummond.

At a subsequent meeting of the board, the following officers were elected: A. Boody, President; Warren Colburn, Vice President, and J. N. Drummond, Secretary and Treasurer.

The earnings of the road from January 1 to October 1, 1864, were $1,343,288
Corresponding period of previous year. 1,043,043

Increase $300,245

The increase for the remaining three months of the year is expected to be in much larger proportion to last season.

☞ It is said the new railroad to connect the Grand Trunk at St. Johns with the Vermont Central at Swanton is to be opened on the first of next month for traffic. This will be a great convenience to a large portion of Missisquoi.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of September, compared with the same period last year, were as follows, viz:

	1864.	1863.
Freight	$390,449 58	$283,997 77
Passengers	293,756 32	160,609 18
Express matter	5,200 20	2,700 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 34	7,083 34
Miscellaneous	1,660 00	1,293 74
Total	$705,974 44	$463,508 98
Increase		$242,465 46
En'gs fr. Jan. 1 to Sept. 30	$4,833,518 41	$3,673,178 03

The business of the Illinois Central Railroad for the month of September, 1864:

LAND DEPARTMENT.

Acres construction lands sold	21,660.50 for	$239,381 61
Acres Interest Fund Land sold	600.00 "	8,587 40
Acres Free Lands sold	2,506.91 "	34,717 16
Total sales during month of Sept. 1864	24,767.41 for	$282,686 17
To which add town lot sales		2,835 00
Total of all		$285,521 17
Acres sold since Jan. 1, 1864	214,647.26 for	$2,300,085.44
Cash collected in September		$305,599 77

TRAFFIC DEPARTMENT.

Receipts from passengers	$376,731 97
" freight	474,272 20
" mails	6,358 33
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in month of Sept., 1864	$767,363 50
Total receipts in month of Sept., 1863	478,576 49
Increase	$288,787 01

The traffic of the Cincinnati and Chicago Air-Line Railroad for the month of September was:

	1864.	1863.
Freight	$35,349 69	$22,136 30
Passengers	45,244 70	26,020 13
Mail, express & sundries	4,712 95	3,328 74
	$85,307 34	$51,485 17

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Sept., 1864, were $398,820 00
Corresponding month of previous year 300,822 00
Increase $97,498 00

The earnings of the Chicago and Rock Island Railroad Company for the month of Sept., 1864, were $307,000 00
Corresponding month of previous year 209,103 00
Increase $97,897 00

The earnings of the Toledo and Wabash Railroad for the month of Sept., 1864 $243,940 00
Corresponding month of 1863 120,595 00
Increase $122,345 00

The earnings of the Chicago and Northwestern Railway for the month of Sept., 1863 and 1864, were:

	1863.	1864.
Passenger	$120,097 56	$194,803 82
Freight	340,695 57	449,344 75
Express	4,013 92	5,593 62
Mail	5,144 48	5,622 51
Total	$478,186 12	$655,364 20
Increase 38 47-100 per cent	185,412 67	

Atlantic and Great Western Railway.

The following is the traffic of the Atlantic and Great Western Railway since Jan. 1, 322 miles being opened:

	Passengers, &c.	Freight.	Total.
January	$38,615	$168,683	$207,298
February	50,189	178,852	229,041
March	60,518	166,215	226,733
April	63,992	133,275	197,267
May	57,193	157,486	214,679
June	73,654	240,867	314,521
July	82,665	249,433	332,098
August	95,077	310,999	406,076
September	135,502	310,542	446,044
Total	$657,405	$1,916,352	$2,573,757

Railroad Earnings--Weekly.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Sept. 31, 1864, were:

	1864.	1863.
Passengers	$4,579 07	$3,365 72
Freight	14,535 09	16,160 80
Express	104 16	75 00
Mails	296 58	296 58
Total	$19,514 90	$19,898 10

Receipts from January 1st to Sept. 31:

1864	$429,070 05
1863	281,700 99
Increase	$147,369 06

The earnings of the Marietta and Cincinnati Railroad for the 4th week in September:

	1864.	1863.
Passengers	$17,887 51	$13,706 15
Freight	12,294 04	14,475 65
Mail, express & telegraph	1,419 02	1,050 41
Total	$31,600 57	$29,232 21
Total this month to date	96,062 36	77,112 14
Total since Jan. 1	$737,374 06	$481,539 75

The earnings of the Grand Trunk Railway for the week ending Oct. 1st, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were: $119,447 00
Corresponding week, 1863 113,647 00
Increase $5,800 00

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 4th week in September:

	1863.	1864.
Passengers	$41,523 83	$67,180 18
Freight	109,719 06	147,385 38
Express	1,003 48	1,373 96
Mail	1,286 13	1,405 64
Total	153,532 50	217,345 16

Increase 41 56-100 per cent $63,812 66

From June 1, to Sept. 20, 1864, (4 months) the earnings were $2,220,525 44, against $1,417,509 46 in 1863—an increase of $803,015 98.

The earnings of the Chicago and Alton Railroad Company for the week ending Oct. 7, were:

	1864.	1863.
Passengers	$30,749 80	$15,116 45
Freight	32,880 61	22,995 31
Sundries	1,276 50	1,606 46
Total	$64,906 91	$39,718 22
Increase 1864		$25,188 69

The earnings of the Michigan Central Railroad for the 1st week in Oct., 1864, were $85,425 81
Corresponding week of previous year 71,222 33
Increase $14,208 48

The traffic of the Great Western Railroad for the week ending Sept. 30th, 1864, was as follows:

Passengers	$50,634 60
Freight and live stock	29,392 20
Mails and sundries	1,360 44
Total	$81,387 24
Corresponding week of 1863	62,354 63
Increase	$19,032 61

The Oil-Wells of America.

The American petroleum trade has so suddenly sprung up into vast importance that one might easily suppose the article itself to be a novelty. So far from this, however, it has been known and employed in the arts from the most ancient times. Egyptian mummies are in existence of which the cerements bear traces of the petroleum in which they had been steeped to preserve them from the ravages of time. Herodotus mentions that petroleum was largely used in the construction of the walls and towers of Babylon, and traces of it may still be found among the ruins of Nineveh. The oil-springs of Is, situated about 120 miles above Babylon, on a tributary of the Euphrates, attracted the attention of Alexander, and are still in existence. On one of the Ionian Islands there is a spring which has been flowing for 2000 years. The springs of Rangoon, in the Burman Empire 520 in number, have been worked for ages, and they now yield annually 400,000 hogsheads of oil. Petroleum has been found in later times in many other parts of the globe, including Clermont and Gobian, in France. The celebrated "Pitch Lake" of Trinidad is filled with a bituminous substance formed by the evaporation of this oil.

Even in America petroleum is not a novelty. In Pennsylvania and Western Canada, at the spots where the recent discoveries were made, some ancient oil-wells are still to be found, and large trees are now growing in the earth thrown out of these wells, affording incontestible proof of their great antiquity. The early English and French settlers seem to have known nothing of petroleum, and when, in 1836 and 1844, mention was publicly made of certain oil-springs at Little Kanawha, Virginia, and of liquid bitumen in Western Canada, the discoveries attracted little or no attention. It was not till 1857 that operations were commenced for the distillation of the bitumen at Enniskillen, in Canada; and the operators then speedily discovered that by sinking wells a similar material might be obtained in a fluid state. Large quantities of oil were thus produced. Two years later a well was sunk to the depth of 70 feet, near to the ancient wells already referred to, in Venango, in the State of Pennsylvania. The oil flowed with such force that for many weeks 1,000 gallons per day were obtained from this well. Other wells were speedily sunk, many of which yielded large quantities of oil.

In some districts the earth is saturated with the oil, and, occasionally, a porous sandstone or limestone will yield considerable quantities. More commonly, however, the oil is collected in fissures in the rocks, at various depths below the surface. In some cases an ample supply of oil is obtained at 40 feet, deep, while other wells are sunk as low as 120 feet to 160 feet. In Titusville, Pennsylvania, there are wells of the depth of 500 feet. Usually, when the oil is reached, the pressure of gas in the fissure forces it up, and it flows for some time to the surface. As soon as the oil has ceased flowing a pump is employed. Sometimes the oil continues to flow spontaneously, and with such force as to defy every effort to control it.

Different opinions prevail in regard to the origin of petroleum. There can be no doubt that it has been derived in some way or other from organic remains; but whether by a slow process of distillation at a low temperature, or by simple decomposition, there is at present no sufficient evidence to decide.

The quantity of oil yielded by the wells varies considerably, some wells producing only ten barrels per day, and others as much as 300 barrels.

It is probable that the total yield of oil in America is, at the least, 150,000 gallons per day. The method of working is very rude and imperfect, and, with better machinery, much larger quantities of oil may be obtained. The following figures show the rapid progress of the trade in this article. In 1861, 37,082 barrels of petroleum were exported from America; in the following year the number of barrels reached 362,593; and in the first six months of 1863 it was no less than 568,535.

I may be well to remark, that a large quantity of the oil which comes from America has not been freed from inflammable spirit, the presence of which constitutes the only source of danger. But if consumers would be careful to obtain only some well-known brand, they might use petroleum with perfect safety. The brilliant and colorless oil, so popularly known as the "patent cazeline oil," affords a most powerful light at a very moderate cost, and is quite free from every objectionable quality.

The discovery of the oil-wells, and of the valuable properties of petroleum, would have been only of limited advantage to the world without adequate means of transport. When the first wells were sunk in Oil Creek the oil was collected in casks, and conveyed by long trains of carts, slowly and wearily, over roads of the roughest description; or the casks were lashed together to form rafts, which were then floated along the shallow rivers, often with considerable loss of the oil. The value of the oil was thus greatly enhanced by the cost and risk of carriage, and the price to the consumer was necessarily much higher than it should have been. But after a little while a railway was seen pushing its way through the woods and swamps at the rate of a mile per day, and the requisite facilities of carriage were provided.

The Atlantic and Great Western is a very remarkable railway—remarkable in respect to its origin, the circumstances of its construction, and its future prospects. From New York a railway runs in a north-westerly direction to Lake Erie. Another railway, whose direction is nearly due west, connects the important western city of St. Louis with the cities of Cincinnati and Dayton. About thirteen years ago, when these two railways were yet unfinished, a manufacturer living in Ohio conceived the idea of constructing a line of 400 miles in length, to connect the two, and thus to form one grand direct line from New York to St. Louis. With much difficulty he obtained the requisite powers for constructing the railway, but the scheme was not regarded with favor by the American public, and it appeared likely to fail for lack of support. The project, however, had attracted the attention of Mr. James M'Henry, of London, who was in correspondence with M. De Salamanca, an eminent Spanish capitalist, and other men of resources equal to his own, and of sagacity equal to their resources. Mr. M'Henry discerned in this unfortunate railway, which no one would support, the elements of a great success. The report of Mr. Kennard, a skilful engineer who visited the route, confirmed him in this opinion; and, although America was now on the verge of civil war, he determined to construct the line at once. The question of money did not trouble Mr. M'Henry and his friends. To obviate all difficulty on this score, they began the work at their own risk, and they did not ask the public to subscribe a farthing until a section of the line had been completed, which they could offer as a material guarantee. In the spring of 1862 the work was commenced, 5,000 laborers having been carried from England for the purpose, and, notwithstanding all the difficulties arising from the civil war, the progress was so rapid that, at the end of the year, 200 miles were completed in as many days. The main line is now open from Salamanca, on the New York and Erie Railway, to Dayton, thus establishing direct communication between New York and St. Louis, a distance of 1,200 miles without change of carriage. Two important branches have already been constructed; one, of sixty-seven miles in length, to Cleveland, the great port of Lake Erie; and one of fifty-four miles, to Franklin and Titusville, passing through the oil region.

It is now evident that this railway, constructed under every kind of discouragement by a few enterprising individuals, is destined to become one of the greatest and most prosperous undertakings in the world. It passes through the most fertile portions of the States of New York, Pennsylvania, and Ohio, the internal traffic of which is very great; and even in the uncultivated districts which it traverses towns and villages, are springing up on every hand. The oil traffic is of itself greater than the line can at present carry, and will provide employment for largely increased means of transport. But the line has other and still more important sources of income. Other western lines are unfavorably noted for their frequent breaks of gauge, involving changes of carriages, circuitous routes, and steep gradients; but this railway, being free from these defects, will undoubtedly become the great highway from the Far West, to the Atlantic. The farmers of the grain-producing prairies, who have frequently burnt their corn as fuel because the cost of transport was so great, will now be provided with ready means of conveyance to the markets of the New and the Old World. When peace is restored, the new line will also gather up the cotton of the neighboring Southern States and convey it to New York. A bridge over the Niagara will form the connecting link between the Atlantic and Great Western and the leading railways of Canada West, conferring great benefits on the inhabitants of the British possessions, and greatly extending the traffic. There is no coal in Western Canada, but this railway will convey thither an unlimited supply from the Pennsylvania coal-fields, and receive back the grain of the Canadian farmers for direct conveyance to the Atlantic ports.

The returns from the Atlantic and Great Western Railway already amount to between £50 and £60 per mile per week; when they reach the larger amount it is expected that the line will pay the handsome dividend of 25 per cent to its shareholders. Our Engraving taken from a photograph, represents the Franklin station, at Oil Creek Pennsylvania; some of the sheds and other rude apparatus of the oil-wells are visible in the distance.—*London Illustrated Times.*

Western Maryland Railroad.

A number of capitalists mostly of Baltimore, having in view the speedy completion of this road, purpose extending it from Hagarstown, to the Coal regions in Allegheny County. We learn that a corps of engineers is now engaged in making a preliminary survey for this route, and that so far they have progressed very favorably—the course taken proving practicable. Baltimore being in direct railroad communication with the district of country above mentioned, it is contended that coal could be transported to that city at greatly reduced rates. The Hagerstown *Mail*, in urging the project says:

The road once built, the value of the fertile lands lying near it would be very greatly enhanced. The mountain lands in the western parts of our county and in Alleghany county, now worth comparatively little, would have their value incalculably increased by the developement of the mineral riches which now lie buried in their bosoms. Intercourse, too, would be greatly augmented between the extreme parts of our State. We would be brought into communication with Cumberland, the second city in the State in point of size and commercial prosperity, but now almost completely isolated by intervening mountain chains.

A charter was obtained for this route from the last legislature, and from the spirit with which the matter has been taken hold of, it is not unlikely the road will be built. It is said that a number of New York capitalists are interested in the project.

Boston and Maine Railroad.

The annual meeting of the stockholders of this company was held at Lawrence on the 14th ult. The following gentlemen were elected directors for the ensuing year: Israel M. Spelman, President; James H. Duncan, Geo. W. Kittredge, Daniel M. Christie, Peter T. Homer, Henry Saltonstall, and Nathaniel G. White.

From the report which was presented we learn that the receipts of the road during the year ending May 31, 1864, were:

From passengers		$687,347 45
From freight		359,266 29
From rents (including Methuen Br.)		18,967 53
From mails		9,983 96
From interest and dividends		8,865 50
From surplus earnings of Portland, Saco and Portsmouth Railroad		32,500 00
Total gross receipts		$1,116,930 82
The expenses, including renewals, depreciation and all taxes except tax on dividends have been		635,031 72
Net earnings		$481,899 10
From which deduct two dividends of four per cent. each	$328,456 00	
U. S. tax on same	10,158 42	
And amount paid on Charles River draw accident since June 1, 1863	26,968 77	
		$365,583 19
The surplus of the year is		$116,315 91
To which, add the amount received for locomotive sold above its valuation on the books		7,500 00
Amount carried to undivided earnings for the past year		$123,815 91

The gross receipts exceed those of the year ending May 31, 1863, by the amount of $170,950 78; the net earnings are $31,597 14 larger.

During the three months ending August 31, 1864, the receipts of the road have been $347,832 and the expenses $207,486—showing an excess of receipts over expenditures of $140,346, or about three and a half per cent. on the capital stock.

Brockville and Ottawa Railway.

This company inform the people of the Upper Ottawa that they will be in a position to convey passengers and freight on or about the 1st of November. Opposition will then commence between three rival lines—the cars with the Union Forwarding Company to Arnprior, and the Gould line from Arnprior up. From that wharf it is said a steamer will be built to connect with their own line *via* Pembrook.—*Montreal Gazette.*

☞ The following gentlemen have been re-elected Directors of the Erie Railway Company: Samuel Marsh, Daniel Drew, John Arnot, William B. Skidmore, Cornelius Vanderbilt, Robert H. Berdell, Dudley S. Gregory, Ralph Meade, Ambrose S. Murray, William Evans, J. C. Bancroft Davis, H. L. Pierson, D. A. Cushman, Alexander S. Diven, Thomas W. Gale, Isaac N. Phelps, Horatio N. Otis.

☞ Holders of unendorsed bonds and other creditors and stockholders of the Northwestern Virginia Railroad Company are notified that the time for signing the agreement for the capitalization of the company, expires on the 1st of November.

☞ Pittsburg, (Pa.) has forty-six foundries consuming forty-six thousand tons of metal annually, and paying a million of dollars in wages.

☞ At a special meeting of the Ottawa City Council, held on the 7th inst., a letter was received "from the Solicitor of the Grand Trunk Railway Company, stating that unless some arrangement was effected between the Ebbwvale Company and the City of Ottawa, the Grand Trunk Company would remove the rolling stock; also a letter from R. Bell, Esq., President of the Ottawa and Prescott Railway Company, stating that the sheriff had notified him of his intention to seize upon the rolling stock, and asking the Mayor to become security for its being forthcoming on the day of the sale." A resolution was thereupon adopted by the City Council appointing a special committee to report upon the matter, and take such steps as may be deemed advisable to protect the interests of the corporation.

☞ The condition of the Susquehanna and Wyoming Valley Railroad and Coal Company on the 1st of June last, was as follows:

1,400 acres land, cost	$800,000
200 acres town lots, in Scranton	488,000
Improvements, depot at Elizabethport, cars, boats, rolling stock, coal on hand and cash assets, exclusive of earned profits	200,000
Total	$1,488,000
Seven per cent. mortgage bonds	350,000
22,760 shares stock, at $50 each	$1,138,000

☞ The City Treasurer of Philadelphia will pay on presentation on all City Loans maturing January 1, 1865, with interest to date of payment.

☞ The Baltimore and Ohio Railroad has been re-opened throughout its entire length. The trains now run through from Baltimore to Wheeling. The track has not only been relaid but sidings put down, and every preparation made to keep the road open permanently for trade, travel and military uses.

COUNTING ROOMS
AND OFFICES
FITTED UP
WITH
Velvet, Brussels and 3-Ply Carpet.
PATTERNS MADE EXPRESSLY for OFFICES.
ALSO,
Cocoa Matting, Oil Cloths,
Velvet and Cocoa Rugs.
And all Kinds of Railroad Furnishing.
OFFICES FITTED UP AT SHORT NOTICE.
DOREMUS & NIXON,
No. 45 Warren St.

J. U. ORVIS, Pres't. JOHN T. HILL, Cashier.
THE NINTH NATIONAL BANK,
NO. 363 BROADWAY.
Capital paid in.....$1,000,000.

Fiscal agent for the United States, and Government Depository in the City of New York.
Has on hand the Popular 7 3-10 Notes, and allows ¼ per cent. to all subscribers.
Also 10 40 Bonds which are payable, principal and interest in Gold. Also converts the old 7-30s into 6s of 1881. Collects Certificates of Indebtedness. Buys and sells Quarter-Master's checks and gives every possible facility to parties wishing to transact financial business with Government. 3m-32

To Manufacturers of Railroad Cars, Car Wheels and Locomotives.
A YOUNG MAN of strict business habits who has travelled the States and Canada, and can give references to some of the most prominent business men of New York, is desirous of obtaining a position as traveling agent for either or all of the above named articles.
F. R., care of MR. SCHULTZ,
AMERICAN RAILROAD JOURNAL.

NATIONAL SECURITIES.
ALMY & CO.,
CONTINENTAL BANK BUILDING.
No. 7 Nassau St., N. Y.
Receive SUBSCRIPTIONS for the **7-30** and **10-40** NATIONAL LOANS, on the most favorable terms. The usual Commission allowed to investors.
They will also attend the opening of the bids for the new 5-20 Loan, and solicit subscriptions to their list.
All descriptions of Government and other Securities bought and sold at market rates.
Five per cent. allowed on deposits, which may be drawn without previous notice. 41-32

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, Oct. 6, 1864.

NOTICE TO BONDHOLDERS.—The agreement modifying the First and Second Mortgages of this Company, has been executed by the President and the Trustees, under the deed of trust, and the evidence of such agreement to be attached to each bond is now ready. Bondholders may present their bonds at this office, or at the Company's Transfer Agency, WINSLOW, LANIER & CO., No. 52 Wall street, New York, and have the agreement attached thereto, or they may send to either of the above-named places a full description and the number of their bonds, when the agreement will be sent to the bondholder to be by him affixed to the bonds.
W. H. BARNES, Secretary.

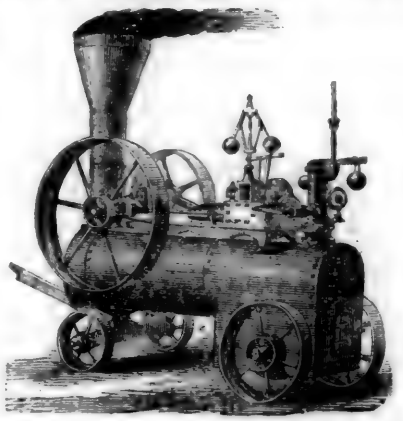
BANKING OFFICE OF WINSLOW, LANIER & CO., No. 52 Wall st., New York, Sept. 26, 1864.

DIVIDEND NOTICE.—In accordance with a letter of the President of the Pittsburg, Fort Wayne and Chicago Railway Co., dated the 24th inst., notice is hereby given that a DIVIDEND of TWO AND ONE-HALF PER CENT. (2½ per cent.) free of Government tax, for the third quarter ending Sept. 30th, will be paid by us on the 17th October, prox., on the capital stock of that Company to the holders, as registered on the 1st October prox.
The transfer books will be closed October 1st, prox., at 2 o'clock P. M., and re-opened October 18th.
WINSLOW, LANIER & CO.,
3t-40 Transfer Agent.

Partz & Buck,
Mining Engineers, Metallurgists,
AND
ANALYTICAL CHEMISTS,
No. 39 NASSAU STREET,
A. F. PARTZ, C. ELTON BUCK. } NEW YORK.

Fire Insurance on Favorable Terms.
HARTFORD FIRE INSURANCE COMPANY,
HARTFORD, CONN.
Capital and Surplus, $1,200,000.
GEO. M. COIT, Sec. TIMO. C. ALLYN, Pres.
PHŒNIX INSURANCE COMPANY,
HARTFORD, CONN.
Capital and Surplus, $500,000.
W. C. CLARK, Sec. H. KELLOGG, Pres.
SPRINGFIELD F. & M. INSURANCE COMP'Y,
SPRINGFIELD, MASS.
Capital and Surplus, $500,000.
WM. CONNER, JR., Sec. C. FREEMAN, Pres.
WESTERN MASS. INSURANCE COMPANY,
PITTSFIELD, MASS.
Capital and Surplus, $225,000.
J. N. DUNHAM, Sec. ENSIGN H. KELLOGG, Pres.
CONNECTICUT FIRE INSURANCE COMPANY,
HARTFORD, CONN.
Capital, - - - - - - $200,000.
J. B. ELDREDGE, Sec. B. W. GREENE, Pres.
Branch Office.
THE PETER COOPER FIRE INSURANCE CO.,
CITY OF NEW YORK.
Capital, - - - - - - $150,000.
WM. H. RIBLET, Sec. N. C. ELY, Pres.
☞ All fair Losses occurring at this Agency promptly adjusted by the Agent here, and paid in money current in this city.
EZRA WHITE, Agent,
Office, No. 74 Wall street, New York.

Ely Copper Mining Comp'y
CANADA EAST.
Office, 82 Broadway, N. Y.
Capital Stock, - - - - - - $500,000.
100,000 Shares—Par Value $5 each.
TRUSTEES.
JOHN E. BODY, President.
STEPHEN HILLS, JR., WM. BARCLAY PARSONS,
GEO. V. N. BALDWIN, EDGAR DE PEYSTER,
ERNEST SACCHI, Secretary.
The Trustees offer for sale 15,000 shares of the capital stock of this Company.
The property consists of 325 acres valuable mineral land, twelve miles from Richmond Station, on the Grand Trunk Railroad, Canada East. The mine has been worked down to the rich copper bearing veins, and is a property of great value.
It is entirely free from debt.
For full particulars apply as above, or at the office of
HENRY G. STEBBINS & SONS,
46 Exchange Place.
Where subscription books will be opened.

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RICHARD DUDGEON,
MACHINIST,
24 COLUMBIA ST., NEW YORK,
WOULD respectfully inform his friends and the public that he has removed to his new Building **No. 24 Columbia Street,** where he is prepared to furnish
Hydraulic Jacks,
of from 4 to 150 tons lifting power. PULLING JACKS of different sizes.
Hydraulic Presses
WITH PLATENS.
Hydraulic Punches
for punching iron from three-eighths to 1 inch thick. **Force Pumps** for Hydraulic Presses. Force Pumps for testing tubes, cylinders, etc.

STEAM CARRIAGES for good hard roads.—Squirting Oil Cans, also Danver's Patent Steam Hammer

SAVING OF FUEL TO PARTIES USING STEAM.
DAMPER REGULATORS.
GUARANTIED to effect a great saving in fuel, and give the most perfect regularity of power. For sale by the subscribers who have established their exclusive right to manufacture Damper Regulators, using diaphragms or flexible vessels of any kind. **CLARK'S PATENT STEAM AND FIRE REGULATOR COMPANY, No. 5 Park Place, N. Y.**

AMERICAN RAILROAD JOURNAL.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 22, 1864.

Wealth and Resources of the State of New York.

We propose as opportunity permits, to give a succinct account of the wealth and resources of the great loyal States of the Union, in order to show the extent of the one and the magnitude of the other. Our abstract is made up from the Census of 1860, and an able statistical work of Dr. Fisher. From this our readers will be able at a glance to see how splendid has been our progress under our matchless Union and the Constitution, which created us a nation out of a heterogeneous mass of dependent colonies, afterwards a weak and precarious confederation, and invested us for the first time with the insignia of a real National sovereignty. There never was any before, though it was often attempted to be shown by the enemies of our present system, particularly by the insurgent confederates that the Union is no Union, and that each State from the beginning was a sovereignty. The area of the State of New York is 47,000 square miles or 30,080,000 acres. The population by the last census was 3,880,785 being about 83½ persons to the square mile. The rate of increase from 1850 to 1860 was over 25 per cent, or 2½ per cent per annum. This would from 1860 to 1864, taken in the aggregate be 10 per cent, so that at that rate our present population may be set down at 4,261,570. The population of the city of New York was in 1860, 805,651, of Brooklyn 266,660, of Buffalo 81,129, Albany 62,367, Rochester 48,204, Troy 39,282, Syracuse 28,119, Utica 22,529, while there are 28 other cities and villages with a population varying from the smallest figure 5,077, to Oswego with 16,817.

There are 14,379,397 acres of improved farm land, and 6,616,558 unimproved. The value of the former as obtained from the assessors books is $803,343,593, and the implements of husbandry used upon them are worth $29,166,565.

The live stock consists of 583,725 horses, 1,553 mules and asses, 1,123,634 milch cows, 121,702 working oxen, 727,837 other cattle, 2,617,855 sheep, and 910,178 swine. The products of animals are as follows: Butter 103,097,279 lbs., Cheese 48,548,288 lbs., wool 9,454,473 lbs., wax and honey 2,490,770 lbs. The value of slaughtered animals is $15,841,403.

The products of cereals are of wheat, 8,861,000 bushels, of rye 4,786,905, indian corn 20,061,048, oats 35,175,133, barley 4,186,667, and buck wheat 5,126,305 bushels.

The Commercial crops are as follows: Tobacco 5,764,582 lbs., Hops 9,665,542 lbs., and Hemp 35,821 tons, Flax 1,514,476 lbs.

The miscellaneous crops as given as follows:

Peas and beans	1,699,334 bush.
Irish potatoes	26,447,389 "
Sweet "	7,523 "
Wine	61,404 gall.
Hay	3,564,786 tons.
Clover seed	106,963 bush.
Grass seed	81,622 "
Flax seed	56,986 "
Maple sugar	10,816,458 lbs.
" molasses	181,841 gall.
Sorghum	265 "
Silk cocoons	259 lbs.
In value the orchard yield was	$3,726,380
Market gardens	3,881,596
Home made manufactures	717,865

The capital invested in manufactures of all kinds is $175,449,206, and the number of establishments it keeps at work is 23,236. The value of the raw material annually consumed is $209,899,880, the number of operatives employed in the factories is 174,059 males and 47,422 females, while the annual value of the products of the factories is $379,623,560.

The principal articles produced are as follows:

Flour and meal	$35,064,906
Clothing	24,969,852
Printing, book, job, and newspapers	22,916,885
Leather	20,758,017
Lumber	12,485,418
Boots and shoes	10,878,797
Steam engines and machinery	10,848,868
Woollen and mixed goods	9,090,816
Iron castings	8,216,124
Spirituous liquors	7,698,464
Cotton goods	7,471,961
Furniture	7,175,000
Jewelry, silver ware, plated	5,466,468
Malt liquors	4,986,151
Gas	4,881,805
Soap and candles	3,886,503
Agricultural implements	3,429,087
Musical instruments	3,292,577
Rolled iron (38,275 tons)	2,215,050
Pig " (63,145 ")	1,385,208
Sewing machines (estimated now at)	2,086,805
Salt (7,521,335 bushels)	1,289,811
India rubber goods	977,700
Fish	151,040

The total value of imports and exports was in 1860 $394,045,326. The total tonnage was 9,410,733 tons. The shipping built in the State was 31,906 of which 7,889 tons were at fresh water ports.

There are 4 collection districts on the Ocean, New York, Cold Spring, Sag Harbor and Greenport, and nine fresh water districts, viz.: Champlain, Cape Vincent, Sacketts Harbor, Oswego, Genesee, Oswegatchie, Niagara, Buffalo and Dunkirk. There are upwards of 340 Banks, with about $350,000,000 capital, and a large number of Fire, Life and Marine Insurance Companies, and 71 Savings Banks, with 300,000 depositors having in these institutions $67,440,307 in deposites. The risks assumed by the Life, Fire and Marine Companies are over one thousand million of dollars.

The length of railroads in operation is 2,701 miles, and their cost was $131,820,542.

There are 16 principal canals in the State, in all of the length of 1,020 miles; of these are:

The Erie	350 miles.
Champlain	64 "
Black river	35 "
Chenango	42 "
Cayuga and Seneca	20 "
Genesee Valley	107 "
Delaware and Hudson	108 "

The total movement of tonnage in 1860, was 4,650,214 tons, the value of the tonnage was $170,849,198.

The tolls collected in 1860 were		$3,009,507
" "	1861	3,402,638
" "	1862	4.854,988
" "	1863	5,118,501

The estimated value of the real estate in 1860, was $1,119,938,484, and of personal $320,617,352. This however, is known to be far below the real value at least one-half.

In 1860 the State debt was		$7,085,054
1861 " "		6,505,654
1862 " "		6,505,654
1863 " "		6,506,654
And the Canal debt 1860		27,107,321
" "	1861	32,926,264
" "	1862	23,081,619
" "	1863	23,278,470

It will thus be seen that New York is far in advance of any Country or State of its size on the globe, in all the elements of progress and prosperity.

Boston.--Value of Imports.

The value of imports received from foreign ports, in American and foreign vessels from 1850 to 1863, have been as follows:

	American vessels.	Foreign vessels.	Total.
1850	$20,817,410	$9,091,966	$29,909,376
1851	20,627,308	11,323,250	31,850,558
1852	22,071,572	11,915,572	33,987,144
1853	26,177,320	17,140,009	43,317,389
1854	20,012,604	18 828,051	46,840,655
1855	26,298,858	15,685,155	41,984,013
1856	31,301,350	11,713,550	42,014,900
1857	34,613,242	13,894,682	48,607,924
1858	21,930,641	10,810,075	32,740,716
1859	29,501,582	14,452,443	43,954,025
1860	25,587,052	11,709,182	40,296,234
1861	14,150,552	11,894,418	26,044,970
1862	17,223,910	9,394,434	26,618,344
1863	12,227,591	13,803,853	26,031,444
Total	$331,540,992	$183,556,680	$514,097,672

Hartford and New Haven Railroad.

The earnings of this road for the year ending August 31, 1864, were:

From passengers		$787,626 65
From freight		457,110 09
From rents, mails, and expresses		47,570 21
Total		$1,292,306 95
And the expenses were:		
Repairs of road and bridges	$166,361 27	
Material and labor on engines and cars, and new cars and engines	194,845 38	
Station repairs and improvements, including new buildings	41,001 83	
Transportation and general expenses	204,284 95	
Wood, coal and oil	103,901 89	
Lost and damaged goods, damage and loss by fire, gratuities, etc	9,313 59	
	$719,708 36	
Balance of interest	50,337 69	
Taxes—State & Nat'nal.	64,935 12	
		834,981 17
Net receipts		$457,325 78

The number of miles run by passenger trains during the year was 290,102; by freight trains, 123,737; by other trains, 34,406—total, 458,245 an increase over the previous year of 58,948 miles. Number of passengers carried, 856,365; tons of freight transported, 280,607—showing an increase in the former of 193,075, and in the latter of 47,-968.

The gross income of the road exceeds that of the preceding year in the sum of $333,847 54. Of this increase $229,720 46 is derived from passengers, and $102,600 22 from freight. The report says:

The continued inflation of prices of all articles consumed in the operations of the road, and the constant increase of compensation to those employed in the service of the company, have, as will be observed, absorbed a large portion of this increased amount of earnings.

The increase of the business has devolved upon the company the necessity of large additions to the equipment of the road, and of the buildings and other accommodations at several of the stations. These additions have been made and their cost charged as a part of the current expenses of the year, which will account for some portion of the largely increased expenditures.

The item of taxes, State and National, is regularly increasing from year to year, and the coming year, with the large addition to the State as well as National tax, will show an increase far beyond any previous experience. The tax to the State alone for the coming year under the law of last session will exceed $60,000.

No satisfactory opportunity having offered for contracting in this country, for the construction of the new iron bridge for crossing Connecticut River, the Board of Directors determined in February last to commission an agent to proceed to England and endeavor to effect a contract there, for the accomplishment of this object. We are advised that a contract has been concluded with responsible parties there, and that the work of constructing the component parts of the bridge and fitting them ready for erection is in a forward state of progress. We trust, therefore, that during the current year this important structure will be completed and placed in position. A portion of the cash advanced on this account has been charged in the account for repairs of road and bridges.

In pursuance of the authority conferred on the Board of Directors, by the stockholders, at their last annual meeting, the board, on the 15th day of June last, determined to divide among the stockholders a portion of the unissued stock of the company, equivalent to twenty per cent. on the present stock, in consideration of the amount of earnings of the company during a series of years past, which have been invested in the construction and equipment of the road. This dividend is declared upon the stock as it shall stand on the books of the company on the 24th day of September, 1864, and will be payable and deliverable on and after the 3d day of October, 1864.

Circulars giving information of this dividend, and of the details connected with it were sent to the several stockholders immediately after the date on which it was declared.

We are again obliged to report that the suit against the New York and New Haven Railroad Company has not yet reached a conclusion, though we are now confidently assured that a decision may very soon be expected.

Our accounts are of course kept in conformity to our own claims as to the questions in controversy, and the amount of these unadjusted claims by the accumulations of a long course of years has become large, which accounts for an important portion of the item of debts due the company. The final adjustment of this account will depend upon the decision of the case.

A quarterly dividend of three dollars per share, free of government tax, has been declared, payable on the 3d day of October next.

The income account of the company for the past year is as follows:

Cash on hand September 1, 1863		$187,440 38
Income of the road		1,292,306 95
Sales of real estate		5,958 33
		$1,485,705 66
Dividends paid	$400,057 50	
Interest	50,337 69	
Operating and repairing road	722,951 07	
State and National taxes	64,935 12	
Real estate	6,852 39	
Increase of debts due the company and in the hands of agents	171,368 23	
Cash and cash funds on hand	69,203 66	
	$1,485,705 66	

The following from the ledger presents a general statement of the affairs of the company, September 1, 1864:

Capital stock	$2,850,000 00
Bonds	927,000 00
Contingent fund	562,802 01
Reserved fund	150,000 00
Profit and loss	249,999 44
Dividends unpaid	8,658 50
Debts due by the company	31,748 69
	$4,280,208 64
Construction	$3,158,644 52
Middletown Extension Railroad	27,682 66
Real estate, land, dwellings, etc	74,681 46
Bonds purchased	87,000 00
Tomlinson bridge stock	102,888 67
Advances to Tomlinson Bridge Co	34,147 27
Equipment, engines and cars	254,000 00
Wood, stock and tools	158,718 74
Debts due the company including account due from N. Y. & N. H. R. R. Co., unadjusted, and funds in the hands of agents	363,241 66
Cash and cash funds on hand	69,203 66
	$4,280,208 64

The office of the company is at Hartford, Ct. The directors chosen September 21, 1864, are as follows:

President.—C. F. Pond.

Directors.—Charles F. Pond, Julius Catlin, Cornelius Vanderbilt, Henry Coit, John A. Robinson, Ezra C. Read, Chester W. Chapin, A. G. Hazard, Samuel H. Parsons.

Superintendent.—E. M. Reed.

Secretary.—S. P. Conner.

Great Western (Canada) Railway.

From the report of the Great Western Railway Company we learn that the receipts on capital account during the half-year ending July 31, 1864, amounted to £1,198 10s 10d, and the total receipts to the 31st July, 1864, were £5,218,356 15s 2d. The aggregate expenditure to the same date amounted to £5,074,004 5s 7d, leaving a balance to the credit of capital account of £144,-352 9s 7d. The outlay on capital account during the past half year consists of additional sidings laid down at sundry stations, fish-jointing fourteen miles of rails—the proportion of expenditure chargeable to capital in rebuilding in stone and iron the wooden bridges over the cove of the River Thames, west of London—outlay on account of rolling mill at Hamilton, &c., amounting altogether to £16,156 15s 7d. The revenue account for the past half-year is as follows: Gross receipts, £314,930 19s 2d; working expenses including maintenance of way, taxes, insurance and rent of suspension bridge, £140,188 10s 3d—balance £174,751 8s 11d. From this there has to be deducted—Interest on government loan, £17,498 5s;

interest on company's bonds, &c., £33,228 1s 7d; loss on the conversion of American currency, £44,025 3s 9d; renewals of rails, sleepers, bridges, £31,263 11s 6d—total, £126,015 1s 10d; leaving a balance from the half-year's working of £48,736 7s 1d.

Fences and Cattle Guards on Line of Railroads.—Injury to Cattle.—Negligence.

The recent case of Hance *et al.* against The Cayuga and Susquehanna Railroad Company, was an action brought before a justice of the peace of this State, to recover the value of a cow. It was admitted by the defendants that on the night of the 11th of December, 1854, the defendants' locomotive ran over and killed the plaintiffs' cow, while on the railroad belonging to the defendants; and that the plaintiffs purchased the cow of Harvey Stevens. The cow was very breachy and would jump and break fences, which was the reason Stevens sold her to the plaintiffs, who were drovers. She was driven from the premises on the 11th of December to the tavern of one Taylor, and there put into a yard with five other cattle. The yard was about fifteen rods from a cattle guard, where a highway crossed the railroad. The cow got over the bars to the yard, by breaking the two upper ones, into the highway, and then went on to the cattle guard, and walked over or through it upon the railroad, and was killed by the locomotive on the railroad, about three-fourths of a mile from the cattle guard. There had been so severe a snow storm that the regular trains could not run on the railroad for a day or two. When the cow walked through or over the cattle guard it was filled up with snow under the slats. The snow plow ahead of the locomotive had taken off the snow even with the top of the slats, and from the upper side of the rails on the road. The cow sank into the snow two or three feet in walking through the cattle guard. Taylor testified that he never knew of cattle passing the cattle guard, before the cow went through or over it, and that the slats of the cattle guard were five or six inches apart and seven feet long.

One Baldwin (who worked on the railroad repairing the timber) testified that he lived three or four rods from the cattle guard; that he saw it some days after the cow was killed; that the slats to it were open; that he did not know but the snow there came up to the under side of them; that he saw the cow the night she was killed; that she was in his lot or yard; that there was a gate from his yard to the railroad, which was open that night, that the cow went out of his yard on to the railroad; that the railroad was fenced, and that the gate belonged to the railroad fence; also, that the cow might have come into his yard from the railroad or the highway; that there had been a great and severe snow storm, that he was sick and got his father to go and see if it was his (witness') cow that had gone on to the railroad track.

The engineer who ran the locomotive testified that the cow was killed at about 8 o'clock in the evening, that when he first saw her she was on the south side of a bridge; that he whistled down the brakes, that the head-light on the locomotive was lighted; that it was impossible to prevent killing the cow, that she so near the train when discovered it could not be prevented.

Two witnesses testified they were acquainted with the cattle guard; that it was in good repair or in good order, though it was partly filled up with snow at the time the cow was killed. One of them said the railroad was fenced from the cattle guard to the place where the cow was killed, and he had never known of cattle passing over the cattle guard.

There was a good fence around Taylor's yard, from which the cow escaped into the highway, and none of the other cattle in the yard got out that night.

At the close of the plaintiffs' evidence the defendants moved for a non-suit, on the ground that the plaintiffs had not made out a cause of action; and second, that there had been no negligence shown on the part of the defendants; and further, that the plaintiffs themselves had been guilty of negligence; which motion the justice refused to grant.

The justice rendered a judgment in favor of the plaintiffs for $25 damages, besides costs which was reversed by the Tompkins County Court in this State. The Supreme Court reversed the judgment of the County Court, and affirmed that of the justice, on the sole ground that the justice did not certify that he returned all the evidence given in the trial before him. The return set forth the evidence in detail, first, that given by the plaintiffs, and then that given by the defendants, and at the end end thereof was a statement that "the evidence here closed."

And after stating the judgment, the justice said; "I hereby certify that the foregoing are all the proceedings had before me in this cause." The case was appealed to the Court of Appeals of the State of New York, and was submitted to that Court upon printed briefs.

Balcom, J.—The defendants had fenced their railroad where the plaintiffs' cow was killed, and had constructed and maintained a cattle guard at the highway crossing where she went upon the railroad; and the evidence fails to show that the fence was not "of the height and strength of a division fence;" or that the cattle guard as made and maintained, was not "suitable and sufficient to prevent cattle and animals from getting on to the railroad."

Two or three witnesses who lived near it, testified that had never known cattle passing over it, and no witness pretended any cattle had ever gone over or through it before the plaintiffs' cow walked through it; and the evidence is uncontradicted, that she passed through it in consequence of its being filled up with snow. There had been so great and severe a snow storm as to prevent the regular trains of cars running on the railroad for a day or two. The snow had been removed from the rails and the top of the cattle guard, but it remained in and under the same and up to the under side of the slats of the guard.

The justice was probably satisfied that the defendants were guilty of negligence in not removing the snow from underneath the slats of the cattle guard. But that conclusion, however, well sustained by the evidence, did not justify him in giving judgment in favor of the plaintiffs, if their cow escaped from Taylor's yard, and went to the railroad by reason of their own or Taylor's negligence.

It is only before the requisite fences and cattle guards are duly made, that a railroad company and its agents are made liable by statute for all damages done by their agents or engines, to cattle, horses or other animals thereon notwithstanding the negligence of the owner co-operates in producing the damages.

After such fences and yards are duly made and maintained, the corporation is not liable for any such damages unless negligently or willfully done. (Conwin *vs.* The New York and Erie Railroad Co. 3 Kern., 42); and then the person sustaining such damages by reason of the negligence of the corporation, cannot recover if his own negligence in any way concurs in producing the damages.

This Court decided in Munger *vs.* The Tonawanda Railroad Company, (4 Const., 349,) that where the statute does not apply, an action against a railroad company for negligently running their engines or cars against or over cattle, and killing or injuring them on their railroad, cannot be sustained if the wrongful act or negligence of the owner co-operated with the misconduct of the company to produce the injury to the cattle. Also, that when cattle escape from the enclosure of the owner and stray upon the track of a railroad, they are to be regarded as trespassing upon the lands of the railroad company, and that the law charges the owner of the cattle with a wrongful or negligent act, if they stray from his enclosure and go upon lands appropriated by a railroad corporation, although his enclosure is kept well fenced, and he is guilty of no actual carelessness in suffering them to escape.

According to that decision the plaintiffs were clearly guilty of negligence, in suffering their breachy cow to escape from Taylor's yard and go to the railroad, which co-operated with the defendants' negligence to produce her death, and as the defendants' negligence was their omission to remove the snow from underneath to cattle guard, through which the cow walked from the highway on to their railroad, and not their failure to construct and maintain one there, sufficient, when not filled up with snow, to prevent cattle and animals from getting on to the railroad, the plaintiffs were not entitled to recover.

If the plaintiffs had been properly driving their cow along the highway, and she had walked over or through the cattle guard, or to the railroad by reason of the omission of the defendants to remove the snow that was in and under the slats of the guard, the case would have been different, and they would have been entitled to recover. But as the case is, the cow went upon the railroad track in consequence of their own as well as the defendants' negligence, and they should not have recovered.

The justice should have non-suited the plaintiffs or given judgment in favor of the defendants; and the County Court did right in reversing his judgment.

It follows that the judgment of the Supreme Court should be reversed, and that of the County Court affirmed, with costs.

All the judges concurring. Ordered accordingly.

☞ A telegraphic dispatch from San Francisco, dated 18th inst., quotes mining stocks as follows: Ophir, $400 per foot; Gould & Curry, $1,700 per foot; Savage, $1,900 per foot; Potosi, $825 per foot; Sierra Nevada, $50 per foot; Yellow Jacket, $712 per foot; Crown Point $600 per foot; State Telegraph, $38 per share.

Eight Hundred Thousand Dollars Involved in one Lawsuit.

One of the most important cases ever tried in this State was up for argument yesterday before Judge Heron of the Circuit Court. It is a case in which the State of Missouri sues the Platte County Railroad Company, and the Atchison Railroad Companies for possession of the road from Savannah to Weston, a distance of about forty-four miles. The question discussed yesterday was on an application for a change of venue. Col. Woodson and Jones and Vories did not deny the sufficiency of the petition for a change of venue, but contended the Court should at the time of granting the change of venue appoint a Receiver to take possession of the road, and preserve the profits until the case was finally determined. Colonel Bassett, General Stringfellow, Barnes and Denihan contended that the motion being acknowledged sufficient to change the venue, the jurisdiction of the Court was ousted and it could not legally decide any issue arising on the face of the petition. The point remains undecided, and is continued for argument. Able arguments have been made on both sides.—*St. Joseph Herald.*

Celebration of the Opening of the Philadelphia and Erie Railroad to Erie City.

On Tuesday, October 4, an excursion party left this city, in a special train, for Erie City, to celebrate the completion of a rail route of uniform gauge from tidewater on the Delaware in the port of Philadelphia, to the lakes in the harbor of Erie City. The train arrived at Lock Haven on Tuesday evening, departed thence Wednesday morning, reaching Erie City at 5:20 P. M. Returning, the train left Erie on Friday morning and arrived at West Philadelphia at 6 A. M. Saturday, on time.

It was our first trip over that portion of the new route which is west of Lock Haven and east of Warren, a distance of 157 miles, through the wilderness portion of Pennsylvania, where the solitude of the forest was only broken here and there by the echo of the woodman's axe till the locomotive made its advent, and with its shrill whistle announced that henceforth trains will run to the ocean and the lake, opening to the hardy pioneers and indwellers in a range of counties hitherto shut in from the commercial world, all the facilities to travel and transportation which distinguish other portions of the State.

The forest country traversed by the Philadelphia and Erie Railroad, already shows the quickening influences of the locomotive, which is a symbol of progress and an augury of improvement, understood by all, felt everywhere. And year by year as clearings are made and mines are opened, towns will grow around the stations and farms will cover the hill sides and valleys.

There are no desert wastes on the line of the road; on the contrary, where there is soil, overgrown with stalwart hemlocks and pines, amongst sturdy maples gums and oaks. There are no normal Savannas, but a sea of woods. And these latter in the frost-dyed shawls which autumn wrapped around the shoulders of her tenderest trees, were radiant with tints of scarlet and orange and russet and ochre, made brighter by the contrast with interspersed evergreens.

The streams are all cradled in the mountains; and from their sources, many of them from recesses never penetrated by man, but known to the deer and the elk, come out from the glens and side valleys over pebbly bottoms and down rocky beds to the larger and deeper channels which flow on, increasing as they go, till they swell into a river, and pass down into the open country, seeking the sea.

Ah! how refreshing is the sight of one hundred and fifty miles of nature? Of nature in the majesty of the mountains ribbed with rocks; in the forest mailed with leaves; in the waters which mirror overhanging clouds, between banks overgrown with vines and wild flowers and tangled briar tresses.

And then, too, how full of interest, and of sentiment, and of romance is the solitary cot of the axeman or hunter which here and there greets the eye from a ravine or hill-top, for there, says the heart, dwells a pioneer—a picket of civilization.

With like thoughts also the excursionist contemplated the little villages which dotted the settlements met with at irregular distances, in the primitive area.

At its commencement at Sunbury the elevation of the Philadelphia and Erie Railroad above tide is 423 feet; at its terminus in Erie City its elevation above tide is 573 feet; from Sunbury west the grade of the road rises gently for 150 miles; from Erie City east the grade rises rapidly for twelve miles; the maximum grade per mile going west is 105 feet, for a distance however of only two miles, and at this point the grade can be modified hereafter down to 52 feet; the maximum grade coming east, ascending from the lake, is 79 feet for several miles; Clarion Summit (Kane) 95 miles from Erie and 193 miles from Sunbury, is the highest summit on the road, being 2,006 feet above tide. From Wilcox to Sheffield, 25 miles, across the main Summit, the road is on a new location made by Phaon Jarrett, C. E. Robert Faries, Esq., the present Chief Engineer of the road has held that office throughout the whole period that the road has been in progress of construction from Sunbury, since 1852, a period of 14 years, embracing six executive administrations.

From Sunbury to the West Creek Summit a distance of one hundred and fifty-seven miles, the road skirts the Susquehanna waters, and is without sharp or objectionable curvature at any point. For all this distance—fifty-five per cent of the whole road—the alignment and curvature are marvellously favorable. In fact, the freight route from Philadelphia to Erie will margin the Susquehanna waters, from Columbia to West Creek Summit, within two miles of St. Mary's two hundred and forty miles, or fifty-four per cent of the whole distance from Philadelphia to Erie. Ponder this fact, reader, and think that for more than half the distance from Philadelphia to Erie city the rail route follows the course of the Susquehanna waters! The bearing of this distinguishing characteristic, on economy in transportation, is obvious.

After the road crosses the water-shed which divides the tributaries of the Susquehanna from the tributaries of the Clarion, it courses along the streams down one and up another till the water-shed which separates the Clarion from the Allegheny is reached, when the creeks are again followed down to their mouths and up to their sources. In this process the road skirts the Clarion river 8 miles, and the Allegheny river 9 miles. The 12 miles from Erie city to Jackson constitute the cross-country portion of the Philadelphia and Erie Railroad, all the rest of the route being along the meanderings of streams of water, big and little. This policy, west of the basin of the Susquehanna, added twenty miles to the length of the road, but lessened its money cost several millions of dollars.

At Erie city, on Thusday, October 6—a day passed in the enjoyment of courtesies and hospitalities long to be remembered—we realized and appreciated that, now, indeed, the three ports of Pennsylvania are bound together in ties of iron, never to be severed, never to be divorced. And when, on cars standing on the shore of the harbor, at State Street, in the centre of Erie City, we read the letters "P. R. R. (Erie)," we thought how fortunate is it that the operating contracts of Pennsylvania's great carrier include a leased line to Erie in unity with its own line to Pittsburg, the two coming together at the Susquehanna bridge, five miles north of Harrisburg, and 112 miles from Philadelphia, thus throwing an immense travel and prodigious traffic on the butt end of the main road, thence to tide water. Truly the necessities for a co-operating line of steamships from Philadelphia to Europe become more palpable from month to month. And with rebellion crushed out and pirates driven from the ocean, then will come the time for a line of steamships from Philadelphia to the Old World.

The valuable and spacious water frontage in Erie harbor donated by Erie City to the Philadelphia and Erie Railroad Company, whilst it shows the measure of importance attached by Pennsylvania's lake port to an iron union with Philadelphia, it at the same time gives the railroad a potential hand-hold on the lake.

The Philadelphia and Erie Railroad begins business at the lake with ample space on which to lay down a plan comprehensive enough for future operations on a grand scale, to be carried out according to the pressing wants of an expanding trade.

The plan of Erie City, too, indicates the aspirations and the foresight of those who founded the lake port of the Keystone Commonwealth, and squares with the bold, broad and sound views of the wise men who acquired for Pennsylvania, from the United States, the triangle of territory which contains the harbor of Erie. But Erie City is isolated no more; for all the way across the State, through its centre and its capital, to its cradle which is its portal at tidewater, an unbroken iron line is out-stretched; and passengers, (after Monday next) will pass from the tides to the lakes, in through trains running from Philadelphia to Erie City.

The Philadelphia and Erie Railroad Company, was incorporated by an act entitled "An Act to incorporate the Sunbury and Erie and Pittsburg and Susquehanna Railroad Companies" passed April 3, 1837.

The company was organized by the election of Nicholas Biddle, President, and Edward Miller, Chief Engineer. As the railroad from Philadelphia to Columbia was opened in 1834, whereas the railroad from Philadelphia to Pottsville was not opened till 1842, itseems strange that Sunbury was made the terminus of the route to Erie; but so it was. Edward Miller, Esq., First Chief Engineer, who made surveys for the company in 1838–'9, through the country previously surveyed for a canal by B. Acrigg, C. E. in the service of the State, was contractor for the completion of the road, and under his contract the last rail was laid down on the 2d July, 1864.

The company having yielded up the ghost, subsequent to Mr. Miller's report dated March 1, 1840, was resuscitated after an interval of eleven years, by the election of Daniel L. Miller, Jr., President, on the 24th May, 1851. On the 22d October, 1852, Mr. D. L. Miller, Jr., resigned; and on the same day Christopher Fallon, Esq., was chosen his successor. On the 28th October, 1853, Mr. Fallon resigned, whereupon John Tucker, Esq., acted as President *pro tem*, until 21st January, 1854, when James Cooper, Esq., was elected President. On the 12th February, 1855, James Cooper, Esq., resigned, when William Bigler, Esq., was elected. Mr. Bigler was President one year; on the 11th February, 1856, Samuel V. Merrick, Esq., was elected President. On the 8th December, 1857, Wm. G. Moorhead, Esq., succeeded Mr. Merrick, and is President at this time.

The history of the road is checkered with events which are recorded with the past; the public, however, are most interested in the road's present and future. That the line is capable of results of great moment and lasting importance, time will show, and rapidly, too, after it shall have been furnished with equipments and provided with appurtenances. To fortify it with shops, stations, sidings, etc., will require perhaps one and a half million dollars, to be secured. it may be, by another mortgage; but this additional lien will soon be offset by additional income from increased business.

Meanwhile, however, it will be well to bear in mind that time speeds swiftly on, and that traffic does not rush to a railroad through a new country, as waters discharged from the clouds rush into a stream in the bottom of a valley. Nevertheless, as the wide belt of territory traversed by the Philadelphia and Erie Railroad possesses resources in value exceeding estimate, and almost beyond limit, forests will give place to cultivated acres; towns will thrive; mines will be opened; manufactures will be introduced; and the wilderness middle portion, like the improved ends of the route, will be dotted with towns lively with industrial pursuits, and covered with farms mapped with cultivated fields smiling with growing crops.

Sunbury, Milton, Williamsport, Jersey Shore, and Lock Haven, with the populous surrounding country, put travel and traffic on the 66 miles of the eastern end of the road; whilst Warren, Corry, Union Mills, Waterford, Erie, and other towns, as well as the cultivated country which bounds them on all sides, contribute a large business to the 66 miles of the western end of the road. These 132 miles constitute 45 per cent of the entire mileage of the line.

The intermediate 55 per cent or 156 miles of wilderness will attract settler's in large numbers to traffic in its lumber and its minerals; and these newcomers will open mines, build towns and clear farms; so that in a few years Emporium and Ridgway, and Wilcox and Kane, will become centres of a profitable trade.

The capital and debt of the Philadelphia and Erie Railroad Company are in these amounts, to wit:

Capital stock	$5,000,000
Seven per cent mort. on 40 miles of road between Sunbury and Williamsport	1,000,000
Six per cent first mortgage on 248 miles of road from Williamsport to Erie—interest guaranteed by Pennsylvania Railroad Company	5,000,000
Six per cent second mortgage held by the State, to bear interest from Jan. 1, 1872—seven years hence	4,000,000
Total	$15,000,000
Interest on ten millions funded debt	$610,000

The profit on the hundreds of thousands of barrels of well oil which will undoubtedly be carried over the road—for the gauge of the Oil Creek Railroad will be changed so soon as sufficient cars can be provided to accomodate the transporters from the wells to tide water—will go very far towards paying the interest on all the mortgages, and may indeed, if the oil continue to command a high price, exceed the interest on all the liens on the road!

Philadelphia and Erie bondholders are as well secured as the most fastidious invester can desire; and after the proceeds of one more loan shall have been expended on the road, to put it in efficient condition to accommodate the travel and traffic which it will develope on its route, which it will attract from the lakes and elsewhere, and which it will command by reason of its geographical position and direction with reference to the interior and the seaboard, then will its stockholders be gladdened with its fast increasing income.—*U. S. R. R. and Mining Register.*

British North American Pacific Railroad.

The plan of connecting Canada with the Pacific is still agitated with considerable zeal. The following is an extract from the report of a lecture on Vancouver's Island and British Columbia, recently delivered by the Rev. Lachlin Taylor, D. D., in Belleville:—

The reverend lecturer proceeded to say, this road would open a new highway for British commerce, and shorten the voyage from Southampton by at least ten days. Before his locks were as gray as those of some of his Highland forefathers, he hoped to enjoy the exciting realization of a trip from Halifax, N. S., to New Westminster, B. C., by the iron horse, the thought of whose snortings among the lofty majestic, but otherwise silent mountains of Lake Superior and Huron was, in his eyes, so sublime, or if not thus by some other conveyance. The distance from the head of Lake Superior to Cariboo was about 1800 miles, and from the head of navigation to the Pacific very much less, so that it would require 5,000,000 cross-ties and sleepers, 200,000 tons of iron rails, 60,000 poles, and 1,000 tons of telegraph wire, which he was happy to say was already under way. It would require a motive power of 50,000 horses, and $100,000,000 to construct it; to work and maintain the road it would require $8,000,000, and the interest on the whole would be $6,000,000, so that altogether it would require $14,000,000 before there would be any returns. All these statistics he had from the highest authorities; their correctness therefore was undoubted. The lecturer would now come to the reason why he would have direct communication. The Hudson's Bay Company's territory was more than 3,000,000 square miles in extent, a little more than the whole of Europe. That this land instead of being peopled with the surplus population of more crowded and probably less favored lands, should have remained so long the mere hunting ground of a private company, was a lasting stigma to Britain. Immigration, instead of pouring into the States, would if this country was opened up, as it ought to be, in this way, the only available method, go to form the bone and sinew of a hardy, loyal, prosperous and contented portion of Her Majesty's subjects. A lasting disgrace this also was to the Canadian Government.

The Junction Railroad in Ohio and Indiana.

We have before us the statement of the president, J. M. Ridenour, Esq., relative to the securities of this company, from which we make the following extract:

The Junction Road was organized in 1849, by virtue of a special charter, granted by the Legislature of Ohio and Indiana. The road traverses a very rich and fertile region of country. Commencing at Hamilton, where it connects with the Cincinnati, Hamilton and Dayton Road; and also with the Atlantic and Great Western, passing through Butler county, Ohio, and Union. Fayette, Rush, Shelby, Hancock, and Marion, Indiana; and passing through the towns and villages of Hamilton, Oxford, College Corner, Liberty, Connersville, Rushville, Morristown and Indianapolis. The part from Hamilton to Connersville is completed, and doing a very good business.

The portion between Connersville and Indianapolis—fifty-six miles—has had more or less work done, at an original cost of some $300,000. It is now proposed to complete this portion, and thus open up a line of trade and travel that will without doubt prove highly profitable on the investment, and meet the demands of the country through which it is located.

It is needless to recite in detail all the advantages to result on the completion of the road as is proposed; we will simply refer to the map herewith to demonstrate its central position, and without doubt holding the key to a larger extent of territory than any other road of equal length in the State; connecting, as before stated, at Hamilton, with roads that open up the whole system in Ohio, and with the extension of the Marietta and Cincinnati Railroad, from Loveland, now in process of construction, gives us the shortest and only direct line from Indianapolis *via* Marietta to all points on the Delaware and Chesapeake, and *via* the C. H. & D. and A. & G. W. R. roads, to all points north and north east.

The Connersville and Newcastle Junction Railroad is now about complete—ready for the rails. This road is twenty-five miles in length, connecting the main line at Connersville with the Indiana Central at Cambridge City, and the Chicago and Great Eastern Railroad, at Newcastle—passing through a valley of surpassing beauty and richness, and thus opening the shortest line, by many miles, between those two great cities of the West, Cincinnati and Chicago.

As before remarked, that portion of the road from Hamilton to Connersville has been constructed at an original cost of about $35,000 per mile, to which has since been added in depot buildings and other facilities to the extent of some $10,000 per mile, making a total of about $45,000 per mile, or | $1,890,000
On the portion West of Connersville | 300,000
| $2,190,000

Upon the whole line there was originally placed a mortgage for $2,000,000, represented by 2,000 bonds, twelve hundred of which were sold, and by arrangement with the holders thereof, they have been surrendered, and are now in your hands for cancellation; and in consideration of the same, the Company has issued to the parties preferred stock, thus releasing the entire line of road from all mortgage liabilities and have made a new first mortgage, represented by twelve hundred bonds of one thousand dollars each; the mortgage has been duly executed and recorded, is now in possession of Morris K. Jesup and Charles Lanier, of New York, Trustees, and constitues the first and only mortgage on all the property and effects of the company. It is proposed to use the funds arising from the sale of these bonds for the completion of the road as contemplated, and its equipment, which is deemed sufficient for that purpose, even at present prices of materials and labor, which, when done, will present the company representing

Original capital stock	$1,800,000
First prefered stock, say	1,200,000
First mortgage bonds	1,200,000
	$4,200,000

The entire road is subject to the last, and only mortgage bonds; and therefore as we believe, offers as good security as any road in the country can do. We see no reason to doubt, that the Junction Road will, when completed, be one of the most productive railroads. The line is an important one: the country very rich, and the local traffic will be great.

Shipbuilding on the Clyde.

The almost incredible strides that have been taken by the iron shipbuilding trade of the Clyde during the past three years, have been a matter of much interest and surprise. There are now 31 shipbuilding yards on the Clyde, 13 of which may be said to be of the last two or three years' growth; and these latter are all well employed, and are keeping pace with the older and more matured establishment, and all enjoying a fair share of trade. The large number of 90 vessels are on the stocks. These vary in tonnage, from the 500 tons blockade running to the 5,000 tons war-rams, and would represent a total of 70,000 tons. Besides these, there are already launched, and at present fitting out at the yards or quays, about 40 vessels of 30,000 tons, making a grand total building and finishing of 130 vessels, of 100,000 tons. During the past nine months, 150 vessels, of 117,000 tons, have been launched on the Clyde. For the whole of the previous year, which was the busiest in shipbuilding ever before experienced on the Clyde, the total number of vessels launched was 170, of 124,000 tons.

Improved Mining Machinery.

It is proposed in England to dispense with ropes and chains in mining machinery and to use the pneumatic elevator. A cylinder or tube is placed in the shaft, which rises a few feet above the top, and reaches a few feet below the bottom of the mine. In this cylinder or tube a double-headed piston works, and between the two heads of the piston a fixed or movable receiver or barrel, or wagon is placed, which holds the mineral or water to be raised. An air-pump, worked by steam engine or water wheel, or other power, is used for forcing air down the shaft in a tube, which air passes into the cylinder below the under piston head. When the load is put in at the bottom, a valve is opened, so that the air is introduced under the piston, which, with its load, then rises to the top. On arriving at the top the load is removed, and on an escape valve at the bottom being opened, the piston descends, and the air which escapes ventilates the mine.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	300,000	5	....	1½
Acton Vale ..... Ca	50,000	5	....	1
Adventure ..... L. S.	20,000	....	....	....
Albany and Boston "	20,000	....	20	25
Algomah ..... "	20,000	....	2½	....
Alliance ..... Ca.	200,000	2½	....	....
Allouez ..... L. S.	20,000	....	1	3
American ..... Ca.	200,000	2½	....	....
Amygdaloid ..... L. S.	20,000	....	....	34
Annapolis ..... Md.	50,000	10	....	....
Arizona ..... Ariz. T.	10,000	100	....	....
Ascot ..... Ca.	20,000	20	....	....
Astor ..... L. S.	20,000	....	1	6¼
Atlas ..... "	20,000	....	1	7
Aztec ..... "	20,000	....	1	8
Balt. and N. C. ..... N. C	2,000	5	....	20c
Bare Hill ..... "	....	....	....	3¾
Bay State ..... L. S.	20,000	....	3½	20
Beaver ..... "	20,000	....	1	....
Bedford ..... Ca.	125,000	5	....	75c
Black River ..... "	200,000	2½	....	15c
Bohemian ..... L. S.	20,000	....	7½	10½
Bolton ..... Ca.	200,000	5	....	1
Boston ..... L. S.	20,000	....	5*	3½
B. and Corinth ..... Vt.	20,000	10	....	....
Brooklyn ..... L. S.	20,000	....	2	....
Brome ..... Ca	100,000	5	....	1½
Cabot ..... L. S.	20,000	....	½	....
Caledonia ..... "	20,000	....	....	7½
Cambridge ..... "	20,000	....	5	25c
Canada ..... Vt.	100,000	1	....	1½
Carp Lake ..... L. S.	20,000	....	....	1½
Cascade ..... "	20,000	....	....	....
Central ..... "	20,000	....	....	50
Champlain ..... Ca.	200,000	1½	....	....
Chatham ..... "	200,000	2	....	....
Chaudiere ..... "	100,000	1	....	50c
Chester ..... "	200,000	1	....	12c
Cheticamp	30,000	5	....	....
Chippewa ..... L. S.	20,000	....	....	....
Cleveland ..... Ca	100,000	5	....	....
Cliff ..... L. S	20,000	....	....	....
Clifton ..... "	20,000	....	....	1
Collin ..... "	20,000	....	¼	....
Columbian ..... "	20,000	....	4½	9
Consolidated ..... "	20,000	....	5	5c
Copper Falls ..... "	20,000	....	24½	26
Copper Harbor ..... "	20,000	....	1	....
Copper Hill ..... "	200,000	1	....	....
Copperas Hill ..... "	50,000	10	....	....
Cornwall ..... Vt.	100,000	2	....	62c
Dacotah ..... L. S	20,000	....	....	5
Dana ..... "	20,000	....	3½	1½
Deep River ..... N. C.	....	5	....	20c
Delaware ..... L. S.	20,000	....	....	15
Derby ..... "	20,000	....	1½	22
Devon ..... "	20,000	....	1	4½
Dorchester ..... "	20,000	....	6	7
Douglas ..... "	20,000	....	....	....
Dover ..... Ca.	200,000	....	1	....
Dudley ..... L. S.	20,000	....	½	3
Dunham ..... Ca.	200,000	2	....	30c
Durham ..... "	200,000	5	....	10c
Eagle River ..... L. S.	20,000	....	3½	4½
El Dorado (Silver) "	20,000	....	....	....
Escot ..... Ca.	25,000	20	....	4
Essex ..... "	200,000	....	....	19c
Etna ..... L. S.	20,000	....	....	13
Eureka ..... "	20,000	....	....	....
Everett ..... "	20,000	....	....	5*
Evergreen Bluff ... "	20,000	....	....	20
Flint Steel ..... "	20,000	....	....	7
Forest City ..... "	20,000	....	3	....
Forest Shepherd ... "	20,000	....	6	....
Franklin ..... L. S.	20,000	....	6½	40
French Creek ..... Pa.	100,000	5	....	62½c
Gardner City ..... L. S.	20,000	....	....	....
Gardner Hill ..... "	20,000	....	5	75c
Girard ..... "	20,000	....	....	6
Glade ..... "	20,000	....	1	....
Glencoe ..... Ca.	200,000	1	....	10c
Globe ..... L. S.	20,000	....	1	....
Grand Portage ... "	20,000	....	1	40
Grand Trunk ..... Ca.	100,000	5	....	60c
Great Western ... L. S.	20,000	....	2	3½
Green Mountain ... Vt.	20,000	10	....	6
Guilford ..... L. S.	20,000	....	5	28c
Hamilton ..... "	20,000	....	....	1
Hancock ..... "	20,000	....	6½	11½
Hanover ..... "	20,000	....	¼	1½
Hartford ..... "	20,000	25	12½	....
Hazzard ..... "	20,000	....	....	....
Highland ..... "	20,000	....	7	7
Hilton ..... "	20,000	....	....	2
Hope ..... "	20,000	....	¼	1½
Hudson ..... "	20,000	....	....	2
Hummert ..... "	20,000	....	....	7
Humboldt ..... "	20,000	....	2	7
Hungarian ..... "	20,000	....	1	2
Huron ..... "	20,000	....	16	34½
Indiana ..... "	20,000	....	....	5
Inverness ..... "	200,000	....	2½	....
Isle Haute	40,000	....	....	....
Isle Royale ..... L. S.	20,000	5	16	16

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	....	....	....
Keweenaw ..... "	20,000	....	....	6
Kickapoo ..... "	20,000	....	1	....
King Phillip ..... "	20,000	....	2	....
Knowlton ..... "	20,000	....	1	6
Lafayette ..... Ca.	200,000	1	....	1½
Lake ..... "	200,000	1	....	14c
Lawrence ..... L. S.	20,000	....	....	....
Lennoxville ..... Ca.	100,000	5	....	1½
Logan ..... "	100,000	3	....	2
Lyster ..... "	200,000	2	....	....
Madison ..... L. S.	20,000	....	1	3½
Malden ..... "	20,000	....	1	....
Mandan ..... "	20,000	....	2½	60c
Manhattan ..... "	20,000	....	2½	7½
Marquette ..... "	20,000	....	....	4½
Maryland ..... Md.	....	5	....	80c
Mass ..... L. S.	20,000	....	....	....
Massachusetts ..... "	20,000	....	....	....
Mendota ..... "	20,000	....	....	5½
Merrimac ..... "	20,000	....	....	3
Meteor ..... "	20,000	....	....	....
Mesnard ..... "	20,000	....	5½	8½
Michigan ..... "	20,000	....	....	....
Middlesex ..... "	20,000	....	....	....
Mineral Hill	....	....	....	2½
Minnesota ..... L. S.	20,000	....	2½	27
Missisquoi ..... Ca.	150,000	2	....	1½
Montezuma ..... N. Mex.	300,000	5	....	....
Morrison ..... L. S.	20,000	....	....	....
Nashua ..... "	20,000	....	....	....
National ..... "	20,000	....	5½	27
Native ..... "	20,000	....	3	1
Naumkeag ..... "	20,000	....	1	2½
Nelson ..... Ca.	200,000	1	....	10c
Nequaket ..... L. S.	20,000	....	1	....
Nevada (Silver) ... "	20,000	....	....	....
New England ..... "	20,000	....	2	2½
Newton ..... Ca	200,000	1	....	8c
New York ..... L. S	20,000	....	....	1
N. Y. & Passaic ... N. J	100,000	5	....	....
North Cliff ..... L. S.	20,000	....	4	4
North Silver Lake "	20,000	....	....	....
North State ..... "	20,000	....	3	15c
North Sutton ..... Ca.	100,000	5	....	1
North Western ... L. S.	20,000	....	7½	10
Norwich ..... "	20,000	....	....	3½
Ogima ..... "	20,000	....	....	7
Ontonagon ..... "	20,000	....	....	1½
Ottawa ..... Ca.	200,000	1	....	23c
Pacific ..... L. S.	20,000	....	....	....
Pennsylvania ..... "	20,000	25	2½	20
Petherick ..... "	20,000	....	2½	12
Pewabic ..... "	20,000	....	3½	57
Phila. & Boston ... "	20,000	15	....	2
Phœnix ..... "	20,000	....	....	22
Pittsburg & Boston "	20,000	....	5½	75
Pontiac ..... "	20,000	....	3½	4
Prince of Wales ... Ca.	200,000	....	....	....
Providence ..... L. S.	20,000	....	....	¼
Quincy ..... "	20,000	....	10	9¾
Reid Hill ..... Ca.	200,000	1	....	....
Reliance ..... L. S.	20,000	....	....	3
Richford ..... "	60,000	5	....	....
Ridge ..... L. S.	20,000	....	5	10½
Rockland ..... "	20,000	....	....	....
Roscoe ..... Ca	200,000	1	....	....
Rudisell	....	....	....	65c
St. Clair ..... L. S.	20,000	....	3	9½
St. Flavien ..... Ca.	100,000	5	....	....
St. Francis ..... "	100,000	5	....	....
St. Mary's (L. & M.) L. S.	20,000	....	6½	10
Salem ..... "	20,000	....	1	....
Sharon Consol ..... "	20,000	....	....	3
Sheldon ..... "	20,000	....	....	16
Silver Creek ..... "	20,000	....	1	....
Silver Hill ..... "	20,000	....	....	30c
Silver Lake ..... "	20,000	....	....	....
Silver Valley ..... "	20,000	....	....	30c
Southampton ..... Ca.	100,000	5	....	....
South Bedford ..... "	200,000	2	....	41c
South Side ..... L. S.	20,000	....	3	2
Springfield ..... Md.	....	5	....	1½
Stadecona ..... Ca.	100,000	5	....	....
Star ..... L. S.	20,000	....	7½	7½
Stark ..... Vt.	100,000	....	....	2½
Stratford	50,000	10	....	2½
Superior ..... L. S.	20,000	....	4	7½
Sussex ..... "	20,000	....	....	....
Sutton ..... Ca.	100,000	5	....	87½
Toltec ..... L. S.	20,000	....	20	22
Tremont ..... "	20,000	....	5*	3½
Union (L. & M.) ... "	20,000	....	....	....
Vernon ..... "	25,000	10	....	....
Victoria ..... L. S.	20,000	....	....	....
Vulcan ..... "	20,000	....	1½	....
Washington ..... "	20,000	....	....	....
Waterloo ..... Ca.	100,000	3	4*	35c
Waukegan ..... L. S.	20,000	....	....	....
West Minnesota ... "	20,000	....	2½	2½
Wickham ..... Ca.	200,000	5	....	50c
Wickopee ..... "	100,000	5	....	5½
Winthrop ..... L. S.	20,000	....	....	3½
Wyandotte ..... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	80,000	50	....	4
East River	6,000	50	....	....
George's C'k C. & I. Md.	10,000	100	....	118
Harewood	20,000	5	....	....
Kahtadin ..... Me.	3,000	100	....	....
Lake Superior ..... L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant ..... Pa.	10,000	50	....	....
Teal Lake ..... L. S.	....	....	....	4½
Tyson	20,000	10	....	....
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	1	....	....
Bucks County ..... Pa.	....	....	....	1
Canada ..... Ca.	50,000	5	....	1½
Clute	....	....	....	1½
Crystal Lake	....	....	....	....
Erie	....	....	....	21
Gay's River	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone ..... Pa.	....	....	....	3
Lancaster ..... "	....	....	....	....
Macomb ..... N. Y.	100,000	5	....	2
Mineral Point	100,000	5	....	¾
Mount Hope ..... N. Y.	80,000	5	2½	....
National	200,000	1	....	....
New Jersey ..... N. J.	12,000	100	....	110
N. Y. & Boston ... N. Y.	100,000	5	....	2½
Oswegatchie ..... Ca.	100,000	5	....	1
Placentia Bay ..... N. F.	....	....	....	1½
Ramsay ..... Ca.	20,000	25	....	....
Rossie ..... "	100,000	5	....	....
Shawangunk ..... N. Y.	100,000	5	....	....
Sussex ..... N. J.	....	....	....	40c
Union	100,000	5	....	57c
Wallkill ..... N. Y.	....	....	....	2½
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	....	85
Ashburton ..... "	50,000	50	....	22½
Atlantic & G. C. ... Md.	....	....	....	1½
Baltimore ..... "	....	100	....	86
Bear Valley ..... "	40,000	12½	....	21
Beaver Meadow ... Pa.	100,000	50	....	....
Belmont ..... "	10,000	50	....	17
Big Mountain ..... Pa.	....	....	....	6½
Blackhall ..... N. S.	8,000	25	....	....
Boston & Pictou. "	100,000	5	....	....
Bridgeport ..... Pa.	30,000	10	....	....
Broad Mountain ... "	30,000	10	....	....
Butler ..... "	....	....	....	18
Cape Briton ..... N. S.	200,000	2½	....	....
Carbondale ..... Pa.	....	....	....	3
Central ..... "	....	....	....	55½
Clinton ..... "	....	....	....	1
Coal Brook ..... "	4,000	50	....	....
Continental	10,000	50	....	73½
Cumberland (pref.) Md	50,000	100	....	51½
Daniel Webster	5,000	100	....	....
Mass Mahanoy ..... Pa.	....	....	....	....
Everhart	20,000	25	....	....
Franklin ..... Pa	5,000	100	....	70
Fulton ..... "	50,000	5	....	8½
Gilbertson	5,000	100	....	85
George's Creek ... Pa.	10,000	....	....	110
Grand Tunnel	4,000	100	....	....
Green Mountain ... Pa.	....	....	....	5
Hampton & Balt ... Md.	....	....	....	91
Hazleton ..... Pa.	32,300	50	....	82
Henry Clay	3,000	100	....	....
International ..... N. S.	20,000	50	....	....
Lawrence ..... Pa.	2,000	100	....	....
Locust Mountain ... "	....	....	....	62
Lorberry ..... "	4,000	100	....	30
Macan ..... "	2,000	100	....	....
Mahanoy ..... "	1,000	20	....	....
Metropolitan	....	100	....	....
Middle Coal Fields. "	....	....	....	14½
Milford	2,500	50	....	....
Mill Creek ..... Pa.	....	....	....	....
Mulgrave	2,000	....	....	....
Narragansett ..... R. I.	5,000	10	....	....
New Creek ..... Pa.	....	....	....	1½
North. & Luzerne . "	....	....	....	....
Penn. ..... "	100,000	50	....	18
Penn. Cannel ..... "	6,000	50	....	....
Picton ..... "	4,000	100	....	....
Pine Knot ..... Pa.	4,000	50	....	....
Port Hood	4,000	100	....	....
Potomac ..... Md.	40,000	10	....	....
Powell ..... Pa.	....	....	....	....
Preston ..... "	....	....	....	30
Princess Alex. ... N. S.	5,000	100	....	....
Ridgeway	....	....	....	....
St. Clair ..... Pa.	5,000	100	....	28
Schuylkill Valley .. "	20,000	10	....	3½
Shawmut	6,000	50	....	....
Short Mountain ... Pa.	16,000	50	....	40
Stafford	....	....	....	....
Suffolk	4,000	100	....	93
Sugar Loaf ..... Pa.	....	....	....	....
Summit ..... "	40,000	20	....	....
Susq. Coal & C. Mt. "	....	....	....	4½
Tamaqua ..... "	....	....	....	....
Vandermark	20,000	50	....	....
Wyoming Valley ... Pa.	22,760	50	....	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Etna (G.) ..... Col.	50,000	10	....	....
Acadia (G.) ..... N. S.	100,000	3	....	....
Albion (G.) ..... "	100,000	3	....	¼
Alpine (G.) ..... Col.	150,000	10	....	....
Alps (G.) ..... "	100,000	5	....	....
American ..... "	200,000	2	....	....
Am. & Mex. (S.) .. N. M.	....	....	....	....
Am. Pioneer ..... A. T.	....	....	....	....
Arizona (Silver) .. "	....	....	....	....
Atlantic (G.) ..... N. S.	100,000	2	....	2
At. & Pac. (G. & S.) Nev.	50,000	10	....	33
Bay State (G.) ..... Col.	200,000	5	....	....
Beacon (G.) ..... N. S.	200,000	2	....	....
Benton (G.) ..... "	100,000	5	....	1½
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) ..... "	10,000	50	....	....
Briggs (G.) ..... "	10,000	100	....	....
Bullion (G.) ..... "	200,000	25	....	....
Burroughs (G.) ... "	100,000	10	....	....
Canadian (G.) ..... Ca.	200,000	2	....	....
Central (G.) ..... Col.	50,000	20	....	17½
Chaudiere (G.) .... Ca.	100,000	5	....	40c
Chebucto ..... N. S.	100,000	5	....	65c
Colonial (G.) ..... Ca.	100,000	2½	....	25c
Colorado (G.) ..... Col.	50,000	10	....	3½
Consol. Greg'y (G.) Col.	50,000	100	....	25
Copalinshe (G.) .... "	200,000	20	....	....
Corisannie (G.) .... "	100,000	10	....	6
Corydon (G.) ..... "	100,000	25	....	2½
Day & Bushnell (G.) C.	300,000	10	....	....
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	....	....
El Dorado (G.) ... Nev.	100,000	5	....	....
Empire (S.) ..... "	....	....	....	....
Empress (S.) ..... "	....	....	....	....
Eureka (G.) ..... Cal.	....	....	....	....
Excelsior (G.) ..... Col.	50,000	10	....	14
Frankfort (G.)	100,000	2	....	....
Garrison's (G.) ..... Col.	100,000	5	....	....
Gilbert River (G.) .. Ca.	100,000	5	....	1
Gilpin (G.) ..... Col.	100,000	5	....	1½
Gold ..... "	100,000	5	....	3½
Gold Field	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River	100,000	3	....	....
Gould & Curry (G. & S.) N.	....	....	....	....
Gunnell (G.) ..... Col.	300,000	10	....	2½
Halifax (G.) ..... N. S.	200,000	2	....	50c
Harmon (G. & S.) Nev.	....	....	....	....
Holman (G.) ..... Col.	150,000	2	....	....
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	....	¾
Isabella (G.) ..... Col.	....	....	....	....
Kennebec (G.) ..... Ca.	100,000	5	....	....
Kent (G.) ..... N. S.	200,000	1	....	....
Lake (G.) ..... Col.	....	....	....	....
Lake Major ..... N. S.	12,000	50	....	....
Libertad (G. & S.) Mex	....	....	....	....
Manhattan (G.) ..... Col.	100,000	10	....	....
Mariposa (G.) ..... Cal.	100,000	100	....	32
Massachusetts (G.) .. Ca.	500,000	5	....	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	....	....
Montague (G.) .... N. S.	50,000	10	....	....
Montana (G.) ..... Col.	100,000	¼	½	1½
Montezuma (G. & S.) N.	100,000	5	....	....
Mt. Alpine (G.) ... Col.	250,000	5	....	....
Mt. Vista (G. & S.) Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	2½
New Gregory (G.) "	50,000	10	....	....
New York (S.) ... "	100,000	10	....	....
N. Y. & N. S. (G.) N. S.	100,000	5	....	¼
Nova Scotia (S.) .. "	100,000	2	....	2½
Oldham (G.) ..... "	100,000	2	....	....
Otate (S.) ..... Mex.	....	....	....	....
Palma (S.) ..... "	....	....	....	....
Peck (G.) ..... N. S.	100,000	5	....	....
Peninsular (S.) .. L. Cal.	....	....	....	....
Picacho (S.) ..... A. T.	50,000	50	....	....
Pontiac (G.) ..... Col.	50,000	20	....	....
Prince Albert (G.) .. Ca.	100,000	2	....	1½
Quartz Hill (G.) ... Col	40,000	25	....	6½
Quicksilver ..... Cal.	40,000	25	....	77½
Renfrew (G.) ..... Ca.	120,000	2½	....	1½
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.) ..... Col.	....	....	....	10
Sacramento (S.) .. Nev.	....	....	....	....
San Antonio (S.) .. A. T.	60,000	50	....	....
Santa Clara (Q.) ... Cal.	....	....	....	....
Santa Rita ..... Ariz. T.	....	....	....	....
Scottie (S.) ..... Ariz. T.	....	....	....	....
Sherbrooke (G.) .. N. S.	100,000	10	....	....
Sierra Nevada (G.) Col.	....	....	....	....
Silver Hill (S.) ... Nev.	....	....	....	....
Sonora (S.) ..... Ariz. T.	....	....	....	....
Southam (G.) ..... N. S.	100,000	5	....	....
Stafford (G.) ..... Ca.	100,000	5	....	2½
Star (G.) ..... Col.	100,000	25	....	....
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	....	....
Victoria (G.) ..... "	100,000	2	....	....
Waverly (G.) ..... "	50,000	10	....	....
Windsor (G.) ..... Col.	100,000	10	....	....
United States (G.) .. "	75,000	20	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. val't in single trk.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	--	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9¼	....	62
30 Nov. '63	32.96	—	—	—	--	Cambridge	664,171	657,300	150,000	94	—	—	9	....	103
30 Nov. '63	6.74	—	—	—	--	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	--	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	--	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	--	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	15.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	105½
30 Nov. '63	3.41	—	—	—	--	Malden and Melrose	60.246	200,000	73,100	66.223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	--	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	--	Metropolitan (Boston)	621,002	639,300	—	297,509	388,616	65,539	10	....	53½
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	59½
30 Nov. '63	5.69	—	63	9	--	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5 32	—	—	—	--	Salem & South Danvers	57,100	73,300	—	1,800	9,759	1,273	—	....	....
30 Nov. '63	2.63	—	—	—	--	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	--	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,07	42,750	1,691	—	....	....
30 Nov. '63	—	—	311	60	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	--	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	--	West Roxbury	40 558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	--	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	--	Worcester	80,000	69,000	20 000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	5	....	....
31 Dec. '62	8 5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	--	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Is'd	106.125	61.625	44.500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	—	35	Brooklyn Central & Jamaica	8 4,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	....	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	....	56	--	Brooklyn City and Newtown	284,765	346,000	106,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	--	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	--	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	--	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Central P'k, N. & E. Riv. (N.Y.)	994,655	44 1,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	--	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	--	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	--	Eighth Avenue (N. Y.)	978,534	800,000	—	20,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	....	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	--	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	--	Grand St. & Newtown (W'g	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	--	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	--	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	--	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	--	Ninth Avenue (N. Y.)	447,598	795,260	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	--	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	--	Port Morris & Westchester	1.200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	....	18	--	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	--	Second Avenue (N. Y.)	1,135,815	650,000	500,000	25,000	260,354	51.127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	--	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	....	117	3	Third Avenue (N. Y.)	1,419,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	--	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	--	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	0,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	....	7	--	Hoboken and Hudson City	32.000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	6.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '63	17 00	—	150	22	--	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	57
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,166	20	—	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,722	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14.824	7½	—	15
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	60
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	61
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76.430	19.682	9½	—	26½
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,640	50,470	13½	—	29
31 Oct. '63	11.00	—	....	....	....	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	--	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	....	....	....	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	98	19	1	Oakland (Pittsburg & E. L.)	76.500	81,500	—	500	32,891	—	—	—	—
31 Oct. '63	10.57	0.52	67	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7.036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22.600	5,389	40,526	16.184	9½	—	—
31 Oct. '63	6.16	—	128	21	--	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	—	14
31 Oct. '63	5.20	—	....	....	....	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	—	16
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,623	93,803	36	20	60
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113.09	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr. P.)	173,010	159,312	15,500	—	75,066	18,417	17½	—	35
31 Oct. '63	7.65	1.61	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	50
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,601	20,428	17½	—	25
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	60
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150.000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & 2 st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov. '62	10.20	—	—	—	—	St. Louis	298,004	298,004	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	301,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1891	100
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorche-ter:					
Real Estate Mortgage	6,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,900	6	J. & J.	.....	....
Forty-secon street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1889	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1909	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1900	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71–72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1890	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1880	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1866	110
2d Mortgage	50,800	7	J. & J.	1890	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of June 25, 1847.....registered	$9,415,250	6	Jan. & July.	1867	115
" " " .....coupon		6	" "	1867	....
Loan of Dec 31, 1848 .....registered	8,998,542	6	" "	1868	110
" " " .....coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850.....coupon	2,169,000	5	" "	1865	200
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	100
" " " .....coupon		5	" "	1874	99
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	99
" " " .....coupon		5	" "	1871	99
Oregon War Debt of June, 1861.... coupon	1,016,000	6	" "	1881	100
" " " " " ... coupon		6	Yearly.	1881	100
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	106½
" " " .....coupon		6	" "	1881	106½
Loan of July 17, 1861.....registered	71,421,700	6	" "	1881	104½
" " " .....coupon		6	" "	1881	105½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	103½
" " " (5-20s).....coupon		6	" "	1882	107½
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb & Aug.	1864	....
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	104
Loan of 1864 (10-40s) .....coupon	70,239,250	5	Mar. & Sept	1904	96½
" " " .....registered		5	" "	1904	97
One Year Treasury Notes (legal tender).....	44,500,000	5	.....	.....	....
Two Year " " "	127,909,300	5	.....	.....	....
Certificates of Indebtedness.....	161,993,000	6	On redemp'n	.....	95
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est paid for many y'rs	1868	....
" — " " (B'k of State).. "	610,000	6		1868	....
" — " " (").. "	38,000	5		1868	....
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	140
" — " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,004	7	" "	1872	....
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	....
" " " " " ..... "		6	" "	'81-'82	103½
" — " " " ..... "	1,000,000	6	" "	1887	....
Florida—State bonds.....coupon	143,000	7	.....	.....	....
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	....
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,187,000	6	" "	'03-'90	106
" —War bonds..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	6	Jan. & July.	1886	86
" — " " ..... "	2,058,173	2½	" "	1886	63
" —State Int. Imp bonds (not adjusted)	391,000	....	....	d'm'd.	....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	86
" — " " special stock "	1,216,737	5	" "	.....	....
" — " Deferred stock..... "	1,243,000	5	" "	.....	....
" — " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1863	....
" — " (war loan)..... "	800,000	7	" "	'81-'82	....
" — " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	....
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	....
" — " " (domestic)..... "	54,000	7	May & Nov.	1878	....
Kentucky—State bonds .....coupon	65,000	6	July.	1883	....
" — " " ..... "	4,800,000	5	Jan. & July.	'65-'75	....
" — " " ..... "		6	" "	'81-'91	....
" — " " ..... "		6	" "	'93-'96	....
" — " " (bank)..... "	600,000	5	" "	1891	....
" — " " ..... "	67,500	6	" "	'91-'96	110
" — " " (war loan) . "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	.....	d'm'd.	66
" — " (R. R. etc.)... "	3,902,000	6	.....	'67-'99	....
" — " " (banks)..... "	5,398,533	6	.....	.....	....
" — " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'68-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5	Chiefly quarterly.	1865	....
" — " (st'k'g conv.).. "	200,376	5		1865	....
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.).. "	2,490,569	5		'89-'90	103
" — " " (dollar)..... inscribed	500,000	3		1900	....
" — " " (").... "	100,000	4½		1888	....
" — " " (").... "	767,560	5		42-'58	....
" — " " (").... "	399,408	5		1880	....
" — " " (").... "	148,711	5		'89-'90	103
" — " " (").... "	133,689	6		plena.	....
" — " " (").... "	3,000,000	6		1870	107
" — " " (").... "	35,000	6		1885	....
" — " " (").... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	....
" — " " (T. & G.R.R.)... "	503,380	6	" "	'88-'90	....
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	125½
" — " " (East'rn R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	....
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	....
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	123½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" — " " (" ") "	91,000	5	Jan. & July.	1874	....
" — " scrip.....	200,000	6	" "	'64-'66	....
" — " "	247,000	6	June & Dec.	'68-'72	....
— " "	55,000	5	" "	'68-'72	....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1889	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	....
" —War Loan .....(" ") "	547,000	7	" "	18-6	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'82	....
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	....
" — " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	.....	'41-'71
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	69½
" — " " " "	199,000	6	" "	1863	61½
" —Capitol Loan of 1857.....	100,000	6	April & Oct	1863	....
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1863	....
" —R. R. Loans: Pacific R R...coupon	200,000	6	" "	1883	....
" — " " S.W. Branch.. "	7,000,000	6	" "	'72-'88	88
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	....
" — " " N. Missouri .. "	3,000,000	6	" "	'73-'87	86
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	....
" — " " C. & Fulton .. "	3,501,000	6	" "	'73-'89	....
" — " " Platte Co. .... "	650,000	6	" "	'87-'89	....
" —Revenue bonds	700,000	6	" "	1889	....
" —State Defense warrants	431,000	9	June & Dec.	'84-'00	....
New Hampshire—State bonds.....coupon	780,000	....	.....	.....	....
" " —Notes	535,100	6	Feb. & Aug.	1876	100
New Jersey—State stock .....registered	200,000	6	.....	.....	....
" " —State bonds (war loan)..coupon	96,000	6	Jan. & July.	Var.	....
" " — " ("). "	531,620	6	" "	'65-'71	....
New York—General F'd: Astor Debt.....	200,000	6	" "	1871	....
" " — " " Deficiency Loans..	561,500	5	Jan. & July.	plena.	....
" " — " " " ...	348,107	5	" "	plena.	....
" " — " " " ...	900,000	5	" "	1875	....
" " — " " " ...	442,961	5	May & Nov.	1868	107
" " — " " " ...	1,189,781	6	Jan. & July	pleas.	....
" " — " " " ...	1,800,000	6	" "	'68-'78	117
" " — " " " ...	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	....
" " — " " " ...	11,050	5½	.....	d'm'd.	....
" " — " " " ...	14,230	6	.....	d'm'd.	....
" " — " " " ...	421,000	6	Jan. & July.	'65-'67	....
" " — " " Railroad Loans.....	287,700	4½	J., A., J., & O	1864	....
" " — " " " ...	68,000	5	Feb. & Aug.	1876	....
" " — " " " ...	28,000	5½	J., A., J., & O.	1865	....
" " — " " " ...	320,000	5½	Jan. & July.	1865	....
" " — " " " ...	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	100½
" " — " " "	15,889,025	6	" "	64-'76	117
" " — " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	5	" "	1886	95
" — " " (" ") .... "	379,866	6	" "	1868	....
" — " " (" ") .... "	2,183,532	6	" "	1870	105
" — " " (" ") .... "	1,600,000	6	" "	1875	105
" — " " (" ") .... "	4,095,309	6	" "	1881	106
" — " " (" ") .... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	125,680	6	" "	1893	108
" — " " (war loan)....coupon	1,500	....	" "	1866	....
" — " " (" ").... "	279,313	....	" "	1868	....
" —Irreducib'e debt (school funds, etc.)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip	55,372	....	.....	.....	....
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	....
" — " " "	10,780,095	5	Jan. & July.	due.	94
" — " " "	3,886,070	5	Feb. & Aug.	due.	....
" — " " "	3,090,614	5	Mar. & Sept.	due.	....
" — " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates	210,283	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,990	5	" "	1-64	....
" — " " "	675,029	5	Feb. & Aug.	1864	....
" — " " "	1,045,629	5	June & Dec.	1864	....
" — " " "	1,558,073	5	Jan. & July.	1866	....
" — " " "	2,277,755	5	" "	1868	....
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	101
" — " " ..... "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,987	5	.....	.....	....
" —Relief Notes in circulation...	97,360	....	.....	.....	....
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	105½
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	101½
South Carolina—State bonds (stg)....coupon	484,444	5	.....	.....	....
" " —Inscribed certificates	1,708,017	6	.....	.....	'68-'90
" " —State b'ds (railroads).coupon	1,810,000	6	.....	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	90
" — " " (interna. impr.)	2,063,606	5	.....	Var.	48
" — " " (railroads)..... "	12,799,000	6	.....	Var.	....
" — " " (capitol)..... "	605,000	5	.....	1890	56
" — " " (Hermitage) .. "	48,000	6	.....	1890	56
Texas—Had no debt in 1861	.....	....	.....	.....	....
Vermont—Inscribed certificates	176,000	6	.....	'00-'84	....
" —State bonds (war loan) .....coupon	58,000	6	.....	'62-'83	....
" — " " (") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	....
" — " " (railroad) ...	18,564,642	6	Jan. & July.	'83-'98	48
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'88-'98	....
" — " " (sterling)..... "	1,866,000	5	" "	1892	....
West Virginia—No information	.....	....	.....	.....	....
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67 '68	100
" — " (war) ..... "	200,000	6	Jan. & July.	1867	....
" — " (domestic)..... "	100,000	6	" "	1877	....
" — " (")..... "	1,100,000	6	" "	'78-'88	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,600	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	61,531	75,621	78,361	65,358	75,250	63,761	73,474	136,807	141,174	122,487	104,254	86,290	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,469	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	130,910	156,869	163,294	1,673,706
1864	100,991	154,417	195,902	162,722	178,785	206,090	224,256	312,164	320,857	-----	-----	-----	-----
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,702	73,578	72,392	67,076	87,223	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	124,500	145,439	92,878	76,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,986	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	190,425	201,154	1,959,287
1864	158,735	175,482	243,150	175,838	198 565	206,860	195,103	271,141	331,494	-----	-----	-----	-----
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	55,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	885,654
1862	46,605	49,103	59,249	54,725	84,706	104,815	96,340	71,306	104,094	124,787	108,956	90,091	994,677
1863	60,691	81,160	92,483	103,450	107,866	124,283	116,861	106,491	172,072	210,476	153,288	163,522	1,488,197
1864	98,123	111,495	157,962	174,689	188,629	-----	-----	-----	-----	-----	-----	-----	-----
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	859,499
1861	85,239	78,918	85,663	90,324	65,302	63,137	52,299	60,285	84,640	98,528	88,401	105,253	936,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,273	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,055	176,105	208,329	158,077	126,000	100,000	113,515	------	------	------	------	------	------
Erie:													
1859	304,705	319,593	372,296	380,343	349,955	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,851,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,188
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	855,196	902,906	993,559	8,400,234
1863	846,695	859,949	956,445	948,059	848,753	770,145	731,243	687,092	816,801	985,294	1,024,649	1,035,321	10,469,481
1864	964,837	914,133	1,094,509	1,079,503	1,052,293	1,021,976	974,317	1,085,364	1,291,006	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,796	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,850	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	180,359	200,276	221,326	172,700	122,209	1,720,299
1862	109,867	105,424	74,346	90,180	168,194	225,048	190,456	129,019	188,370	203,575	169,550	143,522	1,777,541
1863	132,617	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,580	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,167	157,443	222,075	1,925,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,961	169,549	220,270	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,022,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,760	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	------	------	------	------	------
Illinois Central:													
1859	182,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,822	2,126,066
1860	185,257	185,926	209,904	183,758	219,890	188,060	193,931	248,971	259,643	321,060	243,163	225,196	2,664,848
1861	321,844	279,263	229,334	192,054	199,488	177,829	189,280	268,985	289,862	284,020	243,249	224,401	2,999,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,458	3,445,927
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,458	437,679	424,531	4,571,023
1864	318,200	406,595	445,320 *	421,457	414,731	497,223	404,197	585,434	767,342	-----	-----	-----	-----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,068	29,384	37,271	56,687	46,462	81,329	55,257	48,544	612,218
1863	38,203	53,778	60,540	64,306	85,326	40,706	68,704	52,864	77,112	83,059	76,764	58,858	710,226
1864	56,640	77,874	90,755	73,215	88,964	75,055	89 533	94,375	96,062	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,960	1,153,407
1862	83,903	62,907	7,010	61,759	130,218	144,915	108,721	76,163	109,861	154,309	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	156,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,647	113,398	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	124,688	127,273	196,821	233,861	273,722	203,492	134,972	2,088,806
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,778	235,690	276,181	251,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	151,983	180,915	226,819	276,109	325,818	303,284	176,552	2,647,835
1863	248,784	230,506	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,060	348,048	3,302,641
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	508,330	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,338	242,089	200,154	2 124,214
1862	230,169	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,660,702
1863	242,073	245,868	236,432	238,495	236,463	206,221	193,328	215,449	308,168	375,488	339,794	306,190	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	------	------	------	------
New York Central:													
1859	280,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,702
1860	387,128	402,530	561,078	585,141	551,700	496,943	544,494	692,382	868,985	811,458	780,736	523,047	7,164,622
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,788
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,695,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	-----	-----
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,289	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	96,666	88,598	90,463	89,517	93,578	100,639	104,118	105,478	111,173	99,461	100,141	1,176,706
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,968	89,356	97,858	91,111	90,671	1,110,085
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,228	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,895	114,090	126,817	124,615	129,121	119,864	131,204	1,472,365
Philadelphia and Reading:													
1859	146 722	156,327	188,609	215,475	225,464	220,377	246,862	241,695	264,622	283,646	288,819	245,977	2,755,368
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,239
1862	192,216	217,161	244,421	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,684	361,834	396,771	429,929	506,517	464,809	451,884	574,486	714,302	815,902	746,955	926,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	266,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,390	397,525	401,299	364,231	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	396,845	350,753	407,077	483,500	506,814	466,300	487,042	5,132,984
1864	290,676	455,211	602,603	574,690	499,547	420,942	486,687	669,102	705,974	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	138,610	1,117,667
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,918
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	81,296	920 755
1861	59,639	47,043	62,551	76,274	79,278	80,074	90,464	138,722	142,557	162,958	137,686	92,574	1,172,100
1862	82,235	47,142	56,000	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,628	1,403 147
1863	86,321	91,071	103,058	132,111	134,272	152,585	105,554	116,379	120,696	161,062	134,563	111,389	1,439,798
1864	79,756	95,842	132,896	123,967	127,009	146,538	139,626	244,114	248,940	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (!) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1884	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'69-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1856	107½
" " " 1850	700,000	6	Jan. & July.	"	1880	110½
" " " 1855	1,128,500	6	Jan. & July.	"	1875	112½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	110
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	150,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	800,000	7	" "	New York.	1893	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	102
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ⅓ in '69, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1883	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	780,600	6	"	"	1870	116
" " $675,000	675,000	6	"	"	1875	100
" " $1,700,000	1,700,000	6	"	"	1883	101
" " $2,500,000	867,000	6	"	"	1889	107½
Consolid. Mort. Loan $5,000,000			"	"		106½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1888	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	113
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1891	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1891	94½
2d Mortgage	800,000	7	June & Dec	New York.	1905	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1895	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	660,000	6	Jan. & July.	Boston.	var.	100½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1888	120
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	240,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	159,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1858	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	90
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1893	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18..	
2d " "		8	" "	" "	18..	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	104
General 1st Mortgage	3,000,000	7	" "	" "	1885	93½
Bonds issued for coupons of do	756,000	7	May & Nov.	" "	1883	100
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	106
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1880	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1876	121
Dividend Mortgage	900,000	7			1900	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	106
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	87
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	122,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connecticut and Passump. Rivers:						
1st Mortgage	300,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1881	102
Dayton and Western:						
1st Mortgage	280,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1886	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'68-'84	102½
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,000					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	200,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	118
2d Mortgage (S. F.) Coupon	1,236,000	7	May & Nov.	" "	1875	109
Elgin and State Line	159,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	99
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----------	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	108
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	119
3d Mortgage	1,340,000	7	May & Nov.	" "	1875	120
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	114
Right per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	" "	----------	120
Income	20,500	---	----------	----------	----------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	98
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----------	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	137,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	220,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	8	----------	----------	----------	----
1st Mortgage	260,000	7	----------	----------	----------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----------	----
3d Mortgage	600,000	7	----------	----------	----------	----
Guaranteed by Covington	200,000	6	----------	----------	----------	----
Cincinnati (exchanged)	100,000	6	----------	----------	----------	----
eokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	----------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----------	----
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----------	----------	----------	----
City of Keokuk	200,000	5	----------	----------	----------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	107
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	----------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----------	----
Unsecured Bonds	1,786,000	†	----------	----------	----------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1500	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	----------	----------	----------	----
1st Mortgage	201,000	---	Jan. & July.	New York.	1881	----
			" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	----------	----
Mortgage	24,000	7	----------	----------	----------	----
Mortgage	10,000	6	----------	----------	----------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	900,978	7	Feb. & Aug.	New York.	1891	99½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	----------	----
1st Mortgage	1,000,000	7	----------	----------	1880	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1865	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	----
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	128
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	128
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	105
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1851	88
Goshen Air Line	693,000	7	" "	" "	1868	105
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1895	105½
2d General Mortgage	2,194,500	7	" "	" "	1877	100
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----------	----------	----------	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----------	----------	----------	----
2d Mortgage	600,000	8	----------	----------	----------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	110
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----------	----
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,000,000	7	----------	" "	----------	59½
2d Land Grant	700,000	---	----------	" "	----------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1895	----
Mississippi State Loan	202,799	6	----------	----------	----------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----------	----
Tennessee State Loan	674,880	6	----------	----------	----------	----
Alabama State Loan	389,410	6	----------	----------	----------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1880	----
Mississippi State Loan	200,970	6	----------	----------	----------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----------	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----------	----------	----------	----
1st Mortgage	500,000	10	----------	----------	----------	----
1st Mortgage	2,236,000	6	----------	----------	----------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1863	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	----------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1890	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	----------	----
New Orleans City Subscription	1,500,000	5	----------	----------	----------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1880	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	114
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	117
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	120
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1867	110
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	108
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	117
3d Mortgage	6,000,000	7	" "	" "	1883	116½
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	108
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	106
Buffalo Branch	200,000	7	Jan. & July.	"	1891	107
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	107½
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.	"	1867	100
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1900	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1886	100
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1550	99
2d Mortgage	3,077,000	7†	" "	" "	1561	25
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	69½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	96½
Chattel Mortgage	360,000	10	" "	"	1857	121
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	93
2d Mortgage	258,000	†	April & Oct.	" "	1850	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	8,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	66
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	111
2d Mortgage	2,621,000	6	April & Oct.	"	1875	108
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug	Bangor.	1876	----
3d Mortgage (Coupon)	166,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1502	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'76)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	183,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1905	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1857	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	100
" 1861, "	110,000	6	Jan. & July	"	1871	102
" 1843, "	1,531,800	6	" "	"	1880	105
" 1844, "	510,000	6	" "	"	1880	103
" 1848, "	101,000	6	" "	"	1880	101
" 1849, "	67,000	6	" "	"	1880	101
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	103
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1839	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	112
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	87
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$650,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1899	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1500	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	71½
2d Mortgage	937,500	7	" "	"	1868	27
3d Mortgage	440,000	7	" "	"	1503	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 900	7	----	----	1866	----
3d Mortgage	318 500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1559	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	800,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	6	----	----	1868	----
Sterling	183,333	6	----	----	1868	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'76	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	98
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	514,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1868	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1866	100
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1875	82
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1876	"
Interest Bonds	151,820	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	78
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1907	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "	"	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1897	----
1st Mortgage	500,000	6	" "	New York.	1872	50
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Balt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1866	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	350,000	6	" "	Boston.	1875	103½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	105
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1906	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,556	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1875	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, &c	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,955	1,515,704	54.0	.....	101,102	37,566	—	.....
28 Feb '59	50.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,637	518,985	30.3	.....	55,791	31,852	—	.....
31 May '60	102.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	102.6	.....	207,626	111,232	—	.....
30 Jun. '59	37.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	37.0	236,791	76,773	21,008	—	.....
1 May, '61	469.3	13.5	.....	42.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	90.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,570	2,582,505	116.9	.....	805,166	260,289	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,804	.....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,936	65,919	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,556	122.4	281,451	408,510	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,09	73.8	458,245	1,232,307	885,219	17	200
31 Dec. '63	74.0	—	8.0	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,467	329,530	92,489	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	205,387	13,965	8	.....
29 Feb '64	81.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	172,124	212,553	.....	—	117½
30 Nov. '63	8.45	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	660,000	—	2,363,942	.....	.....	156,663	78,631	34	.....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	193,055	61,24[illegible]	7	90
31 Mar. '64	61.8	1.0	63.8	—	29	76	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	164
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	183,839	6½	103
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,280	9	.....
								FLORIDA.													
-- -- '62	154.2	—	—	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	532,791	30,588	—	191,445	195,000	75,994	619,112	32.0	.....	7,857	3,535	—	.....
-- -- '62	58.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
-- -- '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	285,827	8	125
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	45.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,690,173	229.0	879 488	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,668,976	102 5	226,241	404 618	212,676	10	72
31 July '59	80.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,960	249,000	—	1,026 868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	83	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,858	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,641	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002.440	1,673,706	701,986	2[illegible]	81[illegible]
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14 837,539	394.0	1,955 519	3 090,211	1,350,490	8	121½
1 Apr. '63	242.0	—	.....	29.0	56	23	705	Chicago and Northwestern	12,325,899	510,983	—	3,731,816	8,335,000	226,641	13,147,136	242.0	.....	1 033,954	448,503	—	104
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,576	226 4	1,162,880	2 143,875	1,103,414	6	88½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,985	525,451	6,028,400	3,506,000	—	10,962,115	341 7	1 484,06	2,201,481	1,279,40	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	115
-- -- --	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	196.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,560	—	40
								INDIANA.													
-- --	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	966,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.5	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	220,834	9	100
1 Dec. '63	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	993,000	11,036	2,491,368	84.0	355,887	598,092	350,525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,865	269,156	—	.....
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,743	132 0	.....	285,974	104,951	—	100
-- -- '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	286,679	1,517,450	94,000	—	2,326,955	73 0	357,302	774,61[illegible]	307,527	13	130½
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,708	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800 000	369,034	.....	86 0	7 mo's	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	3,260,435	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,839	—	.....
1 Jun. '58	88.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
-- -- '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	45
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	387,582	4,375,998	111.8	.....	428,408	227,534	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,520	53,355	4	80
30 Jun. '63	66.1	—	.....	—				Louisville and Frankfort	1,398,832	128,735	6,540	1,109,594	301,000	—	1,663,713	95.1		222,909	120,069	3	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268 0	595 258	1,777,985	1,062,166	—	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	136.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	103,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G.		r. Tr'k R.	Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,628	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,698	.....	—	.....
31 May '64	284.8	—	25.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6.3 5,906	7,740,980	—	15,046,822	329.3	1,558,2 7	3,417,1[illegible]5	1,097,060	12	120
31 Mar. '64	246.0	281.0	.....	—	90	110	1,135	Mich S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,963,568	10,120,400	6,287,255	—	18407,655	527.0	2,171,477	3,584,294	1,630,777	—	94
								MINNESOTA.													
31 Dec. '62	14.5	—	—	508.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	—	25	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,584,732	895,902	6,231,899	236.0	.....	884,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,435	—	.....
31 Dec. '58	83.2	—	.....	50.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	260,047	121,659	—	.....
								MISSOURI.													
21 Aug. '63	96.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,926	—	29
2 Dec. '62	268.5	—	17.7	66.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,595	—	.....
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,679	662,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	607 040	679,956	227,398	—	.....
28 Feb. '63	77.0	—	8.9	206.0	—	—	—	*South-Western Branch*	4,776,786	116,883	—	71,513	4,500,000	—	.....	114.0	98,771	241 482	128,886	—	.....
3 Sep. '62	86.5	3.0	9.2	—	19	15	219	*St. Louis and Iron Mountain*	5,381,493	344,169	—	1,971,127	3,401,000	57,301	5,996,277	90.1	232,831	248,235	65,259	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	161,833	444,638	205,584	757,381	56.5	78,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	53.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.6	.....	—	18	23	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	105
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	159,200	556,900	.....	.....	37.0	.....	55,403	23,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,004,731	3,579,907	13,118,902	10,781,833	666,070	31,241,011	258.8	.....	3,922,203	2,305,788	6	115
30 Sep. '60	10.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	10.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	10.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,396	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	51
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,243	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	5	112
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	5	126½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,962,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	141½
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	135
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,866	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	160,351	344,194	168,008	6	108
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	82.0	477,753	812,556	390,594	6	101
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	380,738	732,262	328,043	5	130
30 Nov. '63	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	332,385	30,275	—	200,000	75,000	3,961	367,496	—	—	21,780	21,278	5	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,346	71.0	167,154	223,794	59,077	5	127
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	283,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	122
30 Nov. '63	43.4	1.0	14.9	—	15	16	368	Providence and Worcester	1,499,228	213,182	—	1,660,000	26,000	—	1,676,000	44.4	226,461	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,306	226,900	1,886	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	38,698	8	112
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,696	77.3	112,506	271,815	140,136	—	39½
30 Nov. '63	156.1	17.8	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	4,746,304	218.0	1,275,929	2,439,838	1,232,931	10	152
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	95
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.5	—	8.0	—	18	16	246	Cheshire	2,475,846	322,269	—	2,085,925	685,400	—	2,992,852	53.6	338,025	382,183	180,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	65
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	120½
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	695,258	*	—	595,585	595,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	89,114	3,248,214	82.0	.....	366,846	153,718	4	80
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	84,121	13,185	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	907,862	2,089,800	173,962	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	5.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	156
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,583	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,616	4,620,169	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	58.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	240,000	87,080	1,849,625	58.0	.....	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,673	1,461,396	4,397,800	842,800	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	126
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	294,200	77,798	455,798	21.2	.....	90,618	29,592	—	170
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,698	2,597,161	—	(2 mos.	10,588	24,242	—	55
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,908	6½	110
31 Dec. '62	38.5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	581,992	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,087	—	—	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	998,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	550,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	817,213	5	109
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,031,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	5,597	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	74	98½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,830	3,581,713	1,844,287	7	120½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	46½
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,830	554.9	5,692,223	10,897,631	3,994,999	7	116½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	673,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	296,940	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	333,625	117,460	7½	—
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,380	238.1	365,668	585,201	270,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	400,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	—
30 Sep. '63	54.9	—	8.6	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,621	128,125	—	—
								NORTH CAROLINA.													
31 May, '60	94.8	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	38,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	—	—	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	15	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	462,458	219,688	—	.....
30 Sep. '59	161.5	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.9	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,027	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,080,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,455	6,310,432	141.0	.....	699,716	230,561	—	14
31 Mar. '64	80.5	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,978	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	826,285	1,035,530	6,000,000	510,000	—	7,237,513	191.2	1,012,130	2,151,943	1,216,257	31	170
31 Dec. '62	67.0	—	.....	18.0	15	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	90.7	562,396	2,066,623	1,206,783	23	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,093	*	—	3,832,712	4,324,608	94,529	8,251,849	203.5	.....	1,486,317	552,800	—	95½
31 May '64	109.3	78.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	58,023	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	105
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	769,673	575,250	632,480	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,090,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,584	373,487	53,055	11,164,820	226.6	446,157	620,025	289,630	—	.....
30 Apr. '62	192.3	—	.....	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,908,736	2,400,000	466,215	.....	123.0	.....	.....	.....	—	.....
30 Jun. '64	158.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	107,865	3,209 88	1,498,728	11,190	5,139,662	205.9	388,894	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2 335,156	*	—	862,571	1,299,160	127,118	2,694,694	125.0	220,717	272,202	92,289	—	—
31 Dec. '63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,396,536	*	25,000	8,314,775	6,851,580	88,272	10,152,692	280.0	1,279,980	1,480,798	846,921	—	16

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '62	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,866,000		5,634,039	100.0		360,215	171,286		
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	88,210	34,261	22½	89
30 Sep. '63	55.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,390	3,852,390	146.0	328,613	308,567	11,465	—	18
31 Oct. '63	62.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	155,712	276,898	118,193	8	194
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,402,494	1,757,408	528,143	9	265
31 Oct. '63	95.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	598,400	—	604,190	598,400	—	1,212,590	36.9	151,820	258,248	150,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd to	Northn. Cen.		196,907	384,790	110,536	—	32
31 Oct. '63	18.6	—	4.5	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	—
31 Oct. '63	38.9	15.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700 000	—	1,882,550	85.5	oper. by	Penn.	R.R.Co.	7	70
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	600,000	100,000	2,409,565	32.5	27,600	57,047	6,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,525,992	223,090	2,174,427	54.0	143,578	259,628	101,576	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,803,846	*	—	710,000	1,929,665	68,832	2,707,898	80.0	355,700	478,113	248,828	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	586,844	1,320,058	774,074	10	77
31 Oct. '63	25.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,068,327	(Phila. & Reading			R. R.)	7	45
31 Oct. '63	24.5	106.0	63.2	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4 132,935	130.0	319.162	363 367	89 991	8	59
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	8,147,750	3,104,287	—	6,252,037	65.8	274 990	611,596	273,391	—	29½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,928	Pennsylvania	27,048,814	3,543,484	2,883,457	13,430,250	16,949,124	—	38,276,988	356.9	5,211,202	1,891,413	5,111,413	—	69
31 Oct. '63	17.0	7.0	42.0	17.0	15	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,500	—	1,672,200	24.0	244 425	332,485	179,505	9	10
31 Oct. '63	230.0	—	21.5	55.0	36	5	539	Phila. and (Sunbury) Erie				5.010 944	8,528,000	80,151	13,619,095	230.0	428,750	699,360	186,486	7½	31
30 Nov. '63	147.4	51.1	211.3	—	166	67	3,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,326	—	26,613,828	403.0	2,721,685	6,252,902	3,706,909	7	61½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	693,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,646	10	188
31 Oct. '63	95.9	—	61.4	—	38	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200.5	647,023	2,540 248	1,602,119	10	62½
31 Dec. '63	59.5	—	5.4	59.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,550	3,467,639	72.0	279,746	215,287	105,256	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,955,175	—	19,093,741	468.3	3,472,914	5,132,934	2,106,623	—	04½
31 Dec. '63	28.5	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	600,000	791 597	Lease'd to	Northn. Cen		40,476	144.7.8	87.112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	750,967	106,553	—	367,300	396,500	66,205	832,009	29.6	75,358	128,693	79,976	7	48
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,900	—	.....	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,417	8,500	—	13.6	24,016	31,702	9,718	.....	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.0	.....	283,263	151,538	6	.....
1 Jan. '59	128.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	545,540	.....	164.5	.....	341,190	129,871	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,662	*	—	985,748	980,410	108,172	2,057,325	102.0	.....	230.014	96,146	—	.....
31 Dec. '60	156.0	106.0	.....	—	62	50	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514.000	99,110	1,137,707	47.6	.....	29,987	19,187	—	.....
1859.....	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	160,142	297,806	149,167	—	.....
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,678	878,069	129,364	3,809,949	2,659,000	280,112	7,627,797	291.0	.....	1,636,096	573,597	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	—	30.6	55.5	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	819,516	.....	59.4	69,870	177,256	60,029	—	.....
1859.....	47.4	—	2.5	—	4	5	46	Mississippi Central and Tenn.	892,710	92,908	—	817,447	632,500	22,369	.....	47.4	54,175	83,129	44,686	—	.....
1859.....	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	538,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,066,644	1,781,000	.....	.....	169.0	.....	734,118	357,364	6	.....
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860.....	45.5	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	800,000	204,544	.....	45.5	57,960	127,953	87,245	—	.....
1859.....	30.0	—	0.5	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	5.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	809,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '64	110.3	—	5.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,850	167,430	—	88
31 Aug. '63	119.0	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,576	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,183	—	.....
31 Aug. '63	62.5	2.0	4.0	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	—	14
31 May, '63	47.0	5.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	—	1,687,500	.....	.....	1,687,500	oper.	by Vt.	Central	.....	8	110
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,884	23.7	48,995	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,063,500	*	—	832,000	700,000	.....	.....	oper.	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,002	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	50
30 Sep. '60	58.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167 7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	60 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.6	.....	326 554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	87
30 Sep. '59	78.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	169,981	279,945	145,385	7	77
30 Sep. '59	92.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	535,750	204,808	26,853	.....	43.5	1,058,054	103,752	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,645	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	83,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 988	634,081	350,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,476	2,400	3,462,613	3,265,000	571,958	10,233,271	214.9	480,193	740,489	247,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,589	—	.....
31 Dec. '62	191.0	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,828,800	2,454,000	221 282	7,978,841	234.4	.....	1,163,734	414,741	—	45
10 May, '64	193.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.5	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	49	Buffalo and Lake Huron (4 y)	11,933,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	180	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,610	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,886	—	—
31 July, '63	229.0	115.5	68.0	—	92	126	1,680	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,436	.....	26,084,180	357.0	.....	3,011,860	1,648,510	1½	—
31 Dec. '62	96.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	101.0	0.5	12.0	—	14	18	271	European & North American	4,669,418	*	—	4,656,706	.....	.....	4,656,706	108 0	160,421	107,640	20,006	—	—
1 July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,288	—	1,350,000	13,100	136,000	1,779,282	60 0	.....	132,555	36,670	—	—
								NOVA SCOTIA.													
Dec. '65	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,361	*	—	4,273,281	.....	.....	4,273,281	92.0	168,416	139,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	11	22	190	Panama	8,000,000	*	613,688	2,000,000	5,375,000	—	10,788,729	48.7	.....	2,027,489	1,261,824	18	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	....
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	....
Berkshire (guarantied)	500,000	7	7	....
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	....
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	38
Chemung (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	—	52
Chicago & Alton (preferred)	2,422,596	7	7	8 ½
Chicago & Northwestern (pref.)	2,400,000	7	1¾	72½
Cochecho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	60½
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & William-port (preferred)	500,000	....	—	50
Erie (preferred)	8,535,700	7	7	105½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	353,900	8	8	....
Kennebec & Portland (preferred)	247,000	6	—	....
" " (new pref.)	125,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,163	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	132
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	111
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	8	....
Paterson & Ramapo (guarantied)	248,000	....	8½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	87
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	332,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	68
Toledo & Wabash (preferred)	982,900	7	7	60
Troy & Greenbush (guarantied)	274,400	6	6	....
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	102½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6	———	18..	....
Bonds guar. by Virginia	200,000	6	———	18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	102½
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	....
Delaware & Raritan:					
See Camden & Amb. RR.	....	....	....	....	....
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	....
Interest Certificates	101,990	6	" "	1868	....
Lehigh Navigation:					
1st Mortgage	2,788,682	6	M. & S.	1870	110
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100
2d Mortgage	294,750	6	....	....	97
North Branch:					
1st Mortgage	800,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99½
2d Mortgage	3,980,670	6	J. & J.	1882	87½
Improvement	668,500	6	M. & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	....
Md stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	993,000	6	" "	1878	60
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,600,000	6	M. & N.	1883	18
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	850,000	6	J. & J.	1878	98

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	....
Delaware Division	100	1,638,350	—	38
Delaware and Hudson	100	7,500,000	10	167
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	....	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	2,479,950	6	70
" " (scrip)	50	1,803,000	6	....
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	5	97
" (preferred)	100	1,175,000	10	123
North Branch	100	....	....	....
Sault Ste Marie	100	....	....	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	27
" " (preferred)	50	2,722,607	—	35½
Susquehanna and Tide Water	50	2,048,260	—	13½
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	75

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	62	@ 63 —
Pig, American, No. 1		63	@ 63 50
Bar, Swedes, assorted sizes (in gold)		—	@ 92 50
Bar, English, Refined		190	@205 —
Bar, English, common		175	@190 —
Band, English		—	@230 —
Horse Shoe		—	@225 —
Rods, English		205	@2 0 —
Hoop, English		280	@310 —
Nail Rod	per lb.	— 15	@ — 17
Sheet, Russia	per lb.	— 29	@ — 32
Sheet, English, Single, Double and Treble		— 9½	@ — 10½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 24	@ — 37
English Spring (1st & 2d qlty.)		— 15	@ — 20
English Blister (1st & 2d qlty.)		— 19	@ — 30
English Machinery		— 23	@ — 24
American, Blister		— 16	@ — 20
American, Cast, Hammered		— 20	@ — 23
American, Cast, Rolled		— 18	@ — 22
American Spring		— 15	@ — 20
German		— 20	@ — 23
Milan (in bond)		—	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	—	@ — 72
Sheathing, &c. Old (cash)		—	@ — 40
Sheathing, Yellow		—	@ — 50
Pig, Chile		—	@ — —
Bolts		—	@ — 72
Braziers'		—	@ — 72
American Ingot (cash)		47	@ — 48

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	12 75	@ 13 —
Spanish		13 50	@ 13 87½
German Refined		13 50	@ 13 87½
English		13 50	@ 13 87½
Bar	per lb.	—	@ — 18
Pipe and Sheet		—	@ — 20

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 65	@ — 67
Straits		— 57½	@ — 58
English		— 56½	@ — 57
Plates, Charcoal I. C	per box	19 —	@ 19 50
Plates, I. C. Coke		16 —	@ 16 75
Terne, Coke		— —	@ 15 —
Terne, Charcoal		— —	@ 18 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash)	per 100 lb.	— —	@ 10 —
Clinch (cash)		— 10	@ 11 —
Horse Shoe, Forged (cash)	per lb.	— 40	@ — 45
Wrought English (cash)		— —	@ — —
Ausable Horse, Norway Iron, Forged		— —	@ — —
Zinc Nails (6 mos)		— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 10	@ 1 15
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		— 70	@ — 72
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 42	@ — 43
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 75	@ — 78½
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 65	@ — 66
Naptha, Refined, (60@63 gravity)		— 46	@ — 50

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	62	@ 63 —
Pig, American, No. 1		63	@ 63 50
Bar, Swedes, assorted sizes (in gold)		—	@ 92 50
Bar, English, Refined		190	@205 —
Bar, English, common		175	@190 —
Band, English		—	@230 —
Horse Shoe		—	@225 —
Rods, English		205	@2 0 —
Hoop, English		280	@310 —
Nail Rod	per lb.	— 15	@ — 17
Sheet, Russia	per lb.	— 29	@ — 32
Sheet, English, Single, Double and Treble		— 9½	@ — 10½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	— 24	@ — 37
English Spring (1st & 2d qlty.)		— 15	@ — 20
English Blister (1st & 2d qlty.)		— 19	@ — 30
English Machinery		— 23	@ — 24
American, Blister		— 16	@ — 20
American, Cast, Hammered		— 20	@ — 23
American, Cast, Rolled		— 18	@ — 22
American Spring		— 15	@ — 20
German		— 20	@ — 23
Milan (in bond)		—	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	—	@ — 72
Sheathing, &c. Old (cash)		—	@ — 40
Sheathing, Yellow		—	@ — 50
Pig, Chile		—	@ — —
Bolts		—	@ — 72
Braziers'		—	@ — 72
American Ingot (cash)		47	@ — 48

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	12 75	@ 13 —
Spanish		13 50	@ 13 87½
German Refined		13 50	@ 13 87½
English		13 50	@ 13 87½
Bar	per lb.	—	@ — 18
Pipe and Sheet		—	@ — 20

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 65	@ — 67
Straits		— 57½	@ — 58
English		— 56½	@ — 57
Plates, Charcoal I. C	per box	19 —	@ 19 50
Plates, I. C. Coke		16 —	@ 16 75
Terne, Coke		— —	@ 15 —
Terne, Charcoal		— —	@ 18 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash)	per 100 lb.	— —	@ 10 —
Clinch (cash)		— 10	@ 11 —
Horse Shoe, Forged (cash)	per lb.	— 40	@ — 45
Wrought English (cash)		— —	@ — —
Ausable Horse, Norway Iron, Forged		— —	@ — —
Zinc Nails (6 mos)		— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 10	@ 1 15
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		— 70	@ — 72
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 42	@ — 43
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 75	@ — 78½
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 65	@ — 66
Naptha, Refined, (60@63 gravity)		— 46	@ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

	Th 13.	F. 14	Sat 15.	M. 17.	Tu. 18	W. 19.
American Coal Co.	85	86½	85	....	....	....
At. & Gt. W. (O) 1st m't.	....	....	....	....	97	....
Buffalo, N. Y. & E., 1M.	....	....	....	....	....	100
California 7s	....	....	....	....	....	....
Canton Co.	36½	36	35	34	33	33
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	....	....	....	81	81
" " pref.	87	87½	....	....	....	....
" " 1 M.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	90
Chicago, Burl. & Q.	120	125	....	....	119	121½
" " " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n.	45½	45½	45	44½	40½	40½
" " pref.	79½	81	79½	79	76	74½
" " 1st M.	94	94½	95	....	95	94
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	95½	96	97	96½	89½	89½
" " 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	105	106	106	105½	101x	97
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	117	....	114½	116	107½	....
" " S. F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	58½	57½	56	57½	52	54
Del. & Hudson Canal	165	165	165	168	....	168½
Del., Lack. & West.	....	....	....	....	....	....
" " 1 M. 8 p.c. '71-5	....	....	....	....	....	....
" " 2 M. 8 p.c. '81	....	....	....	....	....	....
Erie	97½	98	97½	98½	96	97
" pref.	103	....	104½	....	103	....
" 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '79	117	118	118	....	....	117
" 3 M. 7 p.c. '85	....	....	....	....	....	....
" 4 M. 7 p.c. '80	110	....	....	....	....	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1 M. 7 p.c. '52	....	....	....	....	....	....
" 2 M. 7 p.c. '75	....	....	....	....	....	....
Hann. & St. Joseph	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hudson River	123½	122½	123½	125½	131	129
" scrip	....	....	....	....	....	....
" 1 M. 7 p.c. '60	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	119
" 3 M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	120½	122½	121½	122½	117	118
" Can. bd. sc.	....	....	....	....	....	....
" bonds	116	....	....	....	114	....
Marietta & Cin 1st pref.	....	....	....	....	55	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	35½	34½	....	32½	33	....
Michigan Central	127	127½	126½	125	121	121
" S. F. 8 p.c. '82	119	....	....	....	....	....
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	67½	72	71	71	65½	65½
" " guar'd.	....	....	....	131	....	....
" " 1 M. S. F. 105½	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	50	50½	50	50½	45½	46
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	34½	....	....
Miss. & Mo.	....	....	....	....	....	....
" L.G. bonds	....	....	....	....	....	....
Missouri 6s	....	61½	60	....	62	62
" 1ss. to H. & St. J. R.	....	86	....	....	....	....
" " Pacific	....	68	69	....	....	....
New York Central	119½	120	119½	120	118½	119
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S.F. '83	115	....	115	....	....	114
" " 6s, S.F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" " "pref."	....	....	....	....	....	....
" " 1 M. 7 p.c. '73	....	....	....	....	....	....
" " 2 M. 7 p.c. '64	....	....	....	....	....	....
" " 3 M. 7 p.c. '67	....	....	....	....	....	....
Ohio & Miss. cer.	37½	38	37	35½	34	34
Pacific Mail S.S. Co.	....	295	....	295	....	....
Panama	....	....	....	....	....	....
Penn'a Coal Co.	170	....	185	....	....	....
Phila. and Reading	124½	124½	1'24½	121½	121½	121
Pitts. Ft. W. & Chicago	99	101½	102½	101	95½	96
" " 1 M.	110	111	....	....	....	....
" " 2 M.	103	....	104	....	....	....
" " 3 M.	....	91½	....	....	....	....
Quicksilver Mining Co.	81	80½	79½	78½	77½	77½
St. L., Alton & T. H.	53	....	....	....	....	....
" " pref.	70	....	70½	70	68	....
" " 1 M.	....	....	....	....	102	....
" " 2 M. pref.	....	....	....	....	....	....
" " Inc. b'ds.	82½	....	....	....	....	82
Tennessee 6s, 1890	55	....	....	....	....	56
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1 M.	....	....	....	....	....	....
" " 1 M. ex. .100	....	....	....	....	....	....
" " 2 M.	87	....	....	....	....	....
" " Int. b'ds.	....	....	....	....	....	....
Virginia 6s	61	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

	Th.13.	F.14	Sat.15.	M.17.	Tu.18.	W.19.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	----	----	94¼	94½	----	94
U. S. 6s, 1881, reg.	106¼	----	106¼	----	106	106¼
U. S. 6s, 1881, coup.	105¾	106	106¼	106¼	105¾	105¼
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	94¼	94¼	94⅞	9 7/8	95¼	95¼
U. S. 6s, 5-20s, coupon	107¼	108	108¼	108	108	107½
U. S. 6s, " reg.	----	----	100½	101	101¼	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Apl & Oct.	----	----	105	----	----	105
American Gold	204¼	215½	217½	216½	213	208

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.
Beaver Meadow	----	18	----	----	----	----
Cattawissa	----	17½	----	19½	----	----
" preferred	37	38½	38½	----	38	----
Camden & Amboy	151	150	150	----	150	150
" " 6s, '67	----	----	103	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	100	----
" " 6s, '83	----	----	100½	----	101	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	106½	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	102½	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	75½	76½	76	----	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	77½	----	77½	----	77½	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	44	44½	----	45	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	59	----	59	----	----
Morris Canal	----	----	96¾	----	----	----
" " pref.	135	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	31½	----	31½	----	30½
" " 6s	----	----	----	96	----	----
" " 10s	----	----	----	----	----	----
Northern Central	51	----	----	----	----	51
Pennsylvania R. R.	68½	68	68	68½	----	----
" 1st m.	----	----	113½	----	112½	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	93	94	----	93	----	94
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	105	----	----	104½	----	105½
Philadelphia City, 6s	98	98	98½	----	99½	99½
" new	101½	102	102½	----	102⅝	102½
Philad., Germ. & Nor.	----	----	59	----	59	----
Phila. & Reading	61½	61½	62½	62½	62	60
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	32½	32½	----	32½	32½	----
" " 6s	----	----	----	102½	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	29	28½	29½	29	----
" " pref.	36½	----	----	37½	----	36
" " 6s '82	----	----	88	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	99½	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	15½	16½	16	16½	16½	16
" " 6s '78	----	60½	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	20	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	29½	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	69	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.
Baltimore City 6s, 1875	----	----	----	109	109	----
" " 1886	----	----	109	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	110	108½	109½	----
Balt. and Ohio	115	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	51	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	125¼	----	125½	----	126	126½
Boston and Providence	----	141¾	----	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	52	----	52	52½	----	52
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	108
Eastern, Mass.	101	101	101	103	----	----
Eastern, N. H.	----	----	----	----	----	102
Fitchburg	120	120	120	----	----	120
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	79	----	80	----	----
Old Colony and Fall R.	----	----	----	124	123	
Ph., Wil. & Baltimore	64	63¾	63¾	64	----	63½
Portl'd, Saco & Ports.	105	----	----	----	----	----
Vermont & Canada	109	109	109½	----	110	110
Vermont & Mass.	38	39	39	39½	----	----
Western	150	----	150	----	152	152
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	----	56½	----	53	53½
Middlesex "	60	59½	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	45	----	----	----	----	40
Isle Royale "	----	----	----	----	----	----
National "	27	----	----	----	----	----
Minnesota "	----	----	----	----	27	----
Pewabic "	----	54	55	56	58	57
Pittsburg "	----	75	----	----	----	----
Quincy "	----	91	92	----	94	94
Rockland "	----	----	----	----	10½	----

London Stock Exchange.

The following were the closing prices for American Securities on the 8th of October:

Maryland 5s	65	to	68
United States 6s, 1881	44	"	45
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	72	"	74
Do., 2d mort., 1882	67	"	69
Erie shares, $100 (all paid)	41	"	42
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	50½	"	51½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	65	"	68
Do. do. S. F. 1st mort., do., '52. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1886	50	"	55
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, October 22, 1864.

Stock Exchange and Money Market.

Another week of turmoil in the gold market. On Tuesday the price went up and down in a few hours at least 10 per cent. By persistent combination among the operators for a rise as well as knowledge of the contracts of the shorts, the price is upheld. The holders of large stocks of goods bought at high prices, and under the belief, possibly the hope, that the war is to last some years longer, and the cotton mill managers with them, have united to keep up the rates, and in order that they may slide their goods upon the market, are willing to run the risk of a few thousands in the street whenever it becomes necessary. Just as soon as these stocks of goods are disposed of they will cease to bull the market, for gold is a dangerous commodity to handle at the present moment, and not so "handy" to have much of "in the house." It is supposed by some, that the increasing difficulties in the British Money Market will produce corresponding difficulties here. But we do not think so. All recent American purchases abroad have been mainly for cash, thanks to the suspicions of foreign merchants. So too, the fear that our stocks will be sent home to be sold in large quantities appears to be groundless, for all those foreign holders who felt any alarm as to their permanent value and were uncertain even as to the punctual payment of the interest, sold out at the beginning of the war, while those who have held on, have received their interest in gold, some of it long in advance of its becoming due, and are getting more for their money than they could by any English or continental investments.

The German capitalists have understood our affairs better than the French or English, and are making fortunes and will make more, out of their confidence in our courage, persistence and resources. The Scotia brought over a remarkable document which is strongly corroborative of our views in relation to this matter. On the 1st of October, at a session of the International Association for the advancement of social science, in the City of Amsterdam, the greatest city in the fatherland, the Netherlands, an address was adopted and signed by 160 members. We republish it from no partizan feeling, and consider it not so complimentary to the person to whom it is addressed, (it could not well be addressed to any other,) as it is to the cause of the Union and the loyal people who are maintaining it. It is in the following words:

To the President of the United States:

"We have followed with profound interest, from its origin, the struggle between the energetic citizens of the North and the slaveholders of the South. While regretting the bloodshed and the evils resulting from war, we congratulate you upon the constant firmness with which you and the great nation which elected you have defended justice and humanity. Convinced that the United States nation will issue from this trial stronger than ever, and with a future definitively separated from every servile institution, we await the speedy triumph of the holy cause of liberty. We are sure that the destinies of the great republic will never be compromised by you."

It must be borne in mind that the association is composed of the most learned and intelligent body of men in Europe, men whose brilliant scientific researches and matured minds place them far in advance of the rest, in their day and generation. The wishes and convictions expressed in this admirable document must have a large effect upon their own countrymen, and while such opinions prevail among them, there is no fear but that American credit will stand firm and high on the continent.

By the same vessel which brought this address to our shores, comes the farther intelligence that the money market in England continues to be greatly disturbed, and the number of heavy failures is increasing. The previous advices of late date, that the tone of the market was improving, prove to be incorrect. The East England Bank had followed in the footsteps of the Leeds and gone down with it. It appears that forgeries and defalcations are coming to light every day, and houses of established credit and large means have succumbed. Not only cotton but banking shares have proved the ruin of a large number of

speculators. The shareholders of the Leeds Bank will lose two and a half millions of dollars, and there are outstanding endorsements by the bank to the extent of five millions more! A single dealer in cotton has sunk in his speculations in that article, about four hundred thousand dollars on a single contract, besides having sunk twelve hundred and fifty thousand of his capital. Another operator in bank shares has gone down with liabilities of three millions of dollars, while the blockade runners are tumbling like a row of bricks. Fourteen houses in good standing have failed for nine millions of dollars and joint stock Bank shares have in some cases fallen from 42 premium to 9! The bank returns for the week ending October 1, show a decrease of gold of £50,000, and consols were at that date at 87⅝, about 10 per cent. below the usual quotations. When these fall everybody quakes. There is no knowing where this state of things will terminate. With all our troubles occasioned by the war, we have had no such panic as now prevails in England.

As we predicted last week, the new loan was largely subscribed for; about 50 per cent. beyond the amount required by Mr. Fessenden. The bids being mostly combination bids, and proceeding from banks and capitalists, the offers were gauged at a low figure, though all above par. The readiness with which the people assist the Government is one of the most remarkable and interesting features of the National character. Never did capital come forward so abundantly and promptly. It amounts practically to this, that the Government can get all it wants to pay for enlistments, munitions of war and all other supplies, and upon its promises to pay on time fixed, and at a rate of interest to suit itself. The determination of all parties to preserve the Union at every hazard, settles the question as to the value of the National securities. However they may differ about men or measures, on one point, the people of the loyal States are determined that "the Union must and shall be preserved;" and the Union preserved is a guarantee that it will easily and promptly pay its debts as it always has done before.

It is observable in connection with this, that there appears a general disposition in dealers of most articles to recede from their former prices, the result of the popular opinion, that gold must take a heavy decline, and that the war is near its close. If Richmond falls, it will involve with it such heavy losses in the only one large army now left in the confederate cause, that further resistance will be unavailing. The operations of the guerillas will cease almost immediately on the destruction of Lee's force, and it is a maxim in war, that guerillas are of no account when the main body is defeated. The leading articles of tea, and made up clothing have within the last week fallen from 50 to 100 per cent. This is significant of what is to follow.

Money is sufficiently abundant at 7 per cent. on good security. Railway shares have been drooping under a pressure to sell on the part of weak holders, trammelled by speculations in other quarters, but intrinsically they are as valuable as ever. No better property can be held, as it is remunerative and sure in its earnings.

The only drawback just now to its advance, is in defective management. A series of lamentable accidents have recently occurred on various lines, from defective rails and want of attention to the condition of the permanent way. Those companies that make themselves liable to heavy damages by the loss of lives, and irreparable injuries to the limbs of passengers, will find from their pecuniary losses thereby, that it is more economical to keep their roads in good order than pay enormous sums in the shape of damages for loss of life, and broken limbs. And again and again we recommend to some of our leading companies, to look sharper after management and competent agents, than to the corners and options, and combinations of the street.

The Petroleum Exchange has established itself in Broad street, with the prospect of a large sphere of operations. We venture to suggest to them, that they look carefully after the character of the article which they are to manipulate. The Scotia brings the intelligence, that in a continental theatre lighted with petroleum, the lamps exploded which hung from the dome, and the contents which fell upon the audience beneath sat fire to their garments, injuring many and nearly causing a large loss of life. Unless the oil is properly refined, this danger is constant, and will have a material influence in diminishing the demand abroad where it has latterly been largely increasing. It is an interesting fact that those residuums of petroleum which have hitherto been considered of no value, have recently been found to contain the bases of the most beautiful and brilliant dyes.

The increase of the National debt in consequence of the expenses brought on the loyal States by the confederates is of a less threatening character, in consequence of a circumstance which is now coming into notice. It is this, that the South will be most justly called to pay its share of it, the moment the Union is restored, and this is far less than strict justice might require at their hands. We might compel them to bear the whole burden as a penalty for their transgressions, but from their share of taxation and ultimate responsibility they cannot escape.

The gold Government bearing stocks are very steady, with a slight advance. As these stocks are *gold* to all intents and purposes, both interest and principal, we see no reason why they should not in fact bear the same prices as gold. The coupons do bring the advance, and why should not the bonds. This is one of the vagaries of the market, and shows that it is not regulated by any sound maxims whatever.

The balance in the Sub-Treasury on Tuesday was $27,183,986.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending October 17, was $2,212,605, against $1,400,976 in 1863, and $1,501,909 in 1862.

The exports from New York for the same week were $4,615,612 against $2,880,417 in 1863, and $5,077,436 in 1862. The shipments of specie since January 1, have been $35,806,051. The exports since January 1, have been $177,027,168 against $138,266,601, in 1863, an increase of $38,760,567. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to October 14, was $58,103,400.

The value of foreign goods imported into the port of Boston for the week ending October 14, was $314,256, against $316,698 for the corresponding week in 1863. The exports were $298,368 against $368,821 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $206,720.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Peninsula R. R. 1st mort., 95; Milwaukee and St. Paul 1st mort., 94; Michigan 6s, 1873, 100; Ohio 6s, 1881, 106; New York State 6s, 1873, 117; Sixth Avenue R. R., 115; Central Coal Co., 58; Wyoming Valley Coal Co., 40; Penn. Coal Co., 1st mort., 106; Atlantic M. S. S. Co., 189; Copake Iron, 4; Smith Parmelee Gold, 8½; New York and Boston Silver Lead, 2⅛; Metropolitan Bank, 115; 4th National Bank, 90; Merchants Exchange Bank, 100; Bank of Commerce, 103.

Philadelphia.—Allegheny Co. coupon 5s, 79; Pittsburg 6s, 93; Westchester 7s, 105; Huntingdon and Broad Top, 30; do., 1st mort., 102½; Allegheny and Tideout Oil, 1½; Bruner Oil, 1⅛; Bull Creek, 4⅜; Briggs, 3½; Big Tank, 2; Corn Pl., 6¼; Curtin, 4⅛; Densmore, 8⅞; Dalzell, 9½; Excelsior, 1¼; Egbert, 2⅞; Farrell, 2⅛; Feeder Dam, ¾; Germania, 1¼; Irwin, 7⅜; McClintock, 6¼; McElheny, 5⅞; Mineral, 2½; Maple Shade, 17; Noble and Delamater, 12½; Oil Creek, 6¼; Olmstead, 1⅞; Penn. and Oil Creek, 6⅛; Petroleum Centre, 3¾; Rock, 4⅛; Story Farm, 3¼; Tar Farm, 3¼; Tar Home, 6; Union, 2⅜; Tremont Coal, 12; Big Mt., 6½; New Creek, 1⅛; Fulton, 8⅛; Preston, 30; Diamond, 21¼; Keystone Zinc, 3; Penn Mining, 20; Farmers' and Mechanics' Bank, 66; 1st National Bank, 125; 2d National Bank, 110; Union, 46. The latest quotations are: City 6s, 99¼@99¾; do., new, 102@102½; State 5s, 93@94; do., coupon, 98@100; do., 6s, W. L., 105@105⅞; Phila., Wil. and Balt., 63½; Reading, 60⅜@60½; do., 6s, 1870, 100@100⅛; do., 1886, 133@133⅛; Camden and Amboy, 149½@150; Pennsylvania R. R., 69@69⅛; do., 1st mort., 110@111; do., 2d mort., 105@108; Little Schuylkill R. R., 45@46; Morris Canal, 97@98; do., pref., 133@136; do., bonds, 100@103; Wyoming Valley Canal, 75@80; do., 6s, 98@101; Susquehanna Canal, 14⅝@15¼; do., 6s, 60½@61; Sch. Nav., 27@29; do., pref., 35½@37; do., 6s, 1882, 87¾@88; Union Canal bonds, 18@20; Delaware Div. Canal, 36@38; do., bonds, 90⅛@102; Elmira and Williamsport, 32⅛@34; do., pref., 48@50; do., 7s, 1873, 105@112; do., Chattle 10s, 77¾@78½; Beaver Meadow, 75@87; Long Island R. R., 46¾@48; Lehigh Coal and Navigation, 76@78; North Pennsylvania, 29½@30½; do., 6s, 96¾@97; do., 10s, 118@121; Philadelphia and Erie, 31@32½; do., 6s, 102@103; Minehill, 59@59¼; Catawissa, 18⅛@19; do., pref. 37@37¾; Lehigh Valley, 77@77¾; do., bonds, 107@108; Fifth and Sixth streets, (horse,) 60@61; Second and Third, 60@70; Race and Vine, 11@12; West Philadelphia, 60@64; Spruce and Pine, 35@37; Green and Coates, 29@30; Chestnut and Walnut, 57@57; Arch, 15@20; Thirteenth and Fifteenth, 25@30; Girard College, 26½@27; Tenth and Eleventh, 49@50; Norristown, 59@90.

Boston.—Boston and New York Air Line, 6s, 50; Northern (Ogdensburg,) 2d mort., 25; Vermont Central 1st mort., 78; Western R. R. 6s, 1875, 101½; Mad River and Lake Erie R. R. 6s, 1900, 68; Rhode Island 6s, 1871, 99¾; Rutland 6s, 100; Roxbury 5s, 95; Boston 6s, 1874, 103¾; do., 5s, 1882, 119¼; Boston Water Power Co., 30⅝; East Boston Co., 10; Union S. S. Co., 187½; Essex Co., 95½; Saco Water Power, 156; Franklin Coal, 70; Mammoth Vein Coal, 38½; Short Mt. Coal, 40; Lorberry Coal, 30; Boston Gas, 780; Boston Steel and Iron Co., 90; Merchants' Bank, 100; Webster Bank, 102; Exchange Bank, 120½; Eagle Bank, 109; Tremont Bank, 114; Columbian Bank, 106¾; Hide and Leather Bank, 109¾; Shawmut Bank, 100¼; North Bank, 102⅛; Boston Bank, 65½; New England Bank, 116¾; Shoe and Leather Dealers Bank, 130; City Bank, 103; 2d National Bank, 115½; Globe Bank, 126½; Suffolk Bank, 169¼; Revere Bank, 110; Union Bank, 113¼; Rockland Bank, (Roxbury,) 101¾; Continental Bank, 100¼; Maverick Bank, 98½; 1st National Bank, 115¼; Bank of Republic, 99⅞; Railroad Bank, (Lowell,) 82¼; Acton Mining Co., 1⅝; Albany and Boston, 25; Acton Vale, 1; Black River, 15c.; Brome, 1¼; Boston, 2½; Bedford, 75c.; Bay State, 20; Copper Falls, 26; Canada, 1¾; Canada Lead, 1¼; Chapman, 30c.; Concord, 4½; Dunham, 10c.; Eagle River, 4⅛; Great Basin, Oil, 2½; Glencoe, 10c.; Huron, 34½; Hanover, 1⅞; Hancock, 11¾; Hungarian, 2; Mesnard, 8¼; Madison, 3¾; Macomb Lead, 2; Manhattan, 7¼; Nelson, 10c.; North Cliff, 4; Ottawa, 23c.; Phœnix, 22; Pontiac, 4; South Bedford, 41c.; Star, 7¼; St. Clair, 9½; Superior, 7½; Sutton, 87½c; Toltec, 2½.

Baltimore.—Western Md. bonds, 85; Marietta and Cincinnati bonds, 99½; N. W. Va. 3d mort., 30; City Passenger R. R. 19; Bare Hill, 3.80; Md. Copper, 0.80; Atlantic Coal, 1.50; Santa Clara, 28; Susq. Coal and Coal Mt., 4.50; Md. Anthracite Coal, 32; Am. Gas Coal, 2.25; Mineral Hill, 2.15; George's Creek, 110; Balt. Chrome, 1.75; Springfield, 1.55; Penn. Oil, 1.05; Va. Coal and Iron, 3.80; 2d National Bank, 102; Western Bank, 22½; Franklin Bank, 13¼; Mechanics Bank, 21: Union Bank, 70. The latest quotations are: Balt. and Ohio, 110@114; do., 6s, 1867, 100@102; do., 1875, 102@110; do., 1880, 105@110½; do., 1885, 102@107½; Northern Central, 51@51¾; do., bonds 1885, 97½@100; N. W. Va., 10@20; do., 1st mort., 110@112; do., 2d mort., 102@105; do., 3d mort., 32@33; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 96@100; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@41; Western Md. bonds, 84¾@85; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 113@113¾; Baltimore 6s, 1870, 107@107; do., 1878, 109@110; do., 1875, 109@10½; do., 1886, 108½@109; do., 1890, 109@110; do., coupon, 114½@115; do., 5s, 1858–'70, 90@93; City Passenger R. R., 18@19½; Canton Co. 32@33¼; Gardner, 0.45@0.65; Gas Coal, 2.20@2.25; Maryland, 0.75@0.80; North State, .10@.20; Springfield, 1.55@1.65; George's Creek, 105@110; Santa Clara, 28@28¼; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.50@1.65; Bare Hill, 3.65@3.75; Atlantic Coal, 1.40@1.50; Mineral Hill, 2.20@2.30; Baltimore Coal, 100.

Railroad Car Findings.

Messrs. Doremus & Nixon, No. 45 Warren street, have on hand and for sale Plushes and Moquetts, Head Linings, Ducks, all widths, Curled Hair, Plush Buttons, Nails, etc., etc. Also Cocoa Matting, Oil Cloths, Velvet and Cocoa Rugs, and all kinds of Railroad Furnishing. The attention of Railroad Companies and Car Builders is invited to their advertisement in another column. Velvet, Brussels and 3-ply carpets made expressly for offices. The assortment is large and of superior quality, offices fitted up at short notice. Address Messrs. Doremus & Nixon, 45 Warren street, New York.

The Late Accident on the Harlem Railroad.

Our remarks in last week's JOURNAL have not been well received by the managers of this Road. We are assured by E. A. Chapin, Esq., the Superintendent, that the statement generally believed at the time that the accident alluded to was owing to defective sills or ties is entirely incorrect. We have also received a communication to the same effect from a writer over the signature of "Justice." It is now asserted that the accident was owing to a flaw in a rail, not visible to the eye nor discoverable in any manner. It is also said that the New Haven train consisted of eleven cars drawn by two engines "at a dangerously high speed," and that "the Engineers of the New Haven road are a reckless set of fellows and have been notoriously so from the Norwalk murder to the present fearful smash up." This is stated Editorially in the *Tribune*, and calls for some reply from those attacked not only on their own account but for the information and security of the travelling public. We accept the explanation as to the flaw in the rail. We imagine however, the part of our article which caused the most anxiety, was our reference to the opinion that there is more anxiety about the condition of the Company in the street than any where else; and certainly when we have seen its shares, which pay no dividend run up to 285, from the former and long established quotations of 10-19, the inference is natural enough that a corner is more important to the present proprietors than a crash. We have always been warm friends of the Harlem road under its many difficulties, and are therefore glad to be assured by its particular friends that it is now in better condition than ever. We sincerely hope this is so.

☞ The attention of Manufacturers of Railroad Cars, Car Wheels and Locomotives is invited to the Advertisement of "F. R." in another column.

☞ The subscriptions to the seven-thirty currency loan during the last week were $2,900,000. end to the ten-forty $7,200. The entire subscription to the seven-thirty loan is now upwards of $54,000,000.

☞ The Northern Central Railroad Company are running an Express train from Baltimore to Lake Erie over the roads lately opened through the State.

☞ The Directors of the Pennsylvania Railroad propose to make a new survey of a route from Tyrone to near Blairsville, by which the great tunnel on the mountain will be avoided, and several miles saved in the distance between the points named. The reason for this movement is said to be an apprehension that the tunnel may cave in.

Finances of Vermont.

The receipts of the State treasury of Vermont for the last year (including $122,500 balance on hand) were $2,449,100, and the expenditures were two million, leaving nearly half a million cash in the treasury. Of the receipts, about one million was from taxes, and the balance from loans. The funded debt of the State is a million and a half, and the floating debt and liabilities are about one million; but a tax of 100 mills on a dollar, being the same as last year, will nearly, if not quite, meet this last sum, and will undoubtedly be voted by the legislature now in session.

Bridge over the Monongahela.

Plans and proposals will be received by the Pittsburg Bridge Co., Pittsburg, Pa., until the 1st of December next for both Wooden and Iron Bridge superstructure, and proposals for the masonry of the piers and abutments of the Roadway Bridge, to be erected over the Monongahela River, from Pittsburg Point to West Pittsburg. The bridge will consist of eight spans, 210 feet each from centre to centre of piers, or 201 feet clear of masonry, and one span 317 feet from centre to centre of piers. The clear width of carriage way must be 19 feet, with foot ways at each side 8 feet in clear. The structure must be proportioned to sustain, in addition to its weight, a uniformly distributed load of 2,000 pounds per lineal foot. The effect on any portion of the structure under this maximum load must not exceed one-sixth of its breaking weight. Proposals should be endorsed "Proposals for Pittsburg Bridge (wood) or (iron)," and "Pittsburg Bridge masonry." The company reserve the right to adopt either wood or iron superstructure, and to reject any or all bids, if it is for their interest to do so.

Interest and Dividends.

The Board of Directors of the Baltimore and Ohio Railroad Company have declared the following dividends, viz: four per cent. on the stock of the Main Stem, payable at the Merchants Bank, Baltimore, on and after November 1, and five per cent. on the stock of the Washington Branch for the half year ending 30th September ult., payable at the same place, on and after October 17. United States taxes paid by the company.

The Cincinnati, Hamilton and Dayton Railroad will pay, 1st November, at the Bank of America, a dividend of 5 per cent. and the Government tax.

The Cleveland and Pittsburg Railroad Company have declared a semi-annual dividend of four per cent., free of Government tax, payable at the office of the Farmers' Loan and Trust Co., on the 25th inst.

The semi-annual dividend of three and one half per cent., due Nov. 1, 1864, on the preferred stock of the Toledo and Wabash Railroad Company, will be paid on and after that day at the office of the company.

The interest due November 1st, 1864, on the second mortgage bonds, the interest bonds and the equipment bonds of the Toledo and Wabash Railroad Company, will be paid on and after that day, at the Bank of the Republic.

John Horner, Telegraph Office, No. 145 Broadway, will pay holders of Western Union Telegraph Stock, residing in this city, their regular quarterly dividend of two per cent. on and after Oct. 20.

Railroad Earnings—Monthly.

The earnings of the Erie Railway for the month of Sept., 1864, were.....$1,291,005 75
Corresponding month last year..... 816,801 21

Increase..... $474.204 54

The traffic receipts of the European and North American Railroad for the month of Sept., 1864, compared with the corresponding month last year, is as follows:

	1864.	1863.
Passengers	$5,959 87	$6,591 28
Freight	5,676 69	4,483 73
Mails and Sundries	1,051 10	1,151 90
Total	$12,687 66	$12,226 91
Increase		$460 75

Railroad Earnings—Weekly.

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 7, 1864, were:

	1864.	1863.
Passengers	$3,552 90	$2,313 01
Freight	7,022 34	10,602 57
Express	104 16	75 00
Mails	296 58	296 58
Total	$10,975 98	$13,287 16

Receipts from January 1st to Oct. 7:

1864.....$440,046 03
1863..... 294,988 15

Increase.....$145,057 88

The earnings of the Marietta and Cincinnati Railroad for the 1st week in October:

	1864.	1863.
Passengers	$10,526 31	$6,885 99
Freight	8,220 76	8,921 28
Mail, express & telegraph	1,169 58	1,132 00
Total	$19,916 65	$15,939 27
Total since Jan. 1	$757,290 71	$497,479 02

The earnings of the Chicago and Alton Railroad Company for the week ending Sept. 30, were:

	1864.	1863.
Passengers	$33,826 12	$16,238 12
Freight	37,570 97	23,275 62
Sundries	1,346 70	1,283 80
Total	$72,743 79	$40,797 54
Increase 1864		$31,946 25

The traffic of the Great Western Railroad for the week ending Oct. 7th, 1864, was as follows:

Passengers.....$36,181 32
Freight and live stock..... 25,679 51
Mails and sundries..... 1,259 65

Total.....$63,120 48
Corresponding week of 1863..... 62,943 18

Increase..... $177 30

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of October, 1864, were.....$85,120 00
Corresponding week of previous year.. 76,448 00

Increase..... $8,672 00

The earnings of the Chicago and Northwestern Railway for the second week in October, 1864, were.....$160,078 57
Corresponding week of previous year. 124,496 09

Increase.....$35,582 48

The following is a statement of earnings of the Toledo and Wabash Railway for the 2d week of Oct., 1864.....$44,150 00
Corresponding week of previous year. 31,049 00

Increase.....$13,101 00

The earnings of the Michigan Central Railroad for the 2d week in Oct., 1864, were....$92,546 00
Corresponding week of previous year.. 85,176 00

Increase..... $7,370 00

The earnings of the Rock Island Railroad for the 2d week in October, 1864, were...$69,165 00
Corresponding week of previous year. 47,628 00

Increase.....$21,537 00

County Subscriptions to Railroad Co.—The Armstrong County Bond Case.

A decision was recently delivered in the Supreme Court of Pennsylvania, in the Armstrong county Bond Case, in which the principle is evolved that where bonds have been issued by a county in payment of its subscription to the stock of a railroad company, and sold below par, in violation of the statute authorizing them, the county may compel the holder, by proceeding in equity for the purpose, to receive in satisfaction for the bonds the amount actually paid for them by the first purchaser, with lawful interest thereon. The plaintiff in this case purchased twenty-seven bonds of the county at thirty-seven cents on the dollar, or sixty-three cents below par. The county offered him the amount which he paid for the bonds, with interest, which he refused to take. Judge Woodward, in his opinion, holds that, no matter how unfairly the county may have been dealt with, it was their official act, and they were responsible for it. "But to make them responsible beyond this, is to fabricate a fictitious liability out of principles of the commercial law that are sound and valuable in their proper application, but pernicious and unjust when applied as the argument strives to apply them." Courts of Equity he holds are the only remedy; that the intent and purpose of issuing bonds are always to put money into the treasury. Let them be enforced to the extent of the money they brought, and the popular mind will at once recognize the reason and justice of such a decree.

But the law of the United States and the law of Pennsylvania in regard to municipal bonds sold in violation of the statute authorizing them, do not agree. The Supreme Court of the United States at its very last session, decided in two or three cases, the exact opposite of this doctrine; one a suit against a county of Pennsylvania, Mercer County *vs.* Hacket (1 Wallace, 83,) that if counties issue their bonds, payable to bearer, and those bonds go for value into the hands of holders in good faith, the counties must and shall pay the face of the bonds, and not only what actually passed into the county treasury. Bonds payable to bearer, though they are in truments under seal, were declared in one case by Grier, J., speaking for the whole Court, to be "negotiable by the commercial usages of the whole civilized world;" and in another, Gelpcke *vs.* City of Dubuque, by Swayne J., (1 Wallace, 206,) "to have all the qualities of commercial paper." Nothing, indeed, could be more resolute than the stand taken by the Supreme Court of the United States in the whole matter, which, apparently, it considered one that touched the honor of the country as much as the rights of creditors. Admitting that an illegal issue might probably be prevented by injunction, they declared positively that after the bonds were issued and sold, for value, to innocent holders, the Court would presume almost anything as to the regularity of preceding acts, and decide almost anything as to legal power in the city or county issuing or selling the bonds, (Meyer *as.* City of Muscatine, 1 Wallace, 384). The view taken by the Supreme Court of Pennsylvania in previous cases was declared not to be law. As the decisions now stand, therefore, any Pennsylvanian suing a Pennsylvania county, and who must accordingly sue in a State Court, cannot recover more than the amount which the county actually received; but a citizen of any other State or any foreigner, to both of whom the Courts of the United States are open, will recover the whole amount. Of course, as the bonds are payable to bearer, no Pennsylvania, if he can help it, will sue on them. By selling them—if sold in good faith—to a citizen of New York or New Jersey, we suppose, since the bonds are declared to have "all the qualities of commercial paper," that suit could be brought by the new purchaser in the Federal Courts, and the whole amount be recovered.

Important Lawsuit in Reference to Stock Operations.

In the Maryland Supreme Court, before Judge Martin, the case of Wm. J. Dalrymple *vs.* The Maryland Fire Insurance Company, was concluded by a verdict for the plaintiff. The action was instituted to recover for an alleged illegal parting with 325 shares of Baltimore and Ohio Railroad stock. The facts proved were that on the 12th day of June, 1860, the plaintiff's agent, Mr. Conkley, applied to the President of defendant for a loan of $19,500, and obtained the money, depositing the shares as collateral security, the contract providing that a margin of ten per cent. was to be kept up, and that the money was to be paid on one day's notice from the defendant, and that on failure on plaintiff's part, defendant could sell without further notice. The stock commenced declining a few months after the loan was made, and continued to decline until it had reached $55 per share. On the 20th of November, 1860, and in May, 1861, it had declined to about $40 50 per share.

The defendant, on the 30th of October, 1860, commenced notifying the plaintiff to put up more margins and pay up part of the loan, several notices having been given between that date and November 13th. On the latter day the defendant notified the plaintiff to return the whole loan the next day. The loan not having been returned, the defendant directed the sale of the stock at the Board of Brokers by its broker, and one of its directors purchased it at $55 per share, (the highest price of the day,) for the defendant, and an account was afterwards sent to the plaintiff's agent and a claim made for the balance; being $1,700. The defendant retained the stock until the spring of 1862, when it sold it at the board to various parties for an amount which realized $600 more than the debt. On December 16th, 1862, the stock having risen to $78 per share, the plaintiff called on the defendant, tendered the return of the loan, and demanded his stock. The Court had already decided in another case, against the Marine Insurance Company, that a sale at which the party with whom the pledge was made becomes a purchaser, is void, (although it is, as the Court said of the sale in this case, entirely free from fraud,) and the only question was as to the rate of damages. The defendant's counsel

(Messrs. Wallis & Fisher,) contended that the plaintiff could claim only the value of the stock on November 20th, 1860, with interest, less the debt with interest. The plaintiff's counsel Messrs. Schley and Alexander,) contended that he was entitled to the price of December 16, 1862, when he made his demand, and the Court, while saying there was no fraud on the part of the defendant, but that its officers supposed they could properly buy in the stock at the stock board, held that the latter was the proper rule, and so instructed the jury. The jury assessed the plaintiff's damages at $5,037 18, and the defendant appealed to the Court of Appeals.

Railways Including Cartage on Freights.

The case of Baxendale *vs.* the Great Western Railway has just been decided in the Court of Error in England, and is thought to be a controlling one under similar circumstances hereafter. It appears that the plaintiffs better known as Pickford & Co., "brought this action to recover back sums of money which they had paid for tolls and for carrying their goods on the railway but which they contended included, in fact, charges for the collection and conveyance of goods to or from the different receiving houses of the company but of which facilities they did not avail themselves as they carted their goods which they as carriers collected to the Paddington station. When the case was argued in the Court of Common Pleas, Lord Chief Justice Erle delivered a judgment in favor of the defendants, but the rest of the Court differed from him, and the decision was, therefore, in favor of the plaintiffs. To this was a writ of error. The Court of Appeal which assembled in the exchequer Chamber consisted of Lord Chief Justice Cockburn, and Justice Crompton, Blackburn, and Mellor, and Barons Martin, Channel, and Pigot. At the close of the arguments the Chief Justice said that they were all agreed that the judgment of the court below must be affirmed. The matter appeared to turn not on the Traffic Act, but upon the company's own Act, which contained a clause for equality of charges which was afterwards renewed. It is said that the charges should be made equally and that construction had been put upon it in a case in the Court of Common Pleas, which applied to a case like the present, and it was not *competent for a railway company to superadd to the tolls they were entitled to charge another charge for collection of conveyance to or from the railway*, inasmuch as in doing that they were imposing upon those who did not require their services for such collection or conveyance, and a charge which might be a reasonable charge, as regarded those who require the service, but unreasonable as regarded those who did not, therefore it was an unequal charge. That construction having been put upon the Act by the court of Common Pleas, this court were all of opinion that that was the right view, and that the judgment was correct, and they hoped that in future a charge for those services might not be made under the guise or disguise of tolls on a railway.

Judment affirmed."

The lines in Italics appear to state the pith of the decision, which was against the Great Western Company.

☞ The national bank currency issued during the last week amounted to $1,661,200, making the total to date $55,376,730.

English and Swedish Iron.

The difference between plate iron made respectively in England, France and Sweden, has been thoroughly tested at the fortress of Calberg, Sweden. There were two French plates, each 7 feet 6 inches by 2 feet 3 inches. Two Swedish, one 12 feet by 1 foot 6 inches, and one 6 feet by 3 feet 8 inches. All the plates were 4½ inches thick, and then bolted to a teak target backed with iron plating, and supported by a massive stone pier. The two upper plates in the target were French, each secured by 11 bolts; the next plate below was the longest, Swedish, secured by 29 bolts. Below this was a tier of two short plates, one Swedish and one English, each secured by 24 bolts, and the lowest plate was a long English, secured by 29 bolts. Each plate received six shots from the ordinary 68 pounder naval gun. The French and Swedish plates broke to pieces; and the English plates remained uninjured and free from cracks. The shots used were of Swedish iron.

Railway from Windsor to Annapolis.

We learn that two offers have been made for the construction of a line of railway from Windsor to Annapolis. The parties to the proposal are the International Contract Company of London, and some other company equally responsible. The proposals are made in accordance with the views of the subvention resolution passed at the last session of the Nova Scotia House, which requires the Government to pay 4 per cent. on £6,000 a mile for twenty years. Under this arrangement, Nova Scotia will secure the construction of eighty-five miles of road, at a cost to the Province of £20,000 cy. for twenty years. It is thought that a very large proportion of the annual subvention will be immediately returned to the Province through the increased receipts that will be obtained over the line between Windsor and Halifax, as soon as the connection is formed. We are told, too, that in a few weeks, the line from Pictou to Halifax will be under contract.—*Halifax, N. S., Colonist.*

☞ The earnings of the Huntingdon and Broad Top Mountain Railroad, from Jan. 1 to Oct. 1, nine months, are $265,564
Same period in 1863..... 183,555

Increase for nine months..... $82,000

Large as the increased receipts of this Company have been for the nine months of the current year, they would have been much greater had the carrying companies on which it relies been able to furnish the required transportation. The company to protect itself against any similar drawback next season, has increased its own power and rolling stock, so that for the future we may class the Huntingdon and Broad Top Company among the regular interest and dividend paying companies.

☞ The Montreal and Vermont Junction Railway between St. John's and Swanton is rapidly approaching completion, and will probably be opened for traffic by the end of the month. A mile or so of the track has yet to be laid.

☞ Five hundred shares of the American Telegraph Company's stock were recently sold at auction, to eight different takers at prices ranging from $140 to $143 per share.

☞ The annual election for thirteen Directors of the Camden and Atlantic Railroad Company, will be held at the office of the Company, Cooper's Point, Camden, on the 27th instant.

OFFICE OF THE PITTSBURGH BRIDGE COMPANY,
No. 83 Water street, Pittsburgh, Pa.,
October 12th, 1864.

PLANS AND PROPOSALS are invited for both Wooden and Iron Bridge Superstructure, and proposals for the masonry of the piers and abutments of the Roadway Bridge to be erected over the Monongahela river, from Pittsburgh Point to West Pittsburgh. The bridge will consist of eight spans 210 feet each from centre to centre of piers, or 201 feet clear of masonry, and one span 317 feet from centre to centre of piers. The clear width of carriage way must be 19 feet, with foot-ways at each side 8 feet in clear. The structure must be proportioned to sustain, in addition to its weight, a uniformly distributed load of 2,000 pounds per lineal foot. The effect on any portion of the structure under this maximum load must not exceed one-sixth of its breaking weight.

Plans and specifications of the masonry and superstructure may be seen at the office of the Company. Bids will be opened December 1st, 1864. The right to adopt either wood or iron superstructure, or to reject any or all of the bids or plans is reserved.

Endorse envelope "Proposals for Pittsburgh Bridge, ('wood') or ('iron')" and "Pittsburgh Bridge Masonry."

6t-43 JOHN F. SINGER, President.

IMPROVED LOW

Pressure Steam Warming

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HILLS & WARNER,

No. 3 Murray St., ... New York.

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OFFICES FITTED UP AT SHORT NOTICE.

DOREMUS & NIXON,

No. 45 Warren St.

J. U. ORVIS, PRES'T. JOHN T. HILL, CASHIER.

THE NINTH NATIONAL BANK,

NO. 363 BROADWAY.

Capital paid in..... $1,000,000.

Fiscal agent for the United States, and Government Depository in the City of New York.

Has on hand the Popular 7 3-10 Notes, and allows ¼ per cent. to all subscribers.

Also 10 40 Bonds which are payable, principal and interest in Gold. Also converts the old 7-30s into 6s of 1881. Collects Certificates of Indebtedness. Buys and sells Quarter-Master's checks and gives every possible facility to parties wishing to transact financial business with Government. 3m-51

CENTRAL

Petroleum Exchange Office

No. 10 Pine St., NEW YORK.

WED. W. CLARKE & CO.

OUR OFFICE IS OPEN TO THE COMMERCIAL public for the purchase and sale of Petroleum lands of the oil districts of Pennsylvania, Virginia, Ohio and Michigan, and for the sale of oil stocks, many of which are paying large dividends monthly.

We now have in hand for sale stocks of the following companies:

Blood Farm Petroleum Co., N. Y., Chas. Butler, Prest.
Home Petroleum Co., N. Y., Josiah Oakes, Prest.
Tarr Farm Petroleum Co., N. Y., Jas. Wadsworth, Prest.
Central Petroleum Co., N. Y., Jas. Bishop, Prest.
American Petroleum Co., N. Y., F. C. Clark, Prest.
Oil City Petroleum Co., N. Y., D. S. Duncomb, Prest.
Michigan Central Petroleum Co, N. Y., F. Prentiss, Prest.
Penna. Petroleum Co., Phila., John S. Young, Prest.

We have entered with us $31,000,000 of capital invested in petroleum, and can supply applicants with names and general "status," of most companies now organized, and general information of the oil market, both at home and abroad.

Special attention is called to a prospectus now offered to capitalists and others of the "United Petroleum Farms Association," which combines some of the most wonderful productions of the day, paying at this moment attractive dividends, and combining a capital of $15,000,000 in this single enterprise. Subscription list opened for a few days at this office.

This enterprise with the present development, is now paying over two and a half per cent. per month, with a positive prospective increase almost fabulous.

FOR SALE.

450 Ton, Street Rail, Philadelphia pattern.
1000 Ton, 57 lb. English Rail.
1300 Ton, 60 lb. " Rail.
8 Locomotives 14x22 Cylinders, 5 feet Drivers, now ready for delivery.
30 Platform Cars.

The Cars and Locomotives 4 feet 8½ gauge.

Apply to

4t38 GEO. T. M. DAVIS,
New York, Sept. 14, 1864. 47 Exchange Place.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Sept. 20, 1864.

THE FIRST SERIES of $2,000,000 Redemption Bonds bearing 6 per cent. interest, and payable in 1890, have been exchanged for Construction Bonds. The Directors, by resolution this day, have decided to issue another series of $3,000,000, under the same mortgage, upon the road and appurtenances, which are offered at 110 per cent., in exchange for Construction Bonds at 120 per cent., making a difference of 10 per cent. in favor of the Construction Bonds.

This arrangement is proposed in order to relieve the holders of the Construction Bonds from the inconvenience of a peremptory call for the Bonds as provided by the terms of their issue, but in case the Bonds are not surrendered and the exchange effected in amounts sufficient to meet the requirements of the land sales, the Company will be compelled to pay off a further portion of the Bonds.

THOMAS E. WALKER,
Treasurer.

Marine & Fire Insurance.

METROPOLITAN
INSURANCE CO.,

No. 108 BROADWBY, N. Y.

Cash Capital, - - - - - - $300,000
Assets, July 1, - - - - - - $708,502

This Company insures at customary rates of premium, against all MARINE and INLAND NAVIGATION RISKS on CARGO or FREIGHT; also, against loss or damage by Fire.

IF PREMIUMS ARE PAID IN GOLD, LOSSES WILL BE PAID IN GOLD.

The assured receive 75 Per Cent. of the net Profit, without incurring any liability, or in lieu thereof, at their option, a liberal discount upon the premium.

All losses equitably adjusted and promptly paid.

SCRIP DIVIDEND declared Jan. 12, 1864.

THIRTY-FIVE PER CENT.

JAMES LORIMER GRAHAM, President.
ROBERT M. C. GRAHAM, Vice-President.
EDWARD A. STANSBURY, 2d Vice-President.
JOHN C. GOODRIDGE, Secretary.

To Manufacturers of Railroad Cars, Car Wheels and Locomotives.

A YOUNG MAN of strict business habits who has travelled the States and Canada, and can give references to some of the most prominent business men of New York, is desirous of obtaining a position as traveling agent for either or all of the above named articles.

P. R., care of MR. SCHULTZ,
AMERICAN RAILROAD JOURNAL.

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CONTINENTAL BANK BUILDING.

No. 7 Nassau St., N. Y.

Receive SUBSCRIPTIONS for the **7-30** and **10-40** NATIONAL LOANS, on the most favorable terms. The usual Commission allowed to investors.

They will also attend the opening of the bids for the new 5-20 Loan, and solicit subscriptions to their list.

All descriptions of Government and other Securities bought and sold at market rates.

Five per cent. allowed on deposits, which may be drawn without previous notice. 4t-32

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURG, Oct. 6, 1864.

NOTICE TO BONDHOLDERS.—The agreement modifying the First and Second Mortgages of this Company, has been executed by the President and the Trustees, under the deed of trust, and the evidence of such agreement to be attached to each bond is now ready. Bondholders may present their bonds at this office, or at the Company's Transfer Agency, WINSLOW, LANIER & CO., No. 52 Wall street, New York, and have the agreement attached thereto, or they may send to either of the above-named places a full description and the number of their bonds, when the agreement will be sent to the bondholder to be by him affixed to the bonds.

W. H. BARNES, Secretary.

BANKING OFFICE OF WINSLOW, LANIER & CO., No. 52 Wall st., New York, Sept. 26, 1864.

DIVIDEND NOTICE.—In accordance with a letter of the President of the Pittsburg, Fort Wayne and Chicago Railway Co., dated the 24th inst., notice is hereby given that a DIVIDEND of TWO AND ONE-HALF PER CENT. (2½ per cent.) free of Government tax, for the third quarter ending Sept 30th, will be paid by us on the 17th October, prox., on the capital stock of that Company to the holders, as registered on the 1st October prox.

The transfer books will be closed October 1st, prox., at 2 o'clock P. M., and re-opened October 18th.

WINSLOW, LANIER & CO.,
3t-40 Transfer Agent.

PARTZ & BUCK,
Mining Engineers, Metallurgists,

AND

ANALYTICAL CHEMISTS,

No. 39 NASSAU STREET,

A. F. W. PARTZ, C. ELTON BUCK. } NEW YORK.

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HARTFORD, CONN.
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GEO. M. COIT, Sec. TIMO. C. ALLYN, Pres.

PHŒNIX INSURANCE COMPANY,
HARTFORD, CONN.
Capital and Surplus, $500,000.
W. C. CLARK, Sec. H. KELLOGG, Pres

SPRINGFIELD F. & M. INSURANCE COMP'Y,
SPRINGFIELD, MASS.
Capital and Surplus, $500,000.
WM. CONNER, JR., Sec. C. FREEMAN, Pres.

WESTERN MASS. INSURANCE COMPANY,
PITTSFIELD, MASS.
Capital and Surplus, $225,000.
J. N. DUNHAM, Sec. ENSIGN H. KELLOGG, Pres.

CONNECTICUT FIRE INSURANCE COMPANY,
HARTFORD, CONN.
Capital, - - - - - $200,000.
J. B. ELDRIDGE, Sec. B. W. GREENE, Pres.

Branch Office.

THE PETER COOPER FIRE INSURANCE CO.,
CITY OF NEW YORK.
Capital, - - - - - - $150,000.
WM. H. RIDLEY, Sec. N. C. ELY, Pres.

☞ All fair Losses occurring at this Agency promptly adjusted by the Agent here, and paid in money current in this city.

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Ely Copper Mining Comp'y
CANADA EAST.

Office, 82 Broadway, N. Y.

Capital Stock, - - - - - - $500,000.

100,000 Shares—Par Value $5 each.

TRUSTEES.

JOHN E. BODY, President.
STEPHEN HILLS, JR., WM. BARCLAY PARSONS,
GEO. V. N. BALDWIN, EDGAR DE PEYSTER,
ERNEST SACCHI, Secretary.

The Trustees offer for sale 15,000 shares of the capital stock of this Company.

The property consists of 325 acres valuable mineral land, twelve miles from Richmond Station, on the Grand Trunk Railroad, Canada East. The mine has been worked down to the rich copper-bearing veins, and is a property of great value.

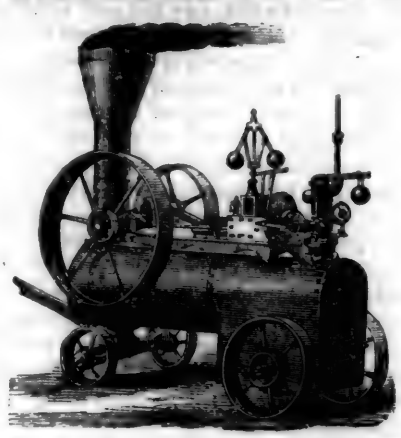
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WOULD respectfully inform his friends and the public that he has removed to his new Building **No. 24 Columbia Street**, where he is prepared to furnish

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of from 4 to 150 tons lifting power. PULLING JACKS of different sizes.



Hydraulic Presses
WITH PLATENS.

Hydraulic Punches for punching iron from three-eighths to 1 inch thick. **Force Pumps** for Hydraulic Presses. Force Pumps for testing tubes, cylinders, etc.

STEAM CARRIAGES for good hard roads.—Squirting Oil Cans, also Denver's Patent Steam Hammer

SAVING OF FUEL TO PARTIES USING STEAM.

DAMPER REGULATORS.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XX., No. 44] SATURDAY, OCTOBER 29, 1864. [WHOLE No. 1,489, VOL. XXXVII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, October 29, 1864.

Finances of San Francisco.

We have before us a considerable volume entitled "San Francisco Municipal Reports for the fiscal year 1862-'63," and propose herewith to lay before our readers a synopsis of its contents. Another year has passed over since the period to which it refers, but some length of time must elapse before its doings can be fashioned into book-shape and given to the public. This is the last published report, and has only just been received from the city auditor, for whose courtesy in transmitting us a copy we here return our thanks.

San Francisco—the Queen City of the Pacific Coast—is by no means an ancient emporium. Its history before the American conquest has no bearing on its present condition. Near its site was the village of Yerba Buena, famed for its ecclesiastical colony and nothing more. At a favoring hour, however, the gold discovery was made in the interior, and *presto*, San Francisco rose on the margin of its beautiful bay and commenced its career as the metropolis of the gold region of the Pacific slope.

Fifteen years have since this important era been numbered with the past, and as each succeeded its predecessor the city has been developing and consolidating its advantages, and now presents us with a community numbering 100,000 souls, engaged chiefly in commerce and the gold trade, exporting in the latter capacity alone to the value of $1,000,000 a week, and as a commercial port rivalling the old city of Boston in the variety and amount of its imports and exports. Truly this is a wonderful spectacle even in this age and country of wonders.

It is not, however, of its external connections we would descant, but of that which concerns its inner financial condition. To convert its wilderness site into a thriving mart has required, beyond private expenditures, vast public outlays. To lay out and grade streets, squares and parks, to construct wharves, erect public buildings, open outlets to the adjacent country, and do and complete all that a great city demands is not a costless undertaking. In most instances these operations spread over a long number of years and are only undertaken one by one as circumstances demand. But San Francisco demanded the immediate and complete construction of these city appurtenances. It is not wonderful then that we find its government saddled with a considerable debt, or its annual expenditures large. To its honor, however, be it said, the city authorities have always been prompt in paying all they have contracted for, and that in *coin*, spurning to take advantage of the law to repudiate even in part their responsibilities, as our old States and cities have done, by paying in another currency than that which circulated when they were borrowers.

Nothing exhibits more clearly the progress of a community than the annual valuations of taxable property within its limits. And probably no other city has progressed more rapidly than the one under consideration. In 1851 the total valuation was $21,621,224, and in 1864 $77,129,066, showing an increase in 13 years of $55,507,852, or 210.5 per centum. The following shows the valuation yearly since the city government was first established:

Fiscal Years.	Real Estate.	Improvements.	Personal Property.	Total Amount.
1850-'51	$16,849,054	Included in Personal	$4,772,160	$21,621,214
1851-'52	11,141,463		2,875,440	14,016,903
1852-'53	15,676,356		2,805,381	18,481,737
1853-'54	17,889,850	$6,158,300	4,852,000	28,900,150
1854-'55	19,765,285	9,159,935	5,837,607	34,762,827
1855-'56	18,607,800	8,394,925	5,073,847	32,076,572
1856-'57	17,827,617	8,345,667	4,194,970	30,368,254
1857-'58	16,676,545	7,394,296	12,426,335	35,897,176
1858-'59	13,554,565	5,946,585	11,224,800	30,725,950
1859-'60	14,172,235	6,522,985	9,323,002	30,019,222
1860-'61	25,148,885	Included in Real Estate	10,818,614	35,967,499
1861-'62	31,871,887		9,973,222	41,845,119
1862-'63	36,975,250		15,655,760	66,581,208*
1863-'64	43,116,538		19,378,147	77,129,066*
Additional special assessments 31st Oct., 1863				1,560,655
Total valuation for 1863-'64				$78,189,732

* Including mortgage property in 1862-'63, $13,900,208; in 1863-'64, $14,634,381.

The cause of the fluctuations noticeable in the above table may be attributed—those of 1851-'52, to the disastrous fires destroying almost the entire business portion of the city; of 1854-'55 to the reaction from the speculative advance in real estates of the previous years, and in 1857-'58 in the financial revulsion of that year. In 1862 a law was passed authorizing the collection of taxes upon mortgages, which added largely to the valuations of the two last years.

The rates of taxation for the years embraced in the valuation table were as follows:

Fiscal Years.	State Tax.	City Tax.	County Tax.	War Tax.	Total Taxes.
1850-'51	$0.50	$1.00	$0.50	.....	$2.00
1851-'52	50	2.45	1.15	.....	4.10
1852-'53	80	2.45	1.66½	.....	4.41½
1853-'54	60	2.00	1.28½	.....	3.88½
1854-'55	60	2.15	1.10½	.....	3.85½
1855-'56	70	2.33¼	0.82½	.....	3.86
1856-'57	70	$1.60		.....	2.30
1857-'58	70	1.60		.....	2.30
1858-'59	60	1.85		.....	2.45
1859-'60	60	2.56.9		.....	3.19.9
1860-'61	60	2.25		.....	2.85
1861-'62	62	2.25		.....	2.87
1862-'63	62	1.97½		$0.15	2.74½
1863-'64	90	1.20		.....	2.10

The expenditures of the local and municipal

governments since August 1849, are exhibited in the following table:

From Aug. '49, to May 8, '50	$649,859 82
From May 8, '50, to June 30, '51	1,818,447 00
For fiscal year 1851–'52	456,332 00
" 1852–'53	1,009,029 00
" 1853–'54	1,831,825 00
" 1854–'55	2,646,190 00
" 1855–'56	856,120 00
Total for 6 years and 8 months	$9,262,802 82

Since the passage of the Consolidation Act the expenditures have been:

For fiscal year 1856–'57	$353,292
" 1857–'58	366,127
" 1858–'59	480,895
" 1859–'60	745,014
" 1860–'61	579,131
" 1861–'62	591,656
" 1862–'63	700,364
Total for seven years	3,816,779 00
Add interest and principal of funded debt paid	2,832,046 00
—and paid to the State of California	3,210,060 00
Total expenditures	$19,121,687 82

The revenue of the city and county for the fiscal year 1862–'63, (exclusive of payments by the State for school apportionment and assessment expenses,) amounted to $1,334,681 34, being an increase of $170,930 75 over that of the preceding years, as shown by the following comparative statement:

	1861–'62.	1862–'63.
From taxes	$857,482 40	$982,304 79
" licenses	132,278 11	160,686 79
" fees	95,071 85	101,6 8 53
" fines of courts.	28,252 05	34,428 20
" harbor dues	16,913 05	18,127 05
" wharf & ground rents	11,187 41	9,789 00
" sale of school bonds	11,960 00	
" poll taxes	3,033 00	18,852 48
" int'st on loans.	6,976 62	3,680 08
" sundries	596 10	5,184 47
	$1,163,750 59	$1,334,681 34
Add amount collected for State	520,960 47	
Total collected	$1,855,641 81	

The payments to the State of California by the city and county for thirteen years have been as follows:

Fiscal Years.	Property Taxes.	Poll Taxes.	Stamp Taxes.	Licences, etc., etc.	Total Taxes.
1850–'51	$95,879	$2,220	$.....	$38,905	$137,003
1851–'52	78,675	2,180	.....	21,665	102,520
1852–'53	61,218	11,833	.....	20,532	93,583
1853–'54	188,659	3,828	.....	17,852	210,339
1854–'55	179,617	3,800	.....	108,479	291,896
1855–'56	168,588	.....	.....	11,431	180,019
1856–'57	119,572	4,907	.....	22,480	146,959
1857–'58	224,359	8,640	39,751	54,323	322,073
1858–'59	181,471	2,825	94,216	28,456	306,468
1859–'60	192,198	1,826	90,409	33,000	317,433
1860–'61	200,574	4,325	39,964	32,418	277,281
1861–'62	299,561	8,075	28,287	27,653	363,526
1862–'63	390,655	48,229	57,457	24,619	520,960
Total	$2,221,026	$97,158	$350,094	$441,812	$3,210,060

In the property taxes of 1862–'63, there is included $69,811 73 for the Federal War Tax and in the poll taxes $29,284 20, for the National Poll Taxes which being deducted from the total payments makes the sum paid for State purposes $421,864 07, showing an increased payment of $118,838 over the preceding year.

In this connection it may be proper to state that the taxable property of San Francisco yields about 40 per cent. of the real estate revenue of the State of California.

Funded Debt.

Statement of the funded debt of the city and county, June 30, 1863:

Description.	Amount Outstanding	Interest — Rate.	Interest — Periods.	Principal Payable.
City bonds of 1851	$1,352,600	10	May & Nov.	1871
City fire bonds of 1854	178,500	10	Jan. & July	1860
City bonds of 1855	329,000	6	" "	1875
City & Co. bonds of '58	1,133,500	6	" "	1858
School bonds of 1854	42,000	7	May & Nov.	1866
" of 1860	59,500	10	Jan. & July	1870
" of 1861	20,000	10	" "	1870
City and Co. bonds of 1862–'63	240,000	7	" "	1872–'73
Total	$3,355,100			

—the interest on which amounts annually to $268,550, and the sinking fund to $79,166, (not including that for the bonds of 1862–'63 which does not commence until 1866:) total, $347,716 66.

The last item of the above debt was made for the payment of the City's subscription to the capital stock of the San Francisco and San Jose Railroad. Bonds to the amount of $60,000 have been issued since the close of the fiscal year, making the full subscription $300,000.

In addition to the funded debt above related there was existing a judgment debt against the city and county, amounting to $1,450,000. Since the close of the fiscal year in pursuance of an order of the Board of Supervisors, under authority of an act of the Legislature, a settlement was effected with a large number of creditors in the so-called City Slip suits, and also of the Seale judgment.

In accordance with the terms of the supervisor's order, three appraisers were appointed, who valued the various lots at $162,000, under which valuation the holders all elected to retain their lots, which was agreed to by the committee appointed on behalf of the city. To complete the settlement, bonds bearing interest at 7 per cent., redeemable in 20 years from Oct. 1, 1863, were to be issued to the amount of $960,000, which extinguish $1,120,000 of the judgment claims.

The history of the city legislation, terminated by the settlement as above, is remarkable. The property was sold at public auction Dec. 26, 1853, in pursuance of an ordinance of the Common Council. This ordinance was passed the Board of Aldermen by the requisite majority; a vacancy existed in the Board of Assistants in which body it was passed by four votes out of seven. The property was bid off at high figures, and was then looked upon as having been advantageously sold by the city. Following the depreciation in value which occurred in the succeeding years, dissatisfaction was expressed by the purchasers, and the legality of the ordinance authorizing the sale questioned. This resulted in the institution of suits for the recovery of the purchase money, which have been prosecuted with untiring industry through the various Courts until they were recently decided in favor of the purchasers. The suits on the other hand were vigorously but unsuccessfully contested on the part of the city, until the final decision of the Supreme Court was pronounced against her.

Referring to the foregoing exhibit of the indebtedness of the city and county of San Francisco, it should be borne in mind that authority exists by act of the Legislature of April 22, 1863, for the issuance of $1,000,000 in 7 per cent. bonds to the Pacific Railroad Companies, to wit: $400,000 to the capital stock of the Western Pacific Railroad Company, and $600,000 to that of the Central Pacific Railroad Company. The question authorizing the supervisors to make the subscription was submitted to the public vote at the election May 19, 1863, and decided in the affirmative by 6,239 votes *for* to 3,118 *against* the measure. Informalities in the election were subsequently alleged, and an injunction restraining the issue of the bonds was obtained. The case was carried to the Courts, and a decision has been awarded in favor of the issue, the full report of the adjudication of which appeared in the Journal of the 15th inst. (Which see)

Thus in addition to the amount of funded debt represented in the table showing its sum at $3,355,100

—there should now be added:

7s bonds issued to S. F. & S. J. R. R. Co	$60,000
7s bonds to be issued for judgment debt	960,000
7s bonds to be issued to Central Pacific Railroad	600,000
7s bonds to be issued to Western Pacific Railroad	400,000
	202,000

—making a total of $5,875,100

Add to this the balance of judgment debts, less amount provided for by city slip settlement, say $300,000, and the total indebtedness of the city, authorized and in abeyance, will exceed $5,500,000. This presents a large showing; but it is to be remembered that the city holds the stock of the San Francisco and San Jose Railroad Company for the $300,000 subscribed, and that the subscription to the Pacific Railroad Companies was authorized to be made upon similar terms and as the work progresses.

It should also be borne in mind that less than fifteen years have elapsed since this city was a place of comparative obscurity, and that at the present time San Francisco occupies a pre-eminent and commanding position among her sister cities. She presents the front of the Union arms upon the Pacific coast, and nine-tenths of her citizens carry in their hearts and prove by their actions their sympathy with the National cause.

The rivers, which from the mountain slopes have profusely poured their garnered gold into her lap, and the hills whose silver treasures have contributed and still continue to contribute so largely to her prosperity, have had witness borne that her citizens are not unmindful of the good gifts bestowed upon them.

Her wharves resound with the busy hum of a thriving commerce; her streets are alive with the active tread of an enterprising and industrious population; good order and peace prevail; the public liberties are preserved; and unrivalled and unapproachable upon the western shore of the continent, San Francisco has won and proudly

wears her crown as the Queen City of the Pacific. No surer guarantees for continued honor in her public duties towards her creditors can be offered by her compeers.

Grand Trunk Railway of Canada.

The earnings of this road for the half-year ending June 30, 1864, were:

From passengers, mails and expresses	£174,354
" merchandize and live stock	349,539
" rents receivable	2,110
" sundries	2,297
	£528,301

Ordinary working expenses, viz:

Maintenance of way, stations and buildings	£52,624	
Locomotive power and repairs to engines	107,910	
Repairs and renewals of cars	37,353	
Traffic expenses	95,223	
General charges	12,030	
Miscellaneous expenses	4,839	
Rent of rolling stock	3,810	
Tolls paid to other companies	1,232	
		315,021
Net earnings		£313,280
Deduct renewals of way, including £1,489 for Montreal and Champlain line		31,489
Balance to net revenue account		£181,791
Add balance from last half-year		532
		£182,323
Nominal amount of postal and military revenue carried to separate act.	£10,431	
Amount charged on account of accident at Beloeil	8,219	
		18,650
Leaving a balance of		£163,672

The gross receipts* from traffic and all other sources for the half-year have been £528,301, as against £456,222 for the corresponding half of 1863, or an increase of £72,079, or equal to 15.80 per cent.

The coaching traffic again shows a considerable improvement—the number of passengers carried, of all classes, having been 523,284, as against 457,120 in the first half of 1863, or an increase of 66,164, or 14.47 per cent. The receipts have been £174,354, as against £148,866, or an increase of £25,488, or 17.12 per cent.

The average receipt per passenger in 1863 was 5s 7d, and in 1864, 6s.

The total tonnage of freight carried during the half-year has been 430,034 tons as compared with 369,484, and the receipts have been £349,539 as against £302,088, or an increase of £47,451, or equal to 15.70 per cent. The average yield per ton in 1864 was 16s 3d, and in 1863, 16s 4d.

The sum carried into the accounts for Postal Service is again a merely nominal amount, no settlement of this long pending question having up to this time been effected with the Government of Canada. The last advices from the Company's Executive in Canada state that renewed promises of a most positive character have been made of an early settlement of the accounts between the Government and Company, and the Board hope to be in a position to announce at an early date that these pledges have been fulfilled.

The ordinary working expenses show a total outlay of £315,022, as against £289,970, or an increase of £25,052, or equal to 8.60 per cent, expended in earning an increase of revenue of £72,079, or 15.80 per cent.

The per centage of ordinary working expenses to June, 1864, is 59.62 as against 63.59 in the first half year of 1863.

The following statement shows the per centage rate of ordinary working expenses exclusive of renewals since 1861 inclusive:

June Half Year.		Dec. Half Year.
1864	*59.62 per cent.	
1863	*63.59 "	57.11 per cent.
1862	77.23 "	59.68 "
1861	87.32 "	68.64 "

The following statement shows the progress of the Net Revenue of the Company since 1859:

Year	Miles open. No.	Earnings. £	Expenses including Renewals. £	Revenue Bal. £	Yearly Total.
1859—June	880	223,930	203,062	20,867	73,357
" Dec	880	282,939	230,448	52,490	
1860—June	978	314,811	268,810	46,000	102,684
" Dec	978	367,847	311,163	56,684	
1861—June	1,090	347,110	300,324	46,785	142,492
" Dec	1,090	419,409	323,701	95,707	
1862—June	1,090	382,902	319,556	63,436	170,233
" Dec	1,090	439,361	332,563	106,797	
1863—June	*1,174	456,222	322,933	133,289	315,033
" Dec	*1,174	510,580	328,833	181,747	
1864—June	*1,174	528,301	346,510	181,791	------

From the net profit of the half-year, viz., £181,791, there has to be deducted the (nominal) amount of £10,431 for Postal and Military Service Receipts, and the sum of £8,219 paid as compensation in connection with the unfortunate accident at Beloeil in June last, leaving (including the balance of £532 carried from last half-year) £163,672, which has been applied or is now applicable as follows:

Interest, &c., paid on land				£2,665	13 0
" on mortgage to Bank of Upper Canada				4,423	16 2
" Loans, Bankers' Balances, Promissory Notes, European Exchange, &c.				7,356	5 0
" British American Land Co.'s Debentures				616	8 9
" Montreal Seminary debentures				616	8 9
" Island Pond debentures				2,700	0 0
Half yearly instalment Portland Sinking Fund				2,311	12 10
				£20,690	4 6
Atlantic and St. Lawrence Lease in full.	£32,545	0	4		
Detroit Line Lease in full.	11,250	0	0		
Montreal and Champlain Company	10,273	19	5		
				54,068	19 9
First preference bond interest for half-yr.	£49,920	15	0		
Second pref., bond interest for half-year.	22,585	10	0		
Third pref., bond interest for half-year.	9,936	0	6		
				82,442	5 6
Balance carried forward to next account				6,470	14 10
				£163,672	4 7

The half-year's interest accrued on the First and Second Preference Bonds to the 30th June last will be paid on and after the 17th October next, on presentation of the coupons at the Company's offices; and warrants for the interest on the Third Preference Stock will be forwarded to those proprietors who stand on the register at the closing of the books on the 28th inst.

The improvement of the Permanent Way by strengthening and renewal has progressed rapidly during the half-year; 34¼ miles of lines with heavier Rails, fished at the joints, having been relaid, and 12 miles of the 34½ have been renewed with steel-headed rails.

The outlay on Capital Account for additions to the plant and property of the Company has been during the past half-year £65,229, which includes the cost of upwards of 100 Cars and 13 Engines, and payments on account of further Rolling Stock.

The Directors have issued Equipment Mortgage Bonds to the amount of £244,100. The issue of these Bonds have enabled the Directors to meet liabilities on Capital Account and to pay off temporary loans. As a part of these operations, £153,100 Second Preference, and £18,372 Deferred Second Preference Bonds, have been added to the available assets of the Company. It has also enabled the completion of the purchase, for a sum of £20,140, of the engines hired from Messrs. Fairbairn and Son, and Messrs. Peto and Co., by which a saving to Revenue of an Annual Rental of £3,792 is effected.

The Directors have to report that the £100,000 Portland Bonds due by the Grand Trunk Company as lessees of the Atlantic and St. Lawrence Railway, and maturing in 1866, have been purchased with funds accruing in America, and in lieu thereof Sterling Bonds for the same amount will be hereafter issued.

The Securities (Equipment Bonds and others) belonging to the Company (including these Sterling Bonds), and available for Capital purposes, after deducting the £250,000 of Fourth Preference Stock cancelled with the issue of the Equipment Mortgage Bonds, are now as follows:

Atlantic & St. Law. New Bonds.	£100,000	
Second Preference	195,500	
" " Deferred	18,372	
Atlantic & St. Law. Shares	7,100	
" " Capitalized	4,875	
" " Bonds	7,500	
Fourth Preference Stock	130,119	
		£463,466
Equipment Bonds		255,900
		£719,366

The increasing traffic of the road will necessitate at an early date further additions to the means of conveyance, and some increased station accommodation at various points. In fact, the increase of the traffic and net profit in the future now becomes almost entirely a question of adequate equipment.

The agreement between the Grand Trunk and Buffalo and Lake Huron Companies, reported to the proprietors at the last Meeting, has been carried into practical operation. The Board have much pleasure in announcing that the new arrangement has been received with satisfaction by the public in the district served by the Buffalo and Lake Huron Company. The arrangements preparatory to laying down the narrow gauge between Fort Erie and Sarnia are in hand.

The Board have to report that a Bill legalising the agreement for co-partnership with the Montreal and Champlain Railway (the particulars of which were reported at the last Meeting) was passed by the Canadian Legislature in the Session now closed. It is satisfactory to the Board to announce that, notwithstand the heavy expenses incurred in renewals of the Permanent Way, &c., upon this line during the past half-year, the loss upon the Champlain arrangement will not exceed £200.

The Directors believe that the Board and Shareholders will agree with them in regarding the steady and continuous increase of gross traffic and net earnings exhibited by this Report as justifying favorable views of the intrinsic value of the line and the ample resources of the extensive area of which it serves. In all the calculations of profit and loss, however, the temporary difficulties brought by the fluctuations of American currency must be borne in mind. The Board have felt much anxiety in relation thereto but hitherto they have been able to make arrangements by which the loss has been mitigated, and during the past half-year the debit has been obviated.

The Hon. Mr. Thibaudeau having resigned his seat as a Director of the Company in Canada, the vacancy has been filled by the appointment of Mr. Alexander McEwen, a Director of the Buffalo and Lake Huron Company.

It appears from the statement of rolling stock on the 30th of June last that the number of passenger engines was 83; goods engines, 166; shunting engines, 5—total 254. There were 101 first class carriages, 12 sleeping carriages, 3 composite and paymasters' carriages, 3 smoking cars,

* Throughout this report the Statements of the receipts and expenses include for both half-years the Montreal and Champlain Railway.

49 second class cars, 38 Post-office and baggage cars, 28 baggage cars, 70 break vans, 2,050 box cars, 50 box and cattle cars, 55 cattle cars, 1,107 platform cars, 92 ballast trucks, and 34 snow ploughing machines—total 3,692. The total increase in the stock was 12 locomotive engines, 3 sleeping, 3 smoking, 103 box, 59 box and cattle, 6 cattle and 2 snow-ploughing cars.

CAPITAL ACCOUNT, JUNE 30, 1864.

Expended on capital actcount to Dec. 31, 1863	£16,061,702
Transfers from other accounts in general balances, and charges added during half-year to June 30, 1864	112,981
Balance	584,245
	£16,758,928
Share stock:	
Shares consolidated into stock	£2,774,960
Shares not yet consolidated*	64,636
Received on shares forfeited	2,117
Shares to be issued to town of Three Rivers, for subscription to Arthabaska line	32,877
Debentures:	
Island Pond debentures	90,000
British Am. Land Co.'s debentures	20,508
Montreal Seminary debentures	20,548
Bank of Upper Canada Mortgage	221,190
Atlantic and St. Lawrence deferred interest certificates (1872) for arrears to Dec. 31, 1862	67,817
Still to be issued	9,364
Preference bonds and stocks:	
Equipment mortgage bonds	244,100
Postal and military service bonds	1,200,000
First Preference bonds	1,968,500
" " stock	31,500
Debenture certificates issued for arrears of interest to Dec. 31, 1862, on 1st preference bonds	289,548
Stock certificates issued for same	4,135
Certificates to be issued	5,824
Second preference bonds	1,103,727
" " stock	7,773
Debenture certificates issued for arrears of interest to Dec. 31, 1862, on 2d preference bonds	157,617
Stock certificates issued for same	1,634
Certificates to be issued	3,874
Arrears for the first half of 1863, capitalized	24,715
Third preference stock	500,000
Certificates issued for arrears of interest on 3d preference stock	86,998
Do., to be issued	28,508
Fourth preference stock	4,031,450
Certificates issued for arrears of interest on 4th preference stock	434,809
Do., to be issued	212,360
Provincial debentures:	
Issued on account of Grand Trunk Railway	3,111,500
Amount received on unissued debentures and debenture certificates allotted with forfeited shares:	
Company's	3,650
Provincial	3,650
	£16,758,928

* Includes shares in the St. Lawrence and Atlantic Line held by city of Montreal.

Directors.—EDWARD W. WATKIN, President; Thomas Baring, Henry W. Blake, C. J. Brydges, Robert Cassels, James Ferrier, Geo. C. Glyn, K. D. Hodgson, Alex. McEwen, Wm. Molson, Richard Potter, A. W. Young.

Auditors.—T. Moreland, Edward T. Taylor, Montreal; Wm. Newmarch, London.

Chief Accountant.—Joseph Hickson, Montreal.

Railroad Earnings—Weekly.

The earnings of the Cleveland and Toledo Railroad for the 3d week in Oct. were $42,457 00
Corresponding week of previous year.. 32,752 00

Increase $9,705 00

For the three weeks the earnings were $126,-111, against $96,680 in 1863—an increase of $32,-431.

The earnings of the Rock Island Railroad for the 3d week in October, 1864, were...$79,846 00
Corresponding week of previous year. 48,887 00

Increase $30,979 00

The earnings of the Grand Trunk Railway for the week ending Oct. 13, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:..$120,089 00
Corresponding week, 1863 ..... 113,801 00

Increase $6,288 00

The traffic of the Great Western Railroad for the week ending Oct. 14th, 1864, was as follows:

Passengers	$33,173 79
Freight and live stock	24,578 88
Mails and sundries	1,545 67
Total	$59.298 34
Corresponding week of 1863	67,027 14
Increase	$7,728 80

The earnings of the Chicago and Alton Railroad Company for the week ending Oct. 15, were:

	1864.	1863.
Passengers	$30,853 50	$17,187 42
Freight	42,624 50	30,068 06
Sundries	1,325 25	1,661 68
Total	$74,803 25	$48,917 16
Increase 1864		$25,886 09

The earnings of the Marietta and Cincinnati Railroad for the 2d week in October:

	1864.	1863.
Passengers	$10,350 67	$5,682 41
Freight	9,169 56	11,669 23
Mail, express & telegraph	1,169 58	1,132 00
Total	$20,689 81	$18,483 64
Total this month to date	$40,606 46	$34,422 91
Total since Jan. 1	$777,980 52	$515,962 66

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 3d week in October:

	1863.	1864.
Passengers	$27,191 27	$57,126 89
Freight	99,141 17	116,015 95
Express	1,109 32	1,433 66
Mail	1,286 12	1,405 68
Total	$128,727 88	175,982 18
Increase 36 70-100 per cent		$47,254 25

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 14, 1864, were:

	1864.	1863.
Passengers	$3,767 49	$2,027 85
Freight	8,865 18	11,435 15
Express	104 16	75 00
Mails	296 58	296 58
Total	$12,533 36	$13,834 58

Receipts from January 1st to Oct. 14:

1864	$452,579 39
1863	308,822 73
Increase	$143,756 66

☞ Mr. Sanford Fleming, who has arrived in Quebec, reports most favorably of the survey of the Intercolonial road now going on.

Common Carriers.—Extent of their Liability irrespective of Negligence.—Injuries to Passengers.

The late case of Alden against The New York Central Railroad Company was an action for damages to a passenger on the defendant's railroad, from the running off the track of the car in which he was riding.

Upon the trial, it appeared that the accident was caused by the breaking of the axle of the car. It was extremely cold, and there had been an unusual severity and continuance of cold weather before the accident, which, it was proved, chrystalizes iron and renders it brittle. There was a small old crack in the axle, so covered by the wheel that it would have been impossible to discover it without taking the wheel off; and to replace it would require a power equivalent to twenty-five or thirty tons.

Some of the witnesses who were experts, testified that they knew of no way of discovering such a crack without destroying the axle.

The defendant moved for a non-suit, on the ground that no negligence on its part had been shown, which was denied and an exception taken. The defendant asked the Court to charge that the care and diligence required of it by law did not require the taking off of the wheel to examine the axle before starting the car. The judge denied so to charge, and the defendant took an exception.

The plaintiff had a verdict and judgment, which were affirmed at general term in the eighth district of this State, and the defendant appealed to the Court of Appeals.

The following is the opinion of that Court, delivered by

GOULD, JR.—In regard to what has been called the negligence of railroad companies, in not providing safe axles for their cars, the only case in our own Courts which professes to fix any rule, is that of Hegeman *vs.* The Western Railroad corporation, (8 Kern., 9.)

The result of that case held in substance, that the company was responsible, both for the manufacturer's possessing the requisite skill, and for his actual exercise of that skill in each particular axle—the judgment in that case being against the company for negligence in not having discovered a flaw in the axle, which could not have been discovered by any known trial after the axle came into the company's possession, but which might have been discovered by a process of bending before it left the hands of the manufacturer.

But in that case the charge to the jury, at the Circuit, held that, "in making the careful examination required by law, before the train started, the company was *not* guilty of negligence, if it made all the examination which human skill and foresight could make *without taking the machinery to pieces.*" And in this Court, the prevailing opinion says the company "is bound to use all precautions, as far as human care and foresight will go, for the safety of the passengers."

In the case before us, so far as the defect in the axle (the hidden crack) is concerned it is clearly, and without any contradiction proved that it was absolutely out of the reach of discovery by any practicable examination of the axle, unless by taking off the wheel, with great difficulty and labor; that is "taking the machinery to pieces."

Tried by the Hegeman case, it would seem that this defendant could not be responsible for an in-

jury caused, as the one sued for seems to have been by that defect; as it is positively testified "that it would not be safe to run at all an axle cracked as this was," found to have been on examination after the accident.

There has, however, always been something unsatisfactory in the decision of the Hegeman case arising from the difficulty in finding anything to call negligence in the acts of the company as there proved; and we can probably place the result of that case on a surer and more satisfactory ground, as well as fix a test of much easier application, by referring to another case.

In Sharp *vs.* Grey (9 Bing., 457; S. C., Q. M. and Scott, 621), the proprietor of a stage coach was sued for injuring a passenger by the overturning of his coach from the breaking of an axle. The axle was of iron, secured and strengthened by parallel wooden strips secured on and around it; and before starting it was carefully examined, and showed no flaw.

After the accident, it was examined and it then appeared that it had been cracked for sometime, but the crack was in such a place that it was not possible for any strictness of examination to find it without taking off the wooden strips, the frequent taking off of which would have injured the axle and rendered it less safe than it would be if those pieces of wood were left undisturbed.

Yet in that case a verdict of £500 was rendered against the defendant and the court in banc refused to set it aside, holding unanimously, (not that the defendant was guilty of any negligence, but) that he must be held accountable, in every event, to furnish a road-worthy coach; and that, if the event proved it not to have been so, he must suffer the consequences.

And though this may seem a hard rule it is probably the best that can be laid down, since it is plain and of easy application, and when once established is distinct notice to all parties of their duties and liabilities. And, practically, it will be likely to work no more burdensome results to carriers of passengers than to leave them with an uncertain criterion of responsibility, to the trouble and expense of strongly litigated contests before jurists.

The judgment of the Supreme Court should be affirmed, notwithstanding there may, in strictness, have been an error in the refusal to charge (as requested) that the defendant was not bound to take off the wheel and examine the axle, since by the rule now laid down, so charging would be entirely immaterial to the result.

All the judges concurring.

Judgment affirmed.

Wealth and Resources of Pennsylvania.

This State is known by the soubriquet of the "Keystone," being geographically and politically in the centre of the arch of the Union. A large portion of its population is of German descent, not perhaps so enterprising as conservative. Slow of opinion but steady in maintaining it, Pennsylvania is eminently entitled to the appellation generally given to it.

Its area is 46,000 square miles, or 29,440,000 acres. Its population in 1860 was 2,906,116, or about 63 persons to the square mile, and its ratio of increase between 1850 and '60, being at the rate of nearly 26 per cent., we may safely estimate its numbers at the present time as being at least 3,150,000. Its principal city, Philadelphia, situated on the Delaware and Schuylkill, a site selected by William Penn, contained in 1860, 562,529 persons, and at the present time contains at least 600,000. It has 17 principal cities and towns. Six of them having a population of from 11,000 to 49,000 people, and ten more with above 5,000. The improved lands four years ago were in acres 10,463,306, and the unimproved 6,548,847. The value of the farms was $662,050,707, and of the implements of husbandry $22,442,842. The live stock consisted of horses, 437,654, asses and mules, 8,832, milch cows, 673,547, working oxen, 60,371, other cattle, 685,575, sheep, 1,631,540, and of swine, 1,031,266.

The animal products per annum were of butter, 58,658,511 lbs., cheese, 2,508,556, wool, 4,752,523, wax and honey, 1,454,698, and the value of slaughtered animals was $18,399,378.

The cereal crops in bushels in 1860 were as follows: wheat, 13,045,231 bushels, rye, 5,474,792, Indian corn, 28,196,821, oats, 27,387,149, barley, 530,716, and of buckwheat, 5,572,026.

The commercial crops for 1860 were as follows: tobacco, 3,181,586 lbs., hops, 41,576, hemp, 4,003 tons, flax, 310,030 lbs.

Among the miscellaneous crops are:

Peas and beans, bushels	123,094
Irish potatoes "	11,687,468
Sweet " "	103,190
Wine, gallons	88,623
Hay, tons	2,255,420
Clover seed, bushels	274,368
Grass seed "	57,204
Flax seed "	24,209
Maple sugar, lbs	2,768,965
Maple molasses, gallons	127,455
Sorghum do. "	9,605
Silk cocoons, lbs	163

The value of the orchard products was $1,479,938, of market gardens, $1,384,970, and of home made manufactures, $544,732.

The number of manufactories was 21,100, with a capital of $189,00,000. The value of the raw material consumed by them was annually $145,300,000. The value of their products was $285,500 000, and the number of operatives employed in them was 223,141.

The principal articles manufactured, and their value were as follows:

Flour and meal	$26,572,261
Woollen goods	12,744,373
Iron bar and rolled	12,643,500
Leather	12,491,631
Clothing	12,192,603
Coal anthracite	11,869 574
" bituminous	2,833,859
Cotton goods	11,759,000
Iron pig (553,660 tons)	11,427,379
Lumber	11,311,149
Boots and shoes	8,178,935
Steam engines and machinery	7,243,453
Printing	6,281,587
Iron castings	4,977,793
Jewelry, silver ware, etc	4,132,130
Malt liquors	3,246,681
Furniture	2,938,503
Soap and candles	2.937,798
Spirituous liquors	2,183,421
Illuminating Gas	2,147,802
Agricultural implements	1,455,760
Musical instruments	475,950
Sewing machines (5,149)	249,355
Salt	154,264
Zinc, ore (11,800 tons)	72,600
Nickel (2,348 tons)	28,176
Copper, ore (70 tons)	2,450
India rubber goods	13,500

The total movement in foreign and domestic imports were in value, $20,262,606. The tonnage was 155,161 tons American, and 39,344 foreign, total, 194,505. The total of shipping owned in the State, sails and steamers, was 308,766 tons. In 1860, 152 vessels was built in the State.

In 1860 there were 89 banks in the State with a capital of $25,808,553, and 10 insurance companies, with capital and assets of $6,510,601, and amount of risks, $139,229,374.

The length of railways in operation was 2,542, costing the sum of $143,471,710, and they were 66 in number. The city railways in Philadelphia extend 148 miles in all, and cost $3,811,700.

The canals, 13 besides branches, are collectively 1,047 miles in length, the principal being—

Schuylkill Navigation	108 miles.
North Branch	105 "
West Branch and Susquehanna	117 "
Pennsylvania Eastern Division	156 "
Erie	136 "

The real and personal estate was valued in 1860 at $1,416,501,888.

The public debt Nov. 30, 1863, was $39,486,596 78, being $851,617 04 less than the preceding year, and the productive property owned by the State the same year was $12,827,546.

Pennsylvania like New York has but one great seaport on the Atlantic, but she has several important lake ports; her railways and canals reach to the latter, crossing her territory and affording numerous outlets and inlets for her trade.

As a coal producing State she excels all others, her iron and coal mines are to her sources of inexhaustible wealth.

New London Northern Railroad.

We learn from the New Haven *Palladium* that a very important suit is soon to be brought before the U. S. Circuit Court at that place. This suit involves the entire property of the New London Northern Railroad Corporation, embracing the line of road, 86 miles in length, from New London to Amherst, with all the buildings, rolling stock, wharves, and other appurtenances thereto. The total cost of the whole has been not much below two millions of dollars. It appears that five or six years ago the New London, Willimantic and Palmer Railroad Corporation failed to meet the interest on its bonds, and passed into the hands of the trustees of the mortgage bondholders. The trustees operated the road for two or three years without fully meeting the interest on the first bonds, and by the action of the Legislatures of Connecticut and Massachusetts, the property passed from the hands of the trustees directly to the holders of the first mortgage bonds, who were organized into a new corporation, receiving its stock in lieu of their bonds. The new corporation was the New London Northern Railroad Company, which has for two or three years past held the line. The second mortgage bondholders and the holders of income and convertible bonds issued by the old corporation, and the holders of the capital shares now deny the equity of the legislation under which the new corporation was created, and of the course pursued by its managers carrying out the provisions of the acts.

Hermetical Barrel.

A barrel has been invented and patented for carrying coal oil. By a certain chemical process it is made impermeable, so that no drop of oil can escape, while the stench and dirt incident to the ordinary petroleum casks are also avoided.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ---Ca.	200,000	5	----	1⅛
Acton Valo---Ca	50,000	5	----	65c
Adventure ---L. S.	20,000	---	----	---
Albany and Boston "	20,000	----	20	24½
Algomah---"	20,000	----	2	2½
Alliance ---Ca.	200,000	2½	----	---
Allouez ---L. S.	20,000	----	1	3½
American ---Ca.	200,000	2½	----	---
Amygdaloid ---L. S.	20,000	----	----	34
Annapolis---Md.	50,000	10	----	---
Ar zona---Ariz. T.	10,000	100	----	---
Ascot ---Ca.	20,000	20	----	---
Astor ---L. S.	20,000	----	1	6½
Atlas ---"	20,000	----	1	7
Aztec ---"	20,000	----	1	8
Balt. and N. C---N. C	20,000	5	----	20c
Bare Hill ---"	---	---	---	3½
Bay State---L. S.	20,000	----	3½	20
Beaver ---"	20,000	----	1	---
Bedford ---Ca.	125,000	5	----	85c
Black River ---"	200,000	2½	----	15c
Bohemian---L. S.	20,000	----	7½	10½
Bolton ---Ca.	200,000	5	----	1
Boston ---L. S.	20,000	----	5*	3
B. and Corinth ---Vt.	20,000	10	----	---
Brooklyn---L. S.	20,000	----	2	---
Bronze ---Ca.	100,000	5	----	1⅛
Cabot ---L. S.	20,000	----	¼	---
Caledonia---"	20,000	----	----	7½
Cambridge---"	20,000	----	5	25c
Canada ---Vt.	100,000	1	----	1⅛
Carp Lake---L. S.	20,000	----	----	1½
Cascade---"	20,000	----	----	---
Central ---"	20,000	----	----	56½
Champlain ---Ca.	200,000	1½	----	---
Chatham ---"	200,000	2	----	---
Chaudiere ---"	100,000	1	----	50c
Chester---"	200,000	1	----	12c
Cheticamp---"	30,000	5	----	---
Chippewa ---L. S.	20,000	---	----	---
Cleveland---Ca.	100,000	5	----	---
Cliff---L. S.	20,000	----	----	---
Clifton---"	20,000	----	¼	---
Collin---"	20,000	----	¼	---
Columbian---"	20,000	----	4½	9
Consolidated---"	20,000	----	5	5c
Copper Falls ---"	20,000	----	24½	28½
Copper Harbor---"	20,000	----	1	---
Copper Hill---"	200,000	1	----	---
Copperas Hill---"	50,000	10	----	---
Cornwall ---Vt.	100,000	2	----	62c
Dacotah---L. S	20,000	----	----	5
Dana ---"	20,000	----	3½	1½
Deep River---N. C.	----	5	----	20c
Delaware ---L. S.	20,000	----	----	15
Derby ---"	20,000	----	----	1½
Devon ---"	20,000	----	1	4½
Dorchester ---"	20,000	----	6	7
Douglas ---"	20,000	----	----	---
Dover ---Ca.	200,000	----	1	---
Dudley ---L. S.	20,000	----	¼	3
Dunham---Ca.	200,000	2	----	30c
Durham---"	200,000	5	----	10c
Eagle River---L. S.	20,000	----	3½	4½
El Dorado (Silver) "	20,000	----	----	---
Escot ---Ca.	25,000	20	----	4
Essex ---"	200,000	----	----	19c
Etna ---L. S.	20,000	----	----	12½
Eureka---"	20,000	----	----	---
Everett ---"	20,000	----	5*	---
Evergreen Bluff---"	20,000	----	----	20
Flint Steel---"	20,000	----	----	7
Forest City---"	20,000	----	3	---
Forest Shepherd---"	20,000	----	6	---
Franklin ---L. S.	20,000	----	6½	49
French Creek---Pa.	100,000	5	----	75c
Gardner City ---L. S.	20,000	----	----	---
Gardner Hill ---"	20,000	----	5	75c
Girard ---"	20,000	----	----	6
Glade ---"	20,000	----	1	---
Glencoe ---Ca.	200,000	1	----	10c
Globe ---L. S.	20,000	----	1	---
Grand Portage ---"	20,000	----	1	40
Grand Trunk---Ca.	100,000	5	----	60c
Great Western---L. S.	20,000	----	2	3½
Green Mountain---Vt.	20,000	10	----	6
Guilford ---L. S.	20,000	----	5	28c
Hamilton---"	20,000	----	----	1
Hancock ---"	20,000	----	6½	11
Hanover ---"	20,000	----	¼	1½
Hartford ---"	20,000	25	12½	---
Hazzard ---"	20,000	----	----	---
Highland ---"	20,000	----	7	7½
Hilton ---"	20,000	----	----	2
Hope ---"	20,000	----	----	1½
Hudson ---"	20,000	----	¼	2
Holbert---"	20,000	----	----	7
Humboldt---"	20,000	----	2	9½
Hungarian---"	20,000	----	1	2
Huron ---"	20,000	----	16	40
Indiana ---"	20,000	----	----	5
Inverness---"	200,000	2½	----	---
Isle Haute---"	40,000	----	----	---
Isle Royale ---L. S.	20,000	5	16	16

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ---L. S.	20,000	---	----	---
Keweenaw---"	20,000	----	----	6
Kickapoo ---"	20,000	----	1	---
King Phillip ---"	20,000	----	2	---
Knowlton ---"	20,000	----	1	6
Lafayette---Ca.	200,000	1	----	1½
Lake ---"	200,000	1	----	14c
Lawrence ---L. S.	20,000	----	----	---
Lennoxville ---Ca.	100,000	5	----	1½
Logan ---"	100,000	3	----	2
Lyster ---"	200,000	2	----	---
Madison---L. S.	20,000	----	1	2½
Malden ---"	20,000	----	1	---
Mandan ---"	20,000	----	2½	80c
Manhattan ---"	20,000	----	2½	7½
Marquette ---"	20,000	----	----	3½
Maryland ---Md.	----	----	5	75c
Mass ---L. S.	20,000	----	----	---
Massachusetts---"	20,000	----	----	---
Mendota ---"	20,000	----	----	8½
Merrimac ---"	20,000	----	----	3
Meteor ---"	20,000	----	----	---
Mesnard ---"	20,000	----	5½	8½
Michigan---"	20,000	----	----	---
Middlesex---"	20,000	----	----	---
Mineral Hill ---"	---	---	---	2½
Minnesota---L. S.	20,000	----	3½	90
Missisquoi---Ca.	150,000	2	----	1½
Montezuma---N. Mex.	300,000	5	----	---
Morrison---L. S.	20,000	----	----	---
Nashua ---"	20,000	----	----	---
National ---"	20,000	----	----	5½
Native ---"	20,000	----	3	1
Naumkeag ---"	20,000	----	1	3
Nelson---Ca.	200,000	1	----	10c
Nequaket---L. S.	20,000	----	1	---
Nevada (Silver)---"	20,000	----	----	---
New England ---"	20,000	----	2	2½
Newton ---Ca.	200,000	1	----	8c
New York ---L. S.	20,000	----	----	1
N. Y. & Passaic---N. J.	100,000	5	----	---
North Cliff ---L. S.	20,000	----	4	4
North Silver Lake "	20,000	----	----	---
North State ---"	20,000	----	3	15c
North Sutton---Ca.	100,000	5	----	1
North Western---L. S.	20,000	----	7½	10
Norwich ---"	20,000	----	----	3½
Ogima ---"	20,000	----	----	7
Ontonagon ---"	20,000	----	----	1½
Ottawa---Ca.	200,000	1	----	23c
Pacific ---L. S.	20,000	----	----	---
Pennsylvania ---"	20,000	25	2½	23
Petherick ---"	20,000	----	2½	12
Pewabic ---"	20,000	----	3½	54
Phila. & Boston---"	20,000	----	16	2
Phœnix ---"	20,000	----	----	22
Pittsburg & Boston "	20,000	----	5½	75
Pontiac ---"	20,000	----	3½	7½
Prince of Wales ---Ca.	200,000	----	----	---
Providence---L. S.	20,000	----	----	---
Quincy ---"	20,000	----	10	93½
Reid Hill ---Ca.	200,000	1	----	---
Reliance ---L. S.	20,000	----	----	3
Richford ---"	60,000	5	----	---
Ridge ---L. S.	20,000	----	----	---
Rockland ---"	20,000	----	5	15½
Roscoe ---Ca.	200,000	1	----	---
Rudisell ---"	----	----	----	65c
St. Clair---L. S.	20,000	----	3	9
St. Flavien ---Ca.	100,000	5	----	---
St. Francis ---"	100,000	5	----	---
St. Mary's (L. & M.)L. S.	20,000	----	5½	10
Salem---"	20,000	----	1	---
Sharon Consol ---"	20,000	----	----	3
Sheldon ---"	20,000	----	----	16
Silver Creek ---"	20,000	----	1	---
Silver Hill ---"	20,000	----	----	30c
Silver Lake ---"	20,000	----	----	---
Silver Valley---"	20,000	----	----	30c
Southampton---Ca.	100,000	5	----	---
South Bedford ---"	200,000	2	----	20c
South Side---L. S.	20,000	----	3	2½
Springfield---Md.	----	----	5	1½
Stadecona ---Ca.	100,000	5	----	---
Star ---L. S.	20,000	----	7½	7
Stark---Vt.	100,000	2	----	---
Strafford ---"	30,000	10	----	2½
Superior ---L. S.	20,000	----	4	8
Sussex ---"	20,000	----	----	---
Sutton---Ca.	100,000	5	----	8¾
Toltec---L. S.	20,000	----	20	2½
Tremont ---"	20,000	----	5*	2½
Union (L. & M.)---"	20,000	----	----	---
Vernon ---"	25,000	10	----	---
Victoria---L. S.	20,000	----	1½	---
Vulcan ---"	20,000	----	----	---
Washington---"	20,000	----	----	---
Waterloo---Ca.	100,000	3	4*	35c
Waukegan---L. S.	20,000	----	----	---
West Minnesota---"	20,000	----	2½	---
Wickham ---Ca.	200,000	5	----	50c
Wickopee---"	100,000	5	5½	---
Winthrop ---L. S.	20,000	----	3½	---
Wyandotte---"	20,000	----	----	---

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake---N. Y.	50,000	50	----	4
East River---"	6,000	50	----	---
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ---"	20,000	5	----	---
Kahtadin---Me.	3,000	100	----	---
Lake Superior---L. S.	20,000	25	----	---
Massachusetts ---"	25,000	1	----	---
Mount Pleasant---Pa.	10,000	50	----	---
Teal Lake---L. S.	----	----	----	4½
Tyson ---"	20,000	10	----	---
LEAD AND ZINC:				
Amenia ---N. Y.	100,000	8	----	---
Bucks County ---Pa.	----	----	----	¼
Canada ---Ca.	50,000	5	----	1½
Clute ---"	----	----	----	1½
Crystal Lake---"	----	----	----	---
Erie ---"	----	----	----	21
Gay's River---"	100,000	2	----	---
Hampton ---"	100,000	5	----	---
Keystone---Pa.	----	----	----	2½
Lancaster---"	----	----	----	---
Macomb ---N. Y.	100,000	5	----	2
Mineral Point---"	100,000	5	----	¼
Mount Hope ---N. Y.	80,000	5	2½	---
National---"	200,000	1	----	---
New Jersey ---N. J.	12,000	100	----	110
N. Y. & Boston---N. Y.	100,000	5	----	2½
Oswegatchie ---Ca.	100,000	5	----	1
Placentia Bay---N. F.	----	----	----	1½
Ramsay ---Ca.	20,000	25	----	---
Rossie ---"	100,000	5	----	---
Shawangunk ---N. Y.	100,000	5	----	---
Sussex ---N. J.	----	----	----	40c
Union ---"	100,000	5	----	57c.
Wallkill ---N. Y.	----	----	----	2½
COAL & ANTHRACITE:				
American ---Pa.	37,500	25	----	77
Ashburton ---"	50,000	50	----	22½
Atlantic & G. C. ---Md.	----	----	----	1½
Baltimore ---"	----	100	----	86
Bear Valley---"	40,000	12½	----	18
Beaver Meadow ---Pa.	100,000	50	----	---
Belmont ---"	10,000	50	----	17
Big Mountain ---Pa.	----	----	----	6½
Blackhall ---N. S.	8,000	25	----	---
Boston & Pictou---"	100,000	5	----	---
Bridgeport ---Pa.	30,000	10	----	---
Broad Mountain ---"	30,000	10	----	---
Butler ---"	----	----	----	18
Cape Briton---N. S.	200,000	2½	----	---
Carbondale---Pa.	----	----	----	3
Central---"	----	----	----	53½
Clinton---"	----	----	----	1
Coal Brook---"	4,000	50	----	---
Coal Brook---Col.	----	----	----	---
Continental---Pa.	10,000	50	----	73½
Cumberland (pref.)Md.	50,000	100	----	51½
Daniel Webster ---"	5,000	100	----	---
East Mahanoy---Pa.	----	----	----	---
Everhart ---"	20,000	25	----	---
Franklin ---Pa.	5,000	100	----	68
Fulton---"	30,000	5	----	7½
Gilbertson ---"	5,000	100	----	95
George's Creek---Pa.	10,000	----	----	110
Grand Tunnel ---"	4,000	100	----	---
Green Mountain---Pa.	----	----	----	5
Hampton & Balt---Md.	----	----	----	91
Hazleton ---Pa.	32,300	50	----	82
Henry Clay---"	3,000	100	----	---
International ---N. S.	20,000	50	----	---
Lawrence ---Pa.	2,000	100	----	---
Locust Mountain ---"	----	----	----	62
Lorberry ---"	4,000	100	----	30
Macan ---"	2,000	100	----	---
Mahanoy ---"	1,000	20	----	---
Metropolitan ---"	----	100	----	---
Middle Coal Fields---"	----	----	----	15
Milford ---"	2,500	50	----	---
Mill Creek---Pa.	----	----	----	---
Mulgrave ---"	2,000	----	----	---
Narragansett ---R. I.	8,000	10	----	---
New Creek---Pa.	----	----	----	1
North. & Luzerne---"	----	----	----	---
Penn---"	100,000	50	----	180
Penn. Cannel ---"	6,000	50	----	---
Picton ---"	4,000	100	----	---
Pine Knot---Pa.	4,000	50	----	---
Port Hood---"	4,000	100	----	---
Potomac ---Md.	40,000	10	----	---
Powell ---Pa.	----	----	----	---
Preston---"	----	----	----	30
Princess Alex---N. S.	5,000	100	----	---
Ridgeway---"	----	----	----	---
St. Clair---Pa.	5,000	100	----	26½
Schuylkill Valley---"	20,000	10	----	8½
Shawmut ---"	6,000	50	----	---
Short Mountain ---Pa.	16,000	50	----	36½
Stafford---"	----	----	----	---
Suffolk ---"	4,000	100	----	93
Sugar Loaf ---Pa.	----	----	----	---
Summit ---"	40,000	20	----	---
Susq. Coal & C. Mt. "	----	----	----	40
Tamaqua ---"	----	----	----	---
Vandermark ---"	20,000	50	----	---
Wyoming Valley---Pa.	22,700	50	----	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ---Col.	50,000	10	----	---
Acadia (G.)---N. S.	100,000	3	----	---
Albion (G.) ---"	100,000	3	----	---
Alpine (G.) ---Col.	150,000	10	----	---
Alps (G.) ---"	100,000	5	----	---
American ---"	200,000	2	----	---
Am. & Mex. (S.)---N. M.	----	----	----	---
Am. Pioneer---A. T.	----	----	----	---
Arizona (Silver) ---"	----	----	----	---
Atlantic (G.)---N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	50,000	10	----	33
Bay State (G.) ---Col.	200,000	5	----	---
Beacon (G.) ---N. S.	200,000	2	----	---
Benton (G.)---"	100,000	5	----	1½
Black Hawk (G.) "	50,000	100	----	---
Boston (G.) ---"	10,000	50	----	---
Briggs (G.) ---"	10,000	100	----	---
Bullion (G.)---"	200,000	25	----	---
Burroughs (G.) ---"	100,000	10	----	---
Canadian (G.)---Ca.	200,000	2	----	40c
Central (G.)---Col.	50,000	20	----	17½
Chaudiere (G.) ---Ca.	100,000	5	----	1
Chebucto ---N. S.	100,000	5	----	65c
Colonial (G.)---Ca.	100,000	2½	----	26c
Colorado (G.) ---Col.	50,000	10	----	3½
Consol. Greg'y (G.)Col.	50,000	100	----	26
Copalinahe (G.)---"	200,000	20	----	---
Corisannie (G.)---"	100,000	10	----	8
Corydon (G.) ---"	100,000	25	----	2½
Day & Bushnell (G.)C.	100,000	10	----	---
Denver (G.)---Ca.	50,000	20	12½	15
Dorset (G.) ---"	170,000	5	----	---
El Dorado (G.)---Nev.	100,000	5	----	---
Empire (S.)---"	----	----	----	---
Empress (S.)---"	----	----	----	---
Eureka (G.)---Cal.	----	----	----	---
Excelsior (G.)---Col.	30,000	10	----	14
Frankfort (G.) ---"	100,000	2	----	---
Garrison's (G.)---Col.	100,000	5	----	---
Gilbert River (G.)---Ca.	100,000	5	----	1
Gilpin (G.) ---Col.	100,000	5	----	1½
Gold ---"	100,000	5	----	3½
Gold Field---"	50,000	10	----	---
Gold Hill---"	50,000	10	----	---
Gold River---"	100,000	3	----	---
Gould & Curry (G. & S.)N.	----	----	----	---
Gunnell (G.)---Col.	300,000	10	----	2½
Halifax (G.)---N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	---
Holman (G.)---Col.	150,000	2	----	---
Hope (G.)---"	80,000	25	10	10
Isaac's Harbor (G.)N. S.	100,000	5	----	---
Isabella (G.) ---Col.	----	----	----	---
Kennebec (G.)---Ca.	100,000	5	----	---
Kent (G.)---N. S.	200,000	1	----	---
Lake (G.) ---Col.	----	----	----	---
Lake Major---N. S.	12,000	50	----	---
Libertad (G. & S.)Mex	----	----	----	---
Manhattan (G.)---Col.	100,000	10	----	---
Mariposa (G.) ---Cal.	100,000	100	----	34
Massachusetts (G.)---Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.)Mex.	100,000	100	----	---
Montague (G.) ---N. S.	50,000	10	----	---
Montana (G.)---Col.	100,000	5	¼	1½
Montezuma (G. & S.)N.	100,000	5	----	---
Mt. Alpine (G.) ---Col.	250,000	5	----	---
Mt. Vista (G. & S.)Nev.	50,000	10	----	---
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	---
New York (S.)---"	100,000	10	----	---
N. Y. & N. S. (G.) N. S.	100,000	5	----	½
Nova Scotia (S.)---"	100,000	2	----	2½
Oldham (G.)---"	100,000	2	----	---
Otate (S.) ---Mex.	----	----	----	---
Palma (S.)---"	----	----	----	---
Peck (G.)---N. S.	100,000	5	----	---
Peninsular (S.)---L. Cal.	----	----	----	---
Picacho (S.)---A. T.	50,000	50	----	---
Pontiac (G.)---Col.	50,000	20	----	---
Prince Albert (G.)---Ca.	100,000	2	----	14
Quartz Hill (G.)---Col	40,000	25	----	6½
Quicksilver ---Cal.	40,000	25	----	80
Renfrew (G.) ---Ca.	120,000	2½	----	1½
Riviere du Loup (G.)"	20,000	10	----	---
Rocky Mt. (G.)---Col.	----	----	----	10
Sacramento (S.)---Nev.	----	----	----	---
San Antonio (S.)---A. T.	60,000	50	----	---
Santa Clara (Q.)---Cal.	----	----	----	---
Santa Rita---Ariz. T.	----	----	----	---
Scottie (S.)---Ariz. T.	----	----	----	---
Sherbrooke (G.) N. S.	100,000	10	----	---
Sierra Nevada (G.)Col.	----	----	----	---
Silver Hill (S.)---Nev.	----	----	----	---
Sonora (S.)---Ariz. T.	----	----	----	---
Southam (G.)---N. S.	100,000	5	----	---
Stafford (G.)---Ca.	100,000	5	----	2½
Star (G.)---Col.	100,000	25	----	---
Stewart (G.)---Ca.	100,000	5	4	75c
Tascher (G.) ---"	50,000	10	----	---
Victoria (G.)---"	100,000	2	----	---
Waverly (G.)---"	40,000	10	----	---
Windsor (G.) ---Col.	100,000	10	----	---
United States (G.)---"	75,000	20	----	---

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv't in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	--	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	--	Cambridge	664,171	657,300	150,000	91	—	—	9	....	105½
30 Nov. '63	6.74	—	—	—	--	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	—
30 Nov. '63	8.27	—	—	—	--	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	—
30 Nov. '63	1.48	—	—	—	--	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	—
30 Nov. '63	1.41	—	—	—	--	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	105½
30 Nov. '63	3.41	—	—	—	--	Malden and Melrose	60,246	200,000	73,100	66.223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	--	Medford and Charlestown	34,000	22,000	12.000	—	2,040	2,040	6	....	—
30 Nov. '63	36.88	—	762	125	--	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	56½
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	62
30 Nov. '63	5.69	—	63	9	--	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	—
30 Nov. '63	5.32	—	—	—	--	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	—
30 Nov. '63	2.68	—	—	—	--	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	—
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,691	—	....	—
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,086	8	....	—
30 Nov. '63	1.58	—	—	—	--	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	--	West Roxbury	40,558	40,400	—	—	—	—	—	....	—
30 Nov. '63	2.25	—	—	—	--	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	—
30 Nov. '63	5.00	—	—	—	--	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	500,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	95
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	—	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Central P'k, N. & E. Riv. (N. Y.)	994,655	443,073	550,000	—	19,794	7,098	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	600	550	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	--	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g's)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	796,360	57,000	—	97,341	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	--	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,682	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	—	150	22	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	50
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	—	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.28	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	—	18
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	65
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	53
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	—	26½
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	—	29
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & R. I.)	76,500	81,500	—	500	32,691	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24.102	1,918	—	—	—
31 Oct. '63	7.04	—	109	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	40,636	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,260	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	128	21	--	Race and Vine (Fairmount)	121,613	150,000	125,000	57,515	72,437	5,983	—	—	14
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	—	16
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	208,757	172,100	—	279,628	98,803	36	20	70
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.88	—	120	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	159,312	15,500	—	75,066	18,417	17½	—	30
31 Oct. '63	7.66	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	49
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	24
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	63
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	8.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.20	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	298,004	298,004	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	—	—	—
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	—	—	....
Dorche-ter:					
Real Estate Mortgage	5,000	6	—	—	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	—	....
Forty-secon' street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1909	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1909	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1909	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	—	—	—
Metropolitan:					
1st Mortgage	36,625	6	—	—	....
Real Estate Mortgage	—	6	—	—	....
Middlesex:					
Malden & Melrose bonds	60,000	6	—	1870	....
Real Estate	6,210	—	—	—	....
Ninth Avenue:					
1st Mortgage	57,000	7	—	—	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	80,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	—	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	—	—	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered..	$9,415,250	6	Jan. & July.	1867	118
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	117
" " " " ..... coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850 ..... coupon..	2,052,000	5	" "	1865	205
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100½
" " " ..... coupon		5	" "	1874	99
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	99
" " " ..... coupon		6	" "	1871	99
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	100
" " " " ... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106
" " " ..... coupon		6	" "	1881	105½
Loan of July 17, & Aug. 5, 1861 ...registered	238,459,450	6	" "	1881	106
" " " ..... coupon		6	" "	1881	105½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	99¼
" " " (5-20s) ..... coupon		6	" "	1882	107
Loan of March 3, 1864, (10-40s) ... registered	81,630,500	5	Feb. & Aug.	1904	94½
" " " " ..... coupon		5	April & Oct.	1904	94½
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	95½
" " " " ..... coupon		6	" "	1884	100½
Treasury Notes of July 17, 1861 ..... coupon	25,410,400	7.3	April & Oct.	1864	108½
" " of Mar. 3, 1864 ..... coupon	55,997,600	7.3	" "	1867	----
Debt Certificates	229,946,000	6	.....	.....	95
One Year Treasury Notes (legal tender)	44,520,000	5	.....	.....	----
Two Year's " " " "	16,480,000	5	.....	.....	----
Two Year's Treasury Notes (coupon)	65,362,250	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1867	----
" " " " " of '64	87,329,680	6	"	1868	----
STATE LOANS.					
Alabama—State bonds .... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	140
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds .... coupon	143,000	7	.....	.....	----
Georgia—State bonds .... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock .... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds .... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .... registered	5,325,500	5	Jan. & July.	1886	86
" — " " .... "	2,058,173	2½	" "	1886	86
" —State Int. Imp bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	86
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock ..... "	1,248,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks .... coupon	200,000	7	Jan. & July	1865	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds .... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " .... "		5	" "	'81-'91	----
" — " " .... "		5	" "	'95-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " .... "	67,500	6	" "	'91-'96	110
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	.....	d'm'd.	66
" — " " (R. R. etc.) ... "	3,902,000	6	.....	'67-'99	----
" — " " (banks) ..... "	5,298,583	6	.....	.....	----
" — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds .... coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " " (st'l'g conv.) ... "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'59-'90	104½
" — " " (st'l'g conv.) ... "	2,490,560	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,095,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	503,380	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	123½
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat. ac.)	150,000	6	" "	1870	----
" — " " (Buildings ac.)	200,000	6	June & Dec.	'68-'77	123½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " scrip	94,000	5	Jan. & July.	1874	----
" — " "	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	68,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ..... "	600,000	5	" "	'77-'78	116½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1891	119
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	597,000	7	" "	1896	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'88-'93	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war) "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	69½
" — " " " "	199,000	6	" "	1863	61½
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	68
" — " " S.W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	85
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1890	----
" —Revenue bonds .... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1866	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	117
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " " Comptroller's b'nds	28,698	5	.....	d'm'd	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " " " ..	287,700	4½	J., A., J., & O	1864	----
" " — " " " " ..	68,000	5	Feb. & Aug	1876	----
" " — " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " ..	320,000	5½	Jan. & July.	1865	----
" " — " " " " ..	100,000	6	" "	1867	----
" " — " " —Canal Fund Loans	6,922,274	6	" "	'63-'74	109½
" " — " " "	15,889,025	6	" "	64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) .... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,915,000	6	" "	1865	96
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	105
" — " " (" ") ..... "	1,600,000	6	" "	1875	105
" — " " (" ") ..... "	4,095,309	6	" "	1881	106
" — " " (" ") ..... "	2,400,000	6	" "	1886	106
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " " (" ") ..... "	279,318	----	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,465	6	Yearly.	.....	----
Oregon—State scrip	55,372	----	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	94
" — " " "	3,886,070	5	Feb. & Aug	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug	due.	107½
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds .... coupon	4,860,000	5	Feb. & Aug.	1877	101
" — " " .... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation	97,360	----	.....	.....	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	105½
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	101½
South Carolina—State bonds (stg) .... coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'88-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1892	60
" — " " (interu. impr.) "	2,063,906	5	.....	Var.	48
" — " " (railroads) ... "	12,799,000	6	.....	Var.	----
" — " " (capitol) ..... "	608,000	6	.....	1870	56
" — " " (Hermitage) . "	48,000	6	.....	1890	56
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	5	.....	'63-'64	----
" —State bonds (war loan) .... coupon	58,000	6	.....	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'53-'90	48
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'90	----
" — " " (sterling) ..... "	1,866,000	5	" "	1892	----
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,625	94,928	107,758	73,751	64,927	838,641
1861	51,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,601
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	196,802	162,722	178,785	206,090	224,256	312,164	320,857	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,884	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,161,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,642	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,086	146,268	161,503	138,795	135,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,206	210,729	216,030	196,435	201,134	1,959,167
1864	158,735	175,482	243,150	175,838	188,565	205,866	195,103	271,141	331,494	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	21,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,161	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	676,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	850,828
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,290	76,032	65,907	55,085	50,886	66,573	84,601	94,406	82,467	82,460	889,195
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,299	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	108,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	128,000	100,000	113,515	154,245	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,933	330,657	361,819	359,114	455,235	465,959	436,008	414,704	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,510	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,382
1862	639,007	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,384
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	------	------	------	------
Galena and Chicago													
1860	60,653	62,695	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,466	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,978	170,157	157,443	232,013	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,961	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,671	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	------	------	------	------	------
Illinois Central:													
1859	132,936	134,811	154,890	153,644	144,894	149,592	139,102	181,612	246,929	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,263	229,334	192,054	199,488	177,820	189,230	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,537	181,084	191,648	206,246	209,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,927
1863	299,944	271,085	275,643	284,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,467	414,731	497,223	404,197	585,434	767,363	------	------	------	------
Marietta and Cincinnati:													
1862	32,904	26,252	25,891	33,579	32,668	29,384	37,271	58,687	46,452	61,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,009	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 533	94,375	96,062	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,725	177,879	130,184	67,980	1,153,407
1862	83,903	62,907	57,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	156,417	203,054	138,342	90,000	1,224,343
1864	102,748	115,135	58,222	140,417	186,747	212,226	139,647	113,398	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,628	143,626	145,258	138,054	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,828	181,963	180,915	226,819	276,109	305,818	305,284	279,539	2,647,933
1863	248,784	230,508	557,227	268,613	264,936	241,236	189,145	238,012	368,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	396,330	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,803	150,866	210,837	226,077	181,617	132,940	1,756,418
1860	110,712	107,749	160,311	166,741	158,610	123,085	128,393	193,640	251,433	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,992	236,544	307,325	242,089	200,134	2,124,214
1862	220,159	159,658	151,902	175,896	186,039	174,002	172,189	216,624	295,956	322,969	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,496	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,166,046
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	530,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,955	811,458	730,756	523,047	7,154,622
1861	489,065	420,793	627,051	659,888	677,073	558,743	523,138	562,076	696,175	927,036	952,909	872,965	7,996,793
1862	749,163	681,956	719,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	966,225	1,002,758	9,683,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,385	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,828
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,589	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,776	128,706	125,445	118,075	108,605	110,898	114,090	125,817	124,615	129,121	119,594	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,484	230,377	248,862	241,698	254,022	283,646	258,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,906	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,558	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	358,725	414,707	448,994	463,873	466,557	454,826	4,058,837
1863	335,685	361,834	396,771	429,929	506,517	464,509	451,864	574,486	714,302	815,902	746,955	526,009	6,324,033
1864	436,741	532,786	617,021	609,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,770	182,666	168,831	168,795	154,032	203,853	245,988	250,544	231,253	191,128	2,336,384
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,316
1863	337,350	366,508	461,965	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	487,642	5,152,994
1864	290,676	455,211	602,603	574,680	499,547	520,942	486,687	569,102	705,974	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,559	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	122,115	113,798	123,949	118,077	130,378	153,470	144,736	145,748	162,921	1,554,913
1864	100,872	147,486	160,496	157,785	149,858	155,730	144,942	218,235	234,134	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	75,879	67,946	67,428	84,879	122,785	106,100	126,027	77,690	51,296	928 736
1861	59,689	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	127,046	92,574	1,172,100
1862	82,235	47,142	56,606	88,582	106,845	118,578	116,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	106,554	116,379	120,695	151,002	134,563	111,339	1,439,798
1864	79,755	95,842	132,896	123,957	127,009	166,338	139,626	244,114	243,940	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1566	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja Ap. Ju Oc.	London.	1913	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	103
" " " 1850.	700,000	6	Jan. & July.	"	1880	105
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	102
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1868	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1525	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1859	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '90, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1883	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $300,000	790,800	6	"	"	1870	116
" " $375,000	675,000	6	"	"	1875	100
" " $1,700,000	1,700,000	6	"	"	1883	151
" " $2,500,000	867,000	6	"	"	1889	107½
Consolid. Mort. Loan $5,000,000			"	"		106½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1555	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	113
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	99
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1888	120
" " " inconvertible	3161,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940.500	4½	July.	Frankfort o. M.	1590	
Chicago and Aurora 1st Mort.	159,000	7	Jan. & July.	New York.	1907	
Central Military Tract, 2d Mort.	64,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104
1st Mortgage pref. S. F.	586,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1852	87
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1903	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1904	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	104
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	103
General 1st Mortgage	3,600,000	7	" "	" "	1885	94½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	100
2d Mortgage	2,000,000	8	" "	" "	1890	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	650,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	668,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1860	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	82
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	125,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,302,000	7	Jan. & July.	" "	1885	103½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connecticut and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1888	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'62-'64	102½
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,965					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1892	118
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	108
Elgin and State Line	139,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1891	96
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1833	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	183,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	108
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	113
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	118
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	114½
Eight per cent. bonds	267,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	----	120
Income	20,500	---	----------	----------	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1853	63
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
3d Mortgage	250,000	6	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----	----
1st Mortgage	280,000	7	----------	----------	----	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	600,000	7	----------	----------	----	----
Guaranteed by Covington	200,000	6	----------	----------	----	----
Cincinnati (exchanged)	100,000	6	----------	----------	----	----
eokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	81	----------	----------	----	----
City of Keokuk, (special tax)	150,000	10	----------	----------	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	----	----
City of Keokuk	200,000	8	----------	----------	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	103½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	993,500	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----	----
Unsecured Bonds	1,785,000	†	----------	----------	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	105,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1892	110
Mortgages on Land	473,509	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	699,978	7	Feb. & Aug.	New York.	1891	97½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6	----------	----------	1890	----
1st Mortgage	1,600,000	7	----------	----------	----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	----	----
Memphis and Ohio:						
State [Tenn.] Loan	1,340,000	6	----------	----------	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July	London.	1872	91
1st Mortgage Sl'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	120
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	105
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	125
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1891	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	98
Goshen Air Line	693,000	7	" "	" "	1868	97
Detroit and Toledo	731,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	108
2d General Mortgage	2,194,500	7	" "	" "	1877	104
*Milwaukee and Beloit:						
1st Mortgage	636,000	8	----------	----------	----	----
*Milwaukee and Horicon:						
1st Mortgage	429,000	8	----------	----------	----	----
2d Mortgage	600,000	8	----------	----------	----	----
Milwaukee and Prairie du Chien						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	103
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----	----
Oakaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,000,000	7	----------	" "	----	50½
2d Land Grant	700,000	---	----------	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,789	6	----------	----------	----	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	----
Tennessee State Loan	674,800	6	----------	----------	----	----
Alabama State Loan	389,410	6	----------	----------	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	----	----
Nashville and Chattanoogn:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----	----
Chat. and Clev. Subsn. (endors.)	231,000	---	----------	----------	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	----	----
1st Mortgage	500,000	10	----------	----------	----	----
1st Mortgage	2,255,000	6	----------	----------	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July	"	1868	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------			
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5	----------	----------	'63 '478	----
1st Mortgage Coupon	2,865,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6	----------	----------	----	----
New Orleans City Subscription	1,500,000	5	----------	----------	----	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	111
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1-64	108½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	115
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	105½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	120
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	111
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	117
3d Mortgage	6,000,000	7	" "	" "	1882	115
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	110
5th Mortgage	1,733,500	7	June & Dec	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July		1891	107
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.	"	1867	102
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	98
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99
2d Mortgage	3,077,000	7†	" "	" "	1861	24
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	94
Chattel Mortgage	300,000	10	" "	"	1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	94
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1870	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	65
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	109½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	105
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	...
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'78	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	565,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105
Convertible Loan	192,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	100½
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	105
" 1844, "	810,000	6	" "	"	1880	103
" 1848, "	101,000	6	" "	"	1880	101
" 1849, "	67,000	6	" "	"	1880	101
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	113
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	111
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	"	1912	85
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	6	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'n Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	800,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1880	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1660	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	71½
2d Mortgage	937,500	7	" "	"	1883	20
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318 500	7	----	----	1876	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1883	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	167,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1885	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'76-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	92
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1905	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1905	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87½
2d M. (Wabash and Western)	1,000,000	7	" "	" "	1875	"
Interest Bonds	151,320	7	----	----	----	88
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1894	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	103½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	105
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1868	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	----	50.5	----	----	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	----------	101,102	37,886	—	----
28 Feb '59	20 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,63[illegible]	518,985	20.2	----------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	----------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	----	----	-----	*Mobile and Girard*	1,500,000	*	—	----------	----------	----------	----------	57.0	236,797	76,773	21,006	—	----
1 May, '61	460.3	11.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	----------	----------	----------	----------	----	----------	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,760	922,622	23,579	2,582,505	116.9	----------	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	----	----	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	----	----	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----------	230,251	104,894	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,453	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,566	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,850,000	927,000	—	4,280, 08	72.8	459,245	1,232,307	885,219	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,959	2,439,775	124.0	183,367	329,539	97,439	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	----
29 Feb '64	57.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	172,124	212,553	----------	—	117
30 Nov. '63	8.48	8.9	0 3	—	3	3	—	New Haven and Northampton	2,205,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156.663	78.631	3½	----
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602.105	61,000	—	687,152	66 0	155,916	195 055	61,236	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000.000	—	6,612,367	117.4	570,419	1,424,772	720,462	12	164
30 Nov. '63	59.4	7.0	8.2	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	160,839	6½	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	408,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----------	27,288	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	----	----	-----	*Florida*	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
30 Apr. '60	32.0	—	5.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	195,000	75,894	619,112	32.0	----------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	----	----	-----	*Fla., Atlantic and Gulf Central*	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	----
-- -- '62	100.0	3.9	10.0	153.5	----	----	-----	*Pensacola and Georgia*	----------	----------	----------	----------	----------	----------	----------	29.4	----------	----------	----------	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	----------	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	----	----	-----	Atlantic and Gulf—M. Trunk	----------	----------	----------	----------	----------	----------	----------	30.0	----------	----------	----------	—	----
31 Dec. '60	53.0	—	----	—	----	----	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----------	53.0	----------	168,968	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	----	----	-----	Brunswick and Florida	755,000	*	—	151,887	----------	----------	----------	31.0	----------	----------	----------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	----------	----------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	----	----	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	----------	1,159,188	528,043	8	100
30 Nov. '60	192.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	----------	12,296	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	662,950	249,000	—	1,026,868	50.0	----------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----------	----------	----------	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770 425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----------	----------	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	----------	138.0	----------	832 343	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,989	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	83
30 Apr. '64	240.0	996.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,[illegible]39	394.0	1,955,519	3 090,211	1,250,499	8	121½
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,849	510,983	—	3,731,316	8,335,000	226,641	13,147,130	242.0	----------	1,083,064	448,503	—	43½
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,860	2,143,575	1,103,414	6	96½
31 Dec. '63	121.0	138.7	50.6	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,958	525,451	6,025,400	3,506,000	—	10,952,115	341.7	1 484,06[illegible]	2,201,481	1,279,408	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,939,561	*	—	1,648,561	2,350,000	—	4,214,342	190.0	----------	742,097	377,476	—	65½
31 Dec. '63	454.5	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	122
— — —	148.0	—	----	—	----	----	-----	Ohio and Mississippi	4,870,588	*	—	1,780,295	3,292,403	—	----------	148.0	----------	----------	----------	—	----
31 Dec. '63	195.0	14	12.2	—	51	30	424	St. Louis, Alton & Terre Haute	10,600 000	----------	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	56½
								INDIANA.													
— — —	105.0	—	----	—	----	----	-----	Cincinnati and Chicago	2,080,433	*	----------	1,106,679	1,006,125	----------	----------	108.0	----------	----------	----------	—	----
31 Aug. '57	109.0	—	----	—	----	----	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----------	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----------	442,893	158,541	—	72
1 Dec. '58	69.5	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,899	1,689,900	1,362,284	140,899	3,458,108	110.0	----------	445,558	230,834	9	100
1 Dec. '63	84.9	—	----	—	----	----	-----	Ind., Pittsburg and Cleveland	1,843,508	*	10,000	1,299,571	995,000	11,036	2,401,368	84.0	----------	255,887	598,09[illegible]	—	350.525	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527.863	268,156	—	----
1 Mar. '63	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,743	132 0	----------	285,974	104,961	—	106
— — '58	288.0	—	----	—	----	----	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----------	645.827	371,40	—	36½
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	357,302	774,615	307,527	13	150½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	----	----	-----	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	----------	----------	----------	—	----
31 Dec. '59	86.0	—	----	—	----	----	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	369,084	----------	86 0	7 mo's.	85,238	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276.197	155,893	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	----------	38.5	11 mo's.	458,821	21,356	—	----
-- -- '62	135.0	95.0	----	312.0	----	----	-----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	----------	220.0	----------	----------	----------	—	45
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	----	----	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	537,552	4,275,963	111.8	----------	426,408	227,584	—	----
30 Jun. '63	29.0	—	----	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741.051	29.0	181,633	93,520	53,355	4	80
30 Jun. '63	65.1	—	----	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		272,909	120,009	3	66
30 Jun. '63	155.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268 0	895 258	1,777,983	1,062,165	—	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	225,640	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	512	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----------	2,665,000	1,150,717	----------	206.0	----------	1,232,024	556 434	—	----
31 Aug '60	58.7	—	----	135.2	----	----	----	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	245,969	108,434	1,710,819	58.7	----------	----------	----------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	----	----	-----	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	----------	----------	----	----------	----------	----------	—	----
30 Jun. '62	188.0	—	----	—	----	----	-----	*Detroit and Milwaukee*	8,270,623	647,596	----------	2,950,000	4,250,000	----------	9,008,389	188.0	----------	340,898	----------	—	----
31 May '64	284.8	—	25.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3 5,906	7,740,989	—	16,066,822	329.3	1,558,2[illegible]7	3,417,1[illegible]5	1,697 060	12	125½
31 Mar. '64	246.0	281.0	----	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	68
								MINNESOTA.													
31 Dec. '62	14.5	—	—	508.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----------	1,550,000	—	----------	----	----------	----------	----------	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----------	----------	----------	----------	575,000	—	----------	----	----------	----------	----------	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----------	----------	----------	----------	600,000	—	----------	----	----------	----------	----------	—	----
31 Dec. '62	—	—	—	258.0	—	—	—	*Minnesota Transit*	----------	----------	----------	----------	500,000	—	----------	----	----------	----------	----------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,999	236.0	----------	584.342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	69.7	----------	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	----	----	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	----------	83.2	----------	250,047	121,669	—	----
								MISSOURI.													
1 Aug. '63	66.5	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	----------	206.8	579,324	1,047,567	420,026	—	79
1 Dec. '62	152 0	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	----------	168.8	----------	444,460	182,895	—	----
1 Dec. '62	152 0	—	3.6	—	----	----	----	*Platte County*	1,200,000	*	—	500,000	700,000	—	----------	62.0	----------	----------	----------	—	----
8 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	602,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	879,966	227,398	—	----
8 Feb. '63	77.0	—	2.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	----------	114.0	98,371	241,482	128,886	—	----
9 Sep. '62	85.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,496	544,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	252,631	257,225	66,259	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total) incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,832	444,639	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,731	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,237,779	—	271,143	2,990,098	109.5	139,955	172,113	91,437	—	—
31 May, '65	90.7	9.3	.....	—	15	2	231	Maine Central	4,211,878	*	21,925	1,050,569	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	.....	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,600,000	—	—	1,649,414	51.3	154,991	350,853	188,124	6	105½
31 May, '65	37.0	.....	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	169,200	556,000	.....	.....	37.0	.....	55,403	29,404	—	.....
								MARYLAND.													
30 Sep. '65	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,838	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	109
30 Sep. '65	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,524,806	30.0	187,427	402,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	58	29	1,818	Northern Central	7,916,241	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	51
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.0	—	22	40	616	Boston and Lowell	2,245,245	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,716	167,051	6	106
30 Nov. '63	74.3	8.8	51.1	—	30	74	635	Boston and Maine	4,580,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	452,656	8	126
30 Nov. '63	47.0	7.0	32.5	—	23	47	238	Boston and Providence	2,967,600	297,408	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	146½
30 Nov. '63	42.5	24.0	60.1	—	30	68	313	Boston and Worcester	2,962,594	437,419	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	144
30 Nov. '65	46.0	1.1	2.7	—	7	16	102	Cape Cod Branch (par 60)	907,700	123,835	—	681,666	121,000	—	1,087,722	47.1	77,066	130,058	69,191	6½	69
30 Nov. '62	50.0	2.1	9.2	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,941,100	52.4	160,351	344,194	168,008	8	105½
30 Nov. '63	44.2	30.8	27.5	—	24	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,857,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	102½
30 Nov. '63	50.9	42.5	74.8	—	25	57	457	Fitchburg	3,189,851	260,149	—	3,540,000	—	—	3,874,567	93.4	389,738	732,202	328,048	5	120
30 Nov. '63	12.4	—	2.3	—	3	4	26	Lowell and Lawrence	332,885	30,276	—	200,000	75,000	3,961	347,496	—	.....	21,780	21,276	6	.....
30 Nov. '64	14.0	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,634	—	600,000	—	—	704,536	71.0	167,154	223,704	59,077	8	127
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,100	52,518	14,000	500,000	28,000	—	785,000	36.7	41,996	164,207	54,797	6	102½
30 Nov. '65	38.0	—	0.4	—	4	6	19	N. York and Boston Air Line	1,079,487	49,222	—	357,155	692,600	206,502	1,245,565	83.0	67,683	53,233	—	—	10½
30 Nov. '63	79.5	7.8	23.5	—	25	60	505	Old Colony and Fall River	3,170,861	254,500	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,668	411,544	7	124
30 Nov. '63	43.4	1.0	14.1	—	19	16	369	Providence and Worcester	1,400,228	218,182	—	1,650,000	25,000	—	1,676,000	44.4	226,461	384,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	62,54—	—	243,266	225,900	1,586	471,752	—	.....	17,250	17,252	1½	110
30 Nov. '63	11.1	0.8	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	286,962	11.7	51,675	165,405	85,698	8	112
30 Nov. '65	6.0	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.5	8.0	5.5	—	10	13	178	Vermont and Massachusetts	3,209,587	207,346	—	2,214,225	925,760	—	3,921,695	77.3	112,308	271,816	140,186	—	39½
30 Nov. '63	456.1	17.3	128.6	—	78	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,085,712	—	5,150,000	6,267,520	—	4,746,04	218.0	1,275,922	2,436,836	1,232,831	10	150
30 Nov. '63	45.7	—	9.8	—	10	11	145	Worcester & Nashua (par 83½)	1,118,597	116,000	—	1,141,000	103,700	39,591	1,373,159	45.7	168,647	251,024	132,153	6	95
								NEW HAMPSHIRE.													
31 Mar. '62	93.5	—	5.0	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '65	53.9	—	8.0	—	18	16	240	Cheshire	2,475,846	332,266	—	2,085,946	685,400	—	2,969,352	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	34.—	—	.....	—	21	22	494	Concord (par $50)	1,560,000	*	—	1,560,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	65
31 Mar. '63	29.5	—	2.5	—	2	—	—	Manchester and Lawrence	1,065,745	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	118
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,008,100	*	—	3,008,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	80
30 Apr. '63	24.7	—	2.1	—	5	2	59	Sullivan	1,450,750	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,662	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,253	*	3,971,080	5,000,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	148½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,887,286	*	—	1,000,583	1,057,376	117,09—	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	45.0	100	51	28	574	Central of New Jersey	5,901,676	778,000	609,636	4,620,160	2,000,000	—	7,108,8-0	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	53.0	—	—	45.4	11	15	91	Morris and Essex	1,774,061	*	57,000	1,157,800	340,000	87,080	1,549,625	53.0	—	288,857	163,615	7	116
31 Dec '63	93.8	—	.....	—	.....	.....	.....	New Jersey	5,640,516	448,673	1,461,396	4,297,800	642,500	400,017	5,73-,974	93.8	.....	1,256,600	694,914	10	150
31 Dec. '63	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,860	204,200	77,798	438,798	21.3	.....	90,618	29,592	—	170
31 Dec 63	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,69—	2,597,161	.....	(2 mos.	10,588	24,242	—	65
31 Dec 63	24.1	.....	.....	.....	.....	.....	.....	Warren	1,807,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	234,889	154 908	6½	110
31 Dec '62	38.5	.....	.....	17.	—	—	—	West Jersey	891,984	*	—	891,984	212,500	31,743	891,984	—	82,936	90,122	43,623	—	.....
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	33	Albany & Susquehanna	1,192,179	64,855	—	978,670	120,000	34,888	1,257,037	—	—	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	5	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,065	—	2,587,725	48.9	.....	329,223	176,065	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,389,088	—	—	850,000	2,395,000	1,070	3,389,088	160.3	613,320	1,134,256	317,213	5	100
30 Sep. '63	48.3	—	14.5	—	32	57	600	Buffalo and State Line	2,269,938	513,578	149,000	2,011,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	245	109	3,897	Erie	30,404,648	*	266,929	20,106,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	97
30 Sep. '63	144.0	—	128.5	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,436	3,581,713	1,844,287	7	121½
30 Sep. '63	94.0	2.5	12.1	—	18	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,918,474	100.5	242,062	860,431	82,250	6	48
30 Sep. '63	297.8	258.1	00	—	339	256	4,434	New York Central	27,092,991	5,646,077	791,968	24,209,000	13,778,64—	284,411	42,858,880	654.9	5,692,223	10,897,631	3,994,999	7	119½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,914	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.3	—	26	93	441	Northern (Ogdensburg)	3,819,863	738,706	—	3,077,000	1,494,900	—	4,558,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,066	—	396,340	204,000	22,667	823,480	38.1	70,865	162,757	83,060	5	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	229,750	—	938,884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	139.6	43.5	18.2	—	21	27	348	Rome, Water'n & Ogdensburg	3,091,576	368,304	—	1,519,860	1,784,400	60,571	3,459,880	238.1	565,566	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	84,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,905,084	*	—	1,200,130	1,621,037	97,871	2,918,538	81.0	213,931	322,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	150,000	2,026,911	112.0	307,710	415,321	124,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,272	2,419,401	94.9	.....	108,953	23,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '55	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	282,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '55	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,240,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
15 Mar. '60	81.0	8.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	200,212	—	70,860	364,072	—	.....	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,968	717,000	—	2,042,067	40.0	.....	154,600	78 927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,068,000	—	3,709,221	118.2	496,519	761,222	347,077	—	.....
31 Aug. '61	137.0	—	.....	—	41	38	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	482	Cinc., Hamilton and Dayton	2,952,156	499,036	113,147	2,000,000	1,634,000	—	4,996,286	202.0	.....	1,083,328	495,691	10	134
31 May, '55	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,235	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,214,257	31	104
31 Dec. '63	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,533,162	298,789	23,240	1,036,035	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '63	96.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,563,896	738,202	100,000	3,600,000	1,508,000	—	5,108,000	96.7	562,396	2,066,623	1,266,785	23	.....
30 Nov. '63	101	102.5	.....	—	45	39	596	Cleveland and Pittsburg	7,838,09—	*	—	3,832,712	4,324,868	94,329	8,251,646	203.5	.....	1,486,317	552,800	—	100½
31 May '64	109.2	79.4	.....	—	37	54	629	Cleveland and Toledo	6,717,948	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	766,262	1,691,266	823,714	5	109½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,692	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,125	19,763	—	.....
31 Dec. '55	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	266	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460 583	—	2,452,217	2,905,000	—	.....	142.0	.....	703.239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	23	38	413	Little Miami	4,107,139	492,979	487,113	2,981,267	1,400,000	—	5,096,540	138.0	1,002,647	1,948,778	791 362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,065	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.5	—	.....	—	45	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	.....
31 Aug. '58	137.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	28	446	Sandusky, Dayton and Cinc.	3,983,578	695,400	102,866	3,260 887	1,496,728	11,190	5,139,662	205.9	388,894	600,162	133,747	—	82
31 Dec. '63	116.0	9.0	.....	—	19	11	203	Sandusky, Mansfield & Newk.	2,835,156	*	—	862,671	1,299,160	127,118	2,694,654	125.0	220,717	272,202	92,283	—	—
31 Dec '63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,990,636	*	25,000	3,314,775	6,651,580	38,272	10,182,632	250.0	1,279,950	1,459,798	540,921	—	66

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance (Total) incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '58	93.0	25.0	71.0	10.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '63	24.5		24.9		19	3	1,303	Beaver Meadow	1,004,230	400,560		1,983,900	1,000		1,984,900	24.5	247.06	584,211	34,961	22½	75
30 Sep. '63	65.0		6.0			11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,467	11.465	—	17
31 Oct. '63	52.0		4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		936,900	270,000	16,481	1,213,381	152.0	165,712	276,338	118,198	8	104
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,180,583	—	5,698,250	4,571,000	1,006,951	13,276,201	292.0	1,469,494	1,757,08	828,143	9	265
31 Oct. '63	35.9	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	288,248	150,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd to	Northn Cen.		196,407	334,790	110,386	—	32½
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,858	169,268	10	—
31 Oct. '63	36.9	13.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	70
31 Oct. '63	32.0	—	1.3	44.3	8	3	10	Hempfield	1,616,560	41,340	—	1,809,766	500,000	100,000	2,409,766	32.3	27,000	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,216	*	—	622,345	1,325,992	223,093	2,174,427	54.0	143,678	259,720	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,893,846	*	—	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	77
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,046,100	960,000	62,227	3,068,327	(Phila. & Reading		R. R.)		7	45½
31 Oct. '63	24.5	100.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311,615	*	—	4,132,955	—	—	4,132,955	150.0	319,162	368,36	89,991	8	50
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,28	—	6,252,037	68.8	774,980	811,966	278,891	—	29½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	13,400,250	16,949,124	—	38,245,968	356.0	5,311,202	1,591,413	5,111,410	—	69½
31 Oct. '63	17.0	7.0	42.0	17.0	10	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,50	—	1,672,200	24.0	244,42	385,350	179,75	9	90
31 Oct. '63	230.0	—	21.5	58.0	30	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010,944	8,528,00	80,151	12,619,095	230.0	428,759	640,848	193,486	½	31
30 Nov. '63	147.4	51.1	211.8	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	879,348	13,211,228	10,667,28	—	26,18,528	4.30	2,721,68	6,252,92	2,706,900	7	63½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	633,822	—	—	999,200	250,000	—	1,249,200	28.2	137,074	6,4,050	353,048	10	188½
31 Oct. '63	95.9	—	51.4	—	86	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,50	—	8,477,500	200.5	647,029	2,640,246	1,602,119	10	62½
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,38	124,432	—	1,767,878	1,500,000	82,530	3,565,229	72.0	209,746	215,187	106,166	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,235,17	—	19,937,741	468.3	3,472,914	5,132,934	2,106,623	—	100
31 Dec. '63	28.0	—	6.2	—	5	1	454	Shamokin Valley & Pottsville	1,178,775	112,824	—	590,000	791,59	Lease'd to	Northn Cen.		40,178	144,7.8	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,96	106,563	—	367,300	396,600	68,200	832,000	29.6	78,3.8	123,698	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,900	—	—	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,.17	8,500	—	—	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,272	250,000	706,385	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,269	161,536	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	348,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,662	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	100.0	—	—	62	59	700	South Carolina	—	—	—	—	2,643,333	—	—	—	—	1,499,836	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	10,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,035	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,089	129,364	3,809,949	2,659,000	260,112	7,627,707	291.0	—	1,636,096	673,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	318,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.8	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	54.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,508	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,884	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,026	76,016	—	595,922	860,000	204,544	—	45.8	57,960	127,953	87,243	—	—
1859	80.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	—	188.0	—	—	—	Buffalo Bayou, Braz. & Col'rado	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,500	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	360,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	—	3,006,338	90.7	139,877	308,870	167,430	—	95
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,238,376	3,257,471	895,219	6,386,166	119.6	449,251	424,027	112,163	—	—
31 Aug. '63	82.4	2.0	4.0	—	10	9	240	Rutland and Washington	950,000	256,333	—	1,097,000	—	—	1,206,988	62.5	136,761	185,474	67,786	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10 000,000	174.5	836,269	941 045	281,887	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	—	8	110
30 Jun. '63	23.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,201,886	23.7	48,995	61,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	ope	r.b.Troy	& Bost.	58,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,884,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,800	118,789	—	113.7	703,034	136,302	42,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,096,573	122,156	—	1,500,124	590,616	155,161	9 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,156	*	—	468,805	5,719,229	—	—	103.5	345,427	248,004	loss	—	20
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,617,500	590,056	—	167.7	270,846	460,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,106	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,720,037	*	—	1,981,197	1,200,000	75 906	5,763,655	143.2	224,014	580,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,763	79,585	6	69
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,629,648	80.0	—	240,446	121,063	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,763	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	684,061	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	490,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	—	55.0	—	—	—	—	—
31 Dec. '61	109.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2 460,000	—	—	109.9	—	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,262	7,978,841	284.4	—	1,163,734	414,741	—	47
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,035,328	5,592,471	142.3	466,043	490,597	136,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236 798	67,652	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,796	117,542	—	15
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,610	7,336,305	77,210,345	1,096	—	4,368,510	1,154,856	—	—
31 July, '63	229.0	116.5	63.0	—	92	126	1,689	Great Western	22,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,860	1,649,510	1½	—
31 Dec. '62	96.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.5	12.0	—	14	15	271	European & North American	4,569,418	*	—	4,658,706	108,100	136,000	4,658,706	108.0	160,421	107,610	20,000	—	—
1 July, '61	80.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,280,000	13,100	136,000	1,729,232	80.0	—	132,568	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.0	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	189,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '63	48.1	—	—	—	11	22	120	Panama	5,000,000	*	615,658	5,000,000	5,375,000	—	10,763,722	48.1	—	2,027,463	1,285,924	13	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	37
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	52
Chicago & Alton (preferred)	2,422,596	7	7	89
Chicago & Northwestern (pref.)	2,400,000	7	1¾	78½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66¾
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	50
Erie (preferred)	8,535,700	7	7	103¾
Hannibal & St. Joseph (preferred)	5,253,856	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,162	7	3	53
Michigan S. & N. Indiana (guar.)	2,593,000	10	10	135
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	111
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	87
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	982,900	7	7	72
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18...	----
Bonds guar. by Virginia	200,000	6	———	18...	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	93½
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	110
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	101
2d Mortgage	294,750	6	----	----	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99
2d Mortgage	3,980,670	6	J. & J.	1882	87
Improvement	568,500	6	M. & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59½
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	15½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,695	—	----
Delaware Division	100	1,633,350	—	35½
Delaware and Hudson	100	7,500,000	10	175
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	75
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	97½
" (preferred)	100	1,175,000	10	135
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	28
" " (preferred)	50	2,722,607	—	36½
Susquehanna and Tide Water	50	2,048,260	—	14½
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	77

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	60 —	@ 62 —
Pig, American, No. 1		60 —	@ 62 50
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
Bar, English, Refined		190 —	@205 —
Bar, English, common		175 —	@190 —
Band, English		— —	@230 —
Horse Shoe		— —	@225 —
Rods, English		205 —	@210 —
Hoop, English		230 —	@310 —
Nail Rod	per lb.	— 15	@ — 17
Sheet, Russia	per lb.	— 28	@ — 31
Sheet, English, Single, Double and Treble		— 9½	@ — 11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	—24	@ — 37
English Spring (1st & 2d qlty.)		— 15	@ — 20
English Blister (1st & 2d qlty.)		— 19	@ — 30
English Machinery		— 23	@ — 24
American, Blister		— 16	@ — 20
American, Cast, Hammered		— 30	@ — 33
American, Cast, Rolled		— 18	@ — 22
American Spring		— 15	@ — 20
German		— 20	@ — 23
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	— —	@ — 65
Sheathing, &c. Old (cash)		— —	@ — —
Sheathing, Yellow		— —	@ — 50
Pig, Chile		— —	@ — —
Bolts		— —	@ — 65
Braziers'		— —	@ — 65
American Ingot (cash)		— 47	@ — 48

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	13 87½	@ 14 —
Spanish		13 75	@ 13 87½
German Refined		13 75	@ 13 87½
English		13 75	@ 13 87½
Bar	per lb.	— —	@ — 18
Pipe and Sheet		— —	@ — 20

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— 66	@ — 68
Straits		— —	@ —67
English		— —	@ — 66
Plates, Charcoal I. C	per box	20 —	@ 21 —
Plates, I. C. Coke		16 —	@ 16 50
Terne, Coke		— —	@ 15 —
Terne, Charcoal		— —	@ 18 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash)	per 100 lb.	9 50	@ 10 —
Clinch (cash)		10 50	@ 11 —
Horse Shoe, Forged (cash)	per lb.	— 40	@ — 45
Wrought, English (cash)		— —	@ — —
Ausable Horse, Norway Iron, Forged		— —	@ — —
Zinc Nails (6 mos.)		— —	@ — 22

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 10	@ 1 15
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		70 —	@ 72
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— 46½	@ — 47
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 61	@ — 62
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 66½	@ — 67
Naptha, Refined, (60@63 gravity)		— 48	@ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

	Th 20.	F. 21.	Sat. 22.	M 24.	Tu. 25	W 26.
American Coal Co.	----	----	----	----	----	77
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N. Y. & E., 1M.	----	----	108	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	31½	31½	32	32½	----	32½
Central Am. Transit	----	----	----	----	----	90
Chicago & Alton	81½	82	----	----	----	85
" " pref.	90	90	----	----	89	89
" " 1 M.	----	----	----	----	104	----
" " Inc. b'ds	----	----	90	93	----	----
Chicago, Burl. & Q.	123	122½	125	129	132½	132
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	39½	40½	40½	41½	42½	43
" " pref.	73½	74½	77	76½	77½	77½
" " 1st M.	----	94½	94	----	94	94½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	89	91	91½	95	96	96½
" " '1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	164
Clev. and Pittsburg	95½	----	----	98½	100	101
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	107½x	108½	110	109½	
" " S. F. 7 p.c. 106	----	106½	----	----	----	
Cumberland Coal, pref. 51½	48½	48	51	52½	53½	
Del. & Hudson Canal 167	----	----	169	170	----	
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	96½	96½	97½	97½	97½	97
" pref. 104	----	103	103½	103½	103½	104
" 1 M. 7 p.c. '67. 105	----	----	----	----	----	----
" 2 M. 7 p.c. '79. 117	----	----	----	----	----	----
" 3 M. 7 p.c. '83.	----	----	----	----	118	117
" 4 M. 7 p.c. '80.	110	----	----	----	----	----
" 5 M. 7 p.c. '88.	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hudson River	120⅞	120½	120½	122	122	120½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69.	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	117	117½	117½	119½	120½	122
" Can. bd. sc.	----	----	----	----	----	----
" bonds. 114	114	----	----	115	115	
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co. 32	31½	31½	33	35	34	
Michigan Central 120	121½	121½	123½	126½	126	
" S F. 8 p.c. '82	----	----	125½	----	----	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I. 64½	65½	66	66½	67½	67½	
" " guar'd. 132	----	----	----	----	----	
" " 1M. S. F.	----	----	109	----	----	
" " 2 M.	----	----	----	----	----	
Mil. and P. du Chien 45	45	----	48	48	49	
" " 1st pref.	----	----	----	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	110	----	----	----	----	
Minnesota Mining Co	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L.G. bonds. 59½	----	60	----	----	60	
Missouri 6s 61	60½	----	61	60½	60½	
" 1st. to H. & St. J. R.	----	----	----	----	85	
" " Pacific. 68	68	----	----	----	----	
New York Central 116½	117½	118½	120	120½	119½	
" " 7s, 1864	----	----	----	----	----	
" " 7s, S.F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S.F. '83	----	----	----	----	----	
" " 6s, S.F. '87	----	----	----	----	----	109
N. York & Harlem	----	----	----	----	----	
" " "pref."	----	----	----	----	----	
" " 1M. 7 p.c. '73	----	----	119	----	----	
" " 2M. 7 p.c. '64	----	----	----	----	----	
" " 3M. 7 p.c. '67	----	----	----	----	----	
Ohio & Miss. cer.	34½	34½	34½	35½	35½	35½
Pacific Mail S.S. Co. 300	308	----	310	----	320	
Panama	----	----	----	----	264	----
Penn's Coal Co.	----	----	----	----	180	----
Phila. and Reading	119½	121½	122½	123	123½	126½
Pitts. Ft. W. & Chicago	94½	96	96	95½	95½	100
" " 1M.	----	----	----	----	----	----
" " 2M. 103	103	102½	102	----	----	
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	77½	77½	----	78½	79½	----
St. L., Alton & T. H.	50	----	----	52	55	
" " pref.	----	70	70	71	73½	
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	56	----	----	----	----	56
Toledo & Wabash	----	53	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex. .100	100	----	----	----	----	----
" " 2M.	86	86	86	----	89	
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	60½	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	94⅛	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	95	----	----	95	92⅛	94⅛
U. S. 6s, 1881, reg.	106	----	----	----	----	103⅛
U. S. 6s, 1881, cou.	105⅛	105⅛	106	106	106	106
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	" "	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	129	----	----	----	----	----
U. S. 6s, 1 year certif.	95	94⅛	95	94⅛	95	95
U. S. 6s, 5-20s, coupon	107⅛	107⅛	107⅛	107⅛	107⅛	106⅛
U. S. 6s, 5-20s, new	100⅛	100⅛	----	100	100	----
U. S. 6s, " reg.	----	----	100	----	100	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	105⅛	----	----	106	106⅛	105
American Gold	207⅛	208	210	216	218	208

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	18⅛	18⅛	----	----	----	18⅛
" preferred	38	38	----	37	----	----
Camden & Amboy	150	----	----	150	149⅛	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	100	100	----	----	----	100
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '85	----	----	----	----	103	----
Del. Div. Canal	----	----	----	35	----	38⅛
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	76	----	----	----	----	70
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	77⅛	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	47	46	45⅛	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	59	59⅛	59⅛	59⅛	60	----
Morris Canal	----	98	----	97⅛	97⅛	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	96	96
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	----	----	69⅛	69⅛	----	69⅛
" 1st m.	110	----	109⅛	----	----	----
" 2d m.	----	106	----	----	----	106
Penn. State, 5s	----	----	93⅛	93	93	93
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	99⅛	99⅛	----	----	99⅛	----
" " new	102⅛	102⅛	102⅛	102⅛	102⅛	102⅛
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	60⅛	60⅛	60⅛	60⅛	61⅛	61⅛
" " 6s, '86	----	----	----	----	----	123
" " 6s, '70	----	----	100⅛	----	----	100⅛
Philadelphia & Erie	----	----	----	----	----	----
" " 6s	102	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	28	----	----	35⅛
" " pref.	----	----	----	----	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	99
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	15	15	14⅛	----	----	15
" " 6s '78	----	59⅛	----	60	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '88	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	100
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	70	70	70
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	108⅛	----	----	----	----	109⅛
" " 1870	----	----	----	----	----	----
" " 1890	109⅛	----	----	----	----	109⅛
Balt. and Ohio	----	----	111	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	50⅛	----	----
" " b'ds, '85	100	100	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26.
Boston and Lowell	----	----	106	----	----	106
Boston and Maine	126	----	126	----	126⅛	126
Boston and Providence	----	----	140⅛	----	----	140⅛
Boston and Worcest	145	143⅛	144	144	----	----
Cheshire, pref.	52⅛	52	----	----	----	52
Concord	----	----	----	----	----	----
Connecticut River	----	----	105⅛	----	----	----
Eastern, Mass.	103	----	----	----	----	102⅛
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	120⅛	----	120
Manchester & Lawr'ce.	118	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	90	----	----	----
Old Colony and Fall R.	----	123	122	----	124	----
Ph., Wil. & Baltimore	63⅛	63⅛	63⅛	----	63⅛	63⅛
Portl'd, Saco & Porta.	----	105	----	----	105⅛	----
Vermont & Canada	110	110	----	----	----	----
Vermont & Mass.	40	----	----	----	40	39⅛
Western	----	----	151	----	150	----
Broadway (Horse)	----	55	----	----	----	----
Cambridge "	----	----	106⅛	----	105	105⅛
Metropolitan "	----	----	55	55	----	56⅛
Middlesex "	----	----	----	----	----	63
Central Mining Co.	----	----	----	----	----	----
Franklin "	49	48	----	48⅛	----	49
Isle Royale "	----	----	----	----	----	----
National "	----	26	----	----	----	----
Minnesota "	29	----	----	----	30	----
Pewabic "	55	55	53⅛	54	54⅛	54
Pittsburg "	----	----	----	----	----	----
Quincy "	94	93	----	----	----	92⅛
Rockland "	13	----	14	14⅛	----	15⅛

London Stock Exchange.

The following were the closing prices for American Securities on the 13th of October:

Maryland 5s	65	to	68
United States 6s, 1881	46⅛	"	47⅛
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	71	"	73
Do., 2d mort., 1881	66	"	68
Pennsylvania, 1st mort., 1877	70	"	72
Do., 2d mort., 1882	66	"	68
Erie shares, $100 (all paid)	41	"	42
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	73	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	51	"	52
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	65
Do. do. S. F. 1st mort., do., '82. x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, October 29, 1864.

Stock Exchange and Money Market.

The last arrivals from abroad bring us the news of further embarrassments in the English Money Market. Failures continue on a large scale, many of them said to be the result of speculations in this country, and most probably connected with blockade running. As yet we have seen no weakness in our own commercial circles, at least where business is conducted on a legitimate basis. But we do see trouble ahead for those who have been speculating in our great staple articles of production, or in gold; and no one can commiserate their fate, when the blow comes. All the combinations in the world can not keep up prices, when there is a surplus of production, as there is now, and is likely to be in this Country. And as the Banks which have upheld these speculations are reversing their policy, and are evidently unwilling to continue to loan in securities that are not beyond the reach of a reaction, we do not see how holders at large prices can stand out much longer. They must submit to the impending reduction. Months ago we advised the realization on all the articles of this description.

The gold market has been rather quiet for the last week, the fluctuations being moderate either way, the amounts actually sold in good faith being small, so small in amount as to be unworthy of notice, and the demand for foreign export is decreasing.

It is generally believed that present prices are entirely maintained by combinations, speculative and political. It is well known that but a small portion of the gold bought and sold is ever really delivered, yet the transactions in it are numerous, and attractive for those who will risk something in hopes to make a great deal. All classes of this description have their "flyers" out. Lawyers, attorney's clerks, ministers of the gospel, and even women lodge a few hundreds at a time as margins with their brokers in the expectation of making their "pile" as it is termed. The majority of these are losers just the same as if they were at work at a faro table. We hear of the winners but never of the losers, unless the losses are large, and the party is notoriously obliged to succumb. Some of the largest operators however, topple over from time to time in spite of all their gains, and they disappear from the street, trampled on and run over by fresh adventurers, who fill up the gap, and take the chances with unsubdued eagerness.

We notice that the associated Banks of this city have since Jan. 2, reduced their circulation $2,211,552 while their specie has diminished nearly twice that amount on $4,151,575. On the other hand, on the 22d of this month there was an increase from the returns of October 15, in loans $381,494 in specie, $488,328; in deposits, $583,800; and a decrease in circulation of $59,488. Railway transactions have become more lively owing to the plentifulness of money, and the heavy receipts on the principal roads. Freights have however fallen off, in consequence of an expectation of larger prices on products hereafter. Our quotations will show an increased buoyancy in the prices of shares. Continual and regular earnings continue to give confidence to holders, and were it not for the large amounts of Government securities constantly in the market, prices would go up. Gold dividends just now are what the public like above all other things, and it is said that some new railway companies are coming on the market as soon as the Elections are over, and propose to make their subscriptions and dividends in gold. The idea is a novel one but it is attractive, and will probably succeed, as gold paying Railway shares will be something out of the ordinary course of things.

Stocks generally are irregular in price, Governments steady but rather lower, the advance having fallen off a trifle. At present the profit lies in the dividends in gold, which is accumulating in the Sub-Treasury faster than it can be regularly disbursed. So that the real profit to the holder of Government securities is not in the advance in the market from day to day, but in the dividends, which return him in fact more than 12 per cent in currency, which currency is par in the liquidation and payment of all debts. Money continues plen-

tiful at former rates. Foreign exchange is quiet but firm, being held at a fraction above the par of exchange for gold.

The United States Treasurer held on Tuesday a balance of $31,981,938.

The sales at the auction houses are not satisfactory. Our readers will do well to bear in mind, that New York is the great mart for the sale of foreign dry goods, which come in from France, England and Germany, by millions to be disposed of for cash at any price. While this gives consumers a great advantage by the competition of the sellers, yet it always has an unfavorable influence on our money market and exchanges. There is no other country where a cargo of goods can be so rapidly disposed of as ours. A lot of silks, ribbons and shawls may leave Paris, for example, on the first day of any month, and the proceeds in gold may be back again in that city in 30 days. It would be an impossibility to perform any such feat in any English, French, or German capital with an American invoice.

The speculations in petroleum continue to be made on an increasing scale. The fortunes suddenly acquired by operators in the article, are beginning to be colossal, and are bringing forward to the public eye new classes of men, who have hitherto been in the back ground.

In view, however, of the speculative tendency of the public to indulge in investments in oil wells, we may as well caution our readers against hasty transactions. One of the modes of operation now much resorted to, is to offer large tracts of land with a few acres of an oil producing character. Thus lands with a single well perhaps, are brought into market, and the price asked for them is from $500 to $1000 per acre, though they may be bluff and hilly land not worth anything for oil, and not more than $50 per acre for agricultural purposes. It is like the Eastern plan of selling a cat and a camel. You may have the latter for a song, but the cat goes with it at a fabulous price. In this way the petroleum speculators are making large fortunes out of a very small capital. As yet all seem to be gainers and no losers. We may, however, congratulate the country that a marvellous source of hitherto unknown wealth has been brought to light, to add to its financial strength, and to repair the loss of other resources cut off by the war.

It is observable that a good deal of business is now suspended in consequence of the approaching election. The result is probably anticipated by the public. Meantime the events of the war appear to be of the most decided character, and and the probabilities are that with the second week of the next month, we shall see a disposition on the part of the Southern people to give up the further support of their leaders in a contest, begun without reason, and which has been their ruin.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending October 24, was $1,588,814, against $2,237,701 in 1863, and $2,644,-982 in 1862.

The exports from New York for the same week were $2,728,510 against $4,166,179 in 1863, and $5,065,026 in 1862. The shipments of specie since January 1, have been $36,422,507. The exports since January 1, have been $179,755,678 against $142,432,780, in 1863, an increase of $37,-322,898. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to October 22, was $59,088,469.

The value of foreign goods imported into the port of Boston for the week ending October 21, was $402,571, against $280,288 for the corresponding week in 1863. The exports were $405,087 against $471,788 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $325,800.

New York.—Buffalo and State Line 1st mort., 101; Sixth Avenue R. R., 115; Ohio 6s, 1886, 106; do., 1881, 106¼; Brooklyn City Water Loan, 112; Atlantic M. S. S. Co., 191; N. Y. and Havre S. S. Co., 150; Central Coal Co., 56½; Metropolitan Bank, 112½; Central Bank, 104; Bank of Commonwealth, 100; Am. Ex. Bank, 118; 4th National Bank, 90.

Philadelphia.—West Chester R. R., 8½; Huntingdon and Broad Top, 30; Green St. R. R. 7s, 100; West Philadelphia R. R., 74; McClintock Oil, 6¼; Corn Pl., 6⅞; McElheny, 5¾; Story Farm, 3⅛; Hoge Island, ⅞; Dalzell, 8⅝; Feeder Dam, 1; Tar Homestead, 5½; Union, 2⅝; Oil Creek, 5¾; Densmore, 8¼; Noble and Delamater, 11¾; Hibbard, 1⅝; Bull Creek, 4¼; Farrell, 2⅛; Excelsior, 1¼; Egbert, 2¾; Petroleum Centre, 6⅞; Allegheny and Tideout, 1⅛; Big Tank, 2; Rock, 4⅝; Maple Shade, 16⅛; Irwin, 7¼; Roberts, 3; Organic, ¾; Mineral, 2½; Big Mt. Coal, 6¼; Preston, 30; Shamokin, 12; Honey Brook, 60; Clinton, 1; Fulton, 7⅛; N. Y. and Middle Coal Fields, 15; New Creek, 1; Diamond, 21; Keystone Zinc, 2½; Penn Mining, 22; Ætna Mining, 12½; Farmers' and Mechanics' Bank, 66; Girard Bank, 48. The latest quotations are: City 6s, 99@99¼; do., new, 102@102⅛; State 5s, 93@93¼; do., coupon, 96@98; do., 6s, W. L., 105@105½; Phila., Wil. and Balt., 63¾; Reading, 61⅞@63; do., 6s, 1870, 100¼@100¾; do., 1886, 133@133½; Camden and Amboy, 148½@149; Pennsylvania R. R., 69⅝@69½; do., 1st mort., 109½@110; do., 2d mort., 105@107; Little Schuylkill R. R., 45½@45¼; Morris Canal, 97½@98; do., pref., 185@186; do., bonds, 101@104; Wyoming Valley Canal, 77@78; do., 6s, 98@100; Susquehanna Canal, 14¾@15; do., 6s, 59½@60; Sch. Nav., 27@29; do., pref., 35½@36; do., 6s, 1882, 87@88; Union Canal bonds, 18½@20; Delaware Div. Canal, 35½@37; do., bonds, 98½@101; Elmira and Williamsport, 32⅛@35; do., pref., 50@50¾; do., 7s, 1873, 105@112; do., Chattle 10s, 77¾@78; Beaver Meadow, 75@87; Long Island R. R., 48@48; Lehigh Coal and Navigation, 75@76; North Pennsylvania, 29½@31; do., 6s, 96@97; do., 10s, 118@120; Philadelphia and Erie, 31@33; do., 6s, 102@104¼; Minehill, 59@59½; Catawissa, 17@18½; do., pref. 37@38; Lehigh Valley, 77@77¼; do., bonds, 106½@108; Fifth and Sixth streets, (horse,) 60@61; Second and Third, 69¾@70; Race and Vine, 6@10; West Philadelphia, 63@65; Spruce and Pine, 30@34¾; Green and Coates, 29@30; Chestnut and Walnut, 50@54; Arch, 18@20; Thirteenth and Fifteenth, 24@29; Girard College, 26½@27; Tenth and Eleventh, 49@50; Norristown, 59@60.

Boston.—Vermont Central 1st mort., 80; Rutland 2d mort., 20; Boston and Lowell R. R. 6s, 100½; Northern (Ogdensburg,) 2d mort., 24; Western R. R. 6s, 1875, 103⅞; Eastern R. R. 6s, 1874, 102½; Cheshire R. R. 6s, 100½; Worcester and Nashua, pref., 95; Boston, Hartford and Erie, 34¼; Conn. and Pas. Riv. R. R., 65; do., 6s, 100; Southern Midland R. R., 100; Maine 6s, 100; Rhode Island 6s, 100; Chicago 7s, 105¾; Bath 6s, 99¾; Boston 5s, 115; Cambridge, horse, R. R. 6s, 100; Boston Water Power Co., 29; Union S. S. Co., 140¾; Essex Co., 92¼; East Boston Co., 10¼; Mammoth Vein Coal, 35; Bear Valley Coal, 18; Gilberton Coal, 80; Franklin Coal, 68; Short Mt. Coal, 36¼; Mt. Pleasant Coal, 36½; Boston Bank, 68; Merchants' Bank, 99¾; Tremont Bank, 112; Mt. Vernon Bank, 98½; Bank of North America, 99¼; Traders' Bank, 91½; Market Bank, 97; Globe Bank, 127½; Columbian Bank, 107; Atlas Bank, 99¾; Eagle Bank, 108¾; Bay State Bank, (Lawrence,) 74¾; Webster Bank, 100¼; Exchange Bank, 120½; Shawmut Bank, 100¼; Continental Bank, 100; Spicket Falls Bank, Methuen, 97¼; Somersworth Bank, N. H., 97; 2d National Bank, 130¼; Bunker Hill Bank, Charlestown, 116; Acton Mining Co., 1⅝; Albany and Boston, 24¾; Acton Vale, 65c.; Allouez, 3½; Boston, 3; Bedford, 85c.; Brome, 1⅜; Black River, 15c.; Copper Falls, 26½; Canadian Gold, 40c.; Canada, 1⅝; Concord, 5; Canada Lead, 1⅝; Chaudiere Gold, 1; Eagle River, 4⅛; French Creek, 75c.; Great Basin, Oil, 2¼; Hanover, 1¾; Huron, 40; Humbolt, 9¾; Hancock, 11; Highland, 7½; Madison, 2¼; North Cliff, 4; Naumkeag, 3; Ottawa, 23c.; Phœnix, 22; Pontiac, 7½; South Side, 2½; Superior, 8½; St. Clair, 9; Star, 7; South Bedford, 20c.; Toltec, 2¾; Tremont, 2½.

Baltimore.—N. W. Va. 3d mort., 30¼; City Passenger R. R., 18; Maryland 5s, 106¼; Santa Clara, 26½; Balt. Chrome, 1.50; Atlantic Coal, 1.35; Bare Hill, 3.60; Springfield, 1.50; Md. Copper, 0.75; Va. Coal and Iron, 3.70; Lake Chrome, 0.45; Mineral Hill, 2.30; Md. Anthracite Coal, 34½; Penn. Oil, 1; Canton Co., 31¾; Am. Gas Coal, 2.20; Farmers' and Merchants' Bank, 42; Bank of Baltimore, 106; Marine Bank, 32; Merchants' Bank, 108; Peoples' Bank, 18; Franklin Bank, 13½. The latest quotations are: Balt. and Ohio, 109@112; do., 6s, 1867, 101@102; do., 1875, 102@110; do., 1880, 105@110½; do., 1885, 103@104¾; Northern Central, 51@55; do., bonds 1885, 98@100; N. W. Va., 10@13; do., 1st mort., 110@111½; do., 2d mort., 102@105; do., 3d mort., 30@32; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 97½@100; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@41; Western Md. bonds, 84¾@85; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 105@107½; do., 1873, 109@110; do., 1875, 109½@110½; do., 1886, 109½@110; do., 1890, 109½@110½; do., coupon, 114½@115; do., 5s, 1838-'70, 90@98; City Passenger R. R., 17½@18½; Canton Co. 31@33; Gardner, 0.65@0.85; Gas Coal, 2.15@2.25; Maryland, 0.70@0.75; North State, .10@.20; Springfield, 1.40@1.60; George's Creek, 105@110; Santa Clara, 27@27½; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.60@1.70; Bare Hill, 3.50@3.65; Atlantic Coal, 1.35@1.40; Mineral Hill, 2.20@2.35; Baltimore Coal, 100.

Ohio and Mississippi Certificates.

These certificates are issued under a trust created December 15, 1858, for the purpose of conserving the mutual interests of the creditors and stockholders of the Eastern division of the Ohio and Mississippi Railroad Company, both of which were then threatened with a common ruin. By an arrangement then made, known as the Capitalization Agreement, the trustees were authorized to issue, in discharge of claims and in purchase of stock of the company, certificates for amounts regulated by the agreement, according to the relative value of the assets, and entitling the holder to such interest in the aggregate trust fund as the amount of certificate therefor should bear to the total amount of all certificates issued and outstanding.

In connection with the Eastern division of the road, the property acquired at different times, and now held under this trust for the benefit of the certificate holders, is substantially as follows:

1st mortgage coupons	$127,820
Second mortgage bonds	198,000
Construction bonds	4,075,000
Income bonds	3,262,000
Stock bonds	4,690,001
Sundry claims	871,700
Sundry coupons from second mortgage, construction and income bonds	2,792,000
Rolling stock purchased from contractors	523,795
Aggregate assets held by the trust	$16,040,315

In payment for these assets certificates had been issued by the trustees up to July 22, 1864, as follows:

Pref. certificates, entitled to 7 per cent. interest	$1,133,179
Common certificates	10,861,185
Total certificates afloat	$11,994,364

The total amount of certificates authorized to be issued on account of the Eastern Division is:

Common certificates	$12,000,000
Preferred certificates	1,700,000
	$13,700,000

There now remains unissued

Of common certificates	$1,138,815
Of preferred certificates	566,821
Total unissued (E. D.)	$1,705,636

On the 17th April, 1863, the authority of the trustees was enlarged, so as to enable them to purchase the capital stock of the Western division, its rolling stock, branch roads and all its mortgage bonds, except $850,000 of the first and $750,000 of its second mortgage bonds. In payment for this property, the trustees have issued $1,279,000 in preferred certificates, and $9,250,000 in common certificates. The total amount of certificates afloat is therefore as follows:

Issued on account of Eastern Division common	$10,861,185
Issued on account of Eastern Division preferred	1,133,179
Issued on account of Western Division common	9,250,000
Issued on account of Western Division preferred	1,279,000
Total certificates issued	$22,523,364
Add remaining unissued	1,705,636
Total issue authorized	$24,229,000

The issue of these certificates has enabled the trustees to purchase the entire stock, claims and property of both divisions of the Ohio and Mississippi road, except $2,050,000 of first mortgage bonds on the Eastern Division, and $1,600,000 of first and second mortgage bonds on the Western Division. The interests of the two divisons are thus consolidated under the same trust. It is in contemplation to provide, at an early day, for the issuing of the stock in exchange for the certificates, thus placing the company's affairs upon the common footing of other railroad corporations.

The indebtedness of the company not held by trustees was on the 22d of July, 1864, as follows:

First mortgage bonds	$2,050,000
Second " "	13,000
Construction "	71,500
Income "	19,500
City of Cincinnati, for which $1,000,000 stock is held	600,000
Sundry other claims	150,000
Total of mort. and unsecured claims	$2,904,000

Steam Passenger Cars.

We publish in another column the advertisement of Messrs. GRICE & LONG, patentees of the street cars or dummies, designed to do away with the use of horses for city and suburban railways. It is clatmed for these that they are the finest and most successful contrivances yet produced of their kind, and are in operation in many places.

Sale of the Ottawa and Prescott Railway Rolling Stock.

The rolling stock of the Ottawa and Prescot Railway Co. was sold at Ottawa, on the 21st inst., by the Sheriff under an execution. It consisted of 3 engines, 26 box cars, 23 flat cars, 3 first-class 2 second-class, and 2 baggage cars. It was subject to a mortgage of from £40 to £45,000, and the purchaser was C. J. Brydges, Esq., who bid the sum of $301.

☞ ROBERT H. BERDELL, Esq., has been elected president of the Erie Railway Company, and Mr. A. L. DIVEN, Vice President. Mr. Samuel Marsh, who has performed the duties of president since the decease, in July last, of Mr. Nathaniel Marsh, having declined the office of president permanently, or that of vice president practically, has been made Honorary Vice President. The new President Mr. Berdell, is a merchant of high standing, and has been identified for five or six years with the Road, as a member of the Direction, and more especially as in active charge of the completion of the Long Dock property in 1859–60.

☞ It has been decided in the Supreme Court of this city, in the case of Stilwell vs. Meigs, that a broker cannot sell stocks lodged as security for advances and a margin, without notifying the owner of the deficiency, and a demand for further security. In this case the plaintiff recovered $5,685, the defendants not having informed him of their intention to sell, or made the demand for more margin.

☞ In Cambria, Somerset and the adjoining counties of Pennsylvania, a good quality of tar is being manufactured from the knots of the pitch pine. The manufacture of this substitute for North Carolina tar is carried on quite extensively, and has already considerably depreciated the price of the latter article. The tar thus produced answers nearly all the requisites as a substitute for the original article. Rosin might be produced also. Its present price would amply repay the cost of the experiment if successful.

Interest and Dividends.

The Northern Central Railway Company have declared a quarterly dividend of two per cent, payable clear of national and State taxes, at the office of the company in Baltimore on and after the 10th of November.

The Cincinnati, Hamilton and Dayton Railroad Company have declared a dividend of 5 per cent., and the Government Tax, payable in cash on or after Nov. 1, at the Bank of America in New York. Also, a dividend of 20 per cent., in stock, to be delivered at the same time and place, on the payment of the Government tax chargeable thereon, of 5 per cent., and provided that all fractions of said stock less than a full share, be paid in cash at the par value of same.

The Long Island Railroad Company have declared a quarterly dividend of two per cent., payable at the Bank of North America Nov. 1.

The Chicago, Burlington and Quincy Railroad Company have declared a cash dividend of $6 per share, and a scrip dividend of $10 per share, payable November 15.

The Cambria Iron Company announces a dividend of six per cent., payable at the office of the Company in Philadelphia, on and after Nov. 1st.

The Hoosac Tunnel.

The Boston *Journal* of Oct. 22d says: The Executive Council visited the Hoosac Tunnel this week. Never before was the work pushed with so much energy and expedition as now. From eight hundred to nine hundred men are in constant employment. The dam which is building across the Deerfield river on this side of the mountain, in order to furnish power, to keep the tunnel supplied with pure air, will cost $100,000.

Railway Projects for China.

The English are talking of building railroads through China, as they have in India. The difficulty in the way is the political situation of the country, and until these are settled it is not likely that much progress will be made in the work. The electric telegraph is likely to be sooner established. The characters of the Chinese language, numerous as they are, are capable of being expressed through the telegraph by about sixteen strokes.

Great Western (Ca.) Railway.

At the general annual meeting of this company held in London on the 5th inst., an entire new Canadian Board of Directors was elected, viz: Mr. Thomas C. Street, M. P., Niagara; Hon. W. McMaster, Toronto; Mr. D. McInnis, Hamilton; and Mr. Charles Hunt, London, C. W. No change was made in the English board.

☞ A call for a an instalment of five per cent. on the capital stock of the Union Pacific Railroad Company has been made, payable at the office of the company, 13 William street, N. Y., on or before the 15th prox.

☞ The United States Telegraph Company, are constructing a line on the lake shore, through Port Washington, Sheboygan, Manitowoc, Green Bay, and to Lake Superior.

☞ An election for twelve directors of the Baltimore and Ohio Railroad Company will be held at the office of the company in Baltimore o on the 21st of November.

Winona and St. Peter Railroad.

This road is now finished through to Rochester, and the cars are running regularly the entire distance. In connection with this road, Messrs. Burbank & Co. have established a direct line of stages to St. Paul, *via* Zumbrota, Cannon Falls, &c. which will carry a large share of the through travel from La Crosse, the coming winter.

Central Pacific Railroad.

Report to the Board of Supervisors of Placer County, in relation to the Central Pacific Railroad of California:

In pursuance of an order made, passed and entered upon the records and minutes of the Board of Supervisors of Placer County on the 18th day of August, A. D. 1864, we, the undersigned committee appointed and designated in said order, on the 7th day of September following the date of said order, entered upon the labors and duties thereby imposed upon us; and after a full, careful and diligent examination of the books, records and papers of the Central Pacific Railroad Company of California, at their office in the city of Sacramento, present the following report as the result of our investigations:

Charges having been made in a petition to the Board of Supervisors of Placer County, "that the persons residing in this State, named in the Act of Congress incorporating the Central Pacific Railroad Company, and granting to the company certain rights and privileges, have assumed that such grants were made to them as individuals; and have also assumed to sell the same to the company incorporated under the laws of this State as the Central Pacific Railroad Company, and have received in pay therefor a large amount of the paid up capital stock of said company—such amount extending to a number of millions of dollars—and that such a transaction would be a great fraud of the interests of Placer County as a stockholder of the corporation."

The following are the names of the persons whom we presume are referred to by the petition, and whom it is intended to charge with having sold the privileges derived from Congress, and received stock in pay therefor, to wit: S. J. Hensley, Peter Donahue, C. P. Huntington, T. D. Judah, James Bailey, James T. Ryan, Charles Hosmer, Charles Marsh, D. O. Mills, Samuel Bell, Louis McLane, George W. Mowe, Charles McLaughlain, Timothy Dame and John R. Robinson. Those are the only persons named in the Pacific Railroad act passed by Congress who reside in this State. Nearly all of those persons are men well known to the public, not only in this State but throughout the Pacific coast and many of the Atlantic States, and whose high character and respectability is a sufficient refutation, in the opinion of this committee, of these or any other charges of a similar nature that may be brought against them. The Act of Congress grants these privileges and makes these donations directly to the Central Pacific Railroad Company, as a company or corporation, and not as individuals, and every man of ordinary intelligence knows that a deed or transfer of real property, to be legal notice, must be put upon the records of the county in which the property is situated; and as the greater portion of the lands upon which this franchise, grant or privilege is fixed are lying in Placer County, it seems, in the minds of this committeee, that the records of said county would be the proper place to ascertain the truth or falsity of the charge.

We have carefully examined the books of the company relating to its stock transactions, and find that no stock was ever issued to Hensley, Donahue, Ryan, Hosmer, Bell, McLane, Mowe, McLaughlain, Dame or Robinson. It does not appear that they ever had any dealings in the stock of the company. It appears from the books of the company that Huntington, Judah, Bailey, Mills and Marsh have owned stock in the company, all of them being among those who first organized the same. But the stock held by them has been subscribed on the books in the same manner as the stock held by other stockholders, to be paid for like other stock. The amount of stock held by them is not large, and evidently not beyond their ability to pay, and the greater part of it has already been paid by them.

We found the books of the company kept in a clear, plain, legible manner, and had no difficulty in ascertaining all the facts relating to the stock transactions of the company, and we are fully satisfied that the charges made in the aforesaid petition are entirely without foundation; evidently a machination of the brain of some individual who has no regard for the true interests of Placer County as a stockholder in said company.

It is also charged in the petition that the affairs and business of the company are not conducted in a way to construct the road speedily and economically. In relation to this matter the officers of the company fully explained to us the difficulties and opposition they have had to contend with; not only in the halls of Congress, in our State Legislature, but in effecting private individual negotiations, and how they had surmounted them, the enemies of the enterprise resorting to all kind of means to hinder and delay the work and to prevent the company, or their agents, from raising the money necessary to build the road.

And, as another impediment in the way of effecting monetary negotiations at this time, it is well known that the war has to a very considerable extent deranged the financial system of our Government; besides this, the Government, to meet the immense expense of keeping our vast armies in the field and other unavoidable expenses of its machinery, has to a very considerable extent absorbed the available capital of the country, thereby rendering it the more difficult for a corporation to raise the means to carry on a great work like this. The high premium on gold has been another obstacle in the way. Under all these circumstances, in the opinion of your committee, the officers and agents of the company are entitled to much credit for the rapidity with which the work has been carried on thus far. We are satisfied that the directors of the company have used the means under their control to the best advantage they could, and they have faithfully and economically applied the same to the building of the road. They fully explained to us all matters affecting the interests of Placer County, and gave us free access to all books, papers and accounts relating to the business of the company. There can be but little doubt that the company will soon have sufficient means to press on the construction of the road, and the officers gave us every assurance that they should do all in their power to complete it as fast as possible with a due regard to the economical application of the means at their disposal. The unfortunate litigation with regard to the bonds of the city and county of San Francisco having terminated successfully, this aid, together with that from the United States Government and the State of California, will soon be available to the company. We are satisfied that the interests of Placer County, as a stockholder in this great work, are entirely safe in the hands of the company, and have suffered no injury from or by any actions of its officers.

It has been rumored that the company had disposed of the lands donated to it by Act of Congress to the directors of the same. We have made proper inquiry into the matter and have not found the slightest evidence that such is the fact, except in one or two instances where small tracts of land have been sold to parties not stockholders in the company, one of which is a forty acre lot to S. T. Leet, at the town of Newcastle, the present terminus of the road. No patent for lands has yet been issued to the company, and the Directors state it to be their intention not to sell lands, except perhaps in a few exceptional cases, until they have acquired a full and perfect title.

The company has now on hand about three thousand tons of iron and about eighteen hundred tons purchased, a part of which is now on the way from the East, with the proper amount of chairs and spikes, which will be sufficient to lay the track from Newcastle, its present terminus, to about eighteen miles above or beyond Dutch Flat. They also have sufficient redwood ties to lay twenty-two miles of track beyond Newcastle. The company has now on hand sufficient rolling stock, including locomotives, passenger, baggage and freight cars, to stock the road from Sacramento to Dutch Flat. This rolling stock and material has all been purchased and paid for. The road, so far as completed, is in excellent order, and we do not hesitate to pronounce it much the best road on the Pacific coast, and but few roads its equal in the United States. Through the care and diligence of the employees upon the road its business is conducted with regularity and dispatch.

The company has also constructed a telegraph line, as required by the Act of Congress, which is now in working order from Sacramento to Newcastle, thus completing thirty-one miles of railroad and telegraph under the law of Congress. This entitles the company to Government bonds amounting to one million two hundred and sixty-four thousand dollars. They also have the right to issue one million five hundred thousand dollars of their own bonds, on which the State of California pays the interest, and are entitled to four hundred thousand dollars of the bonds of the city and county of San Francisco; all of which, amounting to three millions one hundred and sixty-four thousand dollars, will soon be available to grade the road beyond Newcastle, and the proceeds of which will be expended in Placer County, as rapidly as it can be economilly done. These means, together with the proceeds of the lands which they will soon be able to put in market, and the receipts from the business of the railroad and from stock subscriptions, will be ample to construct expeditiously many miles more of the road. The fact that the company has pushed on the work with energy up to Newcastle gives assurance that, with the means at the control of the company, the road will soon be completed to Dutch Flat, and perhaps beyond that point. The expenditure of this large sum of money and the business of the railroad will have a most beneficial effect upon the interests of Placer County, adding many thousand dollars to the taxable property, as well as greatly increasing the business and general prosperity of the whole county. As to the debts of the company, we find that besides a few small debts to individuals dealing with the company, in the aggregate about two hundred thousand dollars, the only liability is upon the company's bonds for one million five hundred thousand dollars, secured by a mortgage upon the first fifty miles of the road. This debt is certainly very small compared with that of other railroads when we consider the large amount of railroad iron and other material purchased, paid for, and not yet laid down.

The present means of the company can be applied almost exclusively to the grading of the road bed; and economically used it will construct many miles of road, sufficient to push it so far into the mountains as to turn the whole of the immense traffic to Washoe and other mining localities in Nevada Territory through the County of Placer. It is well known that Congress granted the timber on the mineral lands on each side of the railroad to the company, and many of our citizens residing on the lands have felt some anxiety to know what course the company intend to pursue in relation to this timber. The directors assured us that they had no intention of preventing the cutting of timber necessary for mining and domestic purposes by those actually residing on those lands, but that they must see that there was no wanton destruction of the valuable timber thus granted to the company; that they desired to make this timber as far as possible available toward building the road, and to furnish business in the way of transporting lumber, shingles, wood, etc., to market; and further, that they expected to charge parties a reasonable stumpage for the timber, and that they had found no difficulty in making arrangements with the owners of saw mills who had so far readily acceded to the terms proposed by the company.

Citizens of Placer County who are familiar with the country along the old Truckee emigrant road have long known that Placer County had the best route for a road over the mountains of any in the central portion of the State. Some effort has been made in times past to construct a good road over it, but the great cost and want of capital has prevented it; in the meantime, El Dorado County, with the help of Sacramento County, procured legislative aid, improved the route through the former county, and thus obtained the start of Placer County, the result of which has been that, though having far the best route across the mountains, Placer County is decreasing in population and taxable property, while El Dorado County, by being thus permitted to almost entirely monopolize the immense trade east of the Sierra Nevadas, is adding many thousands of dollars to her tax list, and many of her citizens are accumulating large fortunes from the revenue derived from toll roads and other sources incident to this vast traffic across the mountains. The explorations made by the engineers of the Central Pacific Railroad Company to find a suitable line for a railroad over the mountains has sufficiently proven the superiority of the Placer County route.

In building the railroad it became a matter of no inconsiderable importance to the railroad company to have a good wagon road, as an outlet from the termination of the railroad, as it progressed over the mountains. To accomplish which, citizens of Sacramento, associated with some of our own citizens, have constructed one of the best mountain roads in any country, from Illinistown over the mountains, at a heavy cost. This road was opened for travel this last Summer, and soon after the California Stage Company put on a daily line of six-horse stages, running from the present terminus of the railroad to Virginia City, Nevada Territory; and, in consequence of the superiority of the roads, they have been able regularly to make the trips in from four to six hours less time than any other company by any other route. A recenttrial of speed between the two rival routes, in which the time over the Placer county beat the El Dorado route about nine hours, has settled the question of the superiority of our route. All travelers over the new roads speak of them in the highest terms of praise. Hotels, dwellings, saw mills and other improvements are being rapidly erected through the county along the line of this road, and we may well look to a rapid increase of our population and taxable property by this means. Already a large proportion of the freight over the mountains passes over this new route, some teams taking ten tons to a load. As its advantages become better known, and the railroad is extended, we may expect soon to see all the immense trade of Washoe, Reese River and Humboldt passing through our county. The officers of the railroad company exhibited to us the maps and surveys of the railroad line over the mountains; and these, taken in connection with our own knowledge of the country through which the line has been located, leave us without a doubt as to the practicability of the route, though the construction of the road must necessarily incur a heavy expense, but perhaps no greater than many of the mountainous portions of railroads in the Atlantic States, making a proportional allowance for the difference in cost of labor and material here and there. The line, as surveyed, follows the ridge above the town of Newcastle to the Bloomer ranch, where it passes through the divide into the ravines at the head of Baltimore and Auburn ravines, passing near the town of Auburn, following the ridge near Millsburg, and not far from Illinoistown it crosses Long ravine to the ridge between Bear river and the north fork of the American river; thence it keeps up the ridge, passing near Secrettown, Gold Run, to Dutch Flat; thence along the side of the ridge by Zerr's ranch to the valley of the South Yuba; thence it follows the valley of the Yuba through Summit valley to a low pass through the summit, known as the Donner Pass, above Donner lake; from there winds down the mountain on the opposite side, around the head of Fremont's canon, around into Cold creek; thence down to the Truckee river and following the valley of the Truckee into the great valley or basin beyond.

Fears are entertained by many that there will be great difficulty in keeping the road by this route from blocking up during the heavy Winter snows; as the snows on this line are lighter than many of the various routes and no deeper than any other in the central part of the State, there will be no more difficulty in travelling this route in the Winter than any other and no more expense in keeping it open.

The officers of the Wagon Road Company assure us that it is their intention to keep it open for stages and teams all Winter.

It is charged that the Directors of the railroad company have awarded contracts for work on the road to favored contractors, to the injury and at the expense of other stockholders in the company. Upon examination of the "book of corporate debts" of the company and of the contracts and specifications on file in the office of the company, we find that the greater portion of the work has been let to one individual; but that he has received a greater price for labor done and material furnished than other contractors, or that there has been any favoritism shown in awarding contracts, there is nothing upon the books or papers to show; we are therefore satisfied that the Board of Directors, in letting contracts, as well as in other matters pertaining to the building of the road, have exercised a just and proper regard for the true interest of each and every stockholder in the company.

That counter interests would arise and opposition spring up, not only at the commencement and at each step in the progress of a great enterprise like this, was doubtless anticipated by those who originated and gave it vitality. The enmity and ill will of rival railroad companies, parties directly and indirectly interested in toll roads upon pretended rival routes, and citizens of counties through which these routes run, was all to be expected. But that there should be an opposition grow up in a county that is a large stockholder in the road and is to derive perhaps a greater benefit and advantage that any other county from the building of the road, a county whose future welfare and prosperity almost wholly depends upon the successful completion of the work, is to this Committee most strange and unaccountable; we would most willingly believe that citizens of Placer county who have been instrumental in giving circulation to reports and rumors having a direct tendency and probable object to destroy the credit and character of the parties to whom we must look for the success and construction of the work, were prompted by a desire to promote the real interests of Placer county as a stockholder in the Central Pacific Railroad Company.

But after making a full, careful and thorough examination of the books, records and papers of the company—the investigation having been conducted in direct reference to the truth or falsity of these charges of fraud and bad faith to Placer county as a stockholder in the company, and failing to find anything in the transactions of the company upon which to predicate even a suspicion that we were being dealt with unfairly by the Directors or others composing this company—common justice to our fellow men, as well as a full sense of the duties devolving upon us as members of this Committee, and as sworn officers of Placer county, force us to the conclusion that the originators and those who have understandingly given circulation to these charges, were not actuated by a proper desire to do justice and are not friendly to the true interests and real welfare and future prosperity of Placer county.

For further information as to the progress of the road and the general condition of the compaay, we would refer to the annexed sworn statement of the Secretary of the Central Pacific Railroad Company. [Signed.]

A. B. Scott, D. W. Madden, } Committee.

Auburn, September 15, 1864.

STATEMENT OF THE CONDITION OF THE CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.

The authorized capital stock of the company is	$8,500,000 00
The amount of cash subscriptions of the stock by individuals, and the amount issued and due to contractors for work done and material furnished is	723,800 00
The amount subscribed by Placer county is	250,000 00
The amount subscribed by Sacramento county is	300,000 00
The amount issued for purchase of iron, cars, etc., in the Eastern States is	188,700 00
Total	$1,462,500 00

The following items comprise all the indebtedness of the company:

First mortgage bonds issued	$1,250,000 00
Individual accounts, including advances made by the Treasurer	205,700 00
Pay rolls for the month of August and unadjusted accounts not to exceed	25,000 00
Total	$1,480,700 00

The assets of the company are:

Amount due from stockholders	$203,886 68
One hundred and fifty Placer county bonds	75,000 00
Three hundred and twenty-seven Sacramento county bonds	163,500 00
Amount due from San Francisco county in bonds of the county	400,000 00
Amount due from the United States (on the thirty-one miles of railroad and telegraph line already built and accepted by the Government) in United States thirty-year six per cent bonds	1,264,000 00

Every alternate section of Government lands, except mineral lands, for twenty miles on each side of the road, has been granted to the company by the United States, and the company is now entitled to a patent for the same along the thirty-one miles of road already built.

By Act of the Legislature the State of California is to pay seven per cent. semi-annual interest, in gold coin, on one and one-half million of dollars for twenty years, amounting to $105,000 yearly, or in the aggregate to $2,100,000.

Surveyed line of the road to the eastern boundary line of the State cost	$66,740 66
Thirty-one miles of first-class railroad and telegraph line completed, with all the necessary side tracks, depot buildings, engine houses, tanks, turntables, railroad scales, derricks, etc.	
Work on the line between Newcastle and Auburn amounting to over	50,000 00

On that portion of the line from Newcastle to Bloomer Divide all necessary culverts have been built of granite preparatory for the work of grading. The work on the heavy cut at Bloomer Divide—63 feet in depth—and upon the cuts and fills immediately above and below that point, has been steadily pressed forward by the company for the last four months with all the force that could be advantageously employed, and is now nearly complete.

The work between Bloomer Divide and Auburn will be comparatively light.

Six passenger cars, two mail and express cars, fifteen box freight cars, twenty-five platform freight cars, five hand cars and three construction cars, are in daily use on the road. Four passenger cars, two mail and express cars, eighty-four freght cars, extra axles, cars wheels, tires, etc., are shipped and on the way here.

Eight locomotives, five of which are in use on the road and one of the others is now due, having been shipped nearly five months.

Shops, material and tools in shops, wood, coal, oil, etc..... 25,000 00

There is here, and afloat, now due, iron sufficient to build thirty-two miles of road beyond Newcastle, and enough more has been purchased for twenty miles additional.

Chairs and spikes enough to build fifty-three miles of road beyond Newcastle are now here.

Ties enough for twenty-two miles of road beyond Newcastle are already delivered.

A sixty horse power stationary engine and machinery for a first class machine shop has been bought.

Levee front in Sacramento city, from K street north, and Sutter Lake property, about thirty acres north of I street, granted to the company by the city of Sacramento.

BUSINESS OF THE ROAD.

Trains for the transportation of freight and passengers commenced running to Newcastle on the 6th day of June last. Since that time the business of the road has been steadily increasing.

The earnings for the first three months were $47,917 74.

The expenses for operating the road, for employes on the trains and at the depot, and for wood, water, oil, etc., for the engines, has been less than $3,000 per month.

With an additional twelve miles of road, which will be completed by the first day of January next the earnings of the road will be largely increased, while the expenses will be but little more than they are now.

E. H. MILLER, JR.,
Secretary Central Pacific Railroad Co.

☞ The shareholders of the Great Western (Ca.) Railway have authorized the Directors to provide funds for laying down a third rail on the track, to enable freight carried by the New York Central and Michigan Central to be brought through Canada without transhipment. This is expected to increase materially the through business of the line.

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Capital and Surplus, $225,000.
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ERNEST SACCHI, Secretary.

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We now have in hand for sale stocks of the following companies:

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We have centered with us $31,000,000 of capital invested in petroleum, and can supply applicants with names and general "status," of most companies now organized, and general information of the oil market, both at home and abroad.

Special attention is called to a prospectus now offered to capitalists and others of the "United Petroleum Farms Association," which combines some of the most wonderful productions of the day, paying at this moment attractive dividends, and combining a capital of $15,000,000 in this single enterprise. Subscription list opened for a few days at this office.

This enterprise with the present development, is now paying over two and a half per cent. per month, with a positive prospective increase almost fabulous.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 5, 1864.

Wealth and Resources of Ohio.

This is one of the great States of the West which settled by persons from New England, first at Marietta in 1788, and subsequently becoming a territory, come into the Union in 1802. Having no claims to inherent sovereignty, no reserved rights to quarrel about, no metaphysical and hair spliting statesmen to embroil it with the other states about abstractions and obsolete theories, it has gone on steadily in its career, with a rapidity unknown to any single one of the original thirteen colonies.

In 1790 its population was	3,000
" 1800 "	45,365
" 1810 "	250,760
" 1820 "	581,434
" 1830 "	937,903
" 1840 "	1,519,468
" 1850 "	1,980,329
" 1860 "	2,337,511
" 1864 estimated	2,800,000

Its area is 39,964 square miles or 25,576,960 acres. It is divided into 88 counties, the local administration of which is in perfect order and harmony. It contains 12 principal cities and towns, of which the beautiful one of Cincinnati contained in 1860, 161,044 inhabitants and probably 200,000 now. Cleveland another fine city with a most commanding picturesque and commercial site on Lake Erie, contains about 50,000 inhabitants, while the others vary from 6,000 to 25,000.

Its improved farm land amounts to 12,665,587 acres, and the unimproved to 8,075,551. The value of these farms in 1860 was $666,564,171, and of the implements of husbandry used in their cultivation $16,790,296.

The live stock returns were as follows: Horses 622,829, asses and mules 6,917, milch cows 696,399, working oxen 61,760, other cattle 901,781, sheep 3,063,887, swine 2,175,623.

The products of animals were as follows: Butter 50,495,745 lbs, cheese 23,758,738 lbs., wool 10,648,161 lbs.; of slaughtered animals the value was $14,298,972 and of wax and honey 1,441,707 lbs.

The cereal crops were, of wheat 14,582,570, bushels, rye 656,146, Indian corn 70,637,140, oats 15,479,133, barley 1,601,082, buckwheat 2,327,005.

The commercial crops were as follows: Tobacco 25,528,972 lbs., hops 22,344 lbs., flax about 440,000 lbs.

The miscellaneous crops were:

Peas and beans, bushels	105,219
Irish potatoes "	8,752,873
Sweet " "	297,908
Wine, gallons	562,640
Hay, tons	1,602,513
Clover seed, bushels	216,545
Grass seed "	53,475
Flax seed "	250,768
Maple sugar, lbs	3,323,942
Maple molasses, gallons	892,932
Sorghum do. "	707,416
Silk cocoons, lbs	2,166

The value of the orchard products was $695,921 in 1850, and $1,858,673 in 1860, of market gardens same year $864,313, and of home made manufactures $600,081.

The number of the manufacturing establishments in Ohio was returned at 10,700 with a capital of $58,000,000, using raw material of the value of $70,000,000, employing 71,000 operating and producing fabrics of the value of $125,000,000 annually.

The specific values of the principal articles of production were as follows:

Flour and meal	$27,129,405
Clothing	8,615,329
Lumber	5,600,045
Steam engines and machinery	4,855,005
Spirits (15,160,975 gallons)	4,197,429
Furniture	3,703,605
Boots and shoes	3,623,827
Leather	2,799,239
Agricultural implements	2,690,943
Soap and candles	2,418,972
Coal (1,133,596 tons.)	1,539,713
Salt (1,744,240 bushels)	276,879
Iron pig (94,647 tons)	2,327,261
Iron rolled (10,493 tons)	692,000
Iron castings	1,650,823
Printing book	673,800
" job	632,606
" newspaper	844,377
Malt liquors (402,085 bbls)	1,912,419
Cotton goods	629,500
Woollen goods	692,333
Gas	491,748
Sewing machines	178,785

The number of cotton spindles is 15,000, and of looms 400, and the cotton used was 1,815,000 lbs.

The number of woollen spindles was 5,897 and 96 looms, and the wool used was 1,054,540 lbs.

The value of foreign and domestic imports was $544,394. The foreign tonnage entering her lake ports was 25,246 tons, and American 26,671. The total tonnage owned in the State, sails and steam was 131,155 tons.

Five schooners, three sloops and 32 steamers were built there in 1860.

The number of banks in 1860 was 55, since increased under the National Bank law. The total capital was $21,053,456.

The railways in 1850 were only 575 miles in extent, and in 1860 they were 3,000 miles. These cost $111,896,351 being 34 in number exclusive of the branches.

The State Canals are 6 in number exclusive of branches and feeders, and are 821 miles in length constructed at a cost of $15,859,999.

The two largest are the Ohio between Cleveland Lake Erie and Portsmouth on the Ohio 309 miles, and the Miami and Erie 182. The whole number of locks is but 324, and the whole tonnage both ways in 1860 was 1,527,997 tons. The receipts for tolls were $359,782.

The total value of the real and personal property by the Census, was in that year:

Real Estate	$687,518,121
Personal Estate	272,348,980

It may be well to notice for the benefit of our foreign readers, that the values of property in these states, is usually set at from ⅓ to ½ of the money they would bring on a sale.

This is a peculiarity of our system of taxation.

The foreign debt of the State in 1864 was $12,931,986, upwards of $11,704,037 having been cancelled and redeemed previously, and the domestic debt at the same date was but $406,393. The total property belonging to the State in 1860 was valued at $770,422.

Ohio has a fertile soil, a good climate, fine rivers and large deposits of coal and gypsum. It contains numerous literary and humane institutions, and is one of the most distinguished members of the Union in all respects. Its progress has been rapid and uniform up to this moment, and the only check it has ever received has been in those early moments of the rebellion when it was threatened with assaults by the confederate armies, ready to imbrue their hands in the blood of their brothers who had never done them the least harm.

Ohio bids fair to move on to the very first rank of the States, having advanced more in the last sixty years than any of the old 13 states with hundreds of years advantage in age and settlement.

Steam Passenger Cars.

The Boston *Journal* of 28th ult., says: The Metropolitan Railroad Company a few weeks since received from Messrs. Grich & Long, Philadelphia, two of their superior dummy engines, which are now in Cambridge, where the cars for them have been built. They will soon take their place on the road. We understand that these engines can run ten to fifteen miles an hour, have seats for twenty-eight passengers and can accomplish a mile with eight pounds of anthracite coal. Each is competent to draw an additional car up a gradient of three hundred feet to the mile. They have gone up such acclivities with one hundred passengers. If the experiment of using these engines should be successful a great saving will be effected on the long routes of the company.

Connellsville and Southern Pennsylvania Railroad.

The Commissioners named in the act of incorporation give notice to the stockholders that an election will be held for a President and Directors of the Connellsville and Southern Pennsylvania Railway Company, in Philadelphia, on the 10th of November.

At Bedford, on the 14th ult., when and where the Commissioners attended with open book, to receive subscriptions to the capital stock of this new company, the large sum of $5,120,000 was subscribed at a single sitting, on which ten per cent.—$512,000—was paid to the Treasurer.

This prompt action assures the building of a railroad across the Allegheny Mountains, south of the Pennsylvania Railroad (though not in antagonism thereto) to open the Youghiogheny coal field to the seaboard markets.

The new road will connect with the Huntingdon and Broad Top Railroad, at its terminus at Mount Dallas, 6½ miles east of Bedford; and a part of its plan is, we believe, to form a connection with the Western Maryland Railroad, whereby, at the same time, a connection will be made with the Cumberland Valley Railroad. The new road, consequently, will have outlet to Huntingdon, Harrisburg and Baltimore.—*R. R. and Mining Register.*

Louisville and Nashville Railroad.

The annual meeting of the stockholders of this company was held in Louisville on the 3d of October last. The Annual Reports of the President and Directors, Secretary, Superintendent of Transportation, and Superintendent of Machinery and Road Department, were read, adopted and ordered to be printed. We have been favored with a copy of this report, from which we learn that the receipts from transportation, etc., during the fiscal year ending June 30, 1864, were:

	Memphis Branch.	Lebanon Branch.	Main Stem.
From pass.	$34,402 09	$39,614 24	$1,906,557 91
" freight	23,138 54	36,343 05	1,050,624 51
" expr's.	6,638 05	5,066 63	90,238 85
" mails			27,750 00
" use of engines by U. S. Gov			30,511 88
" bridge tolls, rents, etc.			10,804 15
Total Main Stem			$3,116,487 30
" Lebanon Branch			81,023 92
" Memphis "			64,178 68

Total Main Line and Branches, viz:

From passengers	$1,980,574 24	
" freight	1,110,106 10	
" express	101,943 53	
" mails, etc.	69,066 03	
		3,261 689 90

And the expenses have been:

Repairs of road	$642,279 15	
" bridges	32,053 69	
" build'gs, etc.	23,519 86	
" cars	73,042 01	
" engines	58,478 81	
Motive power	76,399 70	
Fuel	99,596 62	
Oil and waste	10,988 62	
Watchmen	9,063 03	
Loss and damage	14,324 75	
Salaries	18,492 19	
Transportation	134,250 36	
Passenger excise tax	51,223 37	
Reconstruction	59,745 26	
Improvement	120,988 84	
Miscellaneous	33,290 48	
		1,457,736 74
Net earnings (55.3 per cent.)		$1,803,953 16

The net earnings have been and will be applied as follows:

Interest on debt	$231,651 74
Mortgage bonds redeemed	90,000 00
Construction	270,831 13
Depot lands, etc	16,677 88
Increase of fuel and stock	165,910 17
Dividend No. 3, payable Aug. 1, 1864	338,498 72
Advanced and to be advanced to the Lebanon Branch Extension on 300 bonds taken to account	300,000 00
Bills and pay rolls for June	227,650 80

The company have continued the operation of the Louisville and Bardstown Railroad, 18 miles, as a branch of this road under the agreement that existed at the close of the last fiscal year. The earnings during the year have been $11,130 63, and the expenditures for operating, repairs, etc., $10,029 03.

The company have also continued the operation of the Memphis, Clarksville and Louisville Railroad, between the State Line and Clarksville, 14 miles, under the arrangements existing at the end of the last year. The earnings of this road to the 30th of June, 1864, have been $7,040 20, and the expenditures, $9,595 54.

The amount of damage done to the road and branches by the rebels during the year is stated in the report of the Superintendent of Machinery and Road Repairs, at $36,794 61, and the whole damage sustained at $620,450 57. The amount expended on repairs of damages during the year was $60,735 26; and previously $440,570 31—in all $501,305 57, leaving $119,145 yet to be expended to compete the repair of damages. The report of 1863, referring to the estimate of 1860 to complete the road and branches and the expenditures up to date, exhibited a balance of $634,575 88 yet to be expended. The present report shows $270,831 13 expended and charged to construction, besides $120,988 84 expended under the head of improvements, and charged to operating expenses—leaving $363,744 75 of the estimate of 1860 unexpended. The report states that this sum is not sufficient, because of the increase in cost of labor and materials, and because of the increase of business requiring more motive power and rolling stock than the estimate of 1860 made provision for. The expenditure for motive power and cars up to June 30, 1864, exceeds the estimates of 1860 $72,143 61, and with an estimate to complete what is required amounts to $328,143 61—giving $691,888 36 yet to be expended to complete and equip the road. This he recommends should be charged to construction. An estimate is also given by him of $566,415 35 to be made under the head of improvements, and the $119,145 yet to be applied to the repair of damages, should be charged to operating expenses.

The board adopted these recommendations to close the construction account after the expenditure of the $691,888 36, except for the extension of the Lebanon Branch.

The consolidated statement gives the cost of the Main Stem and Branches at $9,730,101 55. This will be increased by the expenditure of the $691,888 36, and the cost of the Lebanon Branch extension, and somewhat diminished, when in accordance with a resolution of the stockholders, the whole discount on bonds sold and proceeds applied to construction, shall be made up out of the earnings and credited as directed at stockholders' meeting. This it is hoped can be done by the close of the next fiscal year.

The stock dividend of ten per cent., payable on and after the 20th of April last was out of the earnings of the 22 months preceding the 30th of June, 1863. The earnings having been applied to the redemption of the debt and liabilities of the company.

At the last session of the legislature a law was passed authorizing the consolidation of the Main Stem and branches, and dispensing with keeping but one set of books, also the withdrawing of the certificates of stock in the branches, and issuing the stock of the company for the same. This act was accepted by the stockholders at general meeting.

The following table shows the cost of road repairs per mile of road, and per revenue train mile, during the past five years:

	Ordinary repairs.	Renewal of iron and ties.	Total per mile. of road.	Per Revenue. train mile.
1859–'60	$470 73	$135 00	$605 73	26.03 cts.
1860–'61	339 54	48 93	388 47	14.84 "
1861–'62	321 28	219 78	541 06	38.18 "
1862–'63	382 29	389 56	771 85	38.30 "
1863–'64	616 94	3,547 12	2,164 06	102.30 "
Average.	$426 14	$668 08	$1,094 22	43.93 "

It will be seen that the cost of ordinary road repairs, per mile of road, has been nearly 100 per cent. more, and of renewal of iron and ties nearly 600 per cent. more than in former years. But the cost per train mile for ordinary repairs which is computed from the amount of business done over the road, does not materially differ from former years, being 19.95 cents, against 18.97 in 1862–'3, and 19.84 in 1861–'2. The cost for renewal of iron and ties per revenue train mile has been 82.35 cents, against 19.33 in 1862–'3, and 18.34 in 1861–'2.

The following table shows the number of cross-ties, and the quantity of new, re-rolled and repaired iron used since the completion of the road:

	Number of cross ties.	Tons of new iron.	Tons of re-rolled iron.	Tons of repaired iron.
1858–'59.	1,500	....	....	....
1859–'60.	16,672	109	....	113
1860–'61.	10,082	....	....	516
1861–'62.	27,752	463	32.50	143½
1862–'63.	16,871	433	95.25	558
1863–'64.	96,709	2,936½	471.10	1,104
Total....	169,586	3,941½	598.85	2,434½

The number of cross ties required to relay the whole road is 518,000; deduct from this the number already laid, leaves 348,414 to be laid. Supposing the average life of the ties to be about eight years, it follows that for the next three years 116,000 ties per year will be required to renew the whole road.

The quantity of iron required to relay the whole road is 16,650 tons. The above table shows that 4,540 tons of new and re-rolled iron have been used during the last six years. Supposing the average life of the rails to be ten years, it will require for the next four years 3,000 tons per year to make good the wear of the iron.

Seventeen miles of road have been relaid with new iron and ties. The company had on hand at the close of the year 1,000 tons of iron and 10,000 ties.

The cost of repairs and renewals of the Lebanon Branch during the year was $1,183 33 per mile, or 162.14 cents per revenue train mile. Twenty-three miles have been relaid with new ties; 31,224 ties have been bought; 63½ tons of new and 6 tons of repaired iron have been put in the track.

The cost of repairs on the Memphis Branch per mile of road has been $336 25; and per train mile, 51.40 cents.

The engines have run in the service of the Transportation Department 744,829 miles; in the service of the Road Department, and on the Bairdstown Branch and the M., C. & L. R.R., 96,709 miles—total mileage, 841,558. Total cost for repairs per mile run 7.58 cents. Total cost per mile run by engines 31.52 cents, against 24.03 cents in 1862–'63. Average cost per mile of all trains, 37.26 cents.

The equipment of the road July 1, 1863, consisted of 43 locomotives; 27 passenger, 8 baggage, 8 express, 232 box, 18 rack, 18 gondola, 73 flat, 23 gravel, and 7 boarding cars. There have been added during the year 13 locomotives; 12 passenger, 2 baggage, 60 box, 77 rack, 4 gondola, 22 flat, and 34 gravel cars. There have been sold to government 4 locomotives and 30 box cars; destroyed by raids or accident 8 passenger, 2 baggage, 11 box, and 4 rack cars—leaving on the road July 1, 1864, 52 locomotives; 31 passenger, 8 baggage, 8 express, 257 box, 91 rack, 22 gondola, 95 flat, 57 gravel, and 7 boarding cars.

Condensed Balance Sheet.

Main Stem.

Grading and masonry		$2,288,867 59
Railway superstructure		1,660,573 63
Equipment		921,330 57
Sundry interest accounts		1,401,123 76
Depot grounds		125,298 95
Lands for road and stations		105,273 06
Depot buildings, shops, stations, etc.		175,194 91
Bridge superstructures		283,944 35
Engineering expenses		231,294 14
Locomotive Works		84,682 02
Construction account		105,153 45
Court and agency expenses		22,253 57
Office and contingent expenses		86,127 90
Total cost of road		$7,491,117 80
Accounts due the Co	$675,098 91	
Bonds, notes, etc	420,908 98	
Tennessee stock bonds	381,633 72	
Shop stocks on hand	267,910 12	
Cash on hand	403,143 85	
Due from Lebanon Br	302,083 79	
" Memphis Br.	13,135 11	
Real estate	6,961 41	
		2,470,875 89
		$9,961,993 69
Capital stock		$4,333,224 98
First mortgage bonds		1,604,000 00
Second "		7,100 00
City of Louisville bonds (loaned)		1,000,000 00
State of Tennessee " "		560,500 00
Due back interest		8,574 70
" by note and account		5,045 06
" sundry contractors		2,642 97
" extension Lebanon Branch		227,981 96
" bills and pay rolls for June		227,650 80
" dividend No. 3		338,498 72
Profit and loss account		1,446,774 50
		$9,961,993 69

Lebanon Branch.

Grading and masonry	$253,137 62
Railway superstructure	335,816 31
Sundry interest accounts	296,308 17
Lands for road and stations	8,582 97
Construction account	204,860 27
Legal and contingent expenses	6,682 84
Total cost of road	$1,105,388 18
Real estate, etc	505 29
	$1,105,893 47
Capital stock	$492,016 03
City of Louisville bonds loaned	225,000 00
Mortgage bonds	41,000 00
Second mortgage bonds	2,200 00
Back interest	280 05
Due Main Stem	302,083 79
Profit and loss	43,313 60
	$1,105,893 47

Memphis Branch.

Grading and masonry	$316,203 09
Construction account	482,122 01
Lands for road and stations	25,674 75
Equipment	118,412 43
Sundry interest accounts	191,183 29
Total cost of road	$1,133,595 57
Due for bonds sold	166 39
	$1,138,761 96
Capital stock	$780,593 07
First mortgage	300,000 00
Second mortgage (and interest (73.29)	5,773 29
Due Main Stem	13,135 11
Profit and loss	34,260 49
	$1,133,595 57

Consolidated Statement.

Cost of road and branches	$9,730,101 55
Resources	2,156,328 67
	$11,886,430 22
Capital stock	$5,605,884 08
Bonded debt	3,930,500 00
Floating debt	235,069 99
Back interest	23,928 04
Dividend No. 3	338,498 72
Bills and pay rolls for June	227,358 80
Profit and loss	1,524,348 59
	$11,886,430 22

The office of the company is at Louisville, Ky. The officers and directors are:

President.—James Guthrie.

Directors.—James Guthrie, James B. Wilder, U. E. Ewing, J. C. Guild, H. D. Newcomb, A. D. Hunt, James Speed, Russell Houston.

Secretary.—Willis Ranney.

Sup't of Transportation.—B. Marshel.

Superintendent of Machinery and Road Department.—Albert Fink.

Paterson and Newark Railroad.

At a meeting of subscribers to the stock of this road held at Paterson on the 25th ult., it was announced that $250,000 had been subscribed—the amount required by the charter previous to organizing. The following persons were then elected as a Board of Directors: Messrs. Robert S. Gould, H. Holmes, John W. Stitt, Edward Ellsworth and Erastus W. Smith. The Board subsequently organized by the choice of Robert S. Gould, of Newark, as President, L. W. Duncan of Franklin as Secretary, Erastus W. Smith of New York as Chief Engineer, John Hopper of Paterson as Attorney, and Horace W. Tolles as General Superintendent. The line, as surveyed, will be 11½ miles in length, connecting the cities of Newark and Paterson, the aggregate population of which is considerably above 100,000. The route selected has exceedingly few natural obstacles, the only one worth mention being the Passaic river, which will be bridged near Belleville. No heavy cuttings or embankments, no sharp curves or steep gradients will be needed. It is designed to put the road under contract forthwith, and have the line in operation by the Summer of 1865.

☞ The American shipbuilding company has been organized in this city, with a capital of $1,000,000, for the purpose of building ships and steamers of all sizes, including merchant vessels, monitors, iron-clads, yachts, &c., upon the newly invented models of Captain Augustus Walker of Buffalo. Several prominent shipbuilders and machinists have taken a lively interest in this enterprise, which promises to be one of much importance to the advancement of the science of naval architecture. The following is a list of the officers of the company:—

President, David Ogden; Vice President, Horace H. Day; Secretary, Charles B. Norton; Naval Constructor, Augustus Walker.

The company are about to construct an ocean steamer of about 900 tons for the coasting trade.

☞ An issue has been advertised in London of four millions of dollars second mortgage bonds of the Ohio division of the Atlantic and Great Western Railway, the terms being such as to pay in specie nine and a half per cent. interest per annum.

Catawissa Railroad.

The Catawissa is successor to the Catawissa, Williamsport and Erie Railroad Company, which was chartered under the title of the Little Schuylkill and Susquehanna Railroad Company on the 21st March, 1831.

The original purpose of this road was simply to connect Philadelphia with the North Branch of the Susquehanna River, and with this view a survey had been made in 1827. Upon the organization of the Company in 1831, the design was enlarged and a route projected towards the Lakes *viâ* Williamsport, Elmira, etc. Little further however was accomplished until 1836, when the United States Bank subscribed $250,000 which with $300,000 or $400,000 obtained from individual subscriptions, enabled the Company to commence construction.

During the years immediately following to 1841, the building of the road progressed steadily and about $1,500,000 been expended in grading for a double track from the eastern terminus to Catawissa about 48 miles. In the latter year the Bank failed and operations were suspended, the credit of the company being completely prostrated.

By an act of the Legislature passed on the 29th March, 1849, the name of the company was changed to that of the Catawissa, Williamsport and Erie Railroad Company, and several concessions made in its charter, and in 1851 and 1852 successful efforts were made to revive the enterprise. Some $200,000 in stock and $1,500,000 in bonds were disposed of, principally in New York; and with these funds the road was completed as originally intended and opened for traffic—to Catawissa on the 17th July, and to Milton on the 7th September 1854. The Sunbury and Erie Railroad which completed the line to Williamsport was opened on the 18th December following.

The road of the company has a total length of 55 miles commencing "at a point in the woods," eight miles north of the town of Tamaqua in Schuylkill County with two-thirds of its whole length located upon unproductive mountain sides, crossing deep ravines upon high bridges and ending at the town of Milton on the West Branch of the Susquehanna River. This peculiar position of the road placed it almost wholly at the mercy of its terminal connecting roads, both of which have an alternative route to all business points. These causes have forced the road in self-protection and in an imperfect manner to become a link, measurably beyond the control of the company, in the chain of roads leading from Philadelphia to Western New York and Buffalo on the trade of which it has heretofore mainly relied. To each of these several conditions thus briefly shadowed out, must be attributed in a greater or less degree the troubles which have involved the company and which can never be wholly overcome.

The engines and cars of the company are run over the following roads under agreements and contracts by which a certain portion of the receipts thereon and therefrom are paid for the privilege:

Philadelphia and Erie Railroad	27 miles.
Little Schuylkill	28 "
Quakake Railroad	14 "
Beaver Meadow Railroad	13 "

—making a total of leased road equal to 82 miles, and including the main line a road of 147 miles extending from Port Clinton to Williamsport where its connections with the Elmira Railroad, and the railroad system of Western New York. Philadelphia is reached by the Philadelphia and Reading Railroad a distance from Port Clinton of 78 miles.

In 1859 the Company having failed to pay the coupons on its funded debt, a Receiver was appointed, and the company under a general agreemont re-organized themselves into the Catawissa Railroad Company as it exists at the presont day.

The financial condition of the company on the 31 August, 1859, was materially as follows:

Share capital	$1,700,000
Funded debt	2,271,536
Floating debt	340,631
Coupons and interest overdue	95,597
	$4,407,764

The funded debt consisted of the following contituents:

1st mortgage 7 per cent. bonds due 1st February, 1867	$1,500,000
Chattel mortgage 10 per cent. bonds due 1st May, 1886	380,000
2d mortgage 7 per cent. bonds due 1st February, 1888	339,036
Unsecured 7 per cent. bonds due 1st February, 1865	38,500
Unsecured 10 per cent. bonds due 1st May, 1871	14,000
Total funded debt	$2,271,536

In addition to the above there was a large floating debt of the company as follows:

Owing for labor and materials	$69,893
Bills payable, guaranteed by officers and managers of the company	132,845
Loans and judgments guaranteed by officers and managers of the company	18,311
Dues for running connecting roads	15,986
Unsecured indebtedness or secured by insufficient collateral	103,597
	$340,632

—and the outstanding overdue coupons and interest amounted to $95,597

The earnings and operating expenses of the road from its first opening to the 31st August, 1859, were yearly as follows:

Year.	Gross Earnings.	Operating Expenses.	Earnings less Exps.
1854 (part)	$48,062	$32.791	$15,271
1854–'55	279,055	166,803	112,252
1855–'56	300,746	178,233	122,513
1856–'57	379,309	189,662	189,647
1857–'58	271,665	141,725	129,940
1858–'59	337,257	187,007	150,250
Total	$1,616,094	$896,221	$719,873
Deduct amounts paid to connecting roads for same years		$330,400	
Deduct interest—			
1st mortgage bonds 6 years		680,000	
2d " " 18 months		35,600	
Chattel bonds, say two years		76,000	
7 per cent bonds 4½ years		12,200	
10 " " 3 years		4,200	
			1,088,400
Deficit of earnings in 5½ years			$368,527

And to this should be added large amounts expended in improvements, extraordinary repairs, etc.

From these statements it is obvious that the earnings were insufficient to meet the expenditures and accruing liabilities. The road was also in a neglected condition, and the equipment originally deficient had been sold under the hammer. The only remedy was re-organization within the bounds of the ability of the road to earn, and this was determined on by the parties interested, for which purpose a committee of first bondholders was appointed, which committee reported to a meeting held in Philadelphia on the 11th of November, 1859, as follows:

"In view of an amicable and equatable arrangment by which the affairs of the company may be adjusted without the interposition of law, it is the opinion of the committee, that the company should be re-constructed by a foreclosure and sale under agreement; and that in the said re-construction there should be issued two classes of stock—one preferred and the other common, and that the company should re-enter on business entirely free from debt.

"That the preferred stock should be issued to the First Mortgage bondholders for their bonds and unpaid coupons, and to the claimants of the confidental debt, being the money loaned and obligations issued by the friends of the company, without profit beyond the interest, and which has been expended for the payment of coupons or for the immediate benefit of the property of the company, such claims to be admitted after investigation by the committee of bondholders.

"That the preferred stock shall be entitled to all the net profits of the road, until the said profit reaches seven per cent. per annum—after which the net profit beyond seven per cent. shall be divided among holders of the common stock until the said holders receive a like amount; after which any further profit which may arise, shall be divided *pro rata* to all stockholders.

"That all classes or claimants shall receive their several claims in stock at par.

"That the common stock shall be issued to the second mortgage bondholders and to the claimants of the unsecured indebtedness at par, and to the present stockholders in the ratio of one share for every four shares now held of equal amount."

After the reading of the report, resolutions were read and adopted, approving the plan proposed and authorizing the committee in conjunction with the Trustee to take all necessary measures, to reconstruct the company on the above basis—the title of the new company to be the "Catawissa Railroad Company" and constituted by the creation of a sufficient number of shares of $50 each for that purpose. The Trustee of the mortgage was also requested to effect by sale or otherwise a legal transfer of the property and franchises of the old to the new company when formed, and to obtain a surrender thereof by the discharge of the receivership, the new company being pledged by him to carry out in good faith the present existing order of the court in equity appointing such receiver.

The programme thus set forth was fully carried out and the re-organization completed. The road was sold on the 2d July, 1860, and purchased as directed. The legal requirements necessary to enable the new company to take possession of the property were, however, from various causes not consummated until near the 1st of October, when occupation was had on the assumption of the company of the September obligations of the receiver of the former company, and also of the various expenses incurred for the organization of the existing company, as per agreements made by the

committee of the Catawissa, Williamsport and Erie bondholders.

The capital of the new company is thus represented:

By 44,000 shares Pref. Stock @ $50 each	$2,200,000
" 23,000 shares Com. Stock @ $50 each	1,150,000
" Chattel mortgage on Engine No. 22 and 50 coal cars	34,000
Total	$3,384,000

—to which should be added the Catawissa, Williamsport and Erie Railroad Company chattel mortgage for Engine No. 21, and 26 flat cars, $19,500 for which was paid interest at the rate of 5 per centum.

The 31st December having been determined upon as the proper time to end the fiscal year of the corporation, the Directors in conformity with the requirements of the charter submitted to the shareholders, a statement of affairs in their first report presented at the annual May meeting, and covering the operations of the road during the months of September, October, November and December 1860.

From this report we learn that the receipts after deducting the rents of connecting roads for the four last months of 1860, had been.... $95,790 96
And the exp. of repairs and operating. 80,820 54

Leaving a net increase of.... .... $14,970 42

which was disposed of in settlement of legal obligations, leaving yet to be paid out of the same by legal obligation the sum of $80,914 37; and the expenditures during 1861, over and above ordinary repairs to road, machinery and cars were estimated at $117,000.

It is scarcely necessary to follow the subsequent annual reports. They chiefly relate to the orerations of the road and its financial condition. From these however we make up the following statistics:

CONDENSED BALANCE SHEET, January 1.

	1861.	1862.	1863.	1864.
Common shares	$1,150,000	$1,150,000	$1,150,000	$1,150,000
Preferred shares	2,200,000	2,200,000	2,200,000	2,200,000
Chattel mortgage bonds	34,000	34,000	34,000	34,000
1st mortgage bonds				
Notes payable	11,475	59,359	40,193	15,163
Debt of C. W. & E. R. R. Co.	60,439			
Pay rolls and bills for materials	15,918	18,910	24,442	33,373
Debts due connecting roads	8,962	10,332	16,253	17,796
Accrued interest	37	108	125	152
Fractional shares	98			
Total	$3,480,950	$3,472,746	$3,610,994	$3,698,964
Railroad, lands and equipment	$3,384,950	$3,384,950	$3,384,950	$3,384,950
Construction and equipment				
Cash on hand	4,277	5,955	75,879	55,409
Freight and tolls due	4,427	9,409	21,845	10,949
Materials on hand	12,538	11,258	47,818	31,037
Due by connecting roads	3,164	4,417	2,132	20,605
Balances due on purchase of C. W. & Erie R.R.	5,935	41,535	46,365	
Sundries	4,123	7,709	8,479	18,059
Profit and loss	62,486	8,463	8,732	57,921
Total	$3,480,905	$3,472,746	$3,610,994	$3,698,964

TRANSPORTATION AND INCOME ACCOUNT.

	1860. (4 mos.)	1861.	1862.	1863.
Merchandize	$82,605	$176,464	$232,755	$214,223
Coal	4,381	12,168	97,669	85,493
Miscellaneous	6,769	18,191	12,965	7,912
Travel	25,400	60,353	61,622	97,475
United States Mail	3,967	11,900	11,900	11,900
Total earnings	$123,142	$279,076	$416,911	$417,003
Transportation freight	$29,951	$47,055	$31,142	
" passenger	14,566	11,657	12,008	
Motive power	70,203	132,260	70,828	
Maintaining way	38,986	108,638	50,558	
" cars	28,473	38,201	17,126	
General expenses	14,879	16,197	18,571	
Rent of leased Bonds	59,527	126,546	88,414	
Total expenses	$256,585	$480,553	$288,647	
Profit	22,491	65,408	128,256	
Loss				

The officers of the Company for 1863–'64 are as follows:

President.—T. HASKINS DU PUY.
Secretary.—M. P. HUTCHINSON. } Phila. Pa.
Treasurer.—W. L. GILROY.

Sup't.—GEORGE WEBB, Williamsport Pa.

Directors.—Samuel V. Merrick, James S. Cox, M. P. Hutchinson, M. D. William, P. Chandler, all of Philadelphia; Robert Bayard, of New York; and George R. Payton, of Bloomsburg, Pa.

Company's Office, No. 424 Walnut st., Phila.

Railway from the Black Sea to the Caspian.

Since 1861 the project of this line has been under consideration, but, owing to the pressure of the present financial situation, the part of the line connecting Tiflis with the Black Sea is to be executed first, and the rest to the Caspian Sea at a later period. According to the estimates of the local administration, says the *Invalide Russe*, the numbers passing from Trebizond to Central Asia being taken as basis, the revenue of this line will yield at least ten per cent. on the capital. The transport of military stores and of ammunition of war would save the Government about three hundred and eighty-five thousand roubles, which could be granted to the shareholders as a guarantee. The project presented by Count Levacheff, Aid-de-Camp to the Grand Duke Michael, has been approved of; but the Minister of Public Works wishes to submit it to the Caucasian committee at St. Petersburg to have it more strictly considered and to reduce the cost. The Emperor awaits the result of those studies before he definitely sanctions the project.

☞ The Morris and Essex Railroad Company, in addition to their extension beyond Hackettstown, are progressing favorably with their second track; have lately added some fine new locomotives, in addition to new cars lately put upon the road, and have several other locomotives now building for their use. The directors also contemplate rebuilding some of the depots on the line of the road.

Railroad Earnings--Weekly.

The earnings of the Chicago and Alton Railroad Company for the week ending Oct. 23, were:

	1864.	1863.
Passengers	$31,340 44	$14,227 62
Freight	33,338 40	31,061 50
Sundries	1,325 25	1,406 46
Total	$66,004 09	$46,695 58
Increase 1864		$19,308 51

The traffic of the Great Western Railroad for the week ending Oct. 21st, 1864, was as follows:

Passengers	$32,260 09
Freight and live stock	26,940 33
Mails and sundries	1,232 83
Total	$60,433 25
Corresponding week of 1863	64,906 76
Decrease	$4,473 51

Interest and Dividends.

A dividend of two and a-half per cent. on the common stock of the Elmira and Williamsport Railroad Company, will be paid on and after November 1st, at the Pennsylvania Railroad Company building, room No. 1.

The Manchester and Lawrence Railroad Company have declared a dividend of four per cent., payable Nov. 1.

The Nashua and Lowell Railroad Company declared a dividend of 4 per cent., payable Nov. 1.

The Long Island Railroad Company have declared a quarterly dividend of two per cent., payable November 1st, at the Bank of North America.

The Morris Canal Company have declared a semi-annual dividend of five per cent., on the consolidated as well as the preferred shares of the company, payable on and after November 1.

The coupons due November 1, of the City of San Francisco School-Bonds of 1854, will be paid in gold coin by Wm T. Coleman & Co.

Messrs. Winslow, Lanier & Co., of No. 52 Wall street, will pay the Coupons on the Indiana 6 per cent. bonds, due November 1.

The interest on the bonds of the Mississippi and Missouri Railroad Company, due Nov. 8th, will be paid on that day at the Corn Exchange Bank.

The coupons due November 1, from the second mortgage bonds of the Galena and Chicago Union Railroad Company, and from the funded coupon bonds of the Chicago and Northwestern Railroad Co., will be paid on presentation at No. 8 Wall street.

Coupons of the first mortgage Sinking Fund Bonds of the Chicago and Alton Railroad Company, due Nov. 1, 1864, will be paid at the office of Messrs. M. K. Jesup & Co., No. 59 Exchange Place, New York, less Government tax.

The Second Preferred Series D, and the second income mortgage bond coupons of the St Louis, Alton and Terre Haute Railroad Co., due Nov. 1, will be paid at the Bank of North America.

The coupons due 1st November, on the Mortgage Bonds of the Indianapolis and Madison R. R. Co., will be paid by J. & S. Ferguson, No. 35 Pine street, N. Y.

The coupons from Scioto and Hocking Valley 1st mortgage bonds, due 1st November, will be paid at the office of Winslow, Lanier & Co., No. 52 Wall street.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton ..... Ca.	200,000	5	----	2
Acton Vale ..... Ca	50,000	5	----	65c
Adventure ..... L. S.	20,000	---	----	----
Albany and Boston "	20,000	----	20	25
Algomah ..... "	20,000	----	2	2⅜
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C. ..... N. C.	2,000	5	----	20c
Bare Hill ..... "	----	----	----	----
Bay State ..... L. S.	20,000	----	3½	25
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	50c
Black River ..... "	200,000	2½	----	15c
Bohemian ..... L. S.	20,000	----	7½	10¼
Bolton ..... Ca.	20,000	5	----	1
Boston ..... L. S.	20,000	----	5*	4½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1½
Cabot ..... L. S.	20,000	----	½	----
Caledonia ..... "	20,000	----	----	7
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	1½
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	54
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	----	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	26½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	2½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	----	4½
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	10c
Eagle River ..... L. S.	20,000	----	3½	4½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	5
Essex	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	----	5*
Evergreen Bluff ..... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	5½
Forest City ..... "	20,000	----	3	----
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	51
French Creek ..... Pa	100,000	5	----	75c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	75c
Girard ..... "	20,000	----	----	----
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	62c
Great Western ..... L. S.	20,000	----	2	3½
Green Mountain ..... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	10½
Hanover ..... "	20,000	----	3½	----
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	7½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	9½
Hungarian ..... "	20,000	----	1	2½
Huron ..... "	20,000	----	16	40
Indiana ..... "	25,000	----	----	5
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	23½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	5
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	⅛	----
Knowlton ..... "	20,000	----	1	5
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	1
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	----	5	90c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	----	5½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	2½
Minnesota ..... L. S.	20,000	----	----	33
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	----	5½
Native ..... "	20,000	----	----	3
Naumkeag ..... "	20,000	----	----	1
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	----	1
Nevada (Silver) ..... "	20,000	----	----	----
New England ..... "	20,000	----	2	1½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	----
N. Y. & Passaic ..... N. J.	100,000	5	----	5
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	----	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	6½
Ontonagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	31c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	21½
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	57½
Phila. & Boston ..... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20½
Pittsburg & Boston "	20,000	----	5½	34
Pontiac ..... "	20,000	----	3½	4½
Prince of Wales ..... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	95
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	3
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	15
Roscoe ..... Ca	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	9
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	----	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	7
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	----	7½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	9½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	87½
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	2½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	50c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	4½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	----
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	⅛
Canada ..... Ca.	50,000	5	----	2
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	2
Mineral Point	100,000	5	----	⅛
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ..... N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Roesie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	27
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	1
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	83
Ashburton ..... "	50,000	50	----	21
Atlantic & G. C. .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Bear Valley ..... "	40,000	12½	----	18
Beaver Meadow ..... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	7
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ..... "	30,000	10	----	----
Butler ..... "	----	----	----	18
Cape Briton ..... N. S.	200,000	2½	----	----
Carboundale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	57
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	75½
Cumberland (pref.) Md.	50,000	100	----	53
Daniel Webster	5,000	100	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	65
Fulton ..... "	60,000	5	----	10
Gilbertson	5,000	100	----	86
George's Creek ..... Pa.	10,000	----	----	110
Grand Tunnel	4,000	100	----	----
Green Mountain ..... Pa.	----	----	----	5
Hampton & Balt. .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	82
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	62
Lorberry ..... "	4,000	100	----	30
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	14½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narraganaett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne . "	----	----	----	----
Penn. ..... "	100,000	50	----	200
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston	----	----	----	35
Princess Alex. ..... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	25
Schuylkill Valley ... "	20,000	10	----	24
Shawmut	6,000	50	----	----
Short Mountain ..... Pa.	16,000	50	----	36
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ... Pa.	22,700	50	----	40

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¼
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	¼
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	1
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	28
Copalinahe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	3½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	¼
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	36½
Massachusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	⅛
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham . G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	5½
Quicksilver ..... Cal.	40,000	25	----	83½
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	40,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	..	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.90	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	105½
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	166,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	..	Lynn and Boston	151,396	150,000	50,000	23,280	88,685	0,516	—	....	105½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	..	Metropolitan (Boston)	621,402	639,300	—	297,509	388,616	65,339	10	....	58½
30 Nov. '63	7.50	—	216	41	..	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	63
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,982	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,275	—	....	....
30 Nov. '63	2.66	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	..	Suffolk (Boston)	167,485	123,250	24,800	63,078	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	80	..	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	—	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	405	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.50	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	....	—	—	—	Buffalo Street	....	....	....	....	....	....	....	....	....
30 Sep. '63	—	....	—	—	—	Central City (Syracuse)	....	....	....	....	....	....	....	....	....
30 Sep. '63	16.00	14.00	—	23	1	Central Pk, N. & E. Riv. (N.Y.)	994,655	444,073	550,000	....	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	60
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	....
30 Sep. '63	—	....	—	—	—	Fourteenth Street (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'r)	—	—	—	—	—	8	—	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	....	....	....	....	....	....	....	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '63	—	....	—	—	—	Niagara Street (Buffalo)	....	....	....	....	....	....	....	....	....
30 Sep. '63	19.00	—	—	54	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	....	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	....	....	....	....	....	....	....	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	....	—	—	—	Troy and Lansingburg	....	....	....	....	....	....	....	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	0,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	..	Hoboken and Hudson City	32,000	30,000	—	2,000	....	....	....	....	....
31 Dec. '62	5.95	2.50	—	8	..	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	..	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.99	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,690	40	10	50
31 Oct. '63	8.13	—	120	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,360	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	16
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	60
30 Nov. '63	24.23	—	305	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	50½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	28½
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	30
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '63	—	—	—	—	—	Lombard & Sonth st. (Phila.)	....	....	....	....	....	....	....	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,491	—	—	....	6
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	....
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	6,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,389	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	14
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	16
31 Oct. '63	19.46	—	382	80	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	95,503	36	20	69
31 Oct. '63	5.51	—	60	....	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.88	—	120	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	169,312	15,500	—	75,086	18,417	17½	....	35
31 Oct. '63	7.65	1.51	175	30	3	10th & 11th st. (Citizens.)	171,776	192,750	—	6,000	126,623	45,990	16½	20	49
31 Oct. '63	6.15	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	24
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	160,000	4,000	161,700	44,574	11	....	60
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	17½
						OHIO.									
31 Dec. '62	5.00	....	....	....	....	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	....	....	....	....	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	....	....	....	....	Passenger (Cinc.)	60,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	1.63	....	....	....	....	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	....	....	....	....	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	3.35	....	....	....	....	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	....	....	....	....	People's (St. Louis)	53,575	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov '62	10.20	....	....	....	....	St Louis	298,804	298,804	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st. Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	....	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	....
Orange and Newark:					
1st Mortgage Broad street	160,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,600	7	J. & J.	1885	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton:					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1888	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	121
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	119½
" " " ..... coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1865	205
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	93
" " " ..... coupon		5	" "	1874	95
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	96
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	100
" " " " ... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	106
" " " ..... coupon		6	" "	1881	106½
Loan of July 17, & Aug. 5, 1861 ..registered	238,450,450	6	" "	1881	106
" " " ..... coupon		6	" "	1881	106½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,766,000	6	May & Nov.	1882	100
" " " (5-20s) ..... coupon		6	" "	1882	100½
Loan of March 3, 1864, (10-40s) ... registered	31,630,500	5	Feb. & Aug.	1904	94½
" " " " ..... coupon		5	April & Oct.	1904	95
Loan of March 3, 1864 (5-20s) .... registered	40,000,000	6	May & Nov.	1884	100½
" " " ..... coupon		6	" "	1884	100½
Treasury Notes of July 17, 1861 ..... coupon	25,410,400	7.3	April & Oct.	1864	101
" " of Mar. 3, 1864 ..... coupon	55,997,600	7.3	" "	1867	----
Debt Certificates	229,946,000	6	---- ---- ----	----	99½
One Year Treasury Notes (legal tender)	44,520,000	5	---- ---- ----	----	----
Two Year's " " " "	16,480,000	5	---- ---- ----	----	----
Two Year's Treasury Notes (coupon)	65,862,250	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1867	----
" " " " " of '64	87,329,680	6	"	1868	----
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State) .. "	610,000	6		1868	----
" " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	100
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " " ..... "		6	" "	'81-'82	105½
" " " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds ..... coupon	143,000	7	---- ---- ----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) ... "	2,073,750	6	" "	'63-'80	60
" " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Ist. Impr. stock ..... Inscribed	1,970,967	6	Jan. & July.	1870	101
" " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1890	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	105
" —War bonds ..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	86
" " " ..... coupon	2,058,173	2½	" "	1356	68
" —State Int. Imp bonds (not adjusted)	391,000	----	---- ---- ----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	86
" " " special stock	1,216,737	5	" "	----	----
" " Deferred stock ..... "	1,243,000	5	" "	----	----
" " " special stock	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" " " " " ..... "	54,000	7	May & Nov.	1878	----
" " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'55-'75	----
" " " ..... "		5	" "	'81-'91	----
" " " ..... "		5	" "	'93-'95	----
" " " (bank) ..... "	800,000	5	" "	1891	----
" " " ..... "	67,500	6	" "	'91-'95	110
" " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	---- ---- ----	d'm'd.	60
" " " (R. R. etc.) ... "	3,902,000	6	---- ---- ----	'67-'99	----
" " " (banks) ..... "	5,398,533	6	---- ---- ----	----	----
" " " (war loan) ... "	670,000	6	---- ---- ----	----	----
Maine—State bonds ..... coupon	---- ----	6	Mar. & Sept.	'63-'77	100
" " " (war loan) ..... "	1,000,000	6	Jan. & July	'81-'83	101½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	----
" " " (st'k'g conv.) ... "	200,376	5		1865	----
" " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" " " (st'k'g conv.) ... "	2,490,569	5		'89-'90	108
" " " (dollar) ..... inscribed	500,000	3		1890	----
" " " (") ..... "	10),000	4½		1888	----
" " " (") ..... "	767,560	5	Chiefly quarterly.	'42-'68	----
" " " (") ..... "	399,408	5		1890	----
" " " (") ..... "	148,711	5		'89-'90	103
" " " (") ..... "	133,699	6		pleas.	----
" " " (") ..... "	3,000,000	6		1870	107
" " " (") ..... "	35,000	6		1885	----
" " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" " " (" ") .dollar	416,500	6	" "	'90-'91	121
" " " (" "). "	300,000	5	" "	1893	123½
" " " (East'n R. R.) "	500,000	6	Jan. & July.	'65-'71	110
" " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" " " scrip	200,000	6	" "	'64-'66	----
" " "	247,000	6	June & Dec.	'68-'72	----
" " "	55,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" " —Bounty Fund Loan ..... "	600,000	6	" "	'77-'78	115½
" " —Coast Defence Loan ... "	500,000	5	May & Nov.	1893	119
" " —Back Bay Loan ..... "	1,000,000	5	" "	1893	118½
Michigan—Renewal Loan ..... coupon	168,000	5	" "	1880	----
" —Canal Loan ..... (sink'g f'd) "	216,000	6	Jan. & July.	1878	100
" —War Loan ..... (" ") "	100,000	6	" "	1879	----
" —Redemption Fn (" ") "	567,000	7	" "	1896	100
Minnesota—State bonds ..... coupon	2,000,000	6	" "	'68-'83	----
" — " " (Indian war) "	250,000	8	Jan. & July.	1867	100
" — " " (Railroads) ... "	100,000	7	" "	1871	----
Mississippi—State bonds (Banks) ..... coupon	2,275,000	7	" "	1883	----
Missouri—Bank Stock Loan of 1837	2,000,000	6	---- ---- ----	'41-'71	----
" — " " " "	63,000	5½	Jan. & July.	1863	----
" — " " " "	100,000	6	" "	1863	62
" —Capitol Loan of 1857	100,000	6	April & Oct	1893	----
" —Renewal Loan of 1853	40,000	6	Jan. & July.	1893	----
" —R. R. Loans: Pacific R. R. ... coupon	200,000	6	" "	1883	----
" — " " S. W. Branch ...	7,000,000	6	" "	'72-'88	67
" — " " H. & St. Joseph ...	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri ...	3,000,000	6	" "	'73-'87	86
" — " " Iron Mountain ...	4,360,000	6	" "	'72-'87	----
" — " " C. & Fulton ...	3,501,000	6	" "	'78-'80	----
" — " " Platte Co.	650,000	6	" "	'87-'89	----
" —Revenue bonds	700,000	6	" "	1889	----
" —State Defense warrants	481,000	9	June & Dec.	'94-'00	----
New Hampshire—State bonds ..... coupon	780,000	----	---- ---- ----	----	----
" " —Notes	535,100	6	Feb. & Aug.	1876	100
New Jersey—State stock ..... registered	200,000	6	" "	----	----
" " —State bonds (war loan) .coupon	95,000	6	Jan. & July.	Var.	----
" " " (" "). "	531,520	6	" "	'65-'71	----
New York—General F'd: Astor Debt	200,000	6	" "	1871	----
" " — " " Deficiency Loans ...	561,500	5	Jan. & July.	pleas.	----
" " — " " " " ...	348,107	5	" "	pleas.	----
" " — " " " " ...	800,000	5	" "	1875	----
" " — " " " " ...	442,961	5	May & Nov.	1888	107
" " — " " " " ...	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " ...	1,300,000	6	" "	'68-'78	117
" " — " " " " ...	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	---- ---- ----	d'm'd	----
" " — " " " " ...	11,050	5½	---- ---- ----	d'm'd.	----
" " — " " " " ...	14,230	6	---- ---- ----	d'm'd.	----
" " — " " " " ...	421,000	6	Jan. & July.	'55-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O	1804	----
" " — " " " " ...	68,000	5	Feb. & Aug.	1870	----
" " — " " " " ...	25,000	5½	J., A., J., & O.	1865	----
" " — " " " " ...	320,000	5½	Jan. & July.	1865	----
" " — " " " " ...	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'62-'74	109½
" " — " " " " ...	15,889,025	6	" "	64-'76	117
" " — " " " " ...	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " (" ") ..... "	1,015,000	5	" "	1865	95
" — " (" ") ..... "	379,866	6	" "	1868	----
" — " (" ") ..... "	2,183,532	6	" "	1870	105
" — " (" ") ..... "	1,600,000	6	" "	1875	105
" — " (" ") ..... "	4,095,309	6	" "	1881	106½
" — " (" ") ..... "	2,400,000	6	" "	1886	108
" — " (domestic debt)	125,680	6	" "	1883	108
" — " (war loan) ..... coupon	1.500	----	" "	1866	----
" — " (" ") ..... "	279,313	----	" "	1868	----
" —Irredueible debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	---- ---- ----	----	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	94
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1964	----
" — " " "	1,558,673	5	Jan. & July.	1965	----
" — " " "	2,277,755	5	" "	1966	----
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	101
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	---- ---- ----	----	----
" —Relief Notes in circulation ...	97,360	----	---- ---- ----	----	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	105½
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	101½
South Carolina—State bonds (stg) ..... coupon	484,444	5	---- ---- ----	1868	----
" " —Inscribed certificates	1,708,017	6	---- ---- ----	'98-'99	----
" " —State b'ds (railroads) .coupon	1,310,000	6	---- ---- ----	1877	60
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	---- ---- ----	1882	60
" — " (interu. impr.) "	2,083,666	5	---- ---- ----	Var.	48
" — " (railroads) ... "	12,799,000	6	---- ---- ----	Var.	----
" — " (capitol) ..... "	608,000	5	---- ---- ----	1890	55
" — " (Hermitage) .. "	45,000	6	---- ---- ----	1890	55
Texas—Had no debt in 1861	---- ----	----	---- ---- ----	----	----
Vermont—Inscribed certificates	175,000	6	---- ---- ----	'63-'64	----
" —State bonds (war loan) ..... coupon	55,000	6	---- ---- ----	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July	1870	100½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " (railroad)	18,264,642	6	Jan. & July.	'93-'99	48
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'95-'99	----
" — " (sterling) ..... "	1,965,000	5	" "	1902	----
West Virginia—No information	---- ----	----	---- ---- ----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " (domestic) ... "	100,000	6	" "	1877	----
" — " (") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,997	938,641
1861	81,531	75,621	78,361	66,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,509	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	205,090	224,256	312,164	320,857	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,407	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,080	196,435	201,134	1,959,367
1864	158,735	175,482	248,150	175,838	188 565	205,866	195,103	271,141	331,494	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,881	55,002	42,101	400,459
1860	32,192	33,408	46,346	43,919	62,392	45,985	39,506	49,571	80,819	108,737	74,331	63,554	675,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,627	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	96,140	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,380	79,873	76,304	82,220	780,236
1860	78,170	67,210	85,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	72,400	880,490
1861	85,239	76,918	85,663	90,324	85,902	63,137	52,269	60,285	84,640	95,528	88,401	105,253	953,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	104,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,559	90,882	96,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	208,329	158,077	120,000	100,000	113,615	154,245	------	------	------	------	------
Erie:													
1859	304,708	319,503	372,296	380,343	349,953	330,657	361,819	359,114	455,295	465,959	436,605	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,965	477,642	600,124	587,242	561,448	412,723	6,335,424
1861	404,507	391,932	458,560	547,174	506,610	490,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,188
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	965,350	8,400,334
1863	845,695	850,949	956,445	948,059	848,783	770,148	731,243	687,092	816,501	965,294	1,024,649	1,035,521	10,480,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,517	1,085,364	1,291,006	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,538	252,108	142,658	94,856	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,596
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,580	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	160,577	177,251	196,872	220,525	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	252,033	1,953,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	230,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 606	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,588	305,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,026	278,540	281,759	253,049	273,726	306,595	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,090	153,644	144,894	149,592	139,102	181,612	246,529	245,292	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,306	478,576	495,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	767,363	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,801	38,570	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,701	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 533	94,375	96,062	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,707	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	83,903	62,907	57,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,537	69,352	155,417	206,054	138,342	90,000	1,224,343
1864	102,748	115,135	83,222	140,417	186,747	212,226	139,547	113,398	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,873	166,454	170,842	175,481	134,088	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,080	276,181	231,266	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,035	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	383,058	327,206	264,818	311,717	279,129	355,264	398,330	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,306	150,166	210,837	226,077	181,617	152,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,546	307,333	242,080	200,134	2,124,214
1862	230,159	159,654	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,389	307,474	256,454	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	192,728	215,440	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	------	------	------	------
New York Central:													
1859	380,340	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,590	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	496,943	644,494	692,382	855,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,176	927,036	853,990	872,985	7,998,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,766	9,695,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	106,478	111,173	99,461	100,141	1,176,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101.857	103,223	99,455	107,093	99,135	125,715	1,226,010
1863	129,775	128,766	125,445	118,075	108,606	116,898	114,090	125,817	124,616	129,121	119,854	131,204	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	216,475	225,464	230,377	248,862	241,695	264,622	283,646	258,619	345,977	2,755,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,022	3,315,591
1861	161,106	160,538	191,286	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	285,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,802	815,902	746,965	526,009	6,324,063
1864	436,741	532,786	617,021	669,353	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,544	231,253	191,138	2,335,254
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,366	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,354	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	483,509	506,814	466,300	487,642	5,132,984
1864	290,676	455,211	602,603	574,880	499,647	520,942	486,687	609,102	705,974	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	66,748	71,854	112,384	93,766	67,721	85,359	95,960	118,887	129,106	135,610	1,117,567
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,527	162,858	187,686	92,574	1,172,100
1862	82,235	47,142	56,096	85,581	103,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,956	132,111	134,272	152,585	106,554	116,379	120,505	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	116,338	139,626	244,114	243,940	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1847	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1892	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	90½
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1926	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1938	
Mortgage Coupon " " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	104½
" " " 1850.	700,000	6	Jan. & July.	"	1890	105
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1956	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1883	98
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100¾
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105
2d Mortgage coupon	426,714	7	May & Nov.	" "	1372	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1850	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	106
Loan for $500,000	500,000	6	"	"	1867	106
" " $300,000	790,600	6	"	"	1870	116
" " $675,000	675,000	6	"	"	1875	100
" " $1,700,000	1,700,000	6	"	"	1883	101
" " $2,500,000	867,000	6	"	"	1889	107½
Consolid. Mort. Loan $5,000,000						106½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1951	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1884	94½
2d Mortgage	800,000	7	June & Dec	New York.	1965	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	120½
" " " inconvertible	3163,,000	8	" "	" "	1853	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	64,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	99
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	98
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	97
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	126
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1909	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	600,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1860	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	82
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101¾
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	122,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	107½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York,	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston,	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston,	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia,	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,068,000	8	" "	" "	1891	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101¾
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'84	102½
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	140,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,800,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	350,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	118
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106
" Eastern "	1,360,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,844,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1900	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	117
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	116
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,986,500	6	" "	New York.	1875	118
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	120
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	98
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	5	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	5†	" "	Augusta.	1861	----
3d Mortgage	250,000	5†	" "	"	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	5†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	104
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	100,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,800	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'61-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	97½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	------	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1859	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y.& Boston	1860	125
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	128
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	128
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1890	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1891	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1962	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1903	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	97
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1888	106½
2d General Mortgage	2,194,500	7	" "	" "	1877	101
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	109
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,000,000	7	----------	" "	------	60
2d Land Grant	700,000	---	----------	" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	68,000	6	----------	----------	1886	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1882	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	240,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,225,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	163,000	6	----------	----------	------	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5	----------	----------	'83-'95	----
1st Mortgage Coupon	2,065,000	8	Jan. & July.	New York.	1856	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	6	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,164	6	May & Nov.	New York.	1883	108
Buffalo & Niagara F. R. R. B'ds	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	110
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,919,200	7	June & Dec.	" "	1864	103½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	118
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	111
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	117
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	112
5th Mortgage	1,739,500	7	June & Dec	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July.	"	1891	106
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	107½
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100
3d Mortgage	980,300	7	Jan. & July.	"	1897	102
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,056,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	176,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	98
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99
2d Mortgage	3,077,000	7†	" "	" "	1861	26
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	97
Chattel Mortgage	500,000	10	" "	"	1887	116
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	5	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	94
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	66
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1905	106
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	111½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	107½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,000,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	750,000	6	April & Oct.	Boston.	'74-'76	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,000	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1865	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1886	103
" 1849, "	2,950,000	6	April & Oct.	"	1870	100½
" 1851, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1890	105
" 1844, "	810,000	6	" "	"	1890	103
" 1848, "	101,000	6	" "	"	1890	101
" 1849, "	67,000	6	" "	"	1890	101
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	---
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	115
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	"	1912	90
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,763	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	850,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1880	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1660	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	71½
2d Mortgage	937,500	7	" "	"	1863	20
3d Mortgage	440,000	7	" "	"	1923	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1906	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	90
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1856	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	6	----	----	1868	----
Sterling	188,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1908	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1885	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	------	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'75	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1856	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1855	99
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1855	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,850	7	----	----	----	88
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1894	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1894	29
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1889	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'45-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	100½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	105
Wilmington and Manchester:						
1st Mortgage	896,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total, incl. all other assets and liabilities).	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	80.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb. '59	150	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,63[illegible]	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,000	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.6	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	608,370	—	.....
29 Feb. '60	88.5	28.4	.....	...	23	14	283	Montgomery and West Point	1,838,718	427,205	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	605,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	—	—	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	.....
								CONNECTICUT.													
31 July '61	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,000	100,000	—	422,290	23.8	48,938	65,509	26,606	5	.....
31 Jan. '61	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	164,337	—	.....
31 Aug '61	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,905	254,000	137,036	2,350,000	927,000	—	4,280,709	72.8	458,245	1,232,307	885,219	17	200
31 Dec. '63	74.0	—	5.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,539	92,429	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	5.45	3.5	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	.....	158,663	78,631	5½	.....
31 Dec. '63	60.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	60.0	155,916	195,053	61,235	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	164
30 Nov. '63	50.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	108
								DELAWARE.													
31 Oct. '60	54.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	54.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	.....	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	...	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	83.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	83.7	.....	418,036	265,827	8	125
— — '62	92.6	—	5.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	166,988	95,612	—	.....
30 Apr. '60	45.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,458	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,680	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	160
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	296,241	404,618	212,676	12	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	53	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	108.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	225.8	.....	.....	988,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	88
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	394.0	1,955,519	3,090,211	1,250,499	8	117
1 Apr. '63	242.0	—	.....	29.0	86	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,063,054	448,503	—	43½
31 Mar. '64	181.8	—	.....	—	61	59	1,196	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	99½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,938	525,451	5,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	29.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,336,970	708.3	3,010,697	4,571,028	2,118,847	6	127½
— — —	148.0	—	—	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	—	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,000 000	.....	.....	3,900,000	6,700,000	—	10,000,000	209.0	18 mos.	2,202,415	704,650	—	56½
								INDIANA.													
— — —	108.0	—	—	—	—	—	—	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	—	108.0	.....	.....	.....	—	.....
31 Aug. '57	100.0	—	.....	—	—	—	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,089	274,081	25,641	611,050	1,254,500	15,900	2,102,761	106.0	.....	442,893	158,541	—	72
1 Dec. '58	80.8	20.2	.....	—	23	19	315	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,692,900	1,362,284	140,889	3,458,108	110.0	.....	448,358	220,854	9	100
1 Dec. '63	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,843,508	*	10,000	1,299,571	998,000	11,086	2,491,368	84.6	355,887	598,092	350,525	—	.....
1 Dec. '62	75.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,158	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	16	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315.172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	646,827	371,40	—	36½
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	235,679	1,517,450	94,000	—	2,626,955	73 0	357,202	774,616	307,527	11	159½
								IOWA.												*	
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	880,000	360,984	.....	86 0	7 mo's.	85,229	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	.....
1 Jun. '58	88.5	—	.....	101.2	4	- 4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
— — '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	45
								KENTUCKY.													
31 Oct. '59	85.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,532,169	2,930,000	237,532	4,375,998	111.8	.....	420,408	227,534	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	100	Lexington and Frankfort	597,950	57,300	—	514,573	106,000	—	741,051	29.0	181,633	99,220	53,355	4	90
30 Jun. '63	65.1	—	.....	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,009	3	60
30 Jun. '64	185.0	53.0	18.3	36.6	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235.670	11,886,450	300 0	841,558	3,261,690	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,200	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	.....
31 Mar. '61	209.0	—	.....	205.0	45	37	512	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,762	—	.....	2,665,000	1,150,717	.....	209.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by Gr	Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	138.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,499	—	2,950,000	4,250,000	—	9,008,369	138.0	.....	840,898	.....	—	.....
31 May '64	254.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,066,822	329.3	1,558,277	3,417,185	1,697,060	12	125½
31 Mar. '04	246.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	19 407,655	527.0	2,171,477	3,384,294	1,630,777	—	68
								MINNESOTA.													
31 Dec. '63	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	300,000	—	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	256.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	755,292	—	2,000,961	2,554,732	895,992	6,331,809	236.0	.....	884,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	169,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	86.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	1,750,000	*	—	1,000,000	1,400,000	—	.....	85.2	.....	280,047	121,059	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,234	1,047,567	420,026	—	28
31 Dec. '62	208.8	—	17.7	88.0	21	26	307	*North Missouri*	6,398,779	504,953	—	2,459,207	4,350,000	—	.....	188.8	.....	444,460	182,895	—	.....
31 Dec. '62	152.6	—	5.6	...	...	...	.....	*Platte County*	$1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '59	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	8,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,966	227,898	—	.....
28 Feb. '59	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,512	4,500,000	—	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	80.5	5.0	5.3	—	16	13	219	*St. Louis and Iron Mountain*	5,991,462	344,109	—	1,971,127	3,901,000	87,561	6,996,277	99.1	232,681	382,334	66,390	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,554	787,381	26.5	78,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,208	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	5.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,960,998	109.5	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	156,240	323,052	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	100	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	101
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*	—	159,200	556,500	.....	.....	37.0	.....	65,408	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,541,011	286.8	.....	3,922,208	2,306,788	6	110
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,595	2,250,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	53
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,880,000	440,000	5,529	2,275,629	70.9	372,063	503,718	167,051	6	103
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	127
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	143½
30 Nov. '63	44.0	24.0	69.1	—	30	58	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	144
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,865	—	651,860	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	108
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	350,594	6	105½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	752,262	328,043	8	118
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	232,885	30,275	—	200,000	75,000	3,961	367,456	—	.....	21,780	21,275	6	----
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,386	71.0	167,154	223,794	59,077	8	127
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	600,000	285,000	—	785,500	36.7	41,996	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	8	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,665	33.0	67,883	53,233	.....	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	438,407	722,068	411,544	7	127
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,050,000	26,000	—	1,076,000	44.4	226,461	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	220,900	1,286	471,592	—	.....	17,520	17,262	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,678	105,405	53,698	5	112
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	89.8	8.0	5.5	—	10	15	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	39½
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,838	1,232,831	10	150½
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	108,700	99,991	1,373,159	45.7	188,647	251,024	182,153	6	95
								NEW HAMPSHIRE.													
31 Mar. '63	61.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	98.5	.....	247,279	124,406	—	62½
30 Nov. '63	55.0	—	8.0	—	18	16	246	Cheshire	2,475,840	322,266	—	2,085,925	685,400	—	2,969,852	53.6	339,025	382,183	130,645	2	----
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	65
31 Mar. '63	29.5	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	29,204	operated	by	Concord	R. R.	83,524	7	118½
31 Mar. '63	29.2	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,558	568,000	—	.....	52.7	.....	87,791	11,913	—	----
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	163,718	4	80
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	600,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	----
31 Dec. '62	63.0	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,099,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	148
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,583	1,037,376	117,098	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	697,536	4,620,100	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,167,800	340,500	87,080	1,849,635	53.0	.....	293,857	103,645	7	116
31 Dec. '63	33.8	—	—	—	—	—	—	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	294,200	77,706	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,908	6½	110
31 Dec. '62	38.5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	581,883	212,800	31,748	821,984	—	82,986	90,122	43,023	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,388	1,257,037	—	.....	—	—	—	----
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,906	1,587,665	—	2,587,725	45.0	.....	329,223	176,095	—	----
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '63	98.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,000,000	88.0	695,428	1,691,944	695,554	10	----
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.9	5,868,687	10,499,481	3,511,414	7½	100
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	121
30 Sep. '63	94.0	2.5	12.1	—	13	28	100	Long Island	2,306,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	48
30 Sep. '63	297.8	258.1	490.0	—	239	256	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	664.9	5,692,223	10,897,631	3,994,999	7	122
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,200	11,614,628	163.8	1,443,679	1,412,426	471,509	—	----
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	2,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '62	35.0	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	----
30 Sep. '62	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	908,884	58.2	151,198	335,625	117,460	7	----
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Watert'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6	105
30 Sep. '63	40.9	6.7	5.9	—	8	15	80	Saratoga and Whitehall	824,022	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	----
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,278	—	72,886	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	----
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,528	81.0	213,931	325,794	184,908	—	----
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,950	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	125,125	—	----
								NORTH CAROLINA.													
31 May, '60	94.0	—	5.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.0	.....	103,953	35,572	—	----
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	----
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	----
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	1123,060	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	----
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	----
31 Aug. '61	137.0	—	.....	—	41	59	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,082,328	495,697	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	804,168	190,745	19,180	—	----
31 Dec. '63	135.4	55.8	.....	—	47	57	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,252,513	191.2	1,012,130	2 151,943	1,216,287	31	164
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,005	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	90.7	562,396	2,066,623	1,268,785	23	----
30 Nov. '62	101	102.5	—	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	103½
31 May '64	109.3	70.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,454,800	2,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	111
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,873	575,250	652,456	.....	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,160	1,490,800	208,000	—	2,187,887	ope	r. w. Lit.	Miami.	.....	—	----
31 Mar. '64	142.0	—	2.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,259	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,262	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	85,086	11,164,820	226.6	445,157	820,025	299,650	—	----
30 Apr. '62	192.3	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,543,042	20,549,420	192.3	.....	829,902	119,052	—	----
31 Aug. '58	117.0	8.0	.....	—	17	16	228	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,216	.....	126.0	.....	.....	.....	—	----
30 Jun. '64	153.9	52.0	.....	—	33	33	448	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,565	3,200 887	1,496,728	11,190	5,139,602	205.9	388,804	600,162	133,747	—	33
31 Dec. '63	116.0	9.0	.....	—	10	11	201	Sandusky, Mansfield & New'k	2,335,156	*	—	962,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	----
31 Dec. '63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,796,536	*	25,000	3,514,775	6,681,530	38,272	10,182,632	250.0	1,279,950	1,439,796	640,921	—	53

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	63.5	25.0	11.0	19.0	28	5	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000	——	5,634,039	100.0	——	360,215	171,256	——	——
31 Dec. '63	24.5	——	24.9	——	19	3	1,303	Beaver Meadow	1,064,230	400,560	——	1,053,900	1,000	——	1,054,900	24.5	247,080	583,219	342,691	224	75
30 Sep. '63	45.0	——	6.0	——	——	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	——	18½
31 Oct. '63	52.0	——	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,195	8	19½
31 Oct. '63	110.7	2.8	47.2	——	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	——	5,698,250	4,571,000	1,009,981	13,276,201	202.0	1,469,494	1,757,083	828,143	9	265
31 Oct. '63	35.8	1.1	3.2	——	7	4	65	East Pennsylvania	1,161,430	104,941	——	604,190	598,400	——	1,212,590	36.9	151,820	238,243	150,163	——	——
31 Dec. '63	73.0	——	8.5	——	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to Northn Cen.			196,907	384,790	110,368	——	32½
31 Oct. '63	18.6	——	4.6	——	——	——	——	Erie and Northeast	700,000	*		600,000	400,000	——	1,000,000	18.6	144,871	423,358	169,268	10	——
31 Oct. '63	56.9	18.6	17.0	——	——	——	——	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000	——	1,882,560	55.5	oper. by	Penn.	R.R.Co.	7	70
31 Oct. '63	32.0	——	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	——	1,509,565	100,000	100,000	2,409,565	32.3	27,600	37,047	4,163	——	——
31 Oct. '63	31.3	14.8	10.5	——	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,546	1,325,992	253,090	2,174,427	54.0	143,578	259,829	101,570	——	20½
31 Dec. '63	80.0	——	17.0	——	16	7	1,068	Lackawanna and Bloomsburg	2,805,846	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	——	——
31 Oct. '63	46.0	34.0	32.0	——	29	12	1,209	Lehigh Valley	5,622,008	869,222	——	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	81½
31 Oct. '63	28.3	5.5	8.0	——	10	——	61	Little Schuylkill	1,371,868	*		2,646,100	960,000	62,227	3,668,327	(Phila. & Reading R. R.)		——	——	7	40a
31 Oct. '63	24.5	106.0	63.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,935	——	——	4 132,935	130.0	319,162	363 367	89,991	8	58½
30 Nov. '63	55.6	13.2	10.5	——	17	27	613	North Pennsylvania	5,485,700	404,764	——	3,147,750	3,104,287	——	6,252,037	68.8	274 900	511,896	273,391	——	31
31 Dec. '63	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,048,814	3,545,484	2,883,457	15,430,280	16,949,124	——	35,245,668	356.9	5,311,202	1,891,413	5,111,413	——	72a
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	——	1,267,200	405,000	——	1,672,200	24.0	244,425	332,489	179,565	9	59
31 Oct. '63	220.0	——	21.5	58.0	30	5	539	Phila. and (Sunbury) Erie	——	*	——	5,010 944	8,628,000	80,151	13,619,095	230.0	428,759	699,300	195,486	7½	32½
30 Nov. '63	147.4	51.1	211.3	——	166	67	3,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,697,328	——	36,618,528	403 0	2,721,689	6,252,902	2,706,900	7	66½
31 Oct. '63	28.2	——	1.9	——	——	——	——	Philadelphia and Trenton	663,882	——	——	999,200	250,000	——	1,249,200	28.2	137,074	644,050	353,648	10	188½
31 Oct. '63	95.9	——	51.4	——	95	98	828	Phila., Wilmington and Balt.	8,774,500	*	381,129	7,460,000	1,017,500	——	8,477,500	200 5	647,029	2,540 248	1,602,119	10	63½
31 Dec. '63	59.5	——	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	——	1,767,373	1,500,000	82,530	3,665,639	72.0	209,746	215,687	105,356	9	12
31 Dec. '63	468.3	——	73.8	——	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,935,173	——	19,932,741	468.3	3,472,914	5,182,984	2,106,623	——	105
31 Dec. '63	78.0	——	6.2	——	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lease'd to Northn Cen.		40,476	144,738	87,112	10	40
31 Oct. '63	29.6	——	3.1	——	5	4	195	Tioga	730,967	106,553	——	367,300	396,500	66,206	832,009	29.6	76,558	128,693	79,976	7	48
								RHODE ISLAND.													
31 Aug. '63	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,900	——	.....	62.0	297,700	421,757	109,115	8½	120
30 Nov. '63	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	421,943	13,299	——	437,917	8,500	——	.....	13.6	24,910	31,702	9,718	——	——
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	——	——
31 Dec. '58	109.6	——	....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	.....	109.6	.....	283,263	151,536	6	——
1 Jan. '59	143.2	21.3	....	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	——	——
28 Feb. '59	102.0	——	....	——	——	——	——	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,825	102.0	.....	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	....	——	62	56	700	South Carolina	.....	.....	.....	.....	2,643,853	.....	.....	.....	.....	1,409,636	701,942	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	....	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	506,214	514,000	99,110	1,137,707	47.6	.....	29,967	10,187	——	——
1859.....	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,030,000	200,000	.....	140.0	.....	318,718	187,466	——	——
1859.....	140.0	——	8.0	——	10	16	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	.....	130.3	146,142	297,906	149,167	——	——
1860.....	271.6	19.4	20.0	——	43	37	907	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,636,096	873,597	——	——
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	——	——
1859.....	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	.....	.....	.....	.....	.....	.....	——	——
1859.....	59.0	——	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	318,518	.....	59.4	69,870	177,256	60,029	——	——
1859.....	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,008	——	317,447	632,500	22,360	.....	47.4	54,175	88,129	44,666	——	——
1859.....	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	34.2	30,065	28,809	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	819	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	——
1859.....	——	——	....	——	——	——	——	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	——
1860.....	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	596,922	560,000	204,544	.....	45.8	57,950	127,953	87,243	——	——
1859.....	30.0	——	5.6	8.0	——	——	——	Winchester and Alabama	.....	.....	.....	216,962	415,000	408,477	.....	30.0	.....	1,248	.....	——	——
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	....	158.0	——	——	——	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	——	——
— — '58	56 0	——	....	184.0	——	——	——	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*	——	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	——
1 May '60	70.0	——	6.0	250.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	360,000	.....	70.0	102,200	282,846	106,563	——	——
— — '59	25.0	——	....	110.0	——	——	——	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	——	——
								VERMONT.													
31 May '64	110.3	——	6.6	——	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,000	800,000	.....	3,036,338	90.7	139,877	308,850	167,430	——	65
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	117,163	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	246	Rutland and Washington	950,000	256,685	——	1,097,000	——	——	1,206,685	62.5	136,761	185,474	67,786	——	——
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,289	941,045	262,857	——	13
31 May, '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	——	1,687,500	ope	r. by Vt.	Central	.....	8	110
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	.....	1,301,886	23.7	48,995	61,267	26,451	——	——
30 Jun. '63	59.0	5.5	5.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	85,852	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,634,194	.....	.....	.....	.....	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	156,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '59	103.5	——	....	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	——	10
30 Sep. '60	88.5	68.4	10.0	——	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	500,056	.....	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	....	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	——	——
30 Sep. '59	59 2	21.3	....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	542,960	96,828	.....	78.6	159,981	279,941	145,585	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,585	.....	43.5	1,068,054	163,783	79,585	6	60
30 Sep. '59	21.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	——
31 Jan. '60	90.0	——	....	——	——	——	——	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	32,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	654,081	359,190	5	70
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,238,271	214.9	480,193	740,489	347,957	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	.....	55.0	.....	.....	.....	——	——
31 Dec. '61	199.0	——	24.9	27.8	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	.....	199.9	.....	756,476	329,580	——	——
31 Dec. '62	191.9	42.5	28.3	——	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	——	52½
10 May, '64	103.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	——	——
								CANADA.													
31 Jan. '63	161.0	——	....	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	234,798	67,652	——	——
31 Dec. '62	49.0	——	....	——	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	——	16
30 Jun. '63	1,098	137.0	....	78.0	204	130	2,309	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	——	——
31 July, '63	229.0	115.5	63.0	——	92	126	1,689	Great Western	23,963,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	1½	——
31 Dec. '62	96.0	1.6	....	——	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108.0	160,421	107,640	20,005	——	——
1 July, '61	60.0	——	....	——	....	....	....	New Brunswick and Canada	1,402,745	102,358	——	1,280,000	13,100	126,000	1,729,232	60 0	.....	132,565	38,670	——	——
								NOVA SCOTIA.													
Dec. '62	61.5	35.5	....	——	20	15	160	Nova Scotia	4,273,401	*	——	4,273,261	——	——	4,273,261	92.0	188,416	138,105	57,161	——	——
								NEW GRANADA.													
31 Dec. '63	48.1	——	....	——	11	32	197	Panama	8,000,000	*	613,668	5,000,000	3,278,000	——	10,702,788	48.7	——	4,007,856	1,280,994	11	250

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	37
Chemung (guarantied)	380,000	--	--	----
Cayuga & Susquehanna (guarant.)	343,500	--	--	----
Cheshire (preferred)	2,017,825	7	—	51½
Chicago & Alton (preferred)	2,422,596	7	7	90
Chicago & Northwestern (pref.)	2,400,000	7	1¾	80
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	66½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	--	--	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	--	--	----
Elmira & Williamsport (preferred)	500,000	--	--	80
Erie (preferred)	8,535,700	7	7	103
Hannibal & St. Joseph (preferred)	5,253,856	7	—	48
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	111
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	--	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	--	8	----
Paterson & Ramapo (guarantied)	248,000	--	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	--	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	--	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	5½	87
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	73
Toledo & Wabash (preferred)	982,900	7	7	65
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Bonds guar. by Virginia	200,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95½
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1905	----
Interest Certificates	161,990	6	" "	1905	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	107
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1905	----
Morris:					
1st Mortgage	468,500	6	A. & O.	1876	101
2d Mortgage	294,750	6			97
North Branch:					
1st Mortgage	600,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99
2d Mortgage	3,980,670	6	J. & J.	1882	88
Improvement	565,500	6	M. & N.	1876	90
Susquehan'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	963,000	6	" "	1878	59½
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	98

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	55½
Delaware and Hudson	100	7,500,000	10	203
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	74
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	85
" (preferred)	100	1,175,000	10	130
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,932,457	—	33½
" " (preferred)	50	2,722,607	—	40½
Susquehanna and Tide Water	50	2,048,200	—	15½
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	77

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	60	@ 63 —
Pig, American, No. 1		60	@ — —
Bar, Swedes, assorted sizes (in gold)		—	@ 92 50
Bar, English, Refined		190	@205 —
Bar, English, common		175	@190 —
Band, English		—	@220 —
Horse Shoe		—	@225 —
Rods, English		205	@210 —
Hoop, English		280	@310 —
Nail Rod	per lb.	—	15 @ — 17
Sheet, Russia	per lb.	—	28 @ — 31
Sheet, English, Single, Double and Treble		—	9½@ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	30	@ — 40
English Spring (1st & 2d qlty.)		—	17 @ — 22
English Blister (1st & 2d qlty.)		—	22 @ — 34
English Machinery		—	24 @ — 27
American, Blister		—	16 @ — 20
American, Cast, Hammered		—	30 @ — 33
American, Cast, Rolled		—	18 @ — 22
American Spring		—	15 @ — 20
German		—	22 @ — 25
Milan (in bond)		—	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	—	@ — 65
Sheathing, &c. Old (cash)		—	@ — 41
Sheathing, Yellow		—	@ — 50
Pig, Chile		—	@ — —
Bolts		—	@ — 65
Braziers'		—	@ — 66
American Ingot (cash)		47½	@ — 48

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	15 50	@ 16 —
Spanish		14 25	@ 14 50
German Refined		14 25	@ 14 50
English		14 25	@ 14 50
Bar	per lb.	—	@ — 18
Pipe and Sheet		—	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	—	@ — 70
Straits		—	@ — 60
English		58	@ — 60
Plates, Charcoal I. C	per box	—	@ 21 —
Plates, I. C. Coke		16 50	@ 19 —
Terne, Coke		—	@ 15 50
Terne, Charcoal		—	@ 18 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash)	per 100 lb.	9 50	@ 10 —
Clinch (cash)		10 50	@ 11 —
Horse Shoe, Forged (cash)	per lb.	40	@ — 45
Wrought, English (cash)		—	@ — —
Ausable Horse, Norway Iron, Forged		—	@ — —
Zinc Nails (6 mos)		—	@ — 22

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 10	@ 1 15
Para, Coarse and Medium		—	@ — —
Carthagena, &c		70	@ — 72
Guayaquil		—	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		46	@ — 46½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		84	@ — 85
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		69	@ — 70
Naptha, Refined, (60@63 gravity)		80	@ — 82

New York Stock Exchange.

Actua Sale Prices for the week ending Nov. 2.

	Th 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1.	W. 2.
American Coal Co.	80	----	85	----	83	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	150
Canton Co.	----	----	32½	35	37	34½
Central Am. Transit	90	----	----	88	100	100
Chicago & Alton	83	86	----	92	89½	95
" " pref.	90	----	----	----	----	89
" " 1 M.	----	----	----	----	105	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	135	134	117x	120x	119	
" " 5 p.c.	----	----	----	----	----	
Chic. & Northwest'n	43½	44	44½	47	47½	46½
" " pref.	70½	70½	79½	82½	84	84
" " 1st M.	94½	----	94½	94½	95	97
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	96½	97	97	100	104½	103½
" 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	100½	102	103	109	109	106½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	109½	110	110	112	114½	114
" " S.F. 7 p.c.	106½	106	108	----	----	106
Cumberland Coal, pref.	53½	52½	52½	53	56	55
Del. & Hudson Canal	175	----	----	190	200	205
Del., Lack. & West.	----	----	----	----	----	----
" 1M. 8p.c. '71-5	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Erie	97	97½	97½	99	104½	102½
" pref.	103½	104	104	106½	----	
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	117	----	----	
" 4 M. 7 p.c. '80	----	----	----	----	----	111
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	122½	122½	122	123½	127½	122
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	122	124½	127	130	131½	129
" Can. bd. sc.	----	----	----	----	----	----
" bonds	114½	----	115	115½	118	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" 1st mort.	100	----	----	----	----	----
Mariposa Mining Co.	34	34	33½	35	37	37
Michigan Central	120½	120½	120½	120	132½	129
" SF. 8p.c. '82	----	----	----	----	----	128
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	69	69½	69½	74	76½	75½
" " guar'd.	----	----	----	----	----	----
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	104	----	----	----	----	----
Mil. and P. du Chien	47	50	54	54½	55½	54
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	80	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	35	----	35	35
" L.G. bonds	----	----	62½	65½	----	
Missouri 6s	60	60½	60½	61	61½	----
" iss. to H. & St. J. R.	86	----	----	----	90	----
" " Pacific	65	----	65½	----	----	----
New York Central	120½	121	121	123½	127½	122½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	115
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	114	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 2M. 7p.c. '64	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	35½	35½	36½	39½	41	41
" " pref.	----	----	----	----	80	----
Pacific Mail S.S. Co.	325	----	----	----	320	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	190	195	----	200	200	
Phila. and Reading	129½	133½	134	124½	137	135
Pitts. Ft. W. & Chicago	100	101½	102	106½	108½	105½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	103	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	80½	80½	82	83½	85½	84
St. L., Alton & T. H.	57	57	56½	56	57	----
" " pref.	----	73½	74	77	76	----
" " 1M.	----	----	100	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	56	----	56	58	----	
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	100	----	----	----	100	100
" " 2M.	87½	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	94⅜	94½	94¼	95	94½	----
U. S. 6s, 1881, reg.	106	106½	106½	----	----	----
U. S. 6s, 1881, cou.	106	106	----	106½	106⅝	107⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	- --	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	117	----	----	----	----	119⅛
U. S. 6s, 1868, coup.	----	----	----	----	120	----
U. S. 6s, 1 year certif.	95⅛	95⅛	95⅛	95⅛	95⅜	95⅛
U. S. 6s, 5-20s, coupon	107⅛	107⅛	107⅛	108	102x	101⅜
U. S. 6s, 5-20s, new	100⅜	100⅜	100⅜	101	101	----
U. S. 6s, " reg.	----	100⅛	----	----	----	100⅛
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	108⅛	108	----	----	----	108⅛
American Gold	216	----	222½	222	235½	231⅝

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	18⅜
" preferred	38	38	38½	39	40	----
Camden & Amboy	148	----	----	----	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	100
" " 6s, '83	100	----	----	----	----	101
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '80	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	102	----	103½	----	103	----
Del. Div. Canal	----	----	----	----	----	36
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	74
" 6s	----	----	----	107	----	----
Lehigh Valley R. R.	77	----	----	77⅛	----	80
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	46	45½	46	46⅜	47	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	59½	59⅛	----	----
Morris Canal	97⅛	----	----	----	----	----
" " pref.	125	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	31⅛
" " 6s	96	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	51	----	51	51	----	53
Pennsylvania R. R.	69⅛	69⅛	69⅛	70	70	70
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	106	----	----	----
Penn. State, 5s	92⅛	93	----	----	93⅛	93⅛
" " 5s, coupon	----	----	95	----	----	----
" " 6s, W. L.	----	----	----	----	104⅛	----
Philadelphia City, 6s	98	99⅛	----	99⅛	99⅞	----
" " new	102	102⅛	102⅛	----	102	102⅛
Philad., Germ. & Nor.	----	----	----	60	----	60
Phila. & Reading	62⅛	64⅛	67	66⅞	66⅛	68⅛
" " 6s, '80	126	----	----	----	----	----
" " 6s, '70	100⅛	----	100⅛	----	----	----
Philadelphia & Erie	----	----	31⅛	31⅛	----	32⅛
" " 6s	----	----	----	----	----	105
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	28	29	30⅛	----	33⅛
" " pref.	----	38	39	39	----	40⅛
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	94	----	----	----	----
" " 6s '72	97	97	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	15	----	----	----	15⅜	----
" " 6s '78	----	----	58⅛	59	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	78	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	70	----	----	----	70	----
Spruce & Pine, "	----	34	34	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.
Baltimore City 6s, 1875	----	----	110	----	----	----
" " 1886	107½	109⅛	----	----	----	----
" " 1870	----	----	106	----	----	----
" " 1890	----	109⅛	----	109⅛	110	110
Balt. and Ohio	----	----	----	110	110	110
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	105
" " " '80	----	----	----	----	----	----
" " " '85	----	----	104⅛	104⅛	----	----
Northern Central	50	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2.
Boston and Lowell	103	102½	100	----	103	----
Boston and Maine	126	125½	----	127	127	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	144	144	144	----	----	143½
Cheshire, pref.	----	----	51¼	----	----	51½
Concord	----	----	----	----	----	----
Connecticut River	----	106	----	----	108	----
Eastern, Mass.	102½	----	103	----	105½	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	119	118½	118	----	----	118
Manchester & Lawr'ce	----	118	----	----	----	118½
Michigan Central	----	----	----	----	----	----
Northern, N. H.	80	----	----	----	----	80½
Old Colony and Fall R.	123	----	123½	124½	127	----
Ph., Wil. & Baltimore	63¾	63¾	63½	66¼	63¾	63½
Portl'd, Saco & Ports.	----	----	----	----	----	101
Vermont & Canada	110	----	110	----	----	110
Vermont & Mass.	----	39	39½	----	----	----
Western	150	150½	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	103½	----	----	105½
Metropolitan "	57	----	58½	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	49	48	48¼	49	50	51
Isle Royale "	----	----	----	20	----	23½
National "	----	----	25	----	26	27
Minnesota "	30	----	----	----	----	----
Pewabic "	----	----	54½	55	57	57½
Pittsburg "	----	----	----	82	84	----
Quincy "	----	----	----	----	95	95
Rockland "	----	----	17	----	----	15

London Stock Exchange.

The following were the closing prices for American Securities on the 18th of October:

Maryland 6s	65	to	68
United States 6s, 1881	44	"	45
Do. 6s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	70	"	72
Do., 2d mort., 1881	64	"	68
Pennsylvania, 1st mort., 1877	70	"	72
Do., 2d mort., 1882	66	"	68
Erie shares, $100 (all paid)	40½	"	41½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	73	"	75
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50½	"	51½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82 x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	70	"	61
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, November 5, 1864.

Stock Exchange and Money Market.

The last arrivals from Europe bring us continual reports of disturbances in the commercial marts of England. Numerous failures have taken place in addition to those already announced, and the aggregate losses are large. Several cases of suicide have taken place, the results of pecuniary embarrassments.

The sum total of the deficiencies may be safely estimated at fifty millions of pounds sterling. Nor are all apprehensions for the future at rest. Commercial discredit was spreading on the day of the departure of the steamer, and the usual rate of interest outside of the Bank of England was full 10 per cent. Consols were unsteady, with a slight recovery from former quotations. The cotton question was thought to be at the bottom of the principal difficulties. It was feared that the stimulated supply from India would glut the market, and that the price would fall finally to 6d. or 6½d. sterling per lb. The weekly circular of the Liverpool brokers on the 8th of October, two weeks before the date of the last departure from that port, gives the following summary: increase of imports compared with last year 584,910 bales; increase of quantity taken for consumption 185,370 bales; increase of stock compared with last year, 211,270 bales. After deducting the weekly sales for home consumption, and the actual re-exports of the article, there will be still left on hand for the ensuing year a stock of 1,250,804 bales. There is no wonder that there is cause for alarm, especially as we are told that the cotton "mills are rapidly closing." It seems to us that the financial and commercial crisis is by no means passed, that there will be large exports to this country at reduced rates, and that the prices of cotton goods with us are certain to fall. It seems to us that it is the part of prudence in our dealers in those articles to realise at present prices without delay. We notice that gold is 2-10ths per cent dearer in London than in Paris, and 7-10ths dearer than in Hamburgh.

The money disturbances in England are drawing the attention of its leading financiers to some plan of a remedy. Some of these maintain the opinion, that the constant increase of commerce in the world, requires some new medium of exchange other than gold and silver, since while there is a profit in the extension of business every where, it is at any time likely to be lost by sudden demands for specie from causes which are not legitimately connected with that commerce. Thus the act of a bad ministry or a declaration of war may make gold and silver so scarce, that absorption of a few millions at an unexpected time and place, may destroy other properties of equal intrinsic and more than intrinsic value, and cause wide spread bankruptcy. Government or paper money on some principle of eventual security has been therefore suggested as a substitute. Others again propose a repeal of the Bank charter act so as to make money less dear. In 1849-'50, Bank interest was but 2½ per cent. it is now 9 and 10. It is feared that the present rate is likely to be permanent. Another cause of anxiety is the drain of specie to the East since 1801, and up to 1863, it appears that a final balance of £234,000,000 of coin sent to India had never returned, and was now lost to the commerce of other parts of the world. In 1861-'2, £25,000,000 had gone there from England alone. On the contrary when any considerable amounts had been sent to the U. S. the course of trade soon brought it back again.

American securities have improved. The 5-20s and our best railway bonds have advanced from 5 to 10 per cent., showing a decidedly favorable reaction in the London market.

Our own has also shown renewed activity. It is said with how much truth we know not, that the crowd of speculators is largely increasing. Certain it is that there has been an increase of buyers of railway shares, which are of a more expansible character, than the bonds. The feeling in favor of a rise has been quite general, and there is no lack of money in any quarter. Thirty millions of legal tenders, and ten millions of certificates of indebtedness have within a short time been paid

into the Treasury, and there is no stringency in the money market.

The movements in gold seem no longer to cause much apprehension, nor are they looked upon as conclusive on any financial question. The prices of articles are not now in fact measured by a gold standard uniformly. As an example we may state that butter is much dearer than gold, the one being held at 131 in paper, and the other as compared with its former and usual value in gold about 300 per cent. Other articles of necessity as potatoes, are selling throughout the country at about 15 to 20 cents per bushel in gold. So that we see all calculations based on the price of gold in the street, lead to no just conclusions whatever. This is a curious state of things, but it is an indication in our opinion that we should very easily adapt ourselves to an early resumption of specie payments when it should arrive.

The Bank statement for the first Saturday of the present month Oct. 29, shows that the variations from the balances on the 22d of October were as follows:

Increase in loans	$782,587
" specie	67,947
" deposit	1,066,206
Decrease in circulation	77,489

It is understood that the Banks generally begin to see the necessity of coming into the National system of Mr. Chase. The Philadelphia institutions have taken the initiatory steps for this object. The advantages are so obvious that we wonder there has been so much opposition to it in certain quarters. To secure an unquestioned circulation throughout the United States, and the receipt of their paper every where for taxes, by the Government is an immense advantage.

When our internal commerce is restored to its old basis, no one will care about any other money than that of the National Banks, and that the system is a tempting one already, may be seen by the large profits realised by some of these institutions already. The first National of this city has declared a semi-annual dividend of 10 per cent.

Recurring again to the subject of the gold market, we believe we are fully justified in saying, that the present advance is greatly attributable to political combination. The actual amounts sold from day to day, are not large for there is no great demand. A few thousand pass from hand hand, often at fictitious quotations, and these control public opinion more than they justly should do.

On Tuesday a sudden rise of 10 per cent took place without any real cause for it. It is true that rumors of disasters to our armies were loudly proclaimed in the teeth of the facts, either founded on reported private telegrams, or the carefully collected items of news equally false from day to day put forth by the disloyal presses, that are in this way doing all they can to aid the confederate cause. When there are journals, the Boston *Courier* for example, which unblushingly assert that the rebels possess all the territory they did when the rebellion broke out, when for example they were on the banks of the Ohio, held the Mississippi from Cairo down to the gulf, when Missouri, Tennessee, Kentucky, Louisiana, Arkansas and Maryland were under their sway, and although on the other hand there is not a single State over which they have now an entire control, not an open port on the ocean, we need not wonder that there are people who will believe any thing, or that they can be made and really are the dupes of bad and designing men, and are victims to the deceptions in the gold market, planned and carried on solely to affect the coming elections. The rise of ten per cent on Tuesday was without the least basis of propriety, and time will prove our assertion. We speak in no partizan spirit, our articles all have shown that we are entirely beyond all party influences, but we cannot conceal our astonishment at the constant efforts made to decry the resources, the credit, the stability and the cause of this great Republic.

Money continues abundant. The inquiries for Government securities are good, and prices show a tendency to advance. Exchange is not in large demand, and buyers are very cautious. It is proposed that the interest due on Government securities the 1st of January next, shall be advanced to its creditors as was done in the case of the November dividends. The dry goods auction sales show a continued tendency to a decline, notwithstanding the sudden rise in gold. The prices paid for many leading articles on Tuesday, were 50 per cent. less than the week previous. There is a firm conviction in the minds of the people, especially of buyers, that the quotations in the gold market cannot be sustained. The amount sold at 240 on Tuesday at the 2d board was but $5,000, and no one knows whether it was an actual sale or not.

The balance in the Sub-Treasury in this city on Tuesday was $2,686,689.

It is reported that the Government restrictions on the sale of cotton are to be taken off, as will appear by an official announcement in a few days. This will have a large effect on exchange, and *may* produce a heavy reaction in the gold market.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending October 31, was $721,817, against $1,397,081 in 1863, and $1,183,002 in 1862.

The exports from New York for the same week were $3,391,378 against $3,240,567 in 1863, and $4,287,732 in 1862. The shipments of specie since January 1, have been $37,855,155. The exports since January 1, have been $183,147,056 against $145,673,347, in 1863, an increase of $37,473,709. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to October 29, was $60,235,469.

The value of foreign goods imported into the port of Boston for the week ending October 28, was $646,226, against $600,627 for the corresponding week in 1863. The exports were $567,389 against $293,215 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $208,639.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 106¾; Illinois War Loan, 100½; Central R. R. of New Jersey, 170; Brooklyn City Water Loan, 113; Detroit, Monroe and Toledo bonds, 100; Ohio and Miss. pref. cer., 80; Mariposa 1st mort., 94; Nicaragua Transit, 4; Atlantic M. S. S. Co., 180; Central Coal Co., 57; Con. Coal Co. of Md., 64; Ashburton Coal, 21; Smith Parmalee Gold, 6; Corn Ex. Bank, 105; St. Nicholas Bank, 100; Park Bank, 140 Bank of Commerce, 105; Ocean Bank, 90.

Philadelphia.—West Chester 8s, 90; do., 7s, 105; Elmira Chattel 5s, 77; do., 10s, 77; Pittsburg 6s, 98; Huntingdon and Broad Top, 29½; Reading mort., 6s, 103; Allegheny Co. 5s, 78½; Girard College R. R., 26½; Egbert Oil, 4; Story Farm, 2¾; Dalzell, 8⅞; Maple Shade, 27; Oil Creek, 5¾; Noble and Delamater, 8; McClintock, 6; Densmore, 8; McElheny, 6; Corn Pl., 7; Rock, 4; Curtin, 6; Hyde Farm, 6; Bull Creek, 4½; Hibbard, 1¾; Tarr Home, 5¼; Mineral, 2¼; Keystone, 2⅞; Bohemian, 7; Perry, 4; Phillips, 7⅜; French Creek, 5; Union, 2¼; Germania, 1⅜; Hoge Island, 1; Excelsior, 1¼; Phila. and Oil Creek, 6¼; Farrell, 2¼; Irwin, 7; Feeder Dam, 1⅛; Petroleum Centre, 3½; Seneca, 2½; Fulton Coal, 10; New Creek, 1; Big Mt., 7; Swatara Falls, 10½; Preston, 35; Honey Brook, 6½; Diamond, 21; N. Y. and Middle Coal Fields, 14½; Tremont, 10; Clinton, 1¼; Penn Mining, 21¾; Merrimac, 3¼; Bank of Commerce, 68; Bank of North Am. 171¼; Mechanics Bank, 31; City Bank, 57½; Farmers' and Mechanics' Bank, 70; Manuf. and Mech. Bank, 29¼; Union Bank, 48; Kentucky Bank, 110. The latest quotations are: City 6s, 100@100⅛; do., new, 102@102¼; State 5s, 93¾@94; do., coupon, 98@95¼; do., 6s, W. L., 104¼@104¾; Phila., Wil. and Balt., 64; Reading, 67½@67⅝; do., 6s, 1870, 100½@100¾; do., 1886, 133@134; Camden and Amboy, 148@150; Pennsylvania R. R., 72½@73; do., 1st mort., 111½@112; do., 2d mort., 107@107½; Little Schuylkill R. R., 46⅛@47; Morris Canal, 95@100; do., pref., 130@131; do., bonds, 101@102½; Wyoming Valley Canal, 77@80; do., 6s, 98@100; Susquehanna Canal, 15¼@15¾; do., 6s, 59½@60; Sch. Nav., 33¼@34½; do., pref., 40⅛@41½; do., 6s, 1882, 88@89; Union Canal bonds, 18@20; Delaware Div. Canal, 36½@36½; do., bonds, 98½@100; Elmira and Williamsport, 32⅛@34; do., pref., 50@50¼; do., 7s, 1873, 105@108; do., Chattle 10s, 77@77½; Beaver Meadow, 75@87; Long Island R. R., 48@50; Lehigh Coal and Navigation, 73¾@76; North Pennsylvania, 31@31½; do., 6s, 97@97; do., 10s, 116@120; Philadelphia and Erie, 32¾@32⅞; do., 6s, 105@105; Minehill, 59⅞@60; Catawissa, 18½@18¾; do., pref. 37@38; Lehigh Valley, 81½@84½; do., bonds, 104@105; Fifth and Sixth streets, (horse,) 60@61; Second and Third, 69@70; Race and Vine, 6@10; West Philadelphia, 60@65; Spruce and Pine, 35@34¼; Green and Coates, 30@30; Chestnut and Walnut, 50@52½; Arch, 16@18; Thirteenth and Fifteenth, 24@25; Girard College, 26½@27; Tenth and Eleventh, 49@50; Norristown, 59¾@60.

Boston.—Michigan Central 8s, 1869, 125; Northern (Ogdensburg,) 2d mort., 26; Rutland 1st mort., 64½; Vermont Central 1st mort., 79; South Shore R. R. 6s, 97¼; Western R. R. 6s, 1875, 102⅛; Boston and Lowell R. R. 6s, 101; Boston, Hartford and Erie R. R., 30; Conn. and Pas. Riv. R. R., 65; Maine 6s, 1871, 100¼; do., 1880, 99¼; do., 1889, 100; Rhode Island 6s, 1882, 100; Vermont 6s, 100; Chicago 7s, 1880, 105; Bath 6s, 1891, 100; Boston 6s, 114; Albany 6s, 1870, (Western R. R.,) 101; Brooklyn 6s, 1891, Water Loan, 105¼; Boston Water Power Co., 32; Union S. S. Co., 137; Essex Co., 91; East Boston Co., 10⅛; Cary Imp. Co., 9⅛; Law-

rence Coal, 6¼; Gilberton Coal, 86; Short Mt. Coal, 36; Mammoth Vein Coal, 35½; Union Coal, 35; Franklin Coal, 65; Shawmut Bank, 100; Bank of Republic, 101; City Bank, 102¾; Merchants' Bank, 100½; Traders' Bank, 92; Blackstone Bank, 106¾; 2d National Bank, 115¼; Webster Bank, 100¾; Columbian Bank, 108½; Market Bank, 98½; Bank of Commerce, 101¼; Atlas Bank, 99½; Globe Bank, 126; City Bank, (Lynn) 100¾; 1st National Bank, 115; Cambridge City Bank, 100; Atlantic Bank, 96¾; Asiatic Bank, (Salem,) 29¼; Salem Bank, (Salem,) 67¼; New England Bank, 112; Acton Mining Co., 2; Aztec, 7; Albany and Boston, 25; Bay State, 25; Boston, 4½; Black River, 15c.; Brome, 1¾; Concord, 5½; Canada Lead, 2; Copper Falls, 26¾; Champlain, 15c.; Chaudiere Gold, 1; Canada, 1¾; Canadian Gold, 50c.; Dana, 2½; Dudley, 4¼; Eagle River, 4½; French Creek, 75c.; Great Western, 8¼; Great Basin, Oil, 2⅛; Hanover, 8¾; Huron, 40; Humbolt, 9⅝; Hungarian, 2⅛; Hancock, 10½; Lenoxville, 50c.; Manhattan, 8; Madison, 3¾; Mesnard, 8¼; Native, 1½; New England, 1⅝; North Cliff, 5; Ottawa, 31c.; Pontiac, 4½; Phœnix, 20½; South Side, 3; Star, 8¼; Superior, 9¼; St. Clair, 9; Tremont, 2⅞; Toltec, 2⅝; West Minnesota, 2½; Winthrop, 4¾; Waterloo, 15c.

Baltimore.—Marietta and Cincinnati bonds, 97⅛; N. W. Va. R. R., 10; do., 3d mort., 29; Western Maryland bonds, 88; City Passenger R. R., 17¾; Maryland Mining Co., 0.70; Canton Co., 32; Silver Valley, 0.20; Atlantic Coal, 1.40; Am. Gas Coal, 2.20; Springfield, 1.60; Mineral Hill, 2.20; Md. Anthracite Coal, 40; Santa Clara, 25; Balt. Chrome, 1.65; Lake Chrome, 0.50; Bare Hill, 3.50; Union Bank, 71. The latest quotations are: Balt. and Ohio, 110@111; do., 6s, 1867, 101@102; do., 1875, 104½@105; do., 1880, 105@110½; do., 1885, 104¼@104½; Northern Central, 51@52½; do., bonds, 1885, 98@100; N. W. Va., 10@12; do., 1st mort., 110@111½; do., 2d mort., 101@105; do., 3d mort., 23@29; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 97½@99; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@41; Western Md. bonds, 84¾@85; do., guar., 112¾@113; Maryand 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 112@112½; Baltimore 6s, 1870, 105@107½; do., 1873, 109@110; do., 1875, 109¾@110; do., 1886, 109½@109¾; do., 1890, 109½@110; do., coupon, 109@109½; do., 5s, 1888-'70, 90@97½; City Passenger R. R., 17½@18¼; Canton Co. 34½@38; Gardner, 0.70@0.75; Gas Coal, 2.10@2.25; Maryland, 0.70@0.75; North State, .15@.20; Springfield, 1.56@1.60; George's Creek, 105@110; Santa Clara, 23@25; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.55@1.70; Bare Hill, 3.25@3.50; Atlantic Coal, 1.40@1.45; Mineral Hill, 2.20@2.25; Baltimore Coal, 100.

☞ The Pottsville *Miners' Journal* publishes a call for a meeting of citizens in favor of the construction of a new railroad direct from the Schuylkill coal region to New York, under the charter of the New York and Middle Coal Field Railroad and Coal Company. The proposed road is to commence at Schuylkill Haven and occupy the route by Lizard Creek. The *Journal* says that capitalists are ready to furnish the money for its construction and equipment.

Atlantic and Great Western Railway Bonds.

We notice in the London papers by the last arrival, that the Atlantic and Great Western Railway Company have advertised a second issue of mortgage bonds to the extent of $4,000,000 to complete the Ohio division of the line. They are issued at 66 and carry 6 per cent. on the par value or 9½ on the rate of issue. They are secured by a mortgage on all the property of every kind belonging to the Ohio division of the railway, and the interest is payable in London at the fixed rate of 4s. sterling to the dollar. The Directors calculate the surplus of their receipts after paying interest and working expenses at $2,107,148, all of which is applicable to meet any loss in exchange. It is needless for us to say a word of commendation of the Atlantic and Great Western. It is a splendid work, one of the best in this country, and must every year be more and more profitable.

The Late Accident on the Harlem Railroad.

The examination into the causes of the late accident to the New Haven trains on the Harlem track, which has been going on before Coroner Ranney has been for the present postponed. The accident has now pretty clearly been traced to a defective rail, and the injury inflicted upon it by a train of eleven cars drawn by two heavy locomotives at high speed.

One fact has come to light which is worth noticing. The rail which caused the disaster was said to have been of the manufacture of the Phœnix Iron Works. But it now appears from the testimony of Mr. S. G. Reeves, of Philadelphia, the Vice President of the Phœnix Iron Company, that the broken rail *was not furnished by his company*, but was made from "English iron which is not as good as the more fibrous iron of Pennsylvania." So that it appears from this the Harlem Company do not use the best iron for their rails, nor know where their rails actually come from.

Three Rivers Railroad.

The Three Rivers Branch Railroad is being placed in repair by Hon. Ransom Gardner. The Jonesville *Independent* says the strap rail is to be continued for the present, ultimately to be replaced by rail now in general use. This will reconnect the thriving and spirited town of Three Rivers with the Michigan Southern road, and give the farmers the benefit of a market at that point, which has been about a year past closed to them.

The Pictou Railway.

The Pictou *Standard* says that the route of the Pictou Railway has been determined on. Mr. Fleming, the Chief Engineer, has recommended a line from Truro to the deep waters of Pictou by the East River, which passes through the Albion Mines and New Glasgow. The *Standard* learns that the Government has decided to adopt his recommendation.

☞ The Perth Amboy and Woodbridge Railroad was put into operation about the middle of October. It is a branch of the New Jersey Railroad, joining the latter at Rahway, and running through the village of Woodbridge into the city of Perth Amboy, a distance of about eight miles. The propelling power now in use on the road is furnished by "dummy" engines, the trains generally consisting of one car besides that which contains the engine. The trip occupies about thirty minutes, and five trips are made daily.

Specific Performance of a Contract to Operate a Railroad.—Lease of Railroad or Franchises.—Consolidation of Railroads.

The case of the Port Clinton Railroad Company against The Cleveland and Toledo Railroad Company, was an action reserved in the district Court of Ottawa County, Ohio.

The following are the facts:

The Cleveland and Toledo Railroad Company was the product of a consolidation of the Toledo, Norwalk and Cleveland Railroad Company, and the Junction Railroad Company. This consolidation was effected on the 15th of July, 1853, by an agreement that day made, to take effect on the 1st day of September, 1853.

By the terms of the consolidation, the Toledo, Norwalk and Cleveland Company was to issue to its stockholders an amount of stock or bonds equal to one-half of the then amount of its capital stock, and with this addition the aggregate stock of the two companies was to become the stock of the Cleveland and Toledo Railroad Company. It appears to have been the object of each of the original companies, or of their promoters, to construct a through line of railroad between the cities of Cleveland and Toledo, one of which would pass through Norwalk, and the other through Sandusky. It may be inferred that to avoid the effect of rival routes, under different management, was an inducement to the consolidation. But the construction and running of the two lines were contemplated; and to insure this being done on the northern route through Sandusky, the following article was inserted in the agreement as consolidation: "The Cleveland and Toledo Railroad Company shall occupy and construct a line of railroad, extending from Sandusky, across Sandusky Bay, by Port Clinton, Perrysburg and Maumee City, to or near Swanton, assuming the railroad of the Port Clinton Railroad Company, and connecting with the railroad of the Northern Indiana Railroad Company at some convenient point near Swanton. It shall open and maintain a railroad connection between Sandusky and Toledo, upon the same gauge with the railroad between Sandusky and Cleveland, to be finished simultaneously with the opening of the road to Perrysburg." It was also agreed, that "the Cleveland and Toledo Railroad Company will establish and maintain workshops, both at Norwalk and Sandusky, sufficient for the ordinary repairs of machinery on the respective lines."

The Cleveland and Toledo Company thereupon proceeded to finish the projected road of the Port Clinton Company, and did for several years run a through line from Cleveland to Toledo, by way of Sandusky, as contemplated by the agreement of consolidation. Subsequently, in the year 1858, the directors of the Cleveland and Toledo Company ceased running a through line from Cleveland to Toledo, by way of Sandusky, and after for a short time running a train from Sandusky to Port Clinton, discontinued the use of the road constructed under the lease from the Port Clinton Company. From that time to the present, no trains have been run on that road; the rolling stock and other personal property connected with the use of the road have been removed, and no repairs of the road have been made.

The object of the petition filed by the Port Clinton Railroad Company is to obtain a specific

performance of the covenant, on the part of the Cleveland and Toledo Railroad Company, as to the road finished under the lease, to "operate and manage the same in such a manner as will not forfeit or endanger the franchises and corporate rights" of the Port Clinton Company.

GHOLSON, J.—The rights of the plaintiffs depend upon some general considerations, and to these our attention will be first directed.

The specific performance of a contract rests on the ground that the ordinary remedy for its breach will not afford adequate relief. In some cases this is so apparent that a specific performance is decreed as a matter of course. Such is the case of a contract for the conveyance of real estate. In such a case, if the party has not, by some act or omission, precluded himself from relief, he may be said to be entitled to it as a right. For although the Court is said to have a discretion in granting or refusing a specific performance, it is not an arbitrary discretion, but a discretion to be regulated by precedent and established practice. It would, however, be going too far to say that, in all cases where the ordinary legal remedy would not afford adequate relief, there is necessarily a right to specific performance. In the case of a contract for personal service, it may be that, on a refusal to perform the contract, an action for damages would not afford adequate relief, and yet it is clear that a Court of equity will not attempt to enforce specifically such a contract. Hamblin *vs.* Dinneford, 2 Edwards, 529; De Rinafinoli *vs.* Rossetts, 4 Paige, 264; *ex parte* Clark, 1 Blackf., 122; Stocker *vs.* Brocklbank, 5 Eng., L. and E., 67; 3 Mac. and C., 250.

We have now to consider the peculiar features of the case under consideration. We do not think the plaintiff can be regarded as representing any interest, except its own corporate rights. It was no party to the contract of consolidation, and must stand on the covenant in its lease. The covenant required the defendant to operate and manage the road described in the lease, "in such a manner as will not forfeit or endanger the franchises and corporate rights" of the plaintiff. The only proper object which the plaintiff can have, in asking our interposition is the probation of its franchises and corporate rights. These franchises and corporate rights it leased perpetually, reserving to itself no pecuniary consideration in the shape of rent, or otherwise, except in the payment of debts it might owe, (of the non-payment of which there is no complaint,) and no advantage to its stockholders, except the privilege or the payment of 95 cents on the dollar of the amount of their subscription, to receive the same dividends as the holders of a like amount of stock in the defendants' company. We do not see that the plaintiffs at the time of the lease regarded itself or its stockholders as holding anything of pecuniary value, in rights or franchises, or in work constructed on the road for really no consideration, moving to itself or its stockholders, was exacted. We cannot shut our eyes to the fact, transparent in the testimony, that the plaintiff itself, and the operations in its name were a device and means used by the Junction Company, to accomplish that object, which, under its own charter it had no power to attain—a direct route to Toledo. Looking behind the forms of the transactions, and this as a Court of equity, asked for extraordinary relief, we have a right to do, the rights and franchises and any property ostensibly in the name of the plaintiff, except the small amount of percentage paid by the stockholders, really belonged to the Junction Company, and were so treated in making the consolidation. Under the arrangement then made, the plaintiffs may still exist as a legal entity, but we do not think it has any such standing in Court, or any such interests to be protected, as will support its claim for relief.

The trustees of Portland township rely upon a contract for subscription of stock between them and the Junction Railroad Company to the rights and obligations under which contract the Cleveland and Toledo Railroad Company succeeded. This contract was made under the authority of an act of the legislature, passed January 22, 1851, providing, "That the counties, townships, cities and incorporated towns through which said railways may be located, are hereby authorized to subscribe to the stock of said railroad, in the manner and on the conditions hereinafter prescribed." The subsequent provisions have no reference to the terms of any contract of subscription which might be made but to the amount to be subscribed—the preliminary steps to invest the proper authorities with the power to subscribe, and the payment of the subscription. The contract of subscription and the force and effect of any terms it might contain, are to be determined upon the extent and meaning of the language, "authorized to subscribe to the stock of said railroad."

Now this contract was to be made between two bodies, acting under limited powers. The subject matter of the contract was a subscription of stock.

The consideration to be paid by a township would be the price of certain shares of stock, that to be furnished by the railroad company, the certificates of stock, including the right to vote as a stockholder and receive dividends. We are not prepared to say that in such a dealing between a township and a railroad company, acting through their proper officers, there may not be terms and conditions—that the transaction must necessarily be confined to the simple payment of money, or giving securities for its payment, on the one hand, and the delivery of certificates of stocks on the other. But we think that such terms and conditions cannot properly extend beyond the subject matter and the consideration.

It might be competent for the parties to provide, as is done in this case, that on the breach of any condition looking to the benefit of the township in the construction or operation of the road, the contract should be cancelled. So an obligation might, perhaps, be imposed as to the expenditure of money in a particular locality to be enforced as a trust by an injunction against its expenditure elsewhere, or as a condition involving its return if not used as stipulated. Conditions of this description only affect the subject matter of the contract and its consideration—the money paid and the stock received. But the question becomes entirely different when the making a subscription and paying money for stock is relied on as a consideration to sustain a contract, giving the township a claim to control the general conduct and discretion of the directors of the railroad company, in matters involving the pecuniary interests of the company and its stockholders to an amount far exceeding the subscription of the township. We do not think it was the intention of the legislature to authorize the township to obtain by its contract such a claim, or the directors of the company for the time being so to limit the power and discretion of future boards of directors.

The trustees of Portland township also occupy the position of stockholders. They were such in the Junction Company, and by the consolidation became such in the defendants' company. The inquiry, therefore, as to their right as stockholders to enforce the agreement of consolidation, may be supposed to arise. If the agreement of consolidation imposed a duty on the directors of the defendant to carry into effect its provisions, this duty, like that to pursue the provisions of the charter, might be owing to all the stockholders. If so, then a suit by one or more of the stockholders in behalf of themselves and the others, might be sustained to restrain acts on the part of the directors *extra vires*, on involving a fraudulent breach of trust. But we know of no case of such a suit to enforce an active duty within the power of the directors. "If a Court of equity were to assume jurisdiction in such a case, could it do so without opening its doors to all parties interested in corporations, or joint stock companies, or private partnerships, who, although a small minority of the body to which they belong, may wish to interfere with the conduct of the majority? This cannot be done; and the attempt to introduce such a remedy ought to be checked, for the benefit of the community." Lord *vs.* The Copper Mines' Co., 1 Hall & Twells, 85, 99.

In the case of stockholders in one of our railroad companies, the remedy must be sought in the election of a new board of directors.

There may be cases, however, where there were classes of stockholders, and a duty may be owing to one class. This might occur where there is preferred stock, and it might possibly happen, that in the consolidation of two companies, the stockholders of one might as a class, acquire rights distinct from the stockholders of the other. Whether this occurred in the present case—whether the stockholders of the Junction Company, as a class, acquired distinct rights, and can upon these rights found a claim for performance of any stipulation intended for their benefit, or failing in that for a rescission and a restitution to their original status we need not decide. The action of the trustees of Portland township does not proceed on such claim, and we have not the parties before us directly interested in its adjudication. Not only the class claiming distinct rights and the directors of the company, but the other class should be represented, and the difficulty of making them defendants on account of their number, which was suggested in an English case, appears to be obviated by our code, § 37, Mozley *vs.* Alston, 1 Phill., 790, 799.

Our attention was directed during the argument to a provision in the statute, authorizing the consolidation of these companies, passed January 20, 1850, conferring jurisdiction on the Supreme Court, to enforce by decree "any agreement of consolidation, or for leasing, or for other accommodations" made between the companies. A like provision is found in the general act of March 3, 1851, 1 S. & C., 275, note.

Waiving the inquiry whether there is now any Court succeeding the Supreme Court intended by those acts, capable of receiving such a grant of original jurisdiction, we do not suppose it was the intention of the legislature to authorize or require an exercise of jurisdiction not before recognized according to the principles of equity and the practice of courts, or which those principles and that practice would not properly permit. Indeed we do not understand that this is claimed by counsel.

We feel that we do not err in supposing that the two cases before us are really the presentation of the claim of those interested in the city of Sandusky and its vicinity, to compel a compliance with provisions in the agreement of consolidation intended for their benefit, and which they had a right to expect would be carried out in good faith by the directors of the consolidated company. Their claim commends itself to our sense of justice; and if they have been disappointed in their expectation, from a mere desire for greater profits or dividends, they have just ground for complaint. We have given the claim in the mode in which it is presented, a careful consideration, but acting as a Court in a defined course and according to established principles, we feel bound to come to the conclusion that we can afford no relief.

There will be a judgment for the defendant. All the judges concurred.

Sandusky, Dayton and Cincinnati (Late Mad River) Railroad Company.

The financial difficulties of this company arising from the conflicting claims of the holders of several classes of bonds and guaranteed securities have at length been settled in a manner satisfactory to all concerned. Articles of agreement to carry out the arrangement, were entered into on the 13th of November, 1868. The creditors consisted of five classes, viz:

First. The holders of the bonds of said Railroad Company, becoming due and payable on the first day of February, 1866, and secured by mortgage on the property of said company.

Second. The holders of the bonds of said Company, becoming due and payable on the first day of February 1875, and secured by mortgage on the property of said Company.

Third. The holders of the stock issued by the Sandusky City and Indiana Railroad Company, and guaranteed by the Mad River and Lake Erie Railroad Company.

Fourth. The holders of the bonds of the Springfield and Columbus Railroad Company secured by mortgage on the property of said Company, and guaranteed by the Mad River and Lake Erie Railroad Company.

Fifth. The common six per cent. bonds of the Sandusky, Dayton and Cincinnati Railroad Company, and also the holders of the bonds of the Mad River and Lake Erie Railroad Company, issued in payment of dividends.

The Sandusky, Dayton and Cincinnati Railroad Company, on its part agrees:

First. To pay promptly the coupons attached to the bonds of the Sandusky City and Indiana Railroad Company, secured by mortgage on the property of said Company, as said coupons shall become due, and also to discharge or provide for the principal of said bonds, when the same shall become due and payable by the terms thereof.

Second. To pay three per cent. semi-annually upon the bonds of the Mad River and Lake Erie Railroad Company, falling due on the first day of February, 1866, and secured by mortgage on the property of said Company, commencing said payment of interest on the first day of February, 1864, and concluding the same on the first day of February, 1900, which several sums of interest are to be represented by new coupons, to be issued by said Sandusky, Dayton and Cincinnati Railroad Company, maturing semi-annually from the first day of February, 1864, to the first day of February, 1900, inclusive. And when the principal of said bonds shall become due and payable, as by an extension of their term of payment until the first day of February, 1900, hereinafter provided, said Company hereby agrees to promptly pay and discharge the same.

Third. To pay ten thousand dollars per annum to a Sinking Fund, which fund is to be used each year for the redemption of the bonds of said Company, issued under the former title of the Mad River and Lake Erie Railroad Company, becoming due and payable originally on the first day of February, 1866, payment whereof has been extended to the first day of February, 1900, provided said bonds can be purchased at or below their par value. But if the price of said bonds shall be above their par value, then the bonds to be purchased or redeemed shall be designated by lot, and upon notice being given of such designation, said bonds shall be surrendered in numbers and amounts corresponding to said designation, and interest upon the same shall cease from the date of said notice; the payment of said bonds also creating a discharge of the coupons past due, and held in escrow under the terms of this agreement. It is also understood that the Sinking Fund herein mentioned shall be in charge of three Trustees, the President of said Sandusky, Dayton and Cincinnati Railroad Company *ex officio* constituting one of the number, and the remaining two designated by the holders of the bonds, viz: Israel M. Spelman, of Boston, and Theo. A. Neal, of Boston; and in case of the death, resignation, or inability to serve, of either of said Trustees, the two remaining ones shall have authority to appoint his successor.

Fourth. The said Sandusky, Dayton and Cincinnati Railroad Company, further agrees to pay three per cent. semi-annually upon four hundred and seventy-five thousand dollars in amount of the preferred stock of said Railroad Company, which is to be called and known as the six per cent. preferred stock, and into which are to be funded as hereinafter agreed, the following obligations and claims against said Company, at the rates specified and following, to wit:

First. The bonds of the Mad River and Lake Erie Railroad Company becoming due and payable on the first day of February, 1875, and secured by mortgage upon the property of said Company, at the rate of forty per cent. upon their par value.

Second. The stock issued by the Sandusky City and Indiana Railroad Company, guaranteed by the Mad River and Lake Erie Railroad Company, at the rate of ten per cent. upon its par value; the holders of said stock of said Sandusky City and Indiana Railroad Company also having the option until the first day of May, 1864, of exchanging their stock at its par value, for an equal number of shares of the stock of the Sandusky, Dayton and Cincinnati Railroad Company, at the par value thereof, in lieu of funding said stock in the preferred stock of said Company, as hereinbefore stated.

Third. The bonds of the Springfield and Columbus Railroad Company, secured by mortgage upon the property of said Company, and guaranteed by the Mad River and Lake Erie Company, at ten per cent. of their par value.

Fourth. The common six per cent. bonds of the Sandusky, Dayton and Cincinnati Railroad Company, and also the dividend bonds of the Mad River and Lake Erie Railroad Company, at the rate of ten per cent. upon their par value.

Fifth. All claims of S. Henshaw & Sons against the Mad River and Lake Erie Railroad Company, provided the same be allowed, to be fully satisfied by the issue of ten thousand dollars in amount of said preferred stock, and its delivery to the holders of said claims of said S. Henshaw & Sons.

It is hereby understood and agreed by the parties to this agreement, that all payments hereinbefore stipulated to be made by the said Sandusky, Dayton and Cincinnati Railroad Company, shall have precedence in the order therein mentioned; except that the payment of the principal, becoming due upon the bonds of the Sandusky City and Indiana Railroad, shall neither have precedence over nor in anywise affect the prompt and regular payments of interest represented by the coupons attached to the bonds of the Mad River and Lake Erie Railroad Company, originally falling due on the first day of February, 1866, and the payment of which is extended until the first day of February, 1900; nor shall such payment in any way interfere with the appropriation of ten thousand dollars per annum to the Sinking Fund, as hereinbefore provided.

Fifth. The said Sandusky, Dayton and Cincinnati Railroad Company further agrees, that upon default being made in any of the payments hereinbefore stipulated, and continuing for a period of ninety days, it will surrender its entire road, and property of every description, to the Trustees under the mortgage to secure the bonds of the Mad River and Lake Erie Railroad Company, payable in 1866, who shall have the right to take immediate possession of the same, and hold and manage the same, and to foreclose their said mortgage, to all which the said Sandusky, Dayton and Cincinnati Railroad Company shall make no opposition whatsoever; the holders of the said last named bonds to take precedence, both in their payment and in the control of the road and property, to be surdered to the Trustees representing said bonds. *Provided, nevertheless*, that if said default, in any of said payments, shall occur at any time within three years, from the first day of February, 1864, then an additional period of ninety days to that herein specified, shall be allowed for the surrender of said road and property to said Trustees; but said grace of ninety days additional shall not be extended to any default occurring after the expiration of said three years, from the first day of February, 1864.

The holders of the bonds of the Mad River and Lake Erie Railroad Company, secured by mortgage upon the property of the Mad River and Lake Erie Railroad Company, and becoming due and payable on the first day of February, 1866, agree as follows:

First. To extend the time of payment of the principal of said bonds from the first day of February, 1866, to the first day of February, 1900.

Second. To place in the hands of the President of the Revere Bank, of Boston *ex officio*, all the coupons of said bonds, becoming due and payable from the first day of February, 1860, to the first day of February, 1866, inclusive, and appointing him a Trustee upon the following trusts and conditions, to wit: That if the Sandusky, Dayton and Cincinnati Railroad Company shall well and truly make all the payments, and comply with all of the stipulations herein covenanted, with the holders of said bonds, and shall also make payment of the principal of said bonds, or any portion of the same, by the appropriation of said Sinking Fund, or at their maturity, on the first day of February, 1900, then, and in that case, said Trustee shall return said coupons, belonging to said bonds, that are paid, to said Railroad Company, as fully satisfied and discharged, after having cancelled the same: Otherwise, and in case default be made in said payments and stipulations, or either of them, as hereinbefore specified, the said Trustee shall return said coupons to the holders of said bonds, to be and remain in full force and effect, and of the same legal validity as if this agreement had not been made.

Third. The said holders of bonds further stipulate and agree to receive from the said Sandusky, Dayton and Cincinnati Railroad Company new sheets of coupons, each of which coupons shall represent three per cent. interest upon the principal of said bonds, payable semi-annually, from the first day of February, 1864, to the first day of February, 1900, inclusive.

The holders of the following bonds, and guaranteed securities against the said Railroad Company to wit: The holders of the bonds of the Mad River and Lake Erie Railroad Company, secured by mortgage upon the property of said Company, and becoming due and payable on the first day of February, 1875; the holders of the stock issued by the Sandusky City and Indiana Railroad Company, guaranteed by the Mad River and Lake Erie Railroad Company; the holders of the bonds of the Springfield and Columbus Railroad Company, guaranteed by the Mad River and Lake Erie Railroad Company; the holders of the common six per cent. bonds of the Sandusky, Dayton and Cincinnati Railroad Company, due in 1878; and also the holders of the outstanding dividend bonds of the Mad River and Lake Erie Railroad Company, hereby agree and stipulate as follows:

FIRST. To receive, in lieu of their several bonds, certificates, coupons unpaid, and all claims for dividends and interest due, the six per cent. preferred stock of said Company, at the rates for each class of securities, hereinbefore specified, and in shares of fifty dollars each, as representing the amount of said preferred stock.

SECOND. To surrender said bonds, certificates, coupons unpaid, and claims for dividends and interest due, to the President of the Revere Bank of Boston, *ex officio*, as aforesaid, in trust, upon the following conditions and stipulations, to wit: That if the said Sandusky, Dayton and Cincinnati Railroad Company, shall well and promptly pay three per cent. semi-annually, upon the par value of said preferred stock, from the first day of May, 1864, to the first day of May, 1900 inclusive, then said Trustee shall surrender said bonds, certificates, coupons, claims for interest and dividends due, to said Company as fully discharged and cancelled: But if said Company shall fail to make such payments, as hereinbefore specified, then after the default, and the expiration of the time of grace from such default, the said Trustee shall return on demand to the holders of said preferred stock, all of said bonds, certificates, coupons, and claims for dividends or interest due, and the same shall have the same force and legal validity against said Company, as if this agreement had not been made.

It is further understood and agreed by the parties to this agreement, in case the said Revere Bank, of Boston, shall be discontinued, the President of the said Sandusky, Dayton and Cincinnati Railroad Company, and Israel M. Spelman and Theodore A. Neal Trustees of the Sinking Fund aforesaid, shall have power to appoint the President of some incorporated Bank, in the City of Boston, as a suitable and responsible successor to fulfill the duties of Trustee under the respective trusts hereinbefore mentioned; and the President of said Revere Bank, or his successor, shall receive the sum of one hundred dollars per annum as a compensation for the performance of the duties of said trusts, to be paid by said Sandusky, Dayton and Cincinnati Railroad Company.

It is further understood and agreed, by the parties hereto, that the said six per cent. preferred stock shall continue to be a six per cent. preferred stock, after the first day of May, 1900, and shall receive payments of interest at the same rates as before, the Trustees of the bonds, coupons, dividends, and other claims, to make surrender of the same, to be represented by said preferred stock. It is further stipulated and agreed by the parties hereto, that if the said Sandusky, Dayton and Cincinnati Railroad Company shall at any time, make a lease of its road-bed and property, the payments hereinbefore stipulated to be made shall be made by the said Lessees to the parties entitled to receive the same, under the provisions of this agreement, without the intervention of said Sandusky, Dayton and Cincinnati Railroad Company.

It is further agreed and stipulated by and between the parties to this agreement, that as long as said Sandusky, Dayton and Cincinnati Railroad Company shall well and truly make all the payments, and comply with all the conditions herein stipulated, and shall also maintain the road-bed, equipment of the road, and other property of said Company, in good and efficient order, then said Company shall be entitled to receive and enjoy, for its own use and benefit, all the surplus earnings of said road that shall remain after said payments have been made, as hereinbefore stipulated.

The agreement was duly executed by the President of the Company, O. Follett, under the authority given him by the Board of Directors 23d Sept. 1863.

☞ The exports of treasure from San Francisco from January 1 to September 30, amounted to.....$43,772,558
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☞ The Lynn and Boston Horse Railroad Company are having dummy engines built to run on their road from Lynn to Chelsea Ferry.

☞ The office of Comptroller has been created by the Erie Railway Board, and the Hon. Dudley S. Gregory, former Vice President of the company, elected to fill that office.

☞ The President has appointed Jesse L. Williams of Indiana, Charles T. Sherman of Ohio, George Ashmun of Massachusetts, Springer Harbaugh of Pennsylvania, and Timothy J. Carter of Illinois to be Directors on the part of the Government of the Union Pacific Railroad and Telegraph Company.

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New York, Saturday, November 12, 1864.

Wealth and Resources of Indiana.

This is another of the great States born of the Union, that undisturbed by absurd abstractions, and fraudulent pretensions to State sovereignty has marched on its way to wealth and greatness. Common sense, true patriotism and free labor have secured a well deserved prosperity, and its progress is still onward and upward.

Its area is 38,809 square miles, or 21,637,776 acres, its length being 270 miles from North to South, and its breadth from East to West about 150. Its northern boundary is Michigan and the lake of that name, its eastern is Ohio, its southern the Ohio River which separates it from Kentucky, and its western, Illinois. The face of the country is nowhere mountainous, the northern is quite level and is prairie land to a considerable extent. It is well timbered, the soil is fertile, and the climate mild and healthy. The State was originally territory belonging to the Indians whose title was extinguished by treaties, and purchases made from them by the United States. Its population in 1860 was 1,350,428, and its rate of increase decennially is nearly 50 per cent. It contains ten principal cities and towns, Indianapolis being the capital with about 20,000 inhabitants, the remainder having a population ranging from 5,000 to 15,000 each.

Its improved lands amount to 8,161,717 acres, and the unimproved to about the same number.

The value of the farms in 1860 was $344,902,776, and of the implements of husbandry used upon them $10,420,826.

The live stock consisted of 409,504 horses, 18,627 mules and asses, 491,038 milch cows, 95,982 working oxen, 582,990 other cattle, 2,157,375 sheep, 2,498,522 swine.

Their products and those of its busy bees were as follows: Butter 17,931,767 lbs., cheese 569,574 lbs., wool 2,466,264 lbs.; animals slaughtered produced $9,592,322, and the wax and honey amounted to 1,221,939 lbs.

The cereal products were, of wheat 15,219,120, bushels, rye 400,226 bushels, Indian corn 69,641,591 bushels, oats 5,028,755 bushels, barley 296,374 bushels, buckwheat 367,797 bushels.

The commercial crops were 1,219 lbs. of rice, 7,246,132 lbs. of tobacco 75,058 lbs. of hops, 73,112 of flax.

The miscellaneous crops were returned as follows:

Peas and beans, bushels	79,701
Irish potatoes "	3,873,130
Sweet " "	284,304
Wine, gallons	88,275
Hay, tons	635,222
Clover seed, bushels	45,321
Grass seed "	31,886
Flax seed "	155,159
Maple sugar, lbs	1,515,594
Maple molasses, gallons	203,028
Sorghum do. "	827,777
Silk cocoons, lbs	959

The value of the orchard products the same year was $1,212,142, of market gardens $288,070, and of home made manufactures $847,251.

The number of manufacturing establishments was 5,120, with a capital of $18,875,000, using annually raw material of the value of $27,860,000, employing 21,000 operatives and producing fabrics of the value of $48,250,000.

The value of the principal articles of production was as follows:

Flour and meal	$11,292,665
Lumber	3,169,843
Spirits (8,358,560 gallons)	1,951,530
Boots and shoes	1,084,341
Leather	800,387
Agricultural implements	709,645
Woollen goods	695,370
Cotton goods	349,000
Furniture	601,124
Steam engines	426,805
Malt liquors (66,338 bbls.)	328,116
Soap and candles	256,535
Iron castings	168,575
" rolled (2,000 tons)	105,000
" pig (375 tons)	9,375
Coal (15'161 tons.)	27,000
Printing	135,415
Gas	96,012
Fish (white fish)	17,500

The steam tonnage employed in the State is estimated at 5,000 tons, the latest returns being only up to 1858.

The number of banks in 1860 was 89, with a capital of about five millions. The number has been slightly increased under the National system.

The Indiana railways in 1850 were but 228 miles in length, but in 1860 they were extended to 2,200. Their cost was $72,795,000. They are about 26 in number.

The Indiana Canals are but two in number, the Wabash and Erie, between Evansville on the Ohio River to the Ohio State Line 379 miles, and the White Water between Lawrenceburg on the same river and Cambridge City, 74 miles. The mails are carried over routes to the extent of 7,960 miles.

The value of the real and personal property was in 1860 $528,835,371, having increased about 300 per cent. in 10 years.

The school fund pledged to the support of the public schools is about $5,000,000, of which one half is productive of revenue for that purpose, and the residue is becoming so.

The income of the State from other sources than taxes is about $1,500,000.

The State debt was in 1860 $10,286,855, and the canal debt $7,017,807.

In 1800 the population of the territory now the State of Indiana, was but 4,875, and it was admitted into the Union in 1816.

There is not one of the Northern States which offers greater advantages to immigrants than Indiana.

Boston, Hartford and Erie Railroad.

We are glad to see that the project of opening a new transportation route between Boston and the West, *via* the broad gauge through line of the Erie and Atlantic and Great Western Railway, is in a fair way of being speedily consummated. This is to be done by consolidating and extending the intermediate lines between this metropolis and the point of connection above indicated, and which are already located, and partially built and operated, in detached sections along the proposed route, in this State, Rhode Island, Connecticut and New York. To this end, as our readers are probably aware, a company of Boston and New York capitalists have obtained a charter from the Legislature of Connecticut for the further prosecution of the enterprise, as the remaining link required for its completion lies mostly within the limits of that State. The State of New York has also effected the legislation necessary to secure the Western terminus of the route which comes within her territorial jurisdiction.

The lines to be united under this arrangement, and which are already in a forward stage of progress, are the Boston and New York Central, embracing the old Norfolk County Railroad (now intersecting the Norwich and Worcester line at Mechanicsville, Conn.,) and the Providence, Hartford and Fishkill road—the latter as yet incomplete. The consolidated line is to be called the Boston, Hartford and Erie Railroad, and will constitute a very short and direct route between tide water at this port and the Hudson River at Fishkill, N. Y., directly opposite Newburg, N. Y., on the other side of the river, which is the upper eastern terminus of the New York and Erie Railroad. The connection is yet to be made, though in process of construction, between Mechanicsville and Willimantic, Conn., (where the Providence branch unites with the trunk line) a distance of twenty-six miles, and also between Waterbury, Conn., and the Fishkill Valley, about fifty-five miles; while the remaining distance of some twenty miles down the valley to the Hudson, is understood to be already under contract. Besides the main trunk of the Boston, Hartford and Erie road, it has already branches complete or nearly so, extending to several of the most flourishing manufacturing towns in the valley of the Connecticut; and, of the more than three hundred miles of track which the new company will have under their control when their present plan of location shall have been fully carried out, it is estimated that upwards of two hundred miles will be in operation by the first of January next.

The great advantages of this new route, as a medium of communication between Boston and the great West, are so obvious that they need not be elaborately presented. In the first place, it is the most direct, as regards the interior of the country, with fewer short curves and steep grades, having less natural obstacles to overcome in its location than most others, and hence will be able to transport 25 per cent. more freight with the same motive power. In its through business, it will connect with a line (the Erie, Atlantic and Great Western,) which requires no change of cars for passengers, or breakage of bulk for freight, on the whole route from the Hudson to the Mississippi; and which runs through the heart, and commands the traffic, of the great oil and iron region of Western Pennsylvania. In its local or way business, it reaches a larger aggregate of population, engaged in manufactures and productive industry of all branches, tributary to Boston market, than any other Western railroad; besides, it is destined to develop mineral resources, in the shape of iron ore, of unsurpassed richness upon the eastern shore of the Budson.

As it taps the Western trade, seeking the sea board, at a point on the Hudson far below Albany, it will naturally bring much of that trade to Boston which would otherwise go down the river to New York. It will bring the coal mines of Pennsylvania so near the Eastern markets of consumption, that their product can be transported hither by rail direct, cheaper than by the circuitous route *via* Philadelphia and thence around coastwise. As, between the Hudson River and Boston, this line will intersect eleven other railroads, freight or passengers over the Erie, bound for any point eastward, will be able to reach their destination more expeditiously by it, without going round by the way of Albany or New York. Lastly, but not least, as a medium by which the surplus grain and provision crops of the West may reach a foreign market, this route will afford pre-eminent advantages, since freight by it intended for export will not have to be discharged at the outskirts and carted across the city, but will enter our harbor at a point which will enable it to be brought down to deep water by steam power, and delivered directly on shipboard from the cars.

The B., H. & E. Co. have an authorized capital of $15,000,000, and its charter limits the amount of its mortgage bonds to half the cost of the road. As yet, but $8,500,000 of this capital stock has been issued, and the mortgage debt, when 203 miles of the route are in operation, will be less than $21,000 per mile. The estimated gross revenue, when the whole is completed, will be $6,000,000 per annum, which, deducting 60 per cent. for repairs and running expenses, will leave a net income of $2,400,000, equal to a dividend of 8 per cent. on the entire nominal capital.

On the whole, this railroad enterprise may be considered as *au fait accompli*, and as promising practical results of the highest importance both to its stockholders and the commercial public. We say this in no spirit of detraction or opposition to other routes, each of which has its peculiar local merits and its appointed mission to fulfil. Yet there is quite room enough for this, as well as for the Hoosac Tunnel, and even additional lines of Western travel and transport, since there are no assignable limits to the requirements of business in this direction. We build up the commerce and develop the resources of the country by increasing its facilities of intercommunication; and the greater these facilities, so far as Boston and the West are concerned, the greater and more profitable will be their trade.—*Boston Commercial Bulletin.*

Finances of Brooklyn.

The City of Brooklyn in point of population ranks the third in the lists of American cities, and in point of wealth among the most advanced. In 1850 it contained 96,838 inhabitants; but since then the adjacent City of Williamsburg with a population in that year of 30,780, and the town of Bushwick with 3,769, have been consolidated with it, which made the total population of the present city in 1850, 131,387. The census of 1860 gave the population of the consolidated city at 266,838, showing an increase of 135,451, or 103.09 per centum in the intervening decade. At the same rate of increase the population in June last would be 335,000.

Many are apt to view Brooklyn merely as a suburb of New York, or as a roost for the metropolitan merchant. This may be true to some extent, but look upon the shipping at its miles of wharves, its vast manufactories embracing every department of industry, its lines of splendid stores vieing in extent and magnificence with those of the opposite city, its busy marts—and, then estimate its true position. Neither Boston, nor Philadelphia, nor Baltimore, present such a scene of activity as is here displayed; and if we pass from its thoroughfares into the more retired streets we find them lined with magnificent residences—such as might be tenanted by princes. To call such a city a suburb is a misapplication of words. It is properly a part of the metropolis itself.

Among the notable things that Brooklyn presents in its several aspects, we may mention its splendid Atlantic docks and warehouses; its numerous steam ferries which bridge the river and connect it with New York; its unsurpassed naval establishment at the Wallabout, from which so many famous war vessels hail, and which is the chief fitting-out station of the Union; the two hundred and twenty churches which speak loudly for the general morality of its inhabitants, and its free schools to the arcana of which every child of any or no color has free access. Its charitable institutions cover every degree and kind of human distress and disability; and in proportion to its inhabitants it has sent more men to fight under the Union banner than any other city and through its great fair supplied a magnificient sum of money wherewith to lighten their burden and relieve them during sickness or when disabled. Then look to its grand system of passenger railroads which traverse nearly every principal street and avenue, and stretch into sections yet unbuilt on, but whose interests are being so rapidly augmented thereby. Most of these results and advantages have come from private enterprise. In the meanwhile the public authorities have not been wanting, and through their energy and forethought the city has been supplied with a magnificent water-system which has been completed at a cost of about $6,000,000, and a sewerage which gives it a thorough underground drainage. No other city is better lighted, and its police is efficient though it might without doubt be more extended.

The rapid growth of such a city—duplicating its population every ten years—is among modern wonders. This it doubtlessly owes mainly to its proximity to the great metropolitan centre, but not less to its own advantages and its superiority as a place of domicile. If the denizens of New York choose to reside in Brooklyn, depend upon it they intend by moving thereto to better their position. They escape from the foul streets of the great city to a comparatively pure and wholesome atmosphere, and find in their new abode no diminution of the advantages they have left behind: schools, churches, and all the means of enlightenment incident to a great city; abundant means of transit about, through, and around; and also plenty of places of recreation, instruction and amusement.

The growth of the city in taxable wealth has kept pace with its increase in population, and this during a period of drain caused by the existing rebellion. Indeed the last three or four years have been more magnificent in results than any former period, and though so many of its inhabitants have been drawn away and so much of its wealth devoted to the cause of the Union, both numbers and wealth have increased with unwonted rapidity. These results may thus be expressed in figures:—

	Real Estate.	Personal.	Total.
1861	$93,519,724	$11,495,375	$105,015,099
1862	94,192,702	10,981,805	105,174,507
1863	99,671,883	12,568,920	112,240,803

which figures give to Brooklyn one-fifteenth of the whole assessed valuation of the Empire State. To those familiar with our system of State and city valuation and taxation, however, we need not explain that these large aggregates do not represent the reality. If valued at what it would bring at auction any day the property here represented would bear a duplication of the official valuation.

Personal property is almost a neglected object of taxation.

The valuation of taxable property in the several wards of the city for the year 1863 is shown in the following table:

Wards.	Real Estate.	Personal.	Total.
First	$5,721,125	8978,724	$6,699,854
Second	3,073,750	1,885,497	4,959.247
Third	8,389,350	4,205,705	12,595,055
Fourth	4,988,125	851,040	5,839,165
Fifth	2,866,925	27,529	2,893,954
Sixth	10,123,593	932,497	11,056.089
Seventh	4,788,270	160,330	4,948,600
Eighth	4,935,296	284,421	5,219,717
Ninth	7,834,802	253,280	8,088,082
Tenth	9,446,533	355,495	9,802,028
Eleventh	11,157,240	468,058	11,625,298
Twelfth	4,438.710	25,311	4,464,021
Thirteenth	6,344,050	1,564,422	7,908,472
Fourteenth	3,411,843	213,806	3,625,649
Fifteenth	1,792,469	13,004	1,805,473
Sixteenth	2,332,540	27,600	2,360,140
Seventeenth	2,439,384	53,940	2,493,324
Eighteenth	1,728,221	70,626	1,798,867
Nineteenth	3,860,158	197,630	4,057,788
Aggregate	$99,671,883	$12,568,920	$112,240,803

The following is a statement of the receipts of the several municipal funds in 1863, and their total resources including balances from 1862:

	Bal. Jan. 1, '63.	Rec'pts '63.	Total '63.
General fund	$978,683	$1,833,353	$2,812,036
Special fund	238,187	557,694	795,881
Sinking fund	257,158	30,517	287,675
Revenue fund	149,681	290,495	440,176

The expenditures of these several accounts in 1863, and the balances remaining in hand for the service of 1864, were as follows:

	Payments 1863.	Bal. Jan. 1, '64.
General fund	$1,308,323	$1,503,712
Special fund	411,005	384,876
Sinking fund	160,000	127,675
Revenue fund	189,243	250,932
Total	$2,368,571	$2,267,195

A large portion of the expenditures of the city are of a permanent nature. The following are the appropriations made annually by vote of the Common Councils, showing the amounts appropriated for 1863, and the expenditures under each head for the same year:

	Appropriated.	Expended.
Principal of debt	$133,530 95	$131,530 95
Interest of debt	99,301 56	61,693 90
Principal and interest of certificates	9,353 34	10,278 57
Salaries	95,500 00	63,639 44
Police	220,200 00	221,876 03
Lighting streets	136,000 00	109,623 78
Contingencies—Mayor's office	200 00	130 28
City hospital	4,000 00	4,000 00
Board of health	500 00	596 26
Fourth of July	1,000 00	1,000 00
Dispensaries	3,000 00	3,000 00
Removing office	12,000 00	12,000 00
Printing and stationary	7,000 00	10,603 51
Printing city manual	2,000 00	901 00
City directories	500 00	
Advertising	7,500 00	7,500 00
Public buildings, gas, fuel, repairs, etc	12,000 00	8,758 61
Truant school	7,000 00	8,809 06
Election expenses	8,000 00	11,550 50
Contingencies	5,000 00	5,000 00
Fire Department	48,300 00	72,335 54
Water revenue	130,000 00	256,351 41
Total	$941,855 85	$1,050,678 87

The funded debt of the city contracted principally for its water works and other improvements amounted on the 1st January, 1864, to $6,159,055 36, besides which there was outstanding in certificates the sum of $236,660 46, making a total debt of $6,395,715 82. The details are as follows:

Description.	When Payable.	Amount.
City Hall Loan of 1846	Jan. 1, 1865–'70.	$60,000
Wash'gton P'rk loan, '48	Jan. 1, 1869	121,540
City Hall loan of 1849	Jan. 1, 1872–'76.	50,000
" " of 1850	Jan. 1, 1874	15,000
Cur. exp. loan of 1851	Jan. 1, 1871	150,000
Water loan of 1851	July 1, 1873	55,000
School loan of 1855	Jan. 1, 1866	44,200
Cur. exp. loan of 1855	Jan. 1, 1865	300,000
Debts of W'mburg of '55	Jan. 1, 1875	150,000
Mt. Prospect Sq. loan, '56	Jan. 1, 1887	90,000
W'mburg St. loan of '57	Jan. 1, 1872	92,000
Local Imp. loan of 1859	July 1, 1879	100,000
" " of 1861	Jan. 1, 1891	213,100
Deficiency loan of 1861	Nov. 1, 1866–'68.	25,000
Water bonds of 1856	July 1, 1881	1,700,000
" of 1857	July 1, 1886	749,000
" of 1857	July 1, 1891	819,000
" of 1857	July 1, 1896	1,432,000
" of 1859	July 1, 1899	850,000
4th Av. Imp. loan of '61	July 1, 1866'–'95.	300,000
Wbg. local imp. loan, '61	July 1, 1881	35,000
Third street loan of '61	July 1, 1881	76,000
War loan of 1862	Jan. 1, 1865	115,000
Atl. Av. imp. loan, of '61	Dec. 31, 1864–'66.	45,000
Wmbg. city bonds	Jan. & July '64'–70	33,026
Wmbg. village bonds	Various 1864–'69	5,029
Total funded		$6,159,055
Certificates		236,660

The total cash and property belonging to the city Jan. 1, 1864, amounted to $7,881,608. This includes the amount left in the hands of the Treasurer, the sinking fund ($790,356), the amount due from Williamsburg, the cost of the city water works, the value of real estate and property owned by the corporation, etc., etc.

The amount of taxes collected for city purposes in 1863 was $787,832 33. In 1862 the amount collected was $851,185 17, showing a reduction in 1863 of $62,352 84. This is something to boast of in such times as these we live in, and is highly creditable to the municipal authorities.

Central Pacific Railroad.

At the annual meeting of the stockholders of the Central Pacific Railroad Company, held at the office of the company in Sacramento, October 8th, the following persons were unanimously re-elected Directors of said Company, to-wit: Leland Stanford, A. P. Stanford, C. P. Huntington, Mark Hopkins, E. B. Crocker, E. H. Miller, Jr., and Charles Marsh. The following report was submitted by the President:

OFFICE CENTRAL PACIFIC RAILROAD OF CALIFORNIA, SACRAMENTO, October 8, 1864.

To the Stockholders of the Central Pacific Railroad Company: At this our annual meeting I avail myself with pleasure of the opportunity to present briefly the progress of our enterprise since the last annual meeting, its condition and future prospects—all of which, on the whole, are satisfactory, notwithstanding the distured financial condition of the country and the consequent depreciation of Government and other securities. During the year past we have constructed and have in operation thirty-one miles of telegraph line; also have constructed the same number of miles of railroad, which has been in running order since the sixth day of last June.

The average monthly receipts since that time are $16,156 64, and average current monthly expenses for operating are about $3,000 per month. The portion of road constructed has been examined by the United States Commissioners, who have approved the work and found it to be in all respects in compliance with the Act of Congress and have sent forward to the proper Department at Washington their report. The company consequently, is now entitled to, and will receive as soon as the bonds can be prepared $1,264,000 in Government thirty-year bonds.

The Legislature of the State at its last session changed the law giving to the company State aid, and which, in the whole, amounted to $500,000 on the first fifty miles in sections as completed, and granted instead to the company the privilege of issuing twenty-year bonds to the amount of $1,500,000, on which the State pays the interest of seven per cent. semi-annually in gold. These bonds have not yet been issued, owing to the necessity for waiting the action of Congress at its last session. There is nothing now to delay their issuance, and of course they are so much of immediately available assets to the company.

Congress at its last session altered materially the Pacific Railroad Act, and very beneficially in several respects. The more prominent benefits are chiefly in shortening the sections upon which we may be entitled to draw Government bonds from forty to twenty miles; in doubling the amount of lands, making the amount to which the company is now entitled per mile twelve thousand eight hundred acres; also, by providing that the Government subsidy shall operate as a second lien to an equal amount of first mortgage bonds of the company.

You will readily perceive the immense advantage of this last change, as it makes the Government virtually an indorser of the company's bonds for the full amount of its own subsidy, viz: $48,000 per mile easterly from Arcade creek, the established base of the mountains, and $16,000 per mile this side. The base of the Sierras has been ascertained and established since our last meeting, and is entirely satisfactory to the company, though strictly the geological, as distinguished from the apparent base, approaches several miles nearer the American river.

By virtue of an Act of the Legislature authorizing it, the company entered into a compromise with the city and county of San Francisco, by which the company accepts of $400,000 in the bonds of said city and county, in lieu of the subscription of $600,000, and for which stock was to be issued. Now the company receive the $400,000 and issue no stock.

The immediate available assets of the company for the further prosecution of the work are, therefore, from these sources: Government bonds, $1,264,000; bonds upon which the State pays the interest $1,500,000; first mortgage bonds of the company, 1,264,000; San Francisco bonds, $400,000.

There are prospectively, as the work progresses: First mortgage bonds, $48,000 per mile, and Government bonds of an equal amount, making in the aggregate $96,000 per mile, or about for the whole distance, $15,000,000, and 2,000,000 acres of land.

During the year past there has been completed over the mountains, and forming from Newcastle a direct route to Nevada Territorry, a wagon road offering unequalled facilities for transportation of passengers and freight. The advantage to the company from such a connection will be readily appreciated. It will give to our road from the time it reaches Illinoistown, which will be early in the coming Spring, the greater portion of the travel and freight to Nevada Territory.

The prediction that we shall reach Illinoistown as early as indicated is fully warranted by the extent of our resources and the progress in the past, it being but one year the 8th of last January since the first shovelful of earth was cast and the work commenced. Thus, we may confidently look forward to be in receipt at an early day of large revenues from the daily earnings of the road.

During the year past the company has met with considerable opposition from antagonistic interests, chiefly led on and controlled by those whose loyalty is of a more than questionable character, and who, naturally from their sympathies, though unnaturally as American citizens, oppose a great National work that, while providing for the utmost prosperity, State and national, serves to bind together and strengthen our nationality. This opposition, however, we have been able to meet and

overcome with signal success, and we may safely announce that the great work is now beyond the reach of enemies to seriously obstruct, and that it will progress with the rapidity that its friends desire.

LELAND STANFORD, President.

Interest and Dividends.

The Pennsylvania Railroad Company have declared a semi-annual dividend of five per cent., clear of National and State taxes, payable 15th of November.

The Cleveland and Mahoning Railroad Company have declared a dividend of four per cent. free of tax, on the full shares of the capital stock of the company, (except that issued since May 1, in conversion of bonds, and upon that a pro rata dividend), payable November 10.

The Pennsylvania Coal Company will pay, 17th November, a dividend of 7½ per cent.

The Pacific Mail Steamship Company will pay, 12th instant, a dividend of 5 per cent. out of the net earnings of the last three months.

☞ The annual election for directors of the New York Central Railroad Company, will be held at the office of the company in the city of Albany on the 14th of December next.

Indianapolis and Madison Railroad.

The earnings of this road for the year ending March 31, 1864, were:

From passengers	$105,185 96
" freight	112,550 93
Military passengers and freight	13,668 75
Express, mail, etc.	12,444 04
Jeffersonville Railroad	71,322 64
	$315,172 32

And the expenses were:

Running road	$39,802 31	
Repairs of road	63,506 29	
Repairs of cars & mach'ry.	44,522 37	
Wood	25,327 98	
Oil and waste	3,919 53	
Salaries	8,329 93	
Depots	14,760 00	
All other expenses	4,409 49	
		204,577 98
Net earnings		$110,594 34

The receipts of the company from all sources during the year were:

From transportation, as above	$315,172 32
Rents, sales of iron, interest, etc	9,338 96
Jeffersonville Railroad Company	1,866 27
J. & S. Ferguson, special deposit	19,303 75
Balance March 31, 1863	3,293 50
Columbus and Shelby Transp., etc	9,027 26
	$358,002 06

And the disbursements were:

Current expenditures, as above	$204,577 90
Taxes	3,474 00
Interest on bonds, including taxes, commissioners, etc.	46,643 32
Dividend on preference shares	31,464 00
" common "	22,530 00
Taxes, and commisions paying div	2,054 97
Commissions	1,524 57
Trustees of sinking fund	10,250 61
Scrip purchased and cancelled	6 25
Uncollected accounts	14,390 45
Deposited with J. & S. Ferguson.	4,357 37
T. P. Matthews	16,728 62
	$358,002 06

The receipts for transportation proper show an increase over those of the previous year of $38,295 72. In consequence of a large increase in the expenditures, resulting from an advance in the price of labor and of every material necessary to be used in the working of the road, as also from the large amount of extra work done and material purchased, there is, after paying that, the current expenses, interest upon the bonded debt, and a dividend, free from government tax, upon both classes of the capital stock, a decrease in the net profits, as compared with the previous year, of $177 28, as shown by the amount appropriated to the sinking fund.

But for the fact that the Company has claims against the United States for transportation, for about $5,500, which we have been unable to get allowed, and consequently could not include in the receipts of the year, we should have shown an increase in the net profits of the year, as compared with those of the previous one, of over $5,000. When the amount due by the United States is collected, it is to be paid to the Trustees of the Sinking Fund, as earnings of the last year.

In addition to the ordinary repairs upon the cars, machinery, and the road, the expense of which has been largely increased from the causes before mentioned, one baggage and express, three passenger, twenty-five box freight, and twenty-seven flat and coal cars, have been rebuilt, some nearly new, at a cost of over $17,500. One of the plane engines has had eight new tyre, new frame, pedestals, and fire box, and been otherwise generally repaired. Two freight engines have had new water and fire boxes, one of them four tyre, a new cylinder, and link motion, and both otherwise generally overhauled, at a cost of about $13,000, all of which has been charged to "Repairs of cars and machinery."

There have been five miles of the road track relaid, using entirely new ties, and seven miles graveled, at a cost over $5,000. The stone masonry for the culvert across Crooked Creek has been completed, and a large proportion of the necessary embankment has been filled in, at a cost of over $16,000, all of which has been charged to "Repairs of road."

The road, from its location, as stated in former reports, is unable to compete very successfully for a general, being confined very much to a local business. This, of course, will not justify the hope of large receipts upon its line proper under any condition of the country, but at the same time a hope may be reasonably indulged of larger receipts than the average of the last few years.

The receipts from the Jeffersonville Company, for the use of this Company's road between Edinburgh and Indianapolis, for the last year, were $71,322 64, being an increase of $5,008 37 over those of the previous year. Any increase or diminution of the through business of that Company, will, of course, under the contract, affect the receipts of this. Sufficient time has not elapsed, perhaps, to determine whether this Company is remunerated, under the present contract, for the said use of road, but the manner of compensation has proved quite satisfactory.

The use of the road between Edinburgh and Indianapolis by that Company, as tenants, they forming a through line between points east, north, and west of Indianapolis, and south of Louisville, makes it incumbent upon this Company to keep the same in a higher condition of repair than would be necessary if it was merely used for its own local business, the extent of their business requiring a good if not a first class road.

It is not proposed, however, to attain this at once, but to accomplish the result by a systematic and gradual expenditure. There are certain points on the road south of Columbus that very much need new iron, or that the old should be rerolled. Extensive repairs are needed upon some of the locomotives, and others of them as well as one or more of the passenger cars, should be rebuilt; and there also need to be built several box, lumber, coal and platform cars, during the current year.

The amount of expenditure necessary for the above purposes, in addition to that for the ordinary expenses of working and repairing the road, cars and machinery, will be very large; and whilst we think it will be a judicious and hope ultimately profitable one, it may have the effect to curtail the revenue of the stockholders from the road.

LEDGER BALANCES, March 31, 1864.

Cost of road	$1,464,347 98	
Thomas P. Matthews, Treasurer	16,728 62	
Post office Department	1,729 62	
Jeffersonville Railroad Co	14,315 97	
J. & S. Ferguson	5,001 76	
J. & S. Ferguson special deposit	60,696 25	
United States	8,722 84	
State of Indiana	6,019 28	
Adams Express Company	400 00	
U. S. 6 per cent certificate of indebtedness	5,025 00	
Trustees of Sinking Fund	352 42	
	$1,583,339 74	
Capital stock, preferred	$407,200 00	
" " " scrip	700 69	
" " common	410,600 00	
" " " scrip	1,400 00	
Bonds, First Mortgage	648,000 00	
Columbus & Shelby Transportation.	12,850 08	
Interest of Nov. 1862, and May, 1863	534 46	
Interest of November, 1863	389 56	
Dividend	5,533 58	
Steamboat & R. R. Co.'s balances	1,089 21	
Profit and Loss	95,042 21	
	$1,583,339 74	

President.—F. H. SMITH.

Directors.—James Guthrie, Dillard Ricketts, Michael G. Bright, Nathan Powell, Hiram Francisco, William McEwen, William H. Jennings, James Johnson, Frederick H. Smith.

Secretary.—THOMAS POLLOCK.

Treasurer.—T. P. MATTHEWS.

Superintendent.—A. B. CULVER.

Railroad Earnings—Weekly.

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the week ending October 31:

	1863.	1864.
Passengers	$48,053 38	$77,611 31
Freight	125,048 57	160,241 09
Express	1,109 32	1,673 67
Mail	1,286 15	1,405 64
Total	$175,497 42	240,931 71
Increase 37-28 per cent.		$65,434 29

The traffic of the Great Western Railroad for the week ending Oct. 28, 1864, was as follows:

Passengers	$28,589 30
Freight and live stock	30,964 53
Mails and sundries	2,130 55
Total	$61,684 38
Corresponding week of 1863	64,258 91
Decrease	$2,574 53

The earnings of the Marietta and Cincinnati Railroad for the 4th week in October:

	1864.	1863.
Passengers	$13,526 99	$9,758 92
Freight	13,854 02	19,576 62
Mail, express & telegraph	1,219 37	1,133 14
Total	$28,600 38	$30,468 68
Total this month to date	$90,576 04	$83,058 71
Total since Jan. 1	$827,950 10	$564,098 46

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 22, 1864, were:

	1864.	1863.
Passengers	$3,535 23	$2,103 75
Freight	8,867 43	9,998 72
Express	104 16	75 00
Mails	296 58	296 58
Total	$12,803 40	$12,474 05

Receipts from January 1st to Oct. 22:

1864	$465,382 79
1863	321,296 78
Increase	$144,086 01

Petroleum Companies.

We present our readers with a list of 247 petroleum companies established in the several regions of production. It is the most complete enumeration yet published, and may be considered as full to the 1st inst. It gives with the title of each company, the location of its principal office, the number of shares issued or to be issued, the par value of shares and the amount paid up per share. It is only by such a statistical exhibit that the real magnitude of this branch of industry can be measured; and when we state that the nominal capital involved in the oil business already approximates $166,000,000, the vast interest being developed in the country is at once apparent. We question whether the oil business does not even now exceed in value that of coal; but it will most undoubtedly at no distant day.

Companies.		Number of Shares.	Par Value of Shares.	Paid on Shares.
Acme	Pbg.	100,000	20	....
Adamantine	Phila.	50,000	10	2.00
Ætna	"	50,000	10	2.00
Alcorn	"	50,000	10	....
Allegewi	"	100,000	10	....
Alleghany and Pittsburg	"	50,000	10	10.00
Alleghany River	"	75,000	1	....
Alleghany & Walnut Bend	"	50,000	5	1.00
American	"	50,000	10	....
American Oil and Mining	N. Y.	50,000	10	3.00
American Petroleum	"	5,000	100	....
Ardesco	Pbg.	.....	....	....
Artesian	Phila.	25,000	10	2.50
Astor Burning Spring	N. Y.	100,000	20	....
Atlantic	"	30,000	10	....
Atlas	"	200,000	5	2.50
Baltimore County		20,000	5	....
Banner	Pbg.	.....	....	....
Beacon	Phila	50,000	10	1.00
Beekman	N. Y.	.....	....	....
Bergen Coal and Oil	"	200,000	10	....
Big Tank	Phila.	100,000	5	1.00
Bleakley	"	50,000	10	2.00
Blood Farm	N. Y.	50,000	100	....
Brevoort	"	.....	....	....
Briggs	Phila.	50,000	10	2.00
Brilliant	"	250,000	10	....
Brilliant	Pbg.	50,000	50	....
Bruner Oil and Mining	Phila.	100,000	5	1.00
Buchanan Farm	N. Y.	400,000	10	....
Buchanan Oil & Rectifying	"	40,000	5	....
Bull Creek	Phila.	100,000	10	10.00
Burning Spring	"	100,000	10	....
Burning Spring Central	N. Y.	.....	....	....
Central	"	50,000	100	....
Cherry Run	Phila.	20,000	10	....
Cherry Run Petroleum	N. Y.	50,000	10	2.00
Clemons	Phila.	75,000	5	1.00
Cleveland Cherry Valley		20,000	10	....
Clifton	N. Y.	.....	....	....
Clinton	"	50,000	10	....
Columbia	Pbg.	50,000	50	....
Commercial	Phila.	50,000	10	....
Commercial	N. Y.	50,000	100	....
Commonwealth	"	100,000	10	....
Consolidated	"	100,000	10	....
Consolidated	Phila.	60,000	10	....
Continental	"	50,000	10	1.11
Cornplanter	"	100,000	10	3.75
Cow Creek & Stillwell Run	"	100,000	5	....
Curtin	"	50,000	10	0.92
Dalzell	"	200,000	10	3.50
Dark Hollow	"	50,000	10	....
Decatur	"	40,000	10	2.00
Densmore	"	50,000	10	5.00
Diamond	"	50,000	10	....
Duffield Lubricating	"	100,000	10	2.00
Dunkard	"	100,000	5	1.00
Eagle Rock	"	50,000	10	3.33
East Oil Creek	"	100,000	5	....
Egbert	"	100,000	5	3.00
El Dorado	"	200,000	5	2.00
Empire and Oil City	"	50,000	10	....
Enterprise	N. Y.	10,000	10	....
Eureka	Phila.	100,000	10	1.50
Excelsior	"	100,000	5	1.00
Farel	"	50,000	10	2.50
Fayette	Pbg.	.....	....	....
Federal	"	60,000	8	....
Feeder Dam	Phila.	.....	....	....
Fleming and Blood	"	25,000	4	4.00
Fleming and Blood Farm	Pbg.	25,000	4	4.00
Florence	Phila.	100,000	5	2.00
Flowing	N. Y.	10,000	50	....
Fountain	"	50,000	10	2.00
Franklin Lubricating	Phila.	50,000	10	2.00
Franklin and Oil City	"	100,000	1	1.00
French Creek Lubricating	"	30,000	15	10.00
Fuller Farm	Boston	25,000	10	....
Germania	N. Y.	60,000	5	....
Gilfillan	Phila.	62,500	8	....
Girard	"	10,000	10	5.00
Globe	"	30,000	10	2.00
Good Intent	Pbg.	.....	....	....
Great Basin	N. Y.	.....	....	....
Great Eastern	"	300,000	10	....
Great Western	Phila.	50,000	10	2.50
Great Western Consolidated	N. Y.	50,000	10	....
Green Hill	Phila.	50,000	10	1.00
Guild	"	.....	....	....
Hammond	N. Y.	.....	....	....
Highgate	"	300,000	5	....
Hubbert	Phila.	100,000	5	2.50
Hoge Island L. Oil	"	25,000	10	1.00
Holland Petroleum	"	50,000	10	2.00
Home	N. Y.	50,000	100	....
Hoover	Phila.	20,000	10	2.00
Hope	N. Y.	.....	....	....
Hope	Pbg.	50,000	2	....
Horse Creek	Phila.	10,000	50	6.00
Horse Neck	Pbg.	.....	....	....
Hosmer	Phila.	50,000	10	2.50
Howe's Eddy	"	50,000	10	....
Hughes River	"	30,000	10	....
Hyde Farm	"	100,000	10	5.00
Imperial	"	30,000	10	5.00
Indian	N. Y.	.....	....	....
Indian Spring	"	60,000	5	....
Indiana	"	100,000	10	....
Iron City	Pbg.	30,000	5	....
Island	N. Y.	50,000	10	....
Irwin	Phila.	50,000	10	3.00
Junction	"	50,000	10	2.25
Kanawha Valley	"	30,000	10	5.00
Kanawha	N. Y.	50,000	10	....
Keystone	Phila.	50,000	10	2.50
Knickerbocker P	N. Y.	100,000	10	....
Knickerbocker P. of N. Y.	"	100,000	10	....
Lamberton Oil and Mfg.	Phila.	25,000	5	2.00
Lancaster	"	50,000	10	....
Linden	Pbg.	.....	....	....
Lucesco	"	.....	....	....
McClintockville	Phila.	200,000	10	2.15
McClintock and Cornwall	N. Y.	5,000	100	....
McCormack & McKissock	Phila.	50,000	10	2.00
McElrath	"	50,000	10	....
McElheny	"	100,000	10	4.00
McKinley	N. Y.	25,100	10	....
Maguire	Phila.	50,000	10	....
Manhattan	N. Y.	250,000	2	....
Maple Shade	Phila.	50,000	10	6.67
Maple Shade of N. Y.	N. Y.	50,000	10	....
Marietta	"	100,000	10	....
Mecca Lubricating	Boston.	30,000	100	....
Merchants'	Phila.	70,000	5	....
Metropolitan	"	.....	10	....
Michigan Central	N. Y.	50,000	10	....
Middle Walnut	Phila.	50,000	10	1.00
Miller	"	12,000	5	1.00
Miller Farm	N. Y.	60,000	5	....
Mineral	Phila.	50,000	10	2.50
Mongo	"	100,000	10	6.67
Montgomery	"	80,000	5	1.00
National	"	40,000	10	5.00
New Dominion	"	100,000	5	2.50
New York and Alleghany	N. Y.	50,000	5	....
New York and Penn.	"	100,000	10	....
New York and Pit Hole	"	.....	....	....
New York and W. Virginia	"	50,000	10	....
Noble and Delamater	Phila.	50,000	10	10.00
Noble and Delamater	N. Y.	100,000	10	3.00
Noble Well	"	100,000	5	....
North American	"	1,000,000	10	10.00
North American	Pbg.	.....	....	....
Northern Lehigh	N. Y.	.....	....	....
Oak Ball	Phila.	100,000	5	2.50
Oceanic	N. Y.	200,000	10	....
Ohio	"	100,000	10	....
Ohio Petroleum	Phila.	100,000	5	....
Ohio River	N. Y.	100,000	5	....
Ohio Valley	Pbg.	40,000	5	....
Ohio and Virginia	N. Y.	.....	....	....
Oil Basin	Phila.	50,000	10	10.00
Oil Buoning Springs	"	100,000	10	5.00
Oil City	N. Y.	50,000	10	....
Oil Creek	"	50,000	20	....
Oil Creek	Phila.	50,000	10	5.00
Oil Spring and Refinery	"	100,000	10	2.00
Oil Valley	"	37,500	10	2.00
Olmstead	"	50,000	10	4.00
Organic	"	50,000	10	1.00
Ormsby	"	50,000	10	3.00
Osborne	N. Y.	.....	....	....
Pannebacker	"	50,000	4	....
Parker Petroleum	Phila.	50,000	10	4.00
Pearson Petroleum	"	100,000	5	2.00
Pennsylvania Petroleum	"	50,000	10	3.00
Pennsylvania Central	"	20,000	10	1.00
Pennsylvania Oil Creek P.	"	50,000	10	....
Perry	"	50,000	10	2.25
Petroleum Center	"	50,000	10	5.00
Philadelphia	"	10,000	25	....
Phila. and Oil Creek	"	50,000	10	2.50
Phila. and Tideoute Island	"	50,000	10	....
Phillips	"	40,000	5	....
Phœnix	N. Y.	25,000	10	....
Pit Hole	Phila.	50,000	10	....
Pittsburg and Oil Creek	Pbg.	50,000	10	3.50
Pope Farm	Phila.	50,000	10	1.25
Porter	"	50,000	10	....
President	N. Y.	1,000,000	5	....
Quaker City	Phila.	10,000	10	....
Rathbone and Camden	"	200,000	5	1.75
Reinhard	"	50,000	5	2.50
Reliance	"	50,000	10	....
Revenue	"	50,000	5	3.00
River	"	50,000	10	3.00
Roberts Oil and Mining	"	50,000	10	3.00
Rock	"	50,000	10	3.60
Rockland	"	25,000	20	1.00
Ross	"	100,000	1	1.00
Rynd Farm	N. Y.	200,000	10	....
Sage River	Phila.	80,000	5	2.50
St. Nicholas	"	50,000	10	2.50
Sandy River	N. Y.	200,000	10	2.50
Schuylkill and Oil Creek	Phila.	50,000	10	....
Seneca	"	25,000	20	....
Seneca Reservation	N. Y.	.....	....	....
Sherman	Phila.	100,000	10	....
Sled Fork	"	.....	....	....
Smoking City	Pbg.	.....	....	....
Star	Phila.	200,000	2½	1.00
Stella	Pbg.	.....	....	....
Stony	"	5,000	5	....
Story Centre	Phila.	50,000	10	....
Story Farm	"	200,000	5	2.50
Story and McClintock	N. Y.	50,000	10	....
Success	"	10,000	10	....
Sugar Creek	Phila.	50,000	10	....
Sugar Dale	"	50,000	2	2.00
Sulley Lubricating	"	50,000	10	....
Sun	N. Y.	100,000	2	....
Tack	"	100,000	5	3.00
Tar Farm	Phila.	50,000	5	5.00
Tar Farm Homestead	"	100,000	10	5.00
Tar Farm	N. Y.	30,000	100	....
Terragenta	"	.....	....	....
Tidiout and Alleghany	Phila.	50,000	5	2.00
Tipton	"	50,000	10	....
Titus	"	.....	....	....
Union	"	100,000	5	5
Union	"	12,500	10	....
United Petroleum Farms	"	.....	....	....
United States	"	50,000	10	....
United States	Phila.	50,000	10	....
Upper Economy Petroleum	"	50,000	10	....
Van Buren	"	25,000	20	2.50
Vance Stewart	"	60,000	5	3.00
Venango	"	25,000	20	1.00
Venango	N. Y.	40,000	10	....
Vesta Petroleum & Refining	"	5,000	100	....
Virginia	"	50,000	10	....
Virginia and Ohio	"	100,000	10	5.00
Wallace	Phila.	15,000	10	....
Walnut Island	"	.....	....	....
Washington	"	25,000	20	2.00
Watson Petroleum	"	50,000	10	3.00
Westmoreland Petroleum	Pbg.	60,000	10	....
West Virginia	Phila.	20,000	10	2.50
Whiteley Creek	Pbg.	.....	....	....
Wilkens Farm	Phila.	50,000	5	....
William	"	100,000	2½	2.50

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	....	3¼
Acton Vale ..... Ca	50,000	5	....	65c
Adventure ..... L. S.	20,000	—	....	....
Albany and Boston "	20,000	....	20	29½
Algomah ..... "	20,000	....	2	2½
Alliance ..... Ca.	200,000	2½	....	....
Alloues ..... L. S.	20,000	....	1	8½
American ..... Ca.	200,000	2½	....	....
Amygdaloid ..... L. S.	20,000	....	....	34
Annapolis ..... Md.	50,000	10	....	....
Arizona ..... Ariz. T	10,000	100	....	....
Ascot ..... Ca.	20,000	20	....	....
Astor ..... L. S.	20,000	....	1	6½
Atlas ..... "	20,000	....	1	7
Aztec ..... "	20,000	....	1	7
Bait. and N. C. ..... N. C.	2,000	5	....	20c
Bare Hill ..... "	....	....	....	3½
Bay State ..... L. S.	20,000	....	....	25
Beaver ..... "	20,000	....	1	....
Bedford ..... Ca.	125,000	5	....	75c
Black River ..... "	200,000	2½	....	15c
Bohemian ..... L. S.	20,000	....	10½	....
Bolton ..... Ca.	20,000	5	....	1
Boston ..... L. S.	20,000	....	5*	4½
B. and Corinth ..... Vt.	20,000	10	....	....
Brooklyn ..... L. S.	20,000	....	2	....
Brome ..... Ca.	100,000	5	....	1½
Cabot ..... L. S.	20,000	....	....	....
Caledonia ..... "	20,000	....	....	7
Cambridge ..... "	20,000	....	5	25c
Canada ..... Vt.	100,000	1	....	1½
Carp Lake ..... L. S.	20,000	....	....	1½
Cascade ..... "	20,000	....	....	....
Central ..... "	20,000	....	....	54
Champlain ..... Ca.	200,000	1½	....	15c
Chatham ..... "	200,000	2	....	....
Chaudiere ..... "	100,000	1	....	50c
Chester ..... "	200,000	1	....	12c
Cheticamp	30,000	5	....	....
Chippewa ..... L. S.	20,000	....	....	....
Cleveland ..... Ca	100,000	5	....	....
Cliff ..... L. S	20,000	....	....	....
Clifton ..... "	20,000	....	....	1
Collin ..... "	20,000	....	½	....
Columbian ..... "	20,000	....	4½	9
Consolidated ..... "	20,000	....	5	5c.
Copper Falls ..... "	20,000	....	24½	27
Copper Harbor ..... "	20,000	....	1	....
Copper Hill ..... "	200,000	1	....	....
Copperas Hill ..... "	50,000	10	....	....
Cornwall ..... Vt.	100,000	2	....	62c
Dacotah ..... L. S	20,000	....	....	5
Dana ..... "	20,000	....	3½	2½
Deep River ..... N. C.	.....	5	....	20c
Delaware ..... L. S.	20,000	....	....	15
Derby ..... "	20,000	....	....	1½
Devon ..... "	20,000	....	1	4½
Dorchester ..... "	20,000	....	6	7
Douglas ..... "	20,000	....	....	....
Dover ..... Ca.	200,000	....	1	4
Dudley ..... L. S.	20,000	....	¼	4
Dunham ..... Ca.	20,000	2	....	30c
Durham ..... "	200,000	5	....	10c
Eagle River ..... L. S.	20,000	....	3½	4½
El Dorado (Silver) ..... "	20,000	....	....	....
Escot ..... Ca.	25,000	20	....	4
Essex ..... "	200,000	....	....	10c
Etna ..... L. S.	20,000	....	....	12½
Eureka ..... "	25,000	....	....	....
Everett ..... "	20,000	....	5*	....
Evergreen Bluff ..... "	20,000	....	....	12
Flint Steel ..... "	20,000	....	....	5½
Forest City ..... "	20,000	....	3	....
Forest Shepherd ..... "	20,000	....	6	....
Franklin ..... L. S.	20,000	....	6½	50
French Creek ..... Pa.	10,000	5	....	75c
Gardner City ..... L. S.	20,000	....	....	....
Gardner Hill ..... "	20,000	....	5	87½
Girard ..... "	20,000	....	....	6
Glade ..... "	20,000	....	1	....
Glencoe ..... Ca.	200,000	1	....	10c
Globe ..... L. S.	20,000	....	1	....
Grand Portage ..... "	20,000	....	1	40
Grand Trunk ..... Ca.	100,000	5	....	60c
Great Western ..... L. S.	20,000	....	2	3
Green Mountain ..... Vt.	20,000	10	....	6
Guilford ..... L. S.	20,000	....	5	2½c
Hamilton ..... "	20,000	....	....	1
Hancock ..... "	20,000	....	6½	10
Hanover ..... "	20,000	....	....	2½
Hartford ..... "	20,000	25	12½	....
Hazzard ..... "	20,000	....	....	....
Highland ..... "	20,000	....	7	7½
Hilton ..... "	20,000	....	....	3
Hope ..... "	20,000	....	¼	1½
Hudson ..... "	20,000	....	....	2
Hulbert ..... "	20,000	....	....	7
Humboldt ..... "	20,000	....	2	9½
Hungarian ..... "	20,000	....	1	2½
Huron ..... "	20,000	....	16	89½
Indiana ..... "	20,000	....	....	5
Inverness ..... "	200,000	2½	....	....
Isle Haute	40,000	....	....	....
Isle Royale ..... L. S.	20,000	5	16	23

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	....	....	....
Keweenaw ..... "	20,000	....	....	6
Kickapoo ..... "	20,000	....	....	....
King Phillip ..... "	20,000	....	1	....
Knowlton ..... "	20,000	....	1	6
Lafayette ..... Ca.	200,000	1	....	1½
Lake ..... "	200,000	1	....	14c
Lawrence ..... L. S.	20,000	....	....	....
Lennoxville ..... Ca.	100,000	5	....	60c
Logan ..... "	100,000	3	....	2
Lyster ..... "	200,000	2	....	....
Madison ..... L. S.	20,000	....	1	3½
Malden ..... "	20,000	....	1	....
Mandan ..... "	20,000	....	2½	60c
Manhattan ..... "	20,000	....	2½	7
Marquette ..... "	20,000	....	....	3½
Maryland ..... Md.	.....	5	....	90c
Mass ..... L. S.	20,000	....	....	....
Massachusetts ..... "	20,000	....	....	....
Mendota ..... "	20,000	....	....	5
Merrimac ..... "	20,000	....	....	8½
Meteor ..... "	20,000	....	....	....
Mesnard ..... "	20,000	....	5½	7½
Michigan ..... "	20,000	....	....	....
Middlesex ..... "	20,000	....	....	....
Mineral Hill	.....	....	....	2½
Minnesota ..... L. S.	20,000	....	....	3½
Missisquoi ..... Ca.	150,000	2	....	1½
Montezuma ..... N. Mex.	300,000	5	....	....
Morrison ..... L. S.	20,000	....	....	....
Nashua ..... "	20,000	....	....	....
National ..... "	20,000	....	5½	27
Native ..... "	20,000	....	3	1½
Naumkeag ..... "	20,000	....	1	....
Nelson ..... Ca.	200,000	1	....	10c
Nequaket ..... L. S.	20,000	....	1	....
Nevada (Silver) ..... "	20,000	....	....	....
New England ..... "	20,000	....	2	1½
Newton ..... Ca.	200,000	1	....	8c
New York ..... L. S.	20,000	....	....	½
N. Y. & Passaic .. N. J.	100,000	5	....	....
North Cliff ..... L. S.	20,000	....	4	5
North Silver Lake ..... "	20,000	....	....	....
North State ..... "	20,000	....	3	15c
North Sutton ..... Ca.	100,000	5	....	1
North Western ..... L. S.	20,000	....	7½	10
Norwich ..... "	20,000	....	....	4½
Ogima ..... "	20,000	....	....	6½
Ontonagon ..... "	20,000	....	....	1½
Ottawa ..... Ca.	200,000	1	....	84c
Pacific ..... L. S.	20,000	....	....	....
Pennsylvania ..... "	20,000	25	2½	22½
Petherick ..... "	20,000	....	2½	12
Pewabic ..... "	20,000	....	3½	56½
Phila. & Boston .. "	20,000	....	15	2
Phœnix ..... "	20,000	....	....	20½
Pittsburg & Boston "	20,000	....	5½	84
Pontiac ..... "	20,000	....	3½	4
Prince of Wales ... Ca.	200,000	....	....	....
Providence ..... L. S.	20,000	....	....	½
Quincy ..... "	20,000	....	10	95
Reid Hill ..... Ca.	200,000	1	....	....
Reliance ..... L. S.	20,000	....	....	3
Richford	60,000	5	....	....
Ridge ..... L. S.	20,000	....	....	....
Rockland ..... "	20,000	....	5	15
Roscoe ..... Ca	200,000	1	....	....
Rudisell	.....	....	....	65c
St. Clair ..... L. S.	20,000	....	3	9½
St. Flavien ..... Ca.	100,000	5	....	....
St. Francis ..... "	100,000	5	....	....
St. Mary's (L. & M.) L. S.	20,000	....	8½	10
Salem ..... "	20,000	....	1	....
Sharon Consol ..... "	20,000	....	....	3
Sheldon ..... "	20,000	....	....	16
Silver Creek ..... "	20,000	....	1	....
Silver Hill ..... "	20,000	....	....	30c
Silver Lake ..... "	20,000	....	....	....
Silver Valley ..... "	20,000	....	....	20c
Southampton ..... Ca.	100,000	5	....	....
South Bedford ..... "	200,000	2	....	20c
South Side ..... L. S.	20,000	....	3	3
Springfield ..... Md.	.....	5	....	1½
Stadeconna ..... Ca.	100,000	5	....	....
Star ..... L. S.	20,000	....	7½	7
Stark ..... Vt.	100,000	2	....	....
Strafford	30,000	10	....	2½
Superior ..... L. S.	20,000	....	4	8½
Sussex ..... "	20,000	....	....	....
Sutton ..... Ca.	100,000	5	....	8½
Toltec ..... L. S.	20,000	....	20	2½
Tremont ..... "	20,000	....	5*	3½
Union (L. & M.) .. "	20,000	....	....	....
Vernon ..... "	25,000	10	....	....
Victoria ..... L. S.	20,000	....	1½	....
Vulcan ..... "	20,000	....	....	....
Washington ..... "	20,000	....	....	....
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	....	....	....
West Minnesota .. "	20,000	....	2½	2½
Wickham ..... Ca.	200,000	5	....	50c
Wiskopee ..... "	100,000	5	....	5½
Winthrop ..... L. S.	20,000	....	8½	4½
Wyandotte ..... "	20,000	....	....	....

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	....	4
East River	6,000	50	....	....
George's C'k C. & I. Md.	10,000	100	....	118
Harewood	20,000	5	....	....
Kahtadin ..... Me.	3,000	100	....	....
Lake Superior ..... L. S.	20,000	25	....	....
Massachusetts	25,000	1	....	....
Mount Pleasant ..... Pa.	10,000	50	....	....
Teal Lake ..... L. S.	.....	....	....	2½
Tyson	20,000	10	....	....
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	....	....
Bucks County ..... Pa.	.....	....	....	½
Canada ..... Ca.	50,000	5	....	2
Clute	.....	....	....	1
Crystal Lake	.....	....	....	....
Erie	.....	....	....	21
Gay's River	100,000	2	....	....
Hampton	100,000	5	....	....
Keystone ..... Pa.	.....	....	....	2½
Lancaster	.....	....	....	....
Macomb ..... N. Y.	100,000	5	....	2
Mineral Point	100,000	5	....	¼
Mount Hope ..... N. Y.	50,000	5	2½	....
National	200,000	1	....	....
New Jersey ..... N. J.	12,000	100	....	110
N. Y. & Boston .. N. Y.	100,000	5	....	2½
Oswegatchie ..... Ca.	100,000	5	....	1
Placentia Bay ..... N. F.	.....	....	....	1½
Ramsay ..... Ca.	20,000	25	....	....
Rossie ..... "	100,000	5	....	....
Shawangunk ..... N. Y.	100,000	5	....	....
Sussex ..... N. J.	.....	....	....	40c
Union	100,000	5	....	87c.
Wallkill ..... N. Y.	.....	....	....	1
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	....	88
Ashburton ..... "	50,000	50	....	21
Atlantic & G. C .. Md.	.....	....	....	1½
Baltimore	.....	100	....	56
Bear Valley ..... "	40,000	12½	....	27
Beaver Meadow ... Pa.	100,000	50	....	....
Belmont ..... "	10,000	50	....	17
Big Mountain ..... Pa.	.....	....	....	9½
Blackhall ..... N. S.	8,000	25	....	....
Boston & Pictou. "	100,000	5	....	....
Bridgeport ..... Pa.	30,000	10	....	....
Broad Mountain ... "	30,000	10	....	....
Butler ..... "	.....	....	....	18
Cape Briton ..... N. S.	200,000	2½	....	3
Carbondale ..... Pa.	.....	....	....	5
Central ..... "	.....	....	....	5½
Clinton ..... "	.....	....	....	1½
Coal Brook ..... "	4,000	50	....	....
Continental	10,000	50	....	73½
Cumberland (pref.) Md.	50,000	100	....	53
Daniel Webster	5,000	100	....	....
East Mahanoy ..... Pa.	.....	....	....	....
Everhart	50,000	25	....	....
Franklin ..... Pa.	5,000	100	....	65½
Fulton ..... "	60,000	5	....	8½
Gilbertson	5,000	100	....	79½
George's Creek ..... Pa.	10,000	....	....	110
Grand Tunnel	4,000	100	....	....
Green Mountain .. Pa.	.....	....	....	5
Hampton & Balt .. Md.	.....	....	....	91
Hazleton ..... Pa.	32,300	50	....	82
Henry Clay	3,000	100	....	....
International ..... N. S.	20,000	50	....	....
Lawrence ..... Pa.	2,000	100	....	61
Locust Mountain .. "	.....	....	....	62
Lorberry ..... "	4,000	100	....	30
Macan ..... "	2,000	100	....	....
Mahanoy ..... "	1,000	50	....	....
Metropolitan ..... "	.....	100	....	14½
Middle Coal Fields .. "	.....	....	....	....
Milford ..... "	2,500	50	....	....
Mill Creek ..... Pa.	.....	....	....	....
Mulgrave	2,000	....	....	....
Narragansett ..... R. I.	8,000	10	....	....
New Creek ..... Pa.	.....	....	....	1
North. & Luzerne .. "	.....	....	....	....
Penn. ..... "	100,000	50	....	204
Penn. Cannel	6,000	50	....	....
Picton ..... "	4,000	100	....	....
Pine Knot ..... Pa.	4,000	50	....	....
Port Hood	4,000	100	....	....
Potomac ..... Md.	40,000	10	....	....
Powell ..... Pa.	.....	....	....	....
Preston	.....	....	....	85
Princess Alex. ... N. S.	5,000	100	....	....
Ridgeway	.....	....	....	....
St. Clair ..... Pa.	5,000	100	....	24½
Schuylkill Valley .. "	20,000	10	....	9½
Shawmut	6,000	50	....	....
Short Mountain ... Pa.	16,000	50	....	36
Stafford	.....	....	....	....
Suffolk	4,000	100	....	93
Sugar Loaf ..... Pa.	.....	....	....	....
Summit ..... "	40,000	20	....	....
Susq. Coal & C. Mt. "	.....	....	....	6
Tamaqua ..... "	.....	....	....	....
Vandermark	30,000	50	....	....
Wyoming Valley .. Pa.	22,760	50	....	52

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	....	....
Acadia (G.) ..... N. S.	100,000	3	....	....
Albion (G.) ..... "	100,000	3	....	¼
Alpine (G.) ..... Col.	150,000	10	....	....
Alps (G.) ..... "	100,000	5	....	....
American ..... "	200,000	2	....	....
Am. & Mex. (S.) .. N. M.	.....	....	....	....
Am. Pioneer ..... A. T.	.....	....	....	....
Arizona (Silver) .. "	.....	....	....	....
Atlantic (G.) ..... N. S.	100,000	2	....	2
At. & Pac. (G. & S.) Nev.	50,000	10	....	33
Bay State (G.) ..... Col.	200,000	5	....	....
Beacon (G.) ..... N. S.	200,000	2	....	....
Benton (G.) ..... "	100,000	5	....	¼
Black Hawk (G.) "	50,000	100	....	....
Boston (G.) ..... "	10,000	50	....	....
Briggs (G.) ..... "	10,000	100	....	....
Bullion (G.) ..... "	200,000	25	....	....
Burroughs (G.) .. "	100,000	10	....	....
Canadian (G.) ..... Ca.	200,000	2	....	60c
Central (G.) ..... Col.	50,000	20	....	17½
Chaudiere (G.) .... Ca.	100,000	5	....	1
Chebucto ..... N. S.	100,000	5	....	65c
Colonial (G.) ..... Ca.	100,000	2½	....	25c
Colorado (G.) ..... Col.	50,000	10	....	3½
Consol. Gregory (G.) Col.	50,000	100	....	25
Copalinahe (G.) .... "	200,000	20	....	....
Corisannite (G.) .... "	100,000	10	....	6
Corydon (G.) ..... "	100,000	25	....	2½
Day & Bushnell (G.) C.	300,000	10	....	....
Denver (G.) ..... Ca.	50,000	20	12½	16
Dorset (G.) ..... "	170,000	5	....	....
El Dorado (G.) .... Nev.	100,000	5	....	....
Empire (S.) ..... "	.....	....	....	....
Empress (S.) ..... "	.....	....	....	....
Eureka (G.) ..... Cal.	.....	....	....	....
Excelsior (G.) ..... Col.	30,000	10	....	14
Frankfort (G.)	100,000	2	....	....
Garrison's (G.) ..... Col.	100,000	5	....	....
Gilbert River (G.) ... Ca.	100,000	5	....	1
Gilpin (G.) ..... Col.	100,000	5	....	1½
Gold ..... "	100,000	5	....	3½
Gold Field	50,000	10	....	....
Gold Hill	50,000	10	....	....
Gold River	100,000	3	....	....
Gould & Curry (G. & S.) N.	.....	....	....	....
Gunnell (G.) ..... Col.	300,000	10	....	3½
Halifax (G.) ..... N. S.	200,000	2	....	50c
Harmon (G. & S.) Nev.	.....	....	....	....
Holman (G.) ..... Col.	150,000	2	....	....
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	....	¼
Isabella (G.) ..... Col.	.....	....	....	....
Kennebec (G.) ..... Ca.	100,000	5	....	....
Kent (G.) ..... N. S.	200,000	1	....	....
Lake (G.) ..... Col.	.....	....	....	....
Lake Major ..... N. S.	12,000	50	....	....
Libertad (G. & S.) Mex	.....	....	....	....
Manhattan (G.) .... Col.	100,000	10	....	....
Mariposa (G.) .... Cal.	100,000	100	....	38½
Massachusetts (G.) .. Ca.	500,000	5	....	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	....	....
Montague (G.) .... N. S.	50,000	10	....	....
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	....	....
Mt. Alpine (G.) ... Col.	250,000	5	....	....
Mt. Vista (G. & S.) Nev.	50,000	10	....	....
New England (G.) Col.	50,000	5	....	2½
New Gregory (G.) "	50,000	10	....	....
New York (S.) ... "	100,000	10	....	....
N. Y. & N. S. (G.) N. S.	100,000	5	....	¼
Nova Scotia (S.) .. "	100,000	2	....	2½
Oldham (G.) ..... "	100,000	2	....	....
Otate (S.) ..... Mex.	.....	....	....	....
Palma (S.) ..... "	.....	....	....	....
Peck (G.) ..... N. S.	100,000	5	....	....
Peninsular (S.) .. L. Cal.	.....	....	....	....
Picacho (S.) ..... A. T.	50,000	50	....	....
Pontiac (S.) ..... Col.	50,000	20	....	....
Prince Albert (G.) .. Ca.	100,000	2	....	14
Quartz Hill (G.) ... Col	40,000	25	....	5½
Quicksilver ..... Cal.	40,000	25	....	85½
Renfrew (G.) ..... Ca.	120,000	2½	....	1½
Riviere du Loup (G.) "	20,000	10	....	....
Rocky Mt. (G.) ..... Col.	.....	....	....	10
Sacramento (S.) .. Nev.	.....	....	....	....
San Antonio (S.) .. A. T.	60,000	50	....	....
Santa Clara (Q.) ... Cal.	.....	....	....	....
Santa Rita ..... Ariz. T.	.....	....	....	....
Scottie (S.) ..... Ariz. T.	.....	....	....	....
Sherbrooke (G.) .. N. S.	100,000	10	....	....
Sierra Nevada (G.) Col.	.....	....	....	....
Silver Hill (S.) .... Nev.	.....	....	....	....
Sonora (S.) ..... Ariz. T.	.....	....	....	....
Southam (G.) ..... N. S.	100,000	5	....	....
Stafford (G.) ..... Ca.	100,000	5	....	2½
Star (G.) ..... Col.	100,000	25	....	....
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	60,000	10	....	....
Victoria (G.) ..... "	100,000	2	....	....
Waverly (G.) ..... "	50,000	10	....	....
Windsor (G.) ..... Col.	100,000	10	....	....
United States (G.) .. "	75,000	20	—	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single track.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.86	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	20	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	103
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	22,230	88,685	0,516	—	....	105½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,500	388,616	65,539	10	....	57
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,788	174,422	32,618	8	....	63
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,686	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,078	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,568	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	99,000	69,000	20,000	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	—	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k,N.&E.Riv. (N.Y.)	994,655	445,073	550,000	—	19,791	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	550	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	8	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	—	—	—	—	—	—	—	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br.,Moris'a & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N.Riv.& Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	100	70
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	2 0,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	118
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V.Brunt st.& Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	50
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	....	....
31 Oct '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	17
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	61
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	59½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	26
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	30
31 Oct. '63	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	18
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,091	—	—	....	....
31 Oct. '63	10.47	0.52	67	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24.102	1,918	—	....	....
31 Oct. '63	7.94	—	108	13	6	Pittsb.,Alleghany & Manch'r	86,418	67,875	12,000	9,622	49.038	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	14
31 Oct. '63	3.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	16
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	93,803	36	20	69
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil.& Gr'n'F.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	34½
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	49
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	24
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	60
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	289,059	21,058	....	....	17
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mart (Cin.)	70,000	50,000	—	—	—	—	—	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	....	....
30 Nov '62	10.20	—	—	—	—	St Louis	298,604	298,604	—	—	—	—	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	—	—	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	—	—	....
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	....	....
Forty-secon street:					
1st Mortgage	127,150	7	J. & J.	1878	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1860	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	—	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	12,000	6	—	—	....
Metropolitan:					
1st Mortgage	36,625	6	—	—	....
Real Estate Mortgage	—	6	—	—	....
Middlesex:					
Malden & Melrose bonds	60,000	6	—	1870	....
Real Estate	6,210	—	—	—	....
Ninth Avenue:					
1st Mortgage	57,000	7	—	—	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1893	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	600,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	—	—	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	123
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	119½
" " " ..... coupon		6	" "	1868	119½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1865	120
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	98
" " " ..... coupon		5	" "	1874	98
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	96
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	100
" " " ..... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	107
" " " ..... coupon		6	" "	1881	107½
Loan of July 17, & Aug. 5, 1861 ..... registered	249,977,800	6	" "	1881	106
" " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,000	6	May & Nov.	1882	100?
" " " (5-20s) ..... coupon		6	" "	1882	102½
Loan of March 3, 1864, (10-40s) ..... registered	81,680,000	5	Mar. & Sept.	1904	94½
" " " ..... coupon		5	" "	1904	94
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	100½
" " " ..... coupon		6	" "	1884	101½
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	107
" " of Mar. 3, 1864 ..... coupon	76,668,550	7.3	Feb. & Aug.	1867	----
Debt Certificates	236,373,000	6	At maturity.	.....	95½
One Year Treasury Notes (legal tender)	43,585,000	5	" "	.....	----
Two Years " " " "	15,748,000	5	" "	.....	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1867	----
" " " " " of '64	88,813,870	6	"	1868	----
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. Bk) ..... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (" ") .. "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	1'5
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & Bk) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,137,000	6	" "	'63-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" " (dollar) ..... "	1,949,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1880	94
" — " " ..... adjusted	2,058,173	2½	" "	1886	68
" —State Int. Imp bonds (not adjusted)	391,000	----	.....	d'm'd	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1891	99
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	86
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock ..... "	1,213,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	210,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund) .. coupon	146,000	7	Jan. & July.	1876	----
" — " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	8	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'66-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		6	" "	'94-'00	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	110
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	.....	d'm'd.	.66
" — " (R. R. etc.) ... "	3,902,000	6	.....	'67-'96	----
" — " " (banks) ..... "	5,398,533	6	.....	.....	----
" — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'69-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July	'81-'83	101½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	----
" — " " (st'k'g conv.) .. "	200,376	5		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	101½
" — " " (st'k'g conv.) .. "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	600,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .. stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'83-'90	----
" — " " (" ") .. dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	125½
" — " " (Eas'rn R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'se.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
— "	58,000	5	" "	'65-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov	1868	119
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g fd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1896	100
" —Redemption Pn (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1867	----
" — " " " "	199,000	6	" "	1883	60
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853	200,000	6	" "	'72-'88	67
" —R. R. Loans: Pacific R. R. .. coupon	7,000,000	6	" "	'87-'89	----
" — " " S. W. Branch .. "	4,500,000	6	" "	'73-'87	80
" — " " H. & St. Joseph "	3,000,000	6	" "	'72-'87	----
" — " " N. Missouri .. "	4,350,000	6	" "	'73-'89	----
" — " " Iron Mountain "	3,501,000	6	" "	'87-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	1889	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	790,000	----	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" — " " (" ") .. "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	117
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	6	.....	d'm'd	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	25,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July	1885	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'71	109½
" " — " " "	16,889,025	6	" "	64-'78	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	58
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	105
" — " " (" ") ..... "	1,600,000	6	" "	1875	105
" — " " (" ") ..... "	4,095,309	6	" "	1881	107
" — " " (" ") ..... "	2,400,000	6	" "	1886	108
" — " " (domestic debt)	125,680	6	" "	1883	108
" — " " (war loan) ..... coupon	1,500	----	.....	1886	----
" — " " (" ") ..... "	279,313	----	.....	1868	----
" —Irreducib'e debt (school funds, etc) ...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	----	.....	.....	----
Pennsylvania—State Stock Loans	181,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	94
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1801	----
" — " " "	1,045,629	5	June & Dec.	1804	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	101
" — " " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,537	5	.....	.....	----
" —Relief Notes in circulation ...	97,360	----	.....	.....	----
" —Military Loan bonds .. coupon	3,000,000	6	Feb. & Aug.	1871	106½
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	101½
South Carolina—State bonds (stg) ..... coupon	484,444	5	.....	1868	----
" " —Inscribed certificates ...	1,708,017	6	.....	'59-'60	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	.....	1877	60
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1883	60
" — " " (interu. impr.) "	2,063,606	5	.....	Var.	48
" — " " (railroads) ... "	12,799,000	6	.....	Var.	----
" — " " (capitol) ..... "	608,000	5	.....	1890	55
" — " " (Hermitage) .. "	43,000	6	.....	1890	55
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	.....	'62-'65	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,842	6	Jan. & July.	'83-'93	48
" —State bonds (railroad) ..... coupon	12,624,500	6	" "	'85-'95	----
" — " " (sterling) ..... "	1,365,000	5	" "	1892	----
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,768	73,751	64,937	938,64[illegible]
1861	81,581	75,621	78,361	65,358	78,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,006	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,255	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	163,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,164	320,857	281,419	------	------	------
Chicago and Rock Island:													
1859	60,058	55,197	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,706	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,539	92,873	75,457	1,181,008
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,670	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,796	185,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,432	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,556	51,340	55,831	55,003	42,101	400,159
1860	32,192	33,408	46,346	48,919	62,392	45,986	39,500	49,571	80,819	108,737	74,381	53,554	675,754
1861	48,326	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,568
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,077
1863	69,691	81,100	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	163,388	183,322	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,886	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,286
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	74,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,466	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	146,916	146,339	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	1 6,105	203,320	158,077	128,000	100,000	113,515	154,245	------	183,049	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	249,953	330,657	361,819	359,114	455,235	465,959	526,608	414,764	4,651,049
1860	354,000	346,000	433,311	467,161	393,409	393,409	319,955	477,642	600,124	587,242	661,448	412,723	5,735,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,624	615,962	756,421	885,136	902,406	963,569	8,400,334
1863	845,095	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,501	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,208	1,021,976	974,217	1,085,364	1,291,006	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,800	1,462,752
1861	97,253	76,859	101,600	103,795	105,707	102,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,399
1862	109,867	105,424	74,346	90,180	118,194	225,048	190,456	129,019	188,370	203,575	159,530	143,632	1,777,541
1863	132,517	121,161	129,228	136,601	172,343	212,943	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,550	175,773	121,123	141,269	115,444	125,206	155,164	156,973	170,157	157,443	232,038	1,933,434
1860	212,714	209,422	161,047	134,606	136,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	231,759	253,049	273,726	306,595	361,600	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,090	153,644	144,894	140,502	139,102	181,612	246,829	245,892	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	259,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,025
1864	318,200	406,595	445,320	421,457	414,781	497,223	404,197	585,484	767,363	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,644	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	55,510	77,874	90,765	73,215	83,964	75,065	89 533	94 075	98,062	90,576	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	139,184	67,950	1,153,407
1862	83,903	62,907	7,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,120	76,132	44,925	88,177	106,967	111,260	71,587	69,352	185,417	205,064	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	159,647	113,398	168,218	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,822	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,496	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	293,284	270,539	2,647,883
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,202,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	398,330	404,563	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	166,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,952	236,844	307,333	242,089	260,134	2 124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,269	307,474	258,634	2,650,702
1863	242,073	245,853	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,045
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,703,703
1860	887,128	402,630	561,078	535,141	551,700	495,943	544,491	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	549,688	677,073	558,743	523,138	562,076	696,175	927,038	952,960	872,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,758	9,993,2[illegible]
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,033,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,224,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,476	223,464	220,377	248,862	241,695	264,622	283,646	286,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,052	3,316,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	276,219	2,905,836
1862	192,216	217,161	244,423	258,674	263,996	254,285	388,725	414,707	448,994	463,573	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,082
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,705	154,032	203,853	245,938	286,844	231,253	197,138	2,335,364
1861	217,202	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,696	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	306,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	455,211	602,603	574,680	499,547	420,942	486,687	669,102	705,974	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	63,748	71,854	112,384	93,766	67,721	85,359	95,959	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,793	125,949	118,077	130,378	153,470	144,736	143,748	162,921	1,544,918
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,295	926 [illegible]
1861	59,620	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,527	162,853	127,666	92,574	1,172,100
1862	82,285	47,142	66,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,526	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105.554	116,379	120,595	151,082	134,563	111,389	1,439,795
1864	79,735	95,542	132,896	123,967	127,000	156,538	139,626	244,114	243,940	221,569	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1903	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	95½
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju Oc.	London.	1838	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	104½
" " " 1850	700,000	6	Jan. & July.	"	1880	105
" " " 1855	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1856	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,600	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'73-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1850	
Converted Sterling Loan	795,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,000	6	"	"	1870	116
" " $675,000	675,000	6	"	"	1875	100
" " $1,700,000	1,700,000	6	"	"	1883	101
" " $2,500,000	867,000	6	"	"	1889	107½
Consolid. Mort. Loan $5,000,000			"	"		106½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1885	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	105
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	124
" " " inconvertible	3161,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1907	
Central Military Tract, 2d Mort.	64,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	106
1st Mortgage pref. S. F.	586,000	7	April & Oct.	" "	1877	99
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " "		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	98
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	97
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	96
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1860	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	168,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	344,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1875	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,089,028	6	" "	" "	1886	82
River Line bonds	20,000	7			1867	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.		1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	107½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,606,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	600,000	6	Jan. & July.	Philadelphia.	1875	101½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1860	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1863	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103½
2d Mortgage (convertible)	500,000	5	Jan & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7			1891	
Free Land, 2d Mortgage	500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,991,) 0	7	Feb. & Aug	New York.	1882	118
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct	" "	1881	96
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	---
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				---
Mortgage	125,000	7			1866	---
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug	New York.	'69-'70	108
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	117
3d Mortgage	1,840,000	7	May & Nov	" "	1875	116
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	120
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	361,000	10	" "	----------	------	120
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1868	65
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----------	----------	------	---
1st Mortgage	200,000	7	----------	----------	------	---
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	---
3d Mortgage	600,000	7	----------	----------	------	---
Guaranteed by Covington	200,000	6	----------	----------	------	---
Cincinnati (exchanged)	100,000	6	----------	----------	------	---
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	---
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	---
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----------	----------	------	---
City of Keokuk	200,000	8	----------	----------	------	---
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec	New York.	1885	---
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	104
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	---
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	---
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	---
2d Land Grant (Western Div.)	353,600	†	" "	"	------	---
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	---
Unsecured Bonds	1,785,000	†	----------	----------	------	---
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	---
Little Miami:						
Mortgage (Coupon)	1,200,000	6	May & Nov	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	---
2d Mortgage	500,000	6	Jan. & July	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	800,000	7	June & Dec.	New York.	1892	110
Mortgages on Land	473,809	7	" "	" "	------	---
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & Jul.	New York.	1881	---
1st Mortgage	201,000	---	" "	" "	'63-'78	---
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	---
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	---
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	---
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	---
Manchinnville and Manchester:						
State (Tenn.)	272,000	6	----------	----------	------	---
Mortgage	24,000	7	----------	----------	------	---
Mortgage	10,000	6	----------	----------	------	---
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	97½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	---
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	---
1st Mortgage	1,600,000	7	----------	----------	------	---
Memphis, Clarksav. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	---
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	---
Michigan Central:						
1st Mortgage Sterling	467,483	6	Jan. & July.	London.	1872	95
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1889	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1889	125
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	129
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	129
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	97
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	108
2d General Mortgage	2,194,500	7	" "	" "	1877	101
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----------	----------	------	---
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----------	----------	------	---
2d Mortgage	600,000	8	----------	----------	------	---
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	---
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	---
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	---
2d Mortgage (S. F.)	400,000	8	----------	" "	------	---
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,000,000	7	----------	" "	------	60
2d Land Grant	700,000	---	----------	" "	------	---
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1886	---
Mississippi State Loan	202,799	6	----------	----------	------	---
1st Mortgage	171,000	7	----------	----------	1876	---
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	---
Tennessee State Loan	674,860	6	----------	----------	------	---
Alabama State Loan	389,410	6	----------	----------	------	---
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	---
Sterling	878,035	6	----------	----------	1883	---
Mississippi State Loan	200,970	6	----------	----------	------	---
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	---
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	---
Mortgage	460,000	8	----------	----------	1866	---
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	---
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	---
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	---
***New Albany and Salem:**						
Crawfordsville	175,000	7	----------	----------	------	---
1st Mortgage	500,000	10	----------	----------	------	---
1st Mortgage	2,235,000	6	----------	----------	------	---
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	---
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	---
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	---
1st Mortgage (H & Hamp.)	103,000	6	----------	----------	------	---
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'8	---
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	---
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	5	----------	----------	------	---
New Orleans City Subscription	1,500,000	5	----------	----------	------	---
1st Mortgage (S. F.)	565,000	5	----------	----------	1889	---
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	106
Buffalo & Niagara F. R. R. Bds.	24,000	7	Jan. & July	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	110
Exchanged Stks (S. F.) Bds	663,000	6	May & Nov	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	---
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	---
" " " "	25,592	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	118
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1867	111
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	117
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	112
5th Mortgage	1,780,500	7	June & Dec	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July		1861	106
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York	1872	110
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.	"	1867	102
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1905	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	---

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6				----
North-Eastern (S. C.):						
1st Mortgage	700,000	---				----
2d Mortgage	224,500	---				----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1860	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	100
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99
2d Mortgage	3,077,000	7†	" "	" "	1861	26
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	97
Chattel Mortgage	360,000	10	" "	"	1887	116
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'68-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	94
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1876	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71- 87	67
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	111½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	107½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7			------	----
1st Mortgage (1859-'70-'75)	366,000	6			var.	----
2d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	108
" 1849, "	2,950,600	6	April & Oct.	"	1870	100½
" 1851, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	105
" 1844, "	810,000	6	" "	"	1880	105
" 1848, "	101,000	6	" "	"	1880	101
" 1849, "	67,000	6	" "	"	1880	101
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	---
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	115½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	91
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1878	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	----	----
1st Mortgage (West'rn Division)	757,000	8		" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1893	64
2d Mortgage	*937,500	7	" "	"	1887	20
3d Mortgage	440,000	7	" "	"	1893	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1900	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1888	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1886	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1868	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	------	----
2d Mortgage	450,000	---	----	----	------	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1885	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	------	90
St. Louis City Subscription	500,000	---	----	----	------	----
St. Louis County Subscription	1,000,000	---	----	----	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	514,000	---	----	----	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1906	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	------	88
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	30
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'65-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	103½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1890	105
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mort'ge Debt.	Floating Debt	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotive with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,-36	*	—	877,'53	503.500	105,256	1,515,704	54.0	.....	101,102	37,800	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,6[illegible]	518,966	30.3	.....	55,791	31,892	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,0 3	109.6	.....	207 626	111,282	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	-----	-----	-----	-----	57.0	236,791	76,770	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	-----	-----	-----	-----	-----	-----	1,402,868	695,370	—	----
29 Feb. '60	85.5	23.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	[illegible]	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,485	—	307,060	100,000	—	422,250	23.5	46,928	65 9[illegible]	36,665	5	----
31 Jan. '64	122.4	—	15.6	75.1	16	28	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,214,566	122.4	281,451	408,810	154,787	—	----
31 Aug '64	61.6	11.2	66 2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280, 08	72.8	468,[illegible]45	1,232,307	885,219	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439 776	*	—	2,000,000	191,000	64,859	2,439 776	124.0	.....	329,539	92,439	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,950	26,084	1,460,193	62.0	129,574	265,387	13,968	8	----
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,535	750.000	156 429	1,644,967	62.0	172,126	212,553	—	—	117½
30 Nov. '63	8.48	8.8	0 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,865	78,631	34	----
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687.152	*	—	602,105	61,000	—	687,152	66 0	155,916	195 056	61,235	7	90
31 Mar. '64	61.3	1.0	68.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3 572 800	2,000 000	—	6,612 567	117 4	570,410	1,424,772	720,462	12	161
30 Nov. '63	59.4	7.0	8.3	—	16	17	368	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	784,300	21,126	3,074,971	60.4	307,841	432,559	189,889	9½	108
								DELAWARE.													
31 Oct. '60	84.3	—	19.7	—	---	---	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	---	---	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,288	10,290	9	----
-- -- '62	154.2	—	----	160	---	---	-----	FLORIDA. *Florida*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,701	30,586	—	191,486	195,000	75,894	619,112	32.0	.....	7,867	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	—	----
-- -- '62	100.0	3.0	10.0	153.5	---	---	-----	*Pensacola and Georgia*	-----	-----	-----	-----	-----	-----	-----	29.4	-----	-----	-----	—	----
								GEORGIA.													
30 Jun. '60	36.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	128,000	—	1,597,385	36.7	.....	418,036	[illegible],827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-----	-----	-----	-----	-----	-----	-----	30.0	-----	-----	-----	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	-----	53.0	.....	168,988	96,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-----	-----	-----	31.0	-----	-----	-----	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	-----	-----	6,590,173	229 0	879 468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,166,000	*	1,003,650	4,156,000	312,500	-----	8,123 343	232.0	-----	1,159,158	528,042	8	100
30 Nov. '60	102.5	—	----	—	19	16	173	Macon and Western	1,500,000	*	—	1,500,000	-----	12,295	1,658,976	102 5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,956	249,000	-----	1,026 88	50.0	-----	202,714	110,616	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,874	—	1,275,901	10,200	180,621	1,473,140	71.6	-----	-----	-----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	-----	-----	388,855	13	----
30 Sep. '59	133.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	-----	138.0	-----	832,848	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,292,416	281.0	1,002,440	1,673,766	701,866	2½	68½
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,759,270	2,178,055	—	6,571,140	6,128,031	—	14,837,'29	394.0	1,965,519	3 090,211	1,550,498	8	120
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	223,641	13,147,13[illegible]	242.0	-----	1 063,664	448,503	—	46½
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	5,389,575	228.4	1,162,8[illegible]0	2 143,875	1,103,414	6	100
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,938	525,451	6,023,400	3,500,000	—	10,962,115	341.7	1,4[illegible]4,05[illegible]	2,291,481	1,279,40[illegible]	6	----
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	-----	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,671,028	2,118,847	6	129½
-- -- --	148.0	—	----	—	---	---	-----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	-----	-----	148.0	-----	-----	-----	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	-----	-----	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	56½
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	-----	Cincinnati and Chicago	2,080,433	*	-----	1,106,679	1,006,125	-----	-----	108.0	-----	-----	-----	—	----
31 Aug. '57	109.0	—	----	—	---	---	-----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,203 748	109.0	-----	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	-----	442 893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,045	25,689	1,689,900	1,362,234	140,889	3,488,108	110 9	-----	448,858	230,834	9	100
1 Dec. '63	84.0	—	----	—	---	---	-----	Ind., Pittsburg and Cleveland	1,848,508	*	16,000	1,299,571	995,000	11,036	2,491,388	84.0	355,887	598,09[illegible]	350 525	—	----
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,807	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	----
31 Mar. '64	88.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,588,763	132 0	-----	315.172	117,941	6	100
-- -- '68	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-----	645,827	371,40[illegible]	—	39½
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	357,602	774,61[illegible]	307,527	13	154½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	-----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	-----	-----	-----	—	----
31 Dec. '59	86.0	—	----	—	---	---	-----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	360,044	-----	86 0	7 mo's	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276.197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,490	—	921,449	570,000	—	-----	38.5	11 mo's	458,821	21,366	—	----
-- -- '62	136.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,000,000	15,000	-----	230.0	-----	-----	-----	—	85
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	171.8	-----	426,406	227,534	—	----
30 Jun. '63	29.0	—	----	}	13	5	160	} Lexington and Frankfort	597,930	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	----	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	391,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.8	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3 930,600	235,670	11,986,430	300 0	841,558	3,261,690	1,503,963	6	----
								LOUISIANA.													
31 Dec. '59	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	160,204	481,922	223,649	—	----
31 Mar. '61	206 0	—	----	205.0	45	37	515	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	-----	2,665,000	1,150,717	-----	206.0	-----	1,232,624	655 434	—	----
31 Aug '60	55.7	—	----	185.2	-	-	—	*Vicksburgh, Shreveport & Texas.*	1,662,891	*	—	1,253,015	248,969	198.434	1,710,819	53 7	-----	-----	-----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	-----	-----	-----	-----	-----	-----	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	-----	2,950,000	4,250,000	-----	9,008,36[illegible]	188.0	-----	340,898	-----	—	----
31 May '64	284.6	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6.3 5,906	7.740,989	-----	15,066 822	329.3	1,558 2 7	3,417,1[illegible]5	1,697 000	12	130
31 Mar. '64	246.0	281.0	-----	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,665,568	10,120,400	8,287,255	-----	18 407,655	527.0	2,171,477	3,384,294	1,680,777	—	7[illegible]
								MINNESOTA.													
31 Dec. '62	14.5	—	—	609.5	2	2	10	*Minnesota and Pacific*	1,400,000	-----	-----	-----	1,550,000	-----	-----	-----	-----	-----	-----	—	----
31 Dec. '62	—	—	—	190.0	---	---	—	*Southern Minnesota*	-----	-----	-----	-----	676,000	-----	-----	-----	-----	-----	-----	—	----
31 Dec. '62	—	—	—	114 0	---	---	—	*Minneapolis and Cedar Valley*	-----	-----	-----	-----	600,000	-----	-----	-----	-----	-----	-----	—	----
31 Dec. '62	—	—	—	268.0	---	---	—	*Minnesota Transit*	-----	-----	-----	-----	800,000	-----	-----	-----	-----	-----	-----	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	28	22	833	*Mississippi Central*	4,966,022	756,292	-----	2,000,961	2,554,732	895,092	6,331,899	236.0	-----	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	-----	793,285	456,949	275,060	1,974,444	59.7	-----	176,462	116,432	—	----
31 Dec. '58	88.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-----	-----	83.2	-----	250,047	121,689	—	----
								MISSOURI.													
31 Aug '63	96.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,933,740	*	—	7,158,836	7,177,000	-----	-----	206.8	579,324	1,047,567	420,020	—	29
3 Dec. '62	268.8	—	17.7	68.0	21	26	807	*North Missouri*	6,396,779	504,953	—	2,459,207	4,350,000	-----	-----	188.8	-----	444,460	182,895	—	----
31 Dec. '62	152 9	—	3.6	-----	-----	-----	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-----	-----	52.0	-----	-----	-----	—	----
28 Feb. '63	198.0	—	14.4	87.3	54	90	490	*Pacific*	11,102,670	662,617	—	3,486,916	7,000,000	137,019	20,485,420	196.7	607,040	679,066	227,338	—	----
28 Feb. '63	77.0	—	3.9	268.0	---	---	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	-----	-----	114.0	99,871	241,482	128,880	—	----
30 Sep. '62	86.5	3.6	3.7	—	16	13	219	*St. Louis and Ire Mountain*	5,531,498	344,168	—	1,971,127	3,501,000	57,351	5,996,277	90.1	224,681	448,286	69,209	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,844	79,761	43,461	—	—
30 Jun. '63	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,476	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	159,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	18	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,362	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.2	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	250,853	188,124	6	101
31 May, '65	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	788,763	*	—	169,200	556,600	.....	.....	37.0	.....	65,403	28,404	—	—
								MARYLAND.													
30 Sep. '62	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,533	856,070	31,241,011	286.5	.....	3,922,203	2,205,788	6	111½
30 Sep. '62	30.0	—	—	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,243	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,445	620,581	—	93
								MASSACHUSETTS.													
30 Nov. '62	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,243	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,068	503,718	167,051	6	103½
30 Nov. '62	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,016,326	482,656	8	129
30 Nov. '62	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	97,720	—	3,247,720	61.8	428,301	853,727	397,729	8	138½
30 Nov. '62	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	53.6	573,514	1,202,564	458,357	9	144½
30 Nov. '62	46.6	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	99
30 Nov. '62	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	106½
30 Nov. '62	44.2	30.5	27.5	—	24	71	423	Eastern	4,007,288	$15,185	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	105½
30 Nov. '62	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	118
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	334,885	39,275	—	200,006	75,000	3,961	367,496	—	.....	21,780	21,278	6	.....
30 Nov. '62	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,916	95,684	—	600,000	—	—	704,346	71.0	167,154	223,794	59,077	8	127
30 Nov. '62	20.1	1.5	1.2	—	5	10	69	New Bedford and Taunton	430,160	52,518	14,000	500,000	285,000	—	785,800	35.7	47,995	164,297	54,797	6	102½
30 Nov. '62	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,165	662,900	206,502	1,245,565	33.0	67,853	53,233	—	—	104½
30 Nov. '62	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,681	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	456,407	722,068	411,544	7	127
30 Nov. '62	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,412	169,145	8	140½
30 Nov. '62	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,385	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '62	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	83,698	8	112
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '62	89.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,567	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	39
30 Nov. '62	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,704	218.0	1,275,925	2,439,838	1,232,831	10	150
30 Nov. '62	48.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83½)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,273,159	46.7	188,647	251,024	132,158	6	96
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,656	93.5	.....	247,279	124,406	—	62½
30 Nov. '62	55.8	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	55.0	338,025	382,183	120,645	2	.....
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	61
31 Mar. '63	29.5	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,246	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	118½
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	53.7	.....	37,791	11,918	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,063,400	*	—	3,063,400	220,700	59,114	3,248,214	82.0	.....	366,846	163,718	4	80
30 Apr. '63	24.7	—	2.2	—	5	2	80	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,000,200	3,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	150
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,626	4,620,150	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	58.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,557	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	947,500	400,017	6,739,574	53.8	.....	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,708	438,758	21.2	.....	90,618	29,592	—	170
31 Dec. 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,460,417	*	—	1,203,553	1,250,000	143,698	2,597,161	—	(2 mos.	10,558	24,242	—	65
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	290,859	154,908	6½	110
31 Dec. '62	38.5	—	—	47.	—	—	—	West Jersey	821,984	*	—	681,893	212,500	31,748	821,984	—	82,936	90,122	43,625	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	35	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,688	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	905,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	*	—	850,000	2,395,000	1,070	3,369,088	160.3	618,890	1,134,256	517,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,289,936	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	8,597	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	100
30 Sep. '63	144.0	—	128.5	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,166,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	124½
30 Sep. '63	94.0	2.5	12.1	—	13	29	100	Long Island	2,305,568	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	48
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,966	24,209,000	13,779,645	284,411	42,859,880	554.9	5,692,223	10,897,631	3,994,999	7	126½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,420	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,863	738,706	—	3,077,000	1,494,000	—	4,588,509	121.8	411,399	573,512	153,909	—	1½
30 Sep. '63	85.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	264,000	22,067	823,480	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	128	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,584	58.2	181,198	335,625	117,460	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	2-	27	348	Rome, Water'n & Ogdensb'g	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	686,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,286	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.5	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.0	.....	103,963	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	28	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,180,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	51.0	3.0	.....	192.5	.....	.....	.....	Western North Carolina	2,600,000	*	4,700	290,212	.....	70,860	364,072	.....	.....	.....	.....	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	8	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,080,584	*	10,000	2,048,991	1,068,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '61	137.0	—	.....	—	41	50	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	14
31 Mar. '64	60.5	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,746	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,216,257	51	170
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,780	23,840	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,309	228,551	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	17	801	Clev., Painesville & Ashtabula	3,566,896	788,202	500,000	3,600,000	1,502,000	—	5,108,000	96.7	562,396	2,066,623	1,268,788	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,224,000	94,229	8,251,646	203.5	.....	1,436,317	552,800	—	105
31 May '64	108.2	79.4	.....	—	37	54	689	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	115
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	353,673	575,250	632,456	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	5	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,286	262,966	618,150	1,490,800	208,000	—	2,127,857	ope	r. w. Lit.	Miami.	226,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	490,583	.....	2,452,217	2,908,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	29	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,562	10	140
30 Jun. '63	173.8	30.6	18.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,724,322	*	—	10,379,554	373,487	53,055	11,164,820	226.6	445,157	670,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,370,000	4,345,042	20,549,420	192.3	.....	829,982	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,786	2,400,000	466,218	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	31	25	446	Sandusky, Dayton and Cinc.	3,988,873	595,400	102,866	3,260 887	1,498,728	11,190	5,189,662	205.9	388,894	600,162	138,747	—	52
31 Dec. '58	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,235,166	*	—	862,571	1,299,100	127,118	2,094,694	125.0	220,717	272,202	92,285	—	.....
1 Dec. '63	242.4	—	.....	—	67	15	928	Toledo & Wabash	9,906,630	*	25,000	3,314,775	6,661,830	58,272	10,153,682	250.0	1,279,960	1,439,795	540,921	—	52

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Earnings. Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends	Price of shares
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '62	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286	—	—
31 Oct. '63	24.5	—	24.9	—	19	3	1,393	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,080	68,219	342,661	22½	75
30 Sep. '63	85.0	—	6.0	—	—	11	359	Catawissa	3,854,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	—	18½
31 Oct. '63	52.0	—	4.8	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	10,481	1,243,381	152.0	165,712	276,238	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,339	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,25-	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	265
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,480	—	1,212,590	36.9	151,820	238,243	150,163	—	.....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lease'd t	o Northu	Cen.	196,907	384,790	110,308	—	37
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	.....	1,000,000	18.6	144,871	423,358	169,268	10	.....
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,560	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	69
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	109,000	2,409,565	32.3	27,600	57,047	4,163	—	.....
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,346	1,325,992	223,000	2,174,427	54.0	143,678	259,929	101,570	—	49½
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,665	68,883	2,707,898	80.0	335,700	478,113	243,838	—	.....
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,466,000	59,127	3,820,377	88.0	386,844	1,320,058	774,074	10	81½
31 Oct. '63	28.2	5.5	8.0	—	10	...	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phila. & Re	ading	E. R.)		7	45½
31 Oct. '63	24.5	106.0	68.3	—	31	...	51	Mine Hill and Schuylk. Haven	3,311 618	*	—	4,132,935	.....	.....	4,132,935	130.0	319,162	363 367	89,901	8	60
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,486,709	404,764	—	3,147,750	3,164,287	—	6,252,037	68.8	274,900	511,998	273,291	—	32½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048 814	3,543,484	2,883,457	13,450,250	16,949.124	—	35,245,668	356.5	5,211,202	1,691,413	5,111,41-	—	68½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,000	—	1,672,200	24.0	244,425	332,49-	179,665	9	90
31 Oct. '63	230.0	—	21.5	58.0	80	5	530	Phila. and (Sunbury) Erie	.....	*	—	5,010 944	8,523,000	80,151	13,619,095	230.0	428,759	699,309	193,446	7½	32½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13 211,228	10.667,326	—	26,613,828	403.0	2,721,089	6,252,902	3,706,900	7	69½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	643,882	.....	—	999,200	250,000	.....	1,249,200	28.2	137,074	644,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	361,129	7,460,000	1,017,500	—	8,477,500	200 5	647,029	2,640 248	1,602,119	10	64½
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,600,000	82,630	3,565,629	72.0	269,746	218,587	105,356	9	12
31 Dec. '63	468.3	—	73.6	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,034,741	468.3	3,472,914	5,132,934	2,106,023	—	105½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791.597	Lease'd t	o Northu	Cen.	40,476	144.7-8	87.112	10	40
31 Oct. '63	29.6	—	3.1	—	8	4	195	Tioga	780,967	106,563	—	367,300	396,500	65,205	832,009	29.6	78,258	126,063	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,-17	8,500	—	.....	13.6	24,916	31,702	9,718	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,526	6	.....
1 Jan. '59	123.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	.....	.....	—	.....	2,648,833	.....	.....	.....	.....	1,499,036	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,183	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,284	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,669,000	260,112	7,827,797	291.0	.....	1,685,096	873,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	6	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	516,518	.....	59.4	69,870	177,256	60,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,122	44,666	—	.....
1859	54.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,508	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	.....
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,955	87,243	—	.....
1859	50.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,328	90.7	139,877	308,850	167,430	—	65
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	425,027	112,162	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,306,683	62.5	136,761	185,474	67,786	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,897	—	11
31 May, '63	47.0	8.5	4.1	9.7	.....	.....	.....	Vermont and Canada	1,687,500	.....	—	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	8	110
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,183,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	219,680	—	2,969,861	775,500	118,789	.....	113.7	703 034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	500,610	155,161	9 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '59	108.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	—	2,068,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.8	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,998	—	1,865,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	833,200	102,500	5,796	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	500,904	282,528	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,823	.....	78.6	150,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	825,760	204,800	26,853	.....	45.5	1,068,064	163,755	79,586	6	90
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	667,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	196.0	280 968	634,081	259,119	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,968	10,238,271	214.9	480,196	740,485	347,957	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,800,000	55,000	—	800,000	700,000	25.000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '62	191.9	42.6	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221.282	7,978,841	234.4	.....	1,163,734	414,741	—	52½
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,092,471	142.3	466,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,838,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,795	87,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,603,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,098	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,098	.....	4,368,510	1,154,85-	—	.....
31 July, '63	229.0	116.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	1½	.....
31 Dec. '62	96.9	1.6	.....	—	17	20	387	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	.....	.....	4,658,706	108.0	100,421	107,640	50,000	—	.....
1 July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,230,000	13,100	136,000	1,799,232	60.0	.....	138-58-	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.0	20.0	.....	—	30	15	160	Nova Scotia	4,378,401	*	—	4,378,261	.....	.....	4,378,261	99.0	.....	.....	87,131	—	.....
								NEW GRANADA.													
31 Dec. '63	48.7	—	.....	—	11	32	120	Panama	5,000,000	*	614,618	1,000,000	3,310,000	.....	10,166,722	48.7	.....	.....	1,124,921	18	270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	....
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	....
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	8
Chemung (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	—	84
Chicago & Alton (preferred)	2,422,500	7	7	92
Chicago & Northwestern (pref.)	2,400,000	7	1¾	54
Cochecho (preferred)	117,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	67
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	—	....
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	—	....
Elmira & Williamsport (pr. preferred)	500,000	....	—	50
Erie (preferred)	8,535,700	7	7	105½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	247,000	6	—	....
" " (new pref.)	125,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,105,334	7	3	55
" " (2d pref.)	3,434,167	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	140½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	111
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,275,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	3	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	0	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar.)	1,000,000	....	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	93
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	618,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	76
Toledo & Wabash (preferred)	982,900	7	7	70
Troy & Greenbush (guarantied)	274,400	6	6	....
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6		18..	....
Bonds guar. by Virginia	200,000	6		18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	98½
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	....
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	....
Interest Certificates	161,990	6	" "	1868	....
Lehigh Navigation:					
1st Mortgage	2,788,682	6	M. & S.	1870	107
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	101
2d Mortgage	294,750	6			97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	99
2d Mortgage	3,980,670	6	J. & J.	1882	88
Improvement	568,500	6	M. & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	....
Md stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	993,000	6	" "	1878	89½
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	98

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,695	—	....
Delaware Division	100	1,633,350	—	36½
Delaware and Hudson	100	7,800,000	10	205
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan				....
Lehigh Navigation	50	2,479,950	6	74½
" " (scrip)	50	1,803,000	6	....
Monongahela Navigation	50	726,800	8	....
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	130
North Branch	100		—	....
Sault Ste Marie	100		—	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	32
" " (preferred).	50	2,722,607	—	40
Susquehanna and Tide Water	50	2,045,280	—	15½
Union (preferred)	50	2,750,000	—	2
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	77

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	63 —	@ 65 —
Pig, American, No. 1		60 —	@ 65 —
Bar, Swedes, assorted sizes (in gold)		— —	@ 92 50
Bar, English, Refined		190 —	@ 205 —
Bar, English, common		175 —	@ 190 —
Band, English		— —	@ 230 —
Horse Shoe		— —	@ 2.5 —
Rods, English		205 —	@ 2 0 —
Hoop, English		290 —	@ 310 —
Nail Rod	per lb.	— 15	@ — 17
Sheet, Russia	per lb.	— 29	@ — 32
Sheet, English, Single, Double and Treble		— 9½	@ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	—30	@ — 40
English Spring (1st & 2d qlty.)		— 17	@ — 22
English Blister (1st & 2d qlty.)		— 22	@ — 34
English Machinery		— 24	@ — 26
American, Blister		— 16	@ — 20
American, Cast, Hammered		— 30	@ — 33
American, Cast, Rolled		— 18	@ — 22
American Spring		— 15	@ — 20
German		— 22	@ — 26
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3½ cents per lb.

Sheathing, New (sults)	per lb.	— —	@ — 65
Sheathing, &c. Old. (cash)		— —	@ — 41
Sheathing, Yellow		— —	@ — 50
Pig, Chile		— —	@ — —
Bolts		— —	@ — 65
Braziers'		— —	@ — 66
American Ingot (cash)		— 48½	@ — 50

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	16 —	@ 17 —
Spanish		16 —	@ 16 50
German Refined		16 —	@ 16 50
English		16 —	@ 16 50
Bar	per lb.	— —	@ — 18
Pipe and Sheet		— —	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	— —	@ — 70
Straits		— 59	@ — 60
English		— 58	@ — 59
Plates, Charcoal I. C	per box	22 —	@ 23 —
Plates, I. C. Coke		17 —	@ 19 —
Terne, Coke		— —	@ 15 50
Terne, Charcoal		— —	@ 18 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash)	per 100 lb.	9 50	@ 10 —
Clinch (cash)		10 50	@ 11 —
Horse Shoe, Forged (cash)	per lb.	40 —	@ — 45
Wrought, English (cash)		— —	@ — —
Ausable Horse, Norway Iron, Forged		— —	@ — —
Zinc Nails (6 mos)		— —	@ — 22

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 10	@ 1 15
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		70 —	@ — 72
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		45 —	@ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		85 —	@ — 88
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		69 —	@ — 70
Naptha, Refined, (60@63 gravity)		50 —	@ — 52

New York Stock Exchange.

Actua Sale Prices for the week ending Nov. 9.

	Th 3.	F 4	Sat 5.	M 7.	To 8.	W 9.
American Coal Co.	....	....	....	....	80	....
At. & Gt. W. (O) 1st m't.	....	....	....	....	....	....
Buffalo, N. Y. & E., 1M. 105½	....	....	....	....	....	....
California 7s	....	....	150	....	155	....
Canton Co.	35	34	34½	34½	....	37
Central Am. Transit	....	....	....	88	....	....
Chicago & Alton	88	....	86	92	88	....
" " pref.	....	....	....	....	....	92
" " 1 M.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	118	118½	119	....	....	....
" " " S p.c.	....	....	....	123	....	124
Chic. & Northwest'n.	44½	44½	45½	46	45	47¾
" " pref.	81	81	84	82½	81	85½
" " 1st M. '85	98	98	97	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	100½	100	102½	101	100½	104½
" " 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	170	....	....	170
Clev. and Pittsburg	104½	105	109	107½	104½	108
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	1:1	....	114	113½	....	115
" " S.F. 7 p.c.	....	106	108	....	....	....
Cumberland Coal, pref	51½	52½	52½	51½	51	54½
Del. & Hudson Canal	203	202	205	208	....	204
Del., Lack. & West.	....	....	....	....	....	....
" " 1 M. 8 p.c. '71-5.	110	10	....	....	....	....
" " 2 M. 8 p.c. '81	....	....	116	....	....	....
Erie	101½	100½	102	100½	100½	104½
" pref.	....	104	105	....	105½	106½
" 1 M. 7 p.c. '67	....	106	....	....	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	....	....	....	....	....
" 4 M. 7 p.c. '80	....	....	....	....	....	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7p.c. '82	....	....	....	....	....	....
Hann. & St. Joseph.	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hudson River	121½	121½	124	124	122½	125
" scrip	....	....	....	....	....	....
" 1M. 7p.c. '69	....	....	....	....	....	....
" 2M. S.F.	....	....	....	....	....	....
" 3M. 7p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	127½	127	130	128½	127½	131½
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	120	....	....	....
Marietta & Cin 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	36½	36	36½	37	36	38
Michigan Central	129	....	131	130	....	131½
" S F. 8 p.c. '82	....	....	....	129	....	....
" conv. 8 p.c. '69	....	....	....	125	....	....
M. S. and N. I.	72½	73½	76	75	74	77½
" " guar'd.	....	....	....	....	....	40
" " 1M. S.F 100½	....	....	....	....	103	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	51	52½	53½	....	53½	55
" " 1st pref.	....	....	....	111	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	36	....	....	....	....	39
Miss. & Mo.	35½	....	....	....	35½	36
" L.G. bonds	70	....	68	68	....	....
Missouri 6s	62	....	....	....	....	....
" les. to Ill. & St. J. R.	....	....	....	86	....	....
" " Pacific	67	....	67	....	....	68
New York Central	128½	132	128	127	126	128½
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S.F. '83. 110	....	....	108	....	....	....
" " 6s, S.F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" " "pref."	....	....	....	....	....	....
" " 1M. 7p.c. '75	....	....	....	....	110	....
" " 2M. 7p.c. '64	....	....	....	....	....	....
" " 3M. 7p.c. '67	....	....	....	....	....	....
Ohio & Miss. cer.	39	39½	40	41	40	43
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	....	305	310	....	....	....
Panama	....	....	270	....	....	....
Penn's Coal Co.	....	....	....	204	....	....
Phila. and Reading	134½	134½	130	136	136	140½
Pitts. Ft. W. & Chicago	105	104½	105½	104½	....	108
" " 1M. 115	115½	....	....	....	....	....
" " 2M. 104	104	....	....	....	103	104½
" " 3M.	....	....	....	....	....	98
Quicksilver Mining Co.	83½	82½	....	84½	85	87
St. L., Alton & T. H.	....	....	....	....	53	57
" " pref.	....	....	....	75½	....	70
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Tennessee 6s, 1890	....	....	....	....	....	....
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex. .100	....	....	....	100	....	100½
" " 2M.	....	....	....	....	....	....
" " Int. b'ds	....	....	....	....	....	....
Virginia 6s	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	----	----	----	----	----	----
U. S. 5s, 1871, coup	----	----	----	----	----	----
U. S. 5s, 1874, reg	----	----	----	----	----	----
U. S. 6s, 1874, coup	----	95	----	----	----	----
U. S. 5s, 1865, coup	----	----	220	----	----	----
U. S. 5s, 10-40s, coup	95	95½	95	94½	----	----
U. S. 6s, 1881, reg	----	----	107½	107	----	----
U. S. 6s, 1881, cou	106½	106¾	106¾	107½	106¾	107
U. S. 6s, '81, O.W.L.y	----	----	----	----	----	----
U. S. 6s, 1881, " 1y	----	----	----	----	----	----
U. S. 6s, 1867, reg	----	----	----	----	----	123
U. S. 6s, 1868, reg	----	119¼	----	----	----	----
U. S. 6s, 1868, coup	----	119¾	----	----	----	----
U. S. 6s, 1 year certif	95½	95½	95½	95½	95½	95½
U. S. 6s, 5-20s, coupon	100½	101	100½	100½	101	101½
U. S. 6s, 5-20s, new	100½	100½	100¾	100¾	100½	----
U. S 6s, " reg	101½	----	100	----	----	100½
7.30 Notes, Feb. & Aug	----	----	----	----	----	----
" " Apl & Oct	----	----	107½	----	----	107
American Gold	229	133	237½	249	247	256½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

	W.2	Th.3	F.4.	Sat.5.	M.7.	Tu.8
Beaver Meadow	----	----	----	----	----	18½
Cattawissa	----	----	----	----	----	----
" preferred	39½	----	----	----	38	39
Camden & Amboy	150	----	----	149½	150	150
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	101	----	----	----
" " 6s, '83	----	----	----	102	----	----
" " 6s, '89	----	----	----	----	----	----
" mort 6s, '89	----	----	----	106	----	----
Ches. & Del. Canal 6s '86	----	----	----	103	----	----
Del. Div. Canal	36½	----	----	3 ½	----	36½
Elmira & W'msport	----	----	37	----	----	----
" " pref	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	69	----	----	----	----	----
Lehigh Navigation	----	----	74	74½	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R	82	----	----	----	84	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	104½	105
Little Schuylkill R. R.	----	----	----	45½	45½	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	60	60	----	60	----	60
Morris Canal	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	32	32½
" 6s	----	----	98	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R	71	69½	----	69	68½	----
" 1st m.	112	----	----	----	----	----
" 2d m.	107½	----	----	107½	----	----
Penn. State, 5s	----	----	----	----	93¾	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L	----	----	----	----	104½	----
Philadelphia City, 6s	99½	----	100	----	99½	100
" " new	102	102½	102	102	102	102
Philad., Germ. & Nor	----	60	----	----	----	----
Phila. & Reading	68½	67½	67½	67¾	68	68
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	101	----	101½
Philadelphia & Erie	32½	----	----	33	----	32½
" 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	103	----	----	----	----	----
Schuylkill Navigation	34½	33½	----	----	32	32
" " pref.	40½	40	----	----	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	15½	----	----	----	----
" " 6s '78	60	59½	----	----	----	59½
Union Canal, pref	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	17	----
Chestnut & Wal. "	----	----	----	50	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	34½	34½	34½	----	34½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	----	109½	----	----	----	109
" " 1886	----	109	----	109½	----	109½
" " 1870	----	----	----	----	----	----
" " 1890	----	----	110¼	110¼	----	110¼
Balt. and Ohio	----	111	112	----	111	111½
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	105	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	100	----	----	100	----
" " " 85	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Boston and Lowell	----	----	103½	----	----	----
Boston and Maine	128	----	129	129½	----	129
Boston and Providence	----	----	138½	----	----	----
Boston and Worcest	----	----	144½	----	----	----
Cheshire, pref	51½	52	52	52	----	----
Concord	----	60	61	----	----	61
Connecticut River	----	----	106½	----	----	----
Eastern, Mass	105½	----	105⅝	----	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	118	----	----	118½
Manchester & Lawrence	----	----	117	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	----	82	----	----
Old Colony and Fall R.	125	----	127	----	----	----
Ph., Wil. & Baltimore	64	64	64	64½	----	----
Portl'd, Saco & Porta	----	----	----	----	----	----
Vermont & Canada	----	----	110	----	----	----
Vermont & Mass	----	----	89	----	----	----
Western	151	152	150	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	104	104	103½	----	103	
Metropolitan "	57	----	57	----	----	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Franklin "	59	60	----	----	59	
Isle Royale "	73	----	----	----	----	
National "	----	----	27	----	----	
Minnesota "	33¾	----	----	----	----	
Pewabic "	56½	----	----	----	----	
Pittsburg "	----	----	84	----	----	
Quincy "	----	----	95	----	95	
Rockland "	----	----	----	----	----	

London Stock Exchange.

The following were the closing prices for American Securities on the 26th of October:

Maryland 6s	65	to	68
United States 6s, 1881	42	"	43
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	69	"	71
Do., 2d mort., 1881	64	"	68
Pennsylvania, 1st mort., 1877	69	"	71
Do., 2d mort., 1882	66	"	67
Erie shares, $100 (all paid)	39¼	"	40½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	73	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50	"	51
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '62, x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	...	"	...
New York Central 6s, S. F., 1883	53	"	55
Do do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, November 12, 1864.

Stock Exchange and Money Market.

The recent elections have had a decided influence for a week or two past upon the movements in the Money Market. The two great parties at issue acted as if everything else in the world was secondary to their success, and the excitement which usually rages on Change in New York was over ridden by political fears and hopes.

Thus stocks were heavy, buyers were not anxious and sellers indifferent. Gold went up and down in gentle leaps, so that margins were not much disturbed. Rumors from the army did not discount readily, and the recent victories of Gillem and Sherman went for nothing. With this state of feeling, the election came off, and the results are known to our readers. It is evident that a vast majority of the people of the loyal states have determined that the policy of putting down the rebellion shall not be reversed, and the arts of "Statesmanship" are not to supersede at present the more forcible and simple one of arms. In a contest with a set of desperate men who began their assaults on the Union without reason, and refuse to listen to it now, it is sheer waste of breath to use arguments. That portion of our fellow citizens who believed the South would come back, on a proposition to do so from General McClellan have been grossly deceived. The South are so cowed down by the despotism of their authorities that their voice has been hushed in the agony of apprehension, not of the North but of Jefferson Davis. The determined front shown by the loyal States will give the unhappy Union men under his sway new confidence that the time of their redemption draweth nigh. The insurrectionary spirit in North Carolina, the change of political feeling in Alabama, and the doubt and despondency prevailing in Georgia, are signs of the times of great importance, and will culminate in more decided action ere long, and end in the entire breaking up of the Confederacy.

All this has a direct bearing on the financial credit and stability of the Country, and as such we notice it. We consider the war to be at a close. The re-election of Mr. Lincoln is a remarkable event all things considered. Great dissatisfaction prevailed even in his own party. In the month of September his previously most faithful friends had declared his success impossible, the radical press which had helped bring him into power had grown cool or refractory, it was even seriously proposed by leading republicans, that he should be withdrawn from the canvass, and yet in spite of all this and against a popular candidate, whose name was a watchword of more than ordinary power, he has again been placed in the Presidential chair by an overwhelming majority. Now then for the Country's sake we hope Mr. Lincoln will let politics alone, and think only of the great duties he has to perform. We have yet many things to do, and of these the reformation of our finances is the most obvious and pressing. Our debt is large and is increasing, taxation is heavy, and the willingness of the people to submit to it should not be abused. More activity in the Navy, and more carefulness in the expenditure of its funds are imperiously required. We have an enormous fleet of steamers, more than five hundred. What will we do with so many a few months hence. It is time to stop the construction of any more. We do not want them. Take Wilmington, and there will hardly be any use for those we already have. Stop the leaks in the Navy, and our expenditures will at once be reduced hundreds of millions.

The people also expect of the President that he will call to his personal aid the first talent of the Country. We want the restoration of a sound financial policy, and then everything will go well. So far we have done better than we could have hoped. The splendid confidence of the people in their own strength, and the readiness they have shown in lending the Government all the money it has wanted, and at low rates of interest are worthy not only of all praise, but the careful consideration of the Treasury department.

By withholding the further issues of paper money beyond the present amount afloat, or

rather we should say by not increasing the amount afloat, great steadiness may be given to present values, and the upward tendency of gold completely checked. This last is of the utmost importance, as the great evil of the hour is the exorbitant price at which articles of necessity are held, distressing persons of moderate means to such an extent as to make them willing to yield even their principles under the sufferings they endure. An abridgement of the currency, and retrenchment in the Navy expenditures will give immediate and universal relief.

The result of the present political contest will have an immense effect on securities abroad, and of course a favorable one. The friends of liberty and representative Government have everywhere abroad taken a deep interest in this election. They have shut their eyes to all Mr. Lincoln's mistakes and weaknesses, they have seen no spots in his broad disk, and have considered the cause of humanity staked on his success. They will now take care to proclaim the force and resolution of the American character, and pronounce the country "inflexible in faith and invincible in arms." American credit will rise higher than ever, and we must expect to see large and constant demands for its securities. Such at least is our opinion. It is the strength and determination of a people which makes them masters of public opinion and secures them the respect of the world. This late political crisis has not only been passed without danger, but has invigorated the constitution of the patient. The people have made a solemn and final record of their purpose, that this Government must and shall be preserved. We may be pardoned for saying this much in a general way, but it is not too much when we reflect that these popular demonstrations have an immediate bearing on the financial power of the nation.

The market has not been active the past week. It will be seen by our quotations that the speculative spirit was not very lively. Railway shares were drooping under an impression that the receipts had diminished, and the rumor prevailed, that the leading companies proposed to diminish their expenses by reducing their facilities. So State stocks and railway bonds were dull, and Governments were some fractions below the rates of the previous week.

It must be borne in mind, however, that we have had several days of stormy weather in succession, and the effect of this on the market, is always distinctly visible in New York. After years of attentive observation, we venture the statement, that rainy weather in this city always produces a temporary decline in stocks. Those who wish to save a little in their purchases should always choose a stormy day in which to make their investments. The reason is obvious enough. Capitalists are particularly careful of their health and comfort, and much exposure may take them out of the street forever.

Gold is fluctuating considerably, but seems to find no point at which its market value may be kept long enough to be read. One great object in pushing it up, that of influencing the election is no longer to be attained.

Whatever efforts have been made by the enemies of the Union at home or abroad, whatever ungrateful attempts have hitherto been persisted in by the agents of foreign houses to alarm the American people into an opposition to their own Government, by raising the price of gold, there is now nothing to be gained by a continuance of those efforts and that policy. One element of disorder disappears. We shall now see how far, pure commercial speculation can maintain the rise.

If it be true that the Money Market is likely to become stringent, we may expect a fall for this reason, if no other. That it is at least 50 per cent. higher than its proportions to paper money will justify, no one who understands the subject can doubt.

We notice from the Circular just issued by the Commissioner of Agriculture, that there has been a considerable falling off in the agricultural products of this country the present year. The wheat crop is 18 millions s hort of that of the previous year; the rye 2 millions, the barley 1 million, the hay crop 2 millions of tons, the tobacco crop several millions of lbs., bu ckwheat 2 millions of bushels, potatoes 5 millions, while on the other hand the oat crop is increased 4 millions of bushels, and the corn crop of 531,000,000, is increased 79,000,000 bushels from that of last year.

A rumov that a new issue of bonds bearing interest in gold, to the extent of a hundred millions is declared semi-officially to be without truth, yet with the denial, comes a statement, that a loan receivable partly in certificates of 7-3-10ths currency is under consideration.

A plan has been suggested to the Treasury department of making a large loan payable in legal tenders in instalments, of which a certain percentage is to be destroyed as they are received. In this way the Government will be rid of the legal tenders gradually, and get all the money it wants at the same time.

But we repeat for the hundredth time the fact that the greatest inflation of the currency is owing to the local banks, and we regret to see the National banks doing their full share of the mischief. If all the bank paper was withdrawn, the Government currency would be none too much.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending November 7, was $361,686, against $1,518,635 in 1863, and $426,017 in 1862.

The exports from New York for the same week were $1,874,605 against $3,339,088 in 1863, and $3,215,610 in 1862. The shipments of specie since January 1, have been $39,729,672. The exports since January 1, have been $185,021,661 against $149,012,435, in 1863, an increase of $36,009,226. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to November 5, was $60,813,272.

The value of foreign goods imported into the port of Boston for the week ending November 4, was $426,487, against $622,060 for the corresponding week in 1863. The exports were $365,915 against $301,193 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $394,861.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 67; Michigan 6s, 1878, 100; Illinois coupon 6s, 1879, 102; Ohio 6s, 1881, 106; Connecticut 6s, 100; Sixth Avenue R. R., 118; Central Coal Co., 57½; Wyoming Valley Coal, 50; Atlantic M. S. S. Co., 184; Western Union Telegraph, 100; Copake Iron, 4; Smith Parmalee Gold, 8; Hanover Bank, 104; Corn Ex. Bank 103; Ocean Bank, 90; National Bank, 104; 4th National Bank, 92½.

Philadelphia.—Schuylkill Nav. Boat Loan, 94; Reading mort., 6s, 1844–'80 105; Elmira Chattel 5s, 77; West Chester 7s, 105; Allegheny Co. 5s, 78¼; Phila., Wil. and Baltimore, 64; 5th and 6th streets horse R. R., 61; 13th and 15th streets, 24; St. Michael Oil, 2¾; Big Tank, 2¼; Hyde Farm, 7; Mineral, 2⅝; Upper Economy, 1¼; Hibbard, 2⅜; Bull Creek, 5; Organic, 1; Seneca' 3⅛; Olmstead, 3⅛: Story Farm, 3; Noble and Delamater, 8½; Union Petroleum, 2⅝; Great Basin, 3½; McElheny, 6½; Pope Farm, 1½; Keystone, 2¾; Phila. and Oil Creek, 2; Continental, 2¾; Bruner, 1⅞; Densmore, 8½; Maple Shade, 40; Dalzell Petroleum, 9⅜; McClintock, 6⅜; Egbert 5¼; Feeder Dam, 1; Curtin, 9¾; Germania, 1⅜; Corn Pl., 7⅜; Irwin, 7¼; Tarr Home, 6; St. Nicholas, 3¾; Schuylkill and Oil Creek, 2½; Petroleum Centre, 3¾; Rock, 4⅞; Excelsior, 1⅛; Caldwell, 4¾; Oil Creek, 5⅛; Big Mt.Coal, 6⅝; Swatara Falls, 10¼; Fulton, 8¾; New Creek, 1; Penn Mining, 22; Ætna 12½; Farmers' and Mechanics' Bank, 139; Commercial Bank, 58; Girard Bank, 49; Bank of North Am. 171¼. The latest quotations are: City 6s, 100@100¼; do., new, 101¾@102; State 5s, 93¾@94; do., coupon, 95@95¼; do., 6s, W. L., 104@104¼; Phila., Wil. and Balt., 64; Reading, 67¼@67⅝; do., 6s, 1870, 101½@100; do., 1886, 133@134; Camden and Amboy, 150@151; Pennsylvania R. R., 67¾@68; do., 1st mort., 112@112½; do., 2d mort., 107@107¼; Little Schuylkill R. R., 45½@46; Morris Canal, 95@100; do., pref., 130@135; do., bonds, 101@103; Wyoming Valley Canal, 78@80; do., 6s, 95@100; Susquehanna Canal, 14¼@15; do., 6s, 59¾@64; Sch. Nav., 33@34; do., pref., 40@40½; do., 6s, 1882, 88@90; Union Canal bonds, 18@20; Delaware Div. Canal, 36@38; do., bonds, 99@99½; Elmira and Williamsport, 33@34; do., pref., 51@51½; do., 7s, 1873, 105@108; do., Chattle 10s, 76@78½; Beaver Meadow, 75@87; Long Island R. R., 47@49; Lehigh Coal and Navigation, 75@75½; North Pennsylvania, 32@33; do., 6s, 98@98½; do., 10s, 115@120; Philadelphia and Erie, 32@33⅞; do., 6s, 105½@106; Minehill, 60@60½; Catawissa, 17@19½; do., pref. 40@40; Lehigh Valley, 83½@84; do., bonds, 104@107; Fifth and Sixth streets, (horse,) 60¾@61; Second and Third, 69@70; Race and Vine, 66@18; West Philadelphia, 62@65; Spruce and Pine, 34@35¼; Green and Coates, 29@30; Chestnut and Walnut, 49@50; Arch, 16@16½; Thirteenth and Fifteenth, 24@24¼; Girard College, 26½@26½; Tenth and Eleventh, 49@50; Norristown, 59@60.

Boston.—Vermont Central 1st mort., 80; do., 2d mort., 20; Boston and Lowell 6s, 103; Eastern R. R. 6s, 1874, 103¼; Rutland and Burlington 1st mort., 64; do., endorsed, 60; Michigan Central 8s, 1869, 125; Bear Valley and Summit Br. R. R., 19½; Boston and New York Air Line, 13; do., 6s, 56; Conn. and Pas. Riv. pref., 67; Agricultural Br. R. R., 31½; Ogdensburg and Lake

Champlain R. R., 23¾; Massachusetts 5s, 1893, 115; Maine 6s, 99½; Augusta 6s, 1870, 100; Chicago 7s, 1880, 103¾; Boston 5s, 1883, 115; Albany 6s, 1870, (Western R. R.,) 102⅜; Portland 6s, 1877, 101; Bath 6s, 100; Boston Water Power Co., 30¼; Essex Co., 94½; Waverly Co., 1⅛; Union S. S. Co., 140; Mammoth Vein Coal, 36; Franklin Coal, 65½; Gilberton Coal, 79¾; Bear Valley Coal, 27; North Mountain Coal, 27; Lawrence Coal, 6½; Short Mt. Coal, 36; Shawmut Bank, 100; Webster Bank, 100; Eliot Bank, 100; Bank of Republic, 100¼; Howard Bank, 100; Bank of Commerce, 103½; Railroad Bank, (Lowell,) 82¾; Asiatic Bank, (Salem,) 27¾; Market Bank, 98½; Mt. Vernon Bank, 98½; Globe Bank, 126¼; North Bank, 106½; Revere Bank, 108; Acton Mining Co., 1¾; Albany and Boston, 29½; Allouez, 8½; Bay State, 25; Bedford, 75c.; Boston, 4⅛; Copper Falls, 27; Canada, 1¾; Canada Lead, 2⅛; Concord, 5½; Champlain, 15c.; Chaudiere Gold, 1; Dudley, 4; Dana, 2¼; Dover, 4; Eagle River, 4½; French Creek 87½c.; Great Basin, Oil, 3½; Great Western, 3; Hancock, 10; Huron, 39½; Hanover, 3½; Humbolt, 9⅜; Hungarian, 2⅛; Mesnard, 7¾; Manhattan, 7; Madison, 3½; Native, 1⅜; New England, 1⅝; North Cliff, 5; Ottawa, 34c.; Phœnix, 20¼; Pontiac, 4; Star, 7; Superior, 8½; St. Clair, 9½; South Side, 3; Toltec, 2⅛; Tremont, 3¼; West Minnesota, 2½.

Baltimore.—City Passenger R. R., 17; Marietta and Cincinnati bonds, 97½; Mineral Hill, 2.10; Md. Anthracite Coal, 46; Balt. Chrome, 1.65; Bare Hill, 3.20; George's Creek, 110; Santa Clara, 24¾; Va. Coal, 4; Atlantic Coal, 1.35; Am. Gas Coal, 2.25; Lake Chrome, 0.45; Springfield, 1.55; Md. Copper, 0.65; Silver Valley, 0.20. The latest quotations are: Balt. and Ohio, 111@111½; do., 6s, 1867, 101@102; do., 1875, 104½@105; do., 1880, 104½@110½; do., 1885, 106@108½; Northern Central, 51@52; do., bonds, 1885, 100@101; N. W. Va., 10@12; do., 1st mort., 108@109¾; do., 2d mort., 101@105; do., 3d mort., 23@29; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 97½@100; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@42; Western Md. bonds, 84¾@85; do., guar., 112¾@113; Maryand 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 105@107½; do., 1873, 109@110; do., 1875, 109@109½; do., 1886, 109@109½; do., 1890, 110@110½; do., coupon, 109@109½; do., 5s, 1838–'70, 90@95; City Passenger R. R., 17@17½; Canton Co. 32@36; Gardner, 0.70@0.90, Gas Coal, 2.10@2.90; Maryland, 0.60@0.65; North State, .15@.20; Springfield, 1.40@1.60; George's Creek, 111½@115; Santa Clara, 25@25½; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.60@1.70; Bare Hill, 3.15@3.25; Atlantic Coal, 1.30@1.35; Mineral Hill, 2.05@2.20; Baltimore Coal, 100.

☞ We invite attention to the Advertisement of Mess. Stone, Quigley & Burton, Bridge Builders, in another column.

☞ Proposals will be received until the 25th inst., for the grading and masonry of the Dighton and Somerset Railroad, between South Braintree and Miller's Station on the Old Colony and Newport Railroad. The line will be ready for examination on the 14th inst., and profiles and specifications will be at their office in Taunton, Mass.

New Car Manufactory at Salem Massachusetts.

Among the many new enterprises called forth by the present demand for rolling stock for our railways is that of the "Salem Car Company." These works were commenced last winter and completed so as to commence operations in June last. They cover about two acres of ground on Bridge street in Salem, and consist of a series of buildings, for setting up and painting and trimming the cars, enclosing the entire ground leaving a quadrangle in the interior. In the centre of this are the machine shops both for wood and iron work, and the blacksmith shop with boiler house and engines. Between the centre buildings and those surrounding the ground, are roads passing entirely around the centre buildings, thus giving convenient access to every department and furnishing light upon all sides. These works are provided with machinery of the best description made by the New York Steam Engine Works on 23d street, and they have capacity for turning out a very large amount of work.

They not only construct cars of every description for steam roads, but are manufacturing a very superior style of horse cars, a number of which have been put on the Yonkers and New York Horse Railroad. One speciality of their works is the construction of cars with a frame made of wrought iron gas pipe. These when completed present the same appearance as those entirely of wood, and prove to be extremely light and of extraordinary strength. Those furnished to the Yonkers and New York road are of this description and are well worthy the examination of parties wanting cars. The company have unusual facilities for quick dispatch in the fulfillment of orders, and having cars on hand in various stages of progress can supply a demand at very short notice.

The following are the officers of the Company:

President.—John H. Nichols.

Directors.—W. P. Phillips, Frothingham, Chamberlain, A. P. Robinson, David Moore, W. R. L. Ward.

Treasurer.—James A. Gillis.

John Kinsman, Esq., former Superintendent of the Eastern Railroad is the General Manager. With his long experience in such matters there can be no doubt that the work turned out under his direction will give satisfaction.

Railroad Earnings—Monthly.

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Oct., 1864, were.....$404,568 00
Corresponding month of previous year 371,361 00

Increase.....$33,207 00

The earnings of the Chicago and Rock Island Railroad Company for the month of Oct., 1864, were.....$312,049 00
Corresponding month of previous year 208,549 00

Increase.....$103,500 00

The earnings of the Cleveland and Toledo Road for the month of Oct., 1864, were....$183,649 00
Corresponding month of previous year 140,013 00

Increase.....$43,636 00

The earnings of the Michigan Central Railroad for the month of Oct., 1864, were....$408,066 41
Corresponding month of previous year 375,487 91

Increase.....$32,578 50

The earnings of the Chicago and Northwestern Railway for the month of Oct., 1863 and 1864 were:

	1863.	1864.
Passenger	$133,769 02	$235,186 34
Freight	404,176 44	462,083 30
Express	4,437 28	5,922 00
Mail	5,144 51	5,622 51
Miscellaneous	3,594 87	.....
Total	$551,122 12	$708,714 15
Increase 28.59 per cent		$157,592 03

From June 1 to October 31, 1864, (5 months,) the earnings were $2,943,418 15, against $1,967,911 58 in 1863—an increase of $975,568 57, or 49.57 per cent.

The earnings of the Chicago and Alton Railroad for the month of Oct. 1864.....$281,418 60
Corresponding month of previous year 187,833 50

Increase.....$93,585 10

From January 1 to October 31, 1864, the earnings were $2,163,180 69, against $1,514,633 68 in 1863—an increase of $648,547 01.

The earnings of the Toledo and Wabash Railroad for the month of Oct., 1864,.....$221,569 67
Corresponding month of 1863..... 151,052 03

Increase.....$70,517 64

The earnings of the Marietta and Cincinnati Railroad for the month of Oct. 1864 ..$90,976 04
Corresponding month of previous year 83,058 71

Increase.....$7,917 33

The Pacific Railroad—Progress of the Work.

But few, if any, of our citizens, have a correct idea of the progress which has been made in the construction of the Union Pacific Railroad from this city westward. We recently made an examination of the work, in company with Peter A. Dey, Esq., Chief Engineer of the road, and we frankly confess that we were agreeably disappointed as to the *quantity* and *quality* of the work which has been done during the present Summer and Fall.

The masonry is first class at all points, and the graduation is in keeping with the magnitude and importance of the road, which is destined to become the great highway of nations. Arched culverts, stone abutments and piers for the bridges, wide embankments and cuts—everything is in harmony with the general character of the work—the greatest of modern times.

From Omaha west to the Elkhorn River—a distance of eighteen miles—the earthwork is heavy, and on this portion of the line the maximum grade is 60 feet to the mile. At the Elkhorn River the Platte Valley commences—and thence, for a distance of 500 miles, the graduation of the road will be accomplished with less expense than upon any equal distance of railway line, ever constructed in the world. At no point, for the distance we have named, will there be a cut or a fill of five feet—and what is equally important, in the management and working of the road, there will not be a dozen curves, and the average grade will be less than five feet to the mile—the maximum not exceeding six feet.

From Omaha to the Elkhorn River, the graduation will be performed chiefly with picks, shovels and self-loading carts—and on this portion of the line the work will be continued during the coming Winter at all the heaviest cuts. West of the Elkhorn the company are using Patent Excavators, drawn by eight yoke of oxen each. Three of these excavators average half a mile of grade per day. Already some twelve or fifteen miles of track have been made ready for the ties and iron by these machines, which we are informed, work admirably. The heavy work on the first eighteen miles, will be nearly or quite finished by the first of May next; and there is every prospect that the iron horse will reach the Loup Fork of the Platte,

at Columbus—eighty-five miles west of this city—by the 1st of November next.—*Omaha (Neb.) Republican, Oct.* 21.

Railroad Bonds and Interest Coupons.—Guaranty Consideration.—Third Parties. Dealing with Corporations. Jurisdiction.

The late case of The Connecticut Mutual Life Insurance Company against The Cleveland, Columbus and Cincinnati Railroad Company, was an action brought against the defendants to recover the amount due upon one hundred and forty coupons, attached to twenty bonds issued by the Columbus, Piqua and Indiana Railroad Company, the payment of which was guarantied by the defendants.

The bonds were for $1000 each, dated April 1, 1854, and were made payable to Elias Fassett, or to the holder thereof at the office of the Ohio Life Insurance and Trust Company, Wall street, in the City of New York, on the first day of April, 1869, with interest at the rate of seven per cent. per annum, semi-annually on the first day of October and April, on the presentation of the annexed interest warrants at said office. The bonds were signed by the President of the Railroad Company. The coupons, or interest warrants annexed to the bonds, were in the following form varied in each case as to the time of payment.

"The Columbus, Piqua and Indiana Railroad Company will pay to the holder thereof, on the first day of April, 1869, at the office of the Ohio Life Insurance and Trust Company, in the City of New York, thirty-five dollars interest, due on that day on their bond, No. 385.

$35. M. G. Mitchell, President."

The guaranty upon each coupon was as follows:

The Cleveland, Columbus and Cincinnati Railroad Company, for value received, hereby warrant and guaranty the punctual payment of the interest and principal of this obligation.

In testimony whereof, the said company, in pursuance of a resolution of the board, passed 6th day of March, 1854, have caused these presents to be signed by its President, the 7th day of April, 1854. The Cleveland, Columbus and Cincinnati Railroad Company.

By H. B. Payne, President."

The defendants, in their answer, set up as a defence, that the guaranty was unauthorized and without consideration, and that the plaintiffs had notice of it; also that the bonds were purchased from the Columbus, Piqua and Indiana Railroad Company, by one William Dennison, jr., for less than their par value, and that Dennison was, at the time of such purchase a director of that company; and that by the laws of Ohio, the bonds thereby became null and void; and that the defendants were induced to make the guaranties by false representations, made by the said Dennison and one William Neil, of all of which the plaintiffs had notice. Also that the defendants were accommodation guarantors, and that the plaintiffs took the bonds with knowledge of the matters alleged by the defendants, and paid nothing except a small per centage for the bonds. Also that the original issuing of the bonds was contrary to the laws of Ohio. Also that an injunction was pending, which forbade the payment.

Both parties were foreign corporations; the plaintiff being incorporated under the laws of the State of Connecticut and the defendant under the laws of the State of Ohio. The only demand ever made for the payment of the coupons, before this suit was brought, was one made on the assignees of the Ohio Life Insurance and Trust Company, at the office of which company, in New York, they were made payable. The company itself had previously failed, and had no office in New York. No demand was ever made of the makers, or of the guarantors, before suit brought. The action was brought in the Supreme Court of this State, and was tried at the New York Circuit, in January, 1862, before Justice Peckham and a jury, and, under the instructions of the judge, the jury found a verdict for the plaintiffs for the aggregate amount of the coupons and the interest thereon. From the judgment entered on the verdict the defendant appealed to the General Term.

By the Court, Sutherland, P. J. The bonds are payable in the City of New York, to Elias Fassett or holder. They are negotiable, passing by delivery, and would have been had they been under seal. Their negotiability was resumed, if not decided, in Zabriskie *vs.* The Cleveland, Columbus and Cincinnati Railroad Company, (23 How, U. S. Rep. 400). Similar bonds have repeatedly been held by the courts to be negotiable. It was so held or assumed recently by the court of Appeals of this State, in actions on one or more Harlem Railroad bonds under seal, I believe. (See also Redfield on Rail, § 239, and cases cited in note.) It has been repeatedly held in Ohio that affixing a seal to such an instrument does not affect its negotiability. (See Bain *vs.* Wilson, 10 Ohio Rep. 19; Bank of St. Clairsville *vs.* Smith, 5 Id. 222.) The English decisions are, too, I think to the same effect. This point was raised by the defendants' first exception, on the introduction of the bonds in evidence, and subsequently by another exception when the case was submitted to the jury. Neither exception was well taken.

In my opinion the judge was right in permitting the plaintiffs to recover interest on the coupons. This point is presented by the defendant's second exception. The coupons are negotiable promises to pay a certain sum of money, on a certain day to the holder, so made as to be cut off, and circulated independently of the bonds. If not paid when due, I think interest should be allowed by way of damages for the delay of payment. They do not contain any express promise to pay interest on the interest, and if they did, I think interest would or should be allowed, not by force of the promise, but as a compensation for the delay of payment by way of damages.

The general rule is, that where there is a written contract to pay money on a day and at a place fixed, and the contract is broken, interest is allowed. (Williams *vs.* Sherman, 7 Wend. 109. Still *vs.* Hall, 20 id. 51, 52. Reid *vs.* Rens. Glass Factory, 3 Cowen, 436; S. C. 5 id. 587.) The reason or ground of the general rule, that interest upon interest cannot be recovered, certainly does not apply to the principal case, and should not have prevented a recovery of the interest on the coupons. There is no danger of railroad creditors being negligent in presenting their coupons for payment, though they may run other risks. Railroad corporations certainly do not need protection from want of diligence on the part of their creditors.

In Van Benschoten *vs.* Lawson, (6 John Ch. 313,) Chancellor Kent said that agreements to pay interest on interest to accrue would not be enforced, because they were oppresive. I repeat, certainly there is no danger of railroad corporations being oppressed from want of diligence on the part of their coupon creditors.

In Van Rensselaer *vs.* Jones, Judge Willard appeared to think it by no means clear, that the cases in this state would prevent a recovery of interest on interest in a case like the principal case.

There is no doubt that in several of the States the plaintiffs would have been permitted by the courts to recover interest. (See Catlin *vs.* Lyman, 16 Verm. 45; Greenleaf *vs.* Kellogg, 2 Mass. 548; Hastings *vs.* Wisewall, 8 id. 455; Watkinson *vs.* Roob, 4 Ham, Ohio Rep. 373, Pierce *vs.* Rowe, Adams N. H. Rep. 179, Hollingsworth *vs.* Detroit 3 McLean, 472.)

Upon the whole I can see no good reason nor controlling authority for saying that the plaintiff should not have recovered interest on its coupons. From the transactions I infer, that the Piqua Company expected to pay interest on its coupons if they were not paid when due, I think the case shows a sufficient consideration for the guaranties outside of them. A railroad corporation must be presumed to be created not only for public convenience, but also for private profit. The arrangement which was entered into between the defendant and the other companies, of which the guaranties were a part, was entered into for the purpose of securing a uniform gauge of the connecting roads, and thus to increase its business and profits. The presumption is that the defendant has received the anticipated advantages from the arrangement. I think therefore, that the defendants' third exception was not well taken.

In my opinion the judge was also right in declining to instruct the jury, as requested, that the guaranties were unauthorized and unlawful. No doubt the plea of *ultra vires* raised the question of the corporate power of the defendant, to make the guaranties, as between the corporation and the state of Onio, and not merely the question as between the corporation and its shareholders, whether the making of the guaranties was a breach of trust. A corporation is the mere creature of law, and cannot act at all without law. A contract made by it, without authority is void, even in the hands of a *bona fide* holder, for value. Its legal capacity to contract cannot be enlarged by estoppel.

But, I think the defendant was authorized by the sections of the general railroad laws of Ohio, inserted in the case, to enter into the arrangement with the other companies, and to make the guaranties as a part thereof. There is another clause of these sections which authorize any two or more railroads, whose lines are connected, to enter into any arrangement for their common benefit. The counsel for the defendant insists, that this last provision evidently refers to arrangements as to the management of the road, price of fare, time of running, number of trains, &c. But I do not see why this limited construction should be given to the provision, particularly as against the plaintiff, who is a *bona fide* holder, for value, there being nothing in the case showing that it had notice of any of the defences set up in the answer. The language is broad enough to cover the arrangement which the defendant entered into with the

other companies, and the guaranties as a part of it. Perhaps this question of power may be said to have been decided in Yabriskie *vs.* Cleveland, Columbus and Cincinnati Railroad Company, (23 How. U. S. Rep. supra,) although that action was brought by Yabriskie as a shareholder.

It is not necessary to inquire or decide whether the acts of the defendant were authorized or ratified by a vote of the stockholders, in accordance with the provisos of the said sections of the Ohio general statutes if the defendant had the general power to make the guaranties; for these provisos were intended for the protection of the shareholders, and relate rather to the mode or manner of the execution of the power; and the plaintiff had a right to presume that the defendant had done its duty, and had proceeded regularly in the execution of the power. (See Commissioners of Knox Co., Indiana, *vs.* Aspinwall, 21 How. U. S. Rep. opinion 545; The Royal British Bank *vs.* Tarynand 6 Ellis and Blackb. 327; and Zabriskie against this same defendant, 23 U. S. Rep. supra.)

This doctrine does not at all interfere with the principle of the limitation of the powers of corporations and its consequences, before stated. Third parties dealing with a corporation are bound to know the law; that is, they are bound to take notice of the extent of its powers, but they have a right to assume, in the absence of anything suggesting inquiry, that it has proceeded regularly in the execution of its powers. I think, therefore the defendant's fourth exception was not well taken.

I think the judge was also right, in declining to instruct the jury, as requested by the defendant, that the plaintiff could not recover because the bonds were void, under the Ohio act of December 15, 1852, declaring that no director of a railroad company shall purchase any of the bonds, &c., of any railroad of which he may be a director, for less than the par value thereof, and that all such bonds, &c., so purchased, shall be void. The Supreme Court of Ohio has decided that these bonds were valid securities, and upon which the holders are entitled to recover the full amount of principal and interest, without reference to the amount paid for them. (Coe. *vs.* Columbus and Piqua Railroad Company, 10 Ohio Rep. 395, 399, and 410.) In Zabriskie against these same defendants, (23 How. U. S. Rep. supra.) the United States Supreme Court says: "In deciding upon this contract, we deem it unimportant to settle whether Dennison was a director of the Piqua Company on the 25th February, 1854, when he signed the contract with the committee of the Piqua board of directors." I doubt, too, whether Dennison was a director the 25th of February, 1854, within the meaning and interest of the act of December 15, 1852, although he may have been within the meaning of the Ohio act of February 11th, 1848, declaring that directors shall continue such, until their successors are elected and qualified. I think, therefore, the defendant's fifth exception was not well taken.

Neither do I think that the defendant's sixth exception was well taken. The judge declined to instruct the jury, that, if the bonds were void, the guaranties were void. In the case of Zabriskie, the United States Supreme Court held that it was not necessary to settle whether the bonds of the Piqua Company were void. The court said, "The contract of the guarantors, inclosing the bonds, is a distinct contract, and may impose an obligation upon them independently of the Piqua Company." An indorser may be liable though the makers name is a forgery. (Herrick, *vs.* Whitney, 15 John 240. Shaver *vs.* Ehle, 16 id. 201. See also, I Parsons on Con. 494, and cases cited in notes.)

It was decided by the general term, in this action, the bonds and coupons being payable here, that the cause of action arose here, and that this court had jurisdiction, though both parties were foreign corporations. (The Connecticut M. Ins. Co., *vs.* The C., C. and C. R. R. Co., 23 How. Pt. Rep. 180.)

My conclusion is that the judgment should be affirmed with costs.

Judgment affirmed.

Allegheny County Railroad Indebtedness.

The subjoined exhibit of the railroad indebtedness of Allegheny County, is copied from the statement of the fiscal affairs of said county to January 2, 1864, sworn and subscribed to by Henry Lambert, Controller, before the President Judge, published in the *Pittsburg Gazette* (supplement) of May 21:

Railroad Bond Account.—In the month of February, 1863, the following terms of compromise were agreed upon in Philadelphia, between the county authorities and a committee of railroad bondholders representing a large number of that class of creditors:

"The county to raise by taxation, annually, $130,000 for payment of interest on railroad debt, besides $25,000 for sinking fund. The whole class of indebtedness, both bonds and coupons, to be consolidated to January 1st, 1863, on which an abatement of 13⅓ per cent. to be allowed by the creditors. Fund the abated amount at 5 per cent. The new bonds to be clear of taxation under the laws of Pennsylvania. For judgments, the bonds to run twenty years; for balance of debt, fifty years. The old bonds to be deposited with Trustees, and not to be cancelled until after punctual payment of interest on new bonds for five years. Attorneys' commissions on judgments, and costs of court and expenses, to be paid by the county."

The necessary legislation was procured at Harrisburg to authorize the county officers to exchange the bonds and conclude a settlement. By close and accurate calculation, it was found that a levy of ten millions the county valuation would be sufficient to meet our engagements with the bondholders, and at the same time provide for the ordinary annual expenditures. The latter had been reduced under $90,000, and it was confidently believed there was no necessity why such amount should for the future be exceeded.

By a comparison of the Countersigned Warrant tables for 1862 and 1863, it will be perceived that some departments of the county have, during the past year, increased their expenditure fully fifty per cent.; and in these particular branches of the public service, neither the commissioners or controller have any direct check on the management. Whilst the enhanced value of commodities in general may partially account for the increase in some instances, in others it cannot be pleaded in justification. I consider it my duty to notify the tax payers, that if the amount of the public expenses is to be enlarged, or the system of economy which now prevails be departed from, it will require a levy for county purposes of at least eleven mills on the valuation for 1865.

The following statement presents the railroad bond indebtedness subject to the action of compromise, showing the actual amount of new bonds issued, and being the nearest approximation to accuracy which can be attained at the present stage of settlement:

Allegheny Valley Railroad Company, subscription to stock		$750,000 00
Pittsburg and Connellsville Railroad Company, subscription to stock		750,000 00
Pittsburg and Steubenville Railroad Company, subscription to stock		500,000 00
Chartiers Valley Railroad Company, subscription to stock		150,000 00
Cleveland and Pittsburg Railroad Co., subscription to stock		150,000 00
		$2,300,000 00
Net accrued interest to Jan. 1, 1863, per controller's report		715,290 00
Interest on coupons and judgments in U. S. C. Court, estimated		39,000 00
		$3,054,290 00
Abatement per terms of compromise, 13⅓ per cent		407,238 67
		$2,647,051 33
Attorneys' commissions, estimated		24,000 00
Cost in U. S. C. Court and expenses, estimated		3,400 00
Total liability		$2,674,451 33
New 5 per cent. bonds, at 50 years, issued on account Allegheny Valley Railroad Company.		
Coupon	447,000 00	
Registered	51,369 93	
		498,369 93
New 5 per cent. bonds, at 50 years, issued on account Pittsburg & Connellsville Railroad.		
Coupon	426,000 00	
Registered	39,865 02	
		455,865 02
New 5 per cent. bonds, at 50 years, issued on account Pittsburg & Steubenville Railroad.		
Coupon	304,000 00	
Registered	41,596 07	
		345,596 07
New 5 per cent. bonds, at 50 years, issued on account Chartiers Valley Railroad.		
Coupon	127,000 00	
Registered	3,529 50	
		130,529 50
New 5 per cent. bonds, at 50 years, issued on account Cleveland & Pittsburg Railroad.		
Coupon	32,000 00	
Registered	1,510 49	
		33,510 49
New 5 per cent. bonds, at 50 years, issued on account of sundry railroad company's fractional settlements, registered		20,437 37
New 5 per cent. bonds, 20 years, issued on account of judgments, U. S. C.		
Coupon	92,000 00	
Registered	34,408 62	
		126,408 62
New bonds, 9 months with int. issued for attorneys' commissions	10,419 33	
New b'ds, 21 months with int. issued for attorneys' commissions	1,109 52	
		11,528 85
Registered scrip for fractional settlements under $100		682 66
Total issued to January 2, 1864		$1,622,928 51
Deduct amount cancelled in sinking fund		39,111 48
Amount outstanding		$1,583,816 67

Philadelphia and Erie Railroad.

Now that this road is fairly open to the public its importance will be estimated more and more daily. Its chief, immediate and practical value is the direct access it gives to the oil regions. Formerly the traveler desiring to go there either had to go to Pittsburg, and thence by way of the Cleveland road into Ohio, and so round to Meadville, or by Kittanning, with the most unheard of staging through Clarion County to Oil City. Or else he might take the better route by Elmira, Salamanca and Corry. But now we have direct access, without going out of our own State, to that oil region which is and is to be the most productive region on the face of the world. This we have now by two routes through Pittsburg, or by Williamsport and Corry. Six months ago this could not have been accomplished by either route.

The Sunbury and Erie is of course the speediest, and, if well managed, will soon become the favorite route even from New York with many. At present the traveler can leave Philadelphia at 8 P. M., and, without leaving his seat in the car, arrive at Corry the following 4 P. M., and then be at Titusville, on Oil Creek, within about twenty-four hours of the time of leaving this city. He can even, if he pleases, get into a sleeping car and not be disturbed until the next morning, when he reaches Lock Haven, on this route. When the railroad is completed along the Oil Creek to Oil City he will be able to reach any part of the oil region along the creek to the city within a day from leaving Philadelphia.

At present, however, the traveler to Oil City will generally prefer going from Corry to Meadville by the Atlantic and Great Western road, taking a night's rest at the McHenry House, so celebrated as a truly first class hotel, and thence pursuing his way by railroad to Franklin the following morning. This will give him but six miles of staging in a convenient hack. After Christmas the railroad will be complete from Meadville to Oil City, where a first class hotel is about to be erected, and which must ever remain the great centre of the Pennsylvania oil trade.

But at Erie this new road taps all the business of the lakes, and, with proper facilities for commerce, will draw an increasing share of it from New York. This was the main object with which it was commenced. At Erie, moreover, oil has been struck, and at several points along the railroad between Erie and Ridgway, oil in considerable quantities has been obtained, and without doubt, more will be now since the road is opened. There are, too, vast fields of bituminous coal extending through this region, which are many of them unworked so far, though within a mile or two of the railroad, and can be shipped down the road more cheaply than any other coal of that kind. The freight along this line must, therefore, be immense, and business will soon spring up in regions where now the deer is constantly seen crossing the railroad track.

To the summer traveler the whole region will possess unusual interest. He winds along the beautiful Susquehanna and its branches from Columbia or Middletown, below Harrisburg, through that city, Sunbury and Northumberland, where Priestly, the great philosopher lies buried, past Lewisburg, with its flourishing University, Milton, Watsontown, Williamsport, Lock Haven, until, near Emporium, he reaches the place where the streams instead of flowing eastward towards the Atlantic, commence to flow westward into the Clarion and Allegheny Rivers, finally emptying into the Gulf of Mexico. Everything that can attract the lover of nature, of commerce, and of scientific inquiry seems concentrated on this road. The most beautiful scenery, hardly exceeded in Europe or Asia, is here to be met with. Great geological problems can here be solved, and probably the mysterious origin of petroleum may here be discovered, while the commerce of a vast chain of inland seas will draw travelers to this new line of railroad, from all parts of the world.

Let care only be taken to furnish every convenience and security for the traveler, let baggage checks be always on hand for every station through the route, and careful agents to prevent all possible mistakes, let good hotels be cherished, such as are to be found at Meadville, and as the Boston House at Corry, and travel will soon spring up, and the desert blossom as the rose.—*Phila. Ledger.*

U. S. MILITARY RAILROADS.

WAR DEPARTMENT,

Office of Director and Gen. Manager Military R. R's U. S. }
WASHINGTON, Oct. 27th, 1864. }

CIRCULAR.

A Anderson, Gen'l Sup't Gov't R. R'ds, Mil. Div. Miss., is appointed General Inspector Military Railroads U. S., and will be respected accordingly.

D. C. McCALLUM, B't Brig. Gen.,
Director and Gen. Manager Military R. R'ds U. S.

—o—

WAR DEPARTMENT,

Office of Direc'r and Gen. Man'r Military R. R'ds U. S., }
NASHVILLE, TENN., Nov. 4th, 1864. }

GENERAL ORDER.

E. L. Wentz is appointed General Superintendent of Transportation and Repairs of Government Railroads in the Military Division of the Mississippi, and will be respected accordingly.

By order of Brig. Gen. D. C. McCALLUM,
Director and Gen. Manager Military R. R'ds U. S.
A. ANDERSON,
General Inspector Military R. R'ds U. S.

THE NEW YORK CENTRAL RAILROAD COMPANY, }
TREASURER'S OFFICE, ALBANY, Nov. 9, 1864. }

THE ANNUAL ELECTION for DIRECTORS of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the city of Albany, on the second Wednesday (the fourteenth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

By order of the Board of Directors,
5t-46 ROBERT L. BANKS, Secretary.

Notice to Contractors.

DIGHTON AND SOMERSET RAILROAD.

The line of the Dighton and Somerset Railroad, commencing at a point at or near South Braintree, on the Old Colony and Newport Railroad, and terminating near Miller's Station on the same line, will be ready for examination by contractors on the 14th inst., and proposals for the Grading and Masonry will be received until the 25th inst. The Directors reserve the right to reject any or all bids. Profiles and Specifications will be at their office in Taunton, Mass. WM. COBB, Prest.
E. N. WINSLOW, Eng'r.

Dighton, Mass., Nov. 8th, 1864.

WANTED

A gentleman with a capital of $25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2987 P. O., New Haven, Ct.

Fire Insurance on Favorable Terms.

HARTFORD FIRE INSURANCE COMPANY,
HARTFORD, CONN.
Capital and Surplus, $1,200,000.
GEO. M. COIT, Sec. TIMO. C. ALLYN, Pres

PHŒNIX INSURANCE COMPANY,
HARTFORD, CONN.
Capital and Surplus, $500,000.
W. C. CLARK, Sec. H. KELLOGG, Pres

SPRINGFIELD F. & M. INSURANCE COMP'Y,
SPRINGFIELD, MASS
Capital and Surplus, $600 000.
WM. CONNER, Jr., Sec. C. FREEMAN, Pres

WESTERN MASS. INSURANCE COMPANY,
PITTSFIELD, MASS.
Capital and Surplus, $225,000.
J. N. DENHAM, Sec. ENSIGN H. KELLOGG, Pres.

CONNECTICUT FIRE INSURANCE COMPANY,
HARTFORD, CONN.
Capital, - - - - - - $200,000.
J. B. ELDREDGE, Sec. R. W. GREENE, Pres

Branch Office.

THE PETER COOPER FIRE INSURANCE CO.,
CITY OF NEW YORK.
Capital, - - - - - - $150.000.
WM. H. RIBLET, Sec. N. C. ELY, Pres.

☞ All fair Losses occurring at this Agency promptly adjusted by the Agent here, and paid in money current in this city.

EZRA WHITE, Agent,
Office, No. 74 Wall street, New York.

Ely Copper Mining Comp'y

CANADA EAST.

Office, 82 Broadway, N. Y.

Capital Stock, - - - - - - $500,000.

100,000 Shares—Par Value $5 each.

TRUSTEES.

JOHN E. BODY, President.
STEPHEN HILLS, Jr., WM. BARCLAY PARSONS,
GEO. V. N. BALDWIN, EDGAR DE PEYSTER,
ERNEST SACCHI, Secretary.

The Trustees offer for sale 15,000 shares of the capital stock of this Company.

The property consists of 325 acres valuable mineral land, twelve miles from Richmond Station, on the Grand Trunk Railroad, Canada East. The mine has been worked down to the rich copper bearing veins, and is a property of great value.

It is entirely free from debt

For full particulars apply as above, or at the office of
HENRY G. STEBBINS & SONS,
46 Exchange Place.

Where subscription books will be opened.

RICHARD DUDGEON,

MACHINIST,

24 COLUMBIA ST., NEW YORK,

WOULD respectfully inform his friends and the public that he has removed to his new Building **No. 24 Columbia Street**, where he is prepared to furnish



Hydraulic Jacks, of from 4 to 150 tons lifting power. PULLING JACKS of different sizes.

Hydraulic Presses WITH PLATENS.

Hydraulic Punches for punching iron from three-eighths to 1 inch thick. **Force Pumps** or Hydraulic Presses. Force Pumps for testing tubes, cylinders etc.

STEAM CARRIAGES for good hard roads.—Squirting Oil Cans, also Danver's Patent Steam Hammer

A. WHITNEY & SONS
CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.

CENTRAL

Petroleum Exchange Office

No. 10 Pine St., NEW YORK.

WED. W. CLARKE & CO.

OUR OFFICE IS OPEN TO THE COMMERCIAL public for the purchase and sale of Petroleum lands of the oil districts of Pennsylvania, Virginia, Ohio and Michigan, and for the sale of oil stocks, many of which are paying large dividends monthly.

We now have in hand for sale stocks of the following companies:

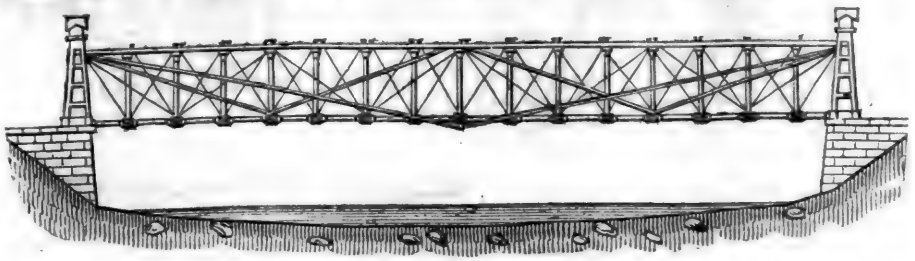
Blood Farm Petroleum Co., N. Y., Chas. Butler, Prest.
Home Petroleum Co., N. Y., Josiah Oakes, Prest.
Tarr Farm Petroleum Co., N. Y., Jas. Wadsworth, Prest.
Central Petroleum Co., N. Y., Jas. Bishop, Prest.
American Petroleum Co., N. Y., F. C. Clark, Prest.
Oil City Petroleum Co., N. Y., D. S. Duncomb, Prest.
Michigan Central Petroleum Co, N. Y., F. Prentiss, Prest.
Penna. Petroleum Co., Phila., John S. Young, Prest.

We have centered with us $31,000,000 of capital invested in petroleum, and can supply applicants with names and general "status," of most companies now organized, and general information of the oil market, both at home and abroad.

Special attention is called to a prospectus now offered to capitalists and others of the "United Petroleum Farms Association," which combines some of the most wonderful productions of the day, paying at this moment attractive dividends, and combining a capital of $15,000,000 in this single enterprise. Subscription list opened for a few days at this office.

This enterprise with the present development, is now paying over two and a half per cent. per month, with a positive prospective increase almost fabulous.

FINK'S PATENT IRON RAILROAD BRIDGE.



THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,393, Pittsburg, Pa.

HY. MAURER. ADAM WEBER.

MANHATTAN
FIRE-BRICK & CLAY RETORT WORKS.
MAURER & WEBER,

(Of the late Firm of B. Kreischer & Co.)

PROPRIETORS.

Office and Works in 15th St. & Ave. C,

OPPOSITE MANHATTAN GAS WORKS.

Fire Brick and Tiles,

OF ALL SHAPES & SIZES.

Fire Mortar, Clay and Sand.

Articles of Every Description made to order, at the shortest notice.

OFFICE OF THE PITTSBURGH BRIDGE COMPANY,
No. 83 Water street, Pittsburgh, Pa.,
October 12th, 1864.

PLANS AND PROPOSALS are invited for both Wooden and Iron Bridge Superstructure, and proposals for the masonry of the piers and abutments of the Roadway Bridge to be erected over the Monongahela river, from Pittsburgh Point to West Pittsburgh. The bridge will consist of eight spans 210 feet each from centre to centre of piers, or 201 feet clear of masonry, and one span 317 feet from centre to centre of piers. The clear width of carriage way must be 19 feet, with foot-ways at each side 8 feet in clear. The structure must be proportioned to sustain, in addition to its weight, a uniformly distributed load of 2,000 pounds per lineal foot. The effect on any portion of the structure under this maximum load must not exceed one-sixth of its breaking weight.

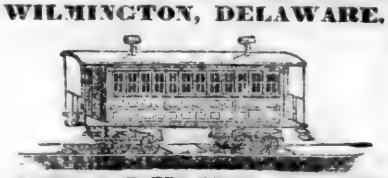
Plans and specifications of the masonry and superstructure may be seen at the office of the Company. Bids will be opened December 1st, 1864. The right to adopt either wood or iron superstructure, or to reject any or all of the bids or plans is reserved.

Endorse envelope "Proposals for Pittsburgh Bridge, ('wood') or ('iron')" and "Pittsburgh Bridge Masonry."

6t-43 JOHN F. SINGER, President.

HARLAN & HOLLINGSWORTH & CO.,

WILMINGTON, DELAWARE.



MANUFACTURERS OF ALL KINDS OF

RAILROAD MACHINERY.

PASSENGER CARS of the **finest finish,** also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the **full equipment** of a road.

From our long **experience** in Car building, and our **facilities** for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and **Machine Work in general.** All orders executed with dispatch and on reasonable terms.

Stone, Quigley & Burton

WOOD, IRON,

AND

SUSPENSION BRIDGE BUILDERS,
424 Walnut St., Philadelphia.

New York Fire-Brick Manufactory,

Branch Works at Kreischerville, Staten Island.

B. KREISCHER,

OFFICE 58 GOERICK ST.,

Corner of Delancy Street, - - - NEW YORK.

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PASCAL IRON WORKS,

ESTABLISHED 1821.

MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1¼ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ⅛ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

PHILADELPHIA.

BROWNE'S METALLIC WEATHER STRIPS, AND Window Bands.

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one-half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., **644 Broadway, corner of Bleecker st.** Local Agents wanted everywhere.

DELAFIELD & BAXTER'S,

Late OGDEN & DELAFIELD,

ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and **is a superior article** for masonry coming in contact with water, or requiring great strength.

For sale in eight barrels, well paperred, on application at their office, by **DELAFIELD & BAXTER,** 104 Wall st.

The above CEMENT is used in most of the fortifications building by government.

IMPROVED LOW

Pressure Steam Warming

AND

Ventilating Apparatus.

WYLLYS H. WARNER,

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HILLS & WARNER,

No. 3 Murray St., ... New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,
Hotels, Churches, Hospitals,
Green Houses, &c., &c.

☞ WARRANTED EFFICIENT, ECONOMICAL AND SAFE. ☜

Marine & Fire Insurance.

METROPOLITAN
INSURANCE CO.,

No. 108 BROADWAY, N. Y.

Cash Capital, - - - - - - $300,000
Assets, July 1, - - - - - - $708,502

This Company insures at customary rates of premium, against all MARINE and INLAND NAVIGATION RISKS on CARGO or FREIGHT, also, against loss or damage by Fire.

IF PREMIUMS ARE PAID IN GOLD, LOSSES WILL BE PAID IN GOLD.

The assured receive **75** Per Cent. of the net Profit, without incurring any liability, or in lieu thereof, at their option, a liberal discount upon the premium.

All losses equitably adjusted and promptly paid.

SCRIP DIVIDEND declared Jan. 12, 1864

THIRTY-FIVE PER CENT.

JAMES LORIMER GRAHAM, President.
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EDWARD A. STANSBURY, 2d Vice-President.
JOHN C. GOODRIDGE, Secretary.

NATIONAL SECURITIES.
ALMY & CO.,

CONTINENTAL BANK BUILDING.

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Receive SUBSCRIPTIONS for the **7-30** and **10-40** NATIONAL LOANS, on the most favorable terms. The usual Commission allowed to investors.

They will also attend the opening of the bids for the new 5-20 Loan, and solicit subscriptions to their list.

All descriptions of Government and other Securities bought and sold at market rates.

Five per cent. allowed on deposits, which may be drawn without previous notice. 4t-42

J. U. ORVIS, PRES'T. JOHN T. HILL, CASHIER

THE NINTH NATIONAL BANK,

NO. 363 BROADWAY.

Capital paid in.....$1,000,000.

Fiscal agent for the United States, and Government Depository in the City of New York.

Has on hand the Popular 7 3-10 Notes, and allows ¼ per cent. to all subscribers.

Also 10-40 Bonds which are payable, principal and interest in Gold. Also converts the old 7-30s into 6s of 1881. Collects Certificates of Indebtedness. Buys and sells Quarter-Master's checks and gives every possible facility to parties wishing to transact financial business with Government. 3m-32

CAST STEEL.



MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD,

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "flammate." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less coal, nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to **NAYLOR & CO.,**

421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

10 PINE STREET, NEW YORK,
SEPT. 20, 1864.

TO THE PUBLIC.—We invite your attention to a projected enterprise in the production of Petroleum now in process of organization. Several of our leading capitalists and business men have already interested themselves in it, and in the fullest manner endorse the value of the property, and vouch for its present enormous production. We are satisfied no project has been offered to the public which offers so large immediate returns on the investment with a prospective increase almost incalculable. To all who, in these troublous times, are in doubt what species of investment are safe in any contingency and reliable as dividend paying, this enterprise is in the strongest manner commended. Full information in regard to the matter will be cheerfully furnished, and of the parties already interested on application to us.

WED. W. CLARKE & CO



SANFORD'S
MAMMOTH
OR
GLOBE
HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y

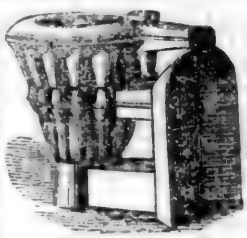
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York.



Sanford's
CHALLENGE
HEATERS
SET IN BRICK,
PORTABLE
OR AS
FIRE PLACE
HEATERS,

FOR WARMING BY ONE FIRE
WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS
AND THE
Greatest Fuel Savers in the World:



With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

The COSMOPOLITE
PARLOR RADIATOR, &
GAS BURNER,



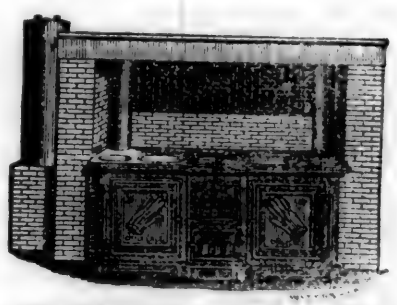
Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

SANFORD'S



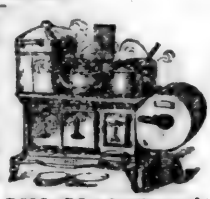
Challenge Air-tight
KITCHEN RANGES,

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light
SUMMER AND WINTER
PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XX., No. 47] SATURDAY, NOVEMBER 19, 1864. [WHOLE No. 1,492, VOL. XXXVII.

☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 19, 1864.

Wealth and Resources of California.

This State is one of the wonders of our age. When in possession of the Mexicans it was chiefly noted for a few religious missions, where some benevolent priests, settled on splendid estates, devoted themselves to the duties of civilizing and christianizing the savages who surrounded them. The gold and silver lay in countless nuggets and Pactolean sands, undisturbed by explorers and prospectors, a prolific soil returned no products of value, no ships unloaded their valuable cargoes on its shores. It seemed to slumber under the unexciting banner of St. Francis, with no prospect of being ever roused from its repose. But when the flag of the United States was planted there, it shook off its somnolence and became one of the most busy and enterprising of modern States, and has not only afforded new fields for the exercise of American industry and commerce but has filled the world with gold. The area of this splendid State is 188,982 square miles. Its population by the census of 1860 was 379,994. Of this number 30,000 were Chinese.

It contains 12 principal cities and towns, of which the chief is San Francisco with a population of 56,802 in 1860, and rapidly on the increase.

Sacramento the next in size contained about 14,000, and Marysville about 10,000.

The cultivated lands amounted to 2,430,882 acres, and the uncultivated 6,583,858. The value of the farms was returned at $46,571,004, and the implements of husbandry used upon them to $2,443,297. The live stock was as follows:

Horses	160,395
Asses and mules	13,744
Milch cows	198,859
Working oxen	81,627
Other cattle	952,048
Sheep	1,075,718
Swine	453,523

The products of animals were of butter 3,338,590 lbs., when in 1850 they were but 705 lbs.; of cheese 1,564,859 lbs., and in 1850 but 150 lbs.; of wool 2,681,922 lbs., and in 1850 but 5,520; of animals slaughtered the value was $3,562,887, and in 1850 but $197,173. The yield of wax and honey was 2,940 lbs., and in 1850 none at all.

The cereal crops were as follows:

	1860.	1850.
Wheat bushels	5,946,619	17,228
Rye "	51,244	000
Indian corn bushels	524,857	12,236
Oats "	957,684	000
Barley "	4,307,776	9,712
Buckwheat "	31,486	000

The miscellaneous crops at those periods respectively were as follows:

	1860.	1850.
Peas and beans, bushels	184,962	2,292
Irish potatoes "	1,647,293	9,292
Sweet " "	158,001	1,000
Wine, gallons	494,516	58,055
Hay, tons	306,741	2,088
Clover seed, bshels	4	....
Grass seed "	162	....
Flax seed "	....	....
Maple sugar, lbs	....	....
Maple molasses, gallons	....	....
Sorghum do. "	100	....
Orchard products	$607,459	$17,700
Market garden	1,074,143	75,275
Home made manufactures	265,674	7,000

The number of manufacturing establishments in 1850 was 1,003, and in 1860 3,505. The capital invested in them in 1850 was $1,006,197, and in 1860 $23,683,593. The value of raw material used in 1850 was $1,201,154, and in 1860 $16,558,636. The number of operatives employed in 1850 was 3,094, and in 1860 23,803 while the value of the products which in 1850 was $12,862,523, even then surprisingly large for a new Country, was in 1860 $59,500,000.

The principal products of the industry of the Country are given as follows:

	1860.	1850.
Flour and meal	$4,335,809	754,192
Lumber	2,214,596	959,485
Steam engines	1,600,510	.....
Malt liquors (87,806 bbls.)	1,211,641	.....
Spirits (763,265 gallons)	349,410	.....
Leather	226,214	.....
Soap and candles	204,900	.....
Woollen goods	150,000	.....
Gas	146,200	.....
Fish (whale, white fish & sal.)	113,950	.....
Agricultural implements	7,375	.....
Salt (44,000 bushels)	7,000	.....

Being the great port on the Eastern shore of the Northern Pacific, its commerce is rapidly increasing. The total value of its foreign imports and exports in 1850 has not been officially returned. In 1860 the amount was returned at $19,876,870.

The tonnage cleared and entered was in 1850, American 152,216, Foreign 158,776 total 310,992.

In 1860 it was American 490,165 tons, foreign 98,702 tons, total 588,867.

This shows a heavy falling off in the foreign tonnage and an enormous increase in the American.

The shipping owned in the State in 1850 was of 17,592 tonnage, and in 1860 85,111. Thirty vessels steam and sails were built in 1860 and of 2,023 tons but in 1850 none had been. There are four ports of entry and delivery. San Francisco, Sonoma, Sacramento, Monterey and San Pedro, but the foreign commerce of the three last is of little account at present.

There are no incorporated Banks in California, but innumerable private ones. The constitution of the State prohibits the issue or circulation of paper money. Even under the National Bank bill passed by Congress, no one has ventured to establish any paper issuing institution, and though the United States Government issues are a legal tender currency, it is not received or used as such in California by general consent, public opinion being against the practice. It is nevertheless true,

that though California has no other than a metallic currency, its peculiar circulation has never kept down interest, or prevented commercial failures, or panics, or insolvency on the largest scale. Beyond all question the day is not far off, when the system will be changed, for the vast commerce which must then centre in San Francisco will require some other medium than gold and silver. A well devised system of banking would be the greatest blessing which could be conferred on California. Bills of Exchange and Banker's checks as now used, are not adequate to even the present demands of the business of the State. The railways of California are in fact but in their infancy, and need no further notice than we have from time to time given them. The Eastern terminus of the Pacific Union is constructed for some distance and is being steadily prosecuted. When that great work is accomplished a total revolution in the commerce of the world will be effected, and San Francisco may expect to be one of its greatest cities. That this road will be built at an early period no one doubts, as it is now in the hands of capitalists and men of the highest character and influence.

The real and personal estate of California was in 1860 $22,161,872, and in $207,874,613.

The real estate was rated at $66,906,691, but this does not approach the truth. The yearly products of the mines in gold and silver are now fully 70 millions a year, and as these products are saved, become coin and enter into our commerce as the profits of industry and capital, we may consider the mines themselves as so much real estate, and the valuation then instead of sixty or seventy millions would be placed at one thousand millions of dollars, and an income tax on the yield of the mining companies would now produce the Government $2,100,000.

The State debt in 1861 was $1,292,719, but it is understood that the direct obligations incurred for the prosecution of railway improvements has increased this amount considerably, and ample security has been provided for their final payment.

It is well enough to remark in conclusion that California is one of the most loyal States in the Union, and none of her Statesmen have claimed the right of secession, or its inherent and absolute sovereignty in any one particular.

The New Iron Mountain.

It is said that a mountain of iron has just been discovered at the east end of Lake Superior, on the Canadian side, about 45 miles from the Sault Ste. Marie; its altitude is 600 feet above the level of the lake, being about twice as high as the iron mountains of Marquette. The first examination was made in July last by Prof. S. P. Duffield, of Detroit, who, from the general features, came to the conclusion that the range was indentical with that of Marquette. The ore is of the finest quality, corresponding to the ores of the Marquette mines, and extending through a range of several miles in deposits many feet in thickness. It is so plentiful that by no human agency can the supply be exhausted for hundreds of years! Of the unequalled richness of the ore, says the Detroit *Tribune*, we are enabled to speak definitely. A quantity which was taken from the depth of only fifteen feet from the surface, and smelted in a common blast furnace, realized 60 per cent. of pure iron. When we remember that 30 per cent. is a good working average, the richness of the newly-discovered ore will be fully apparent.

Nova Scotia Coal Trade.

The whole amount of coal raised and sold from Nova Scotia, from 1827 to 1857, when the monopoly of the General Mining Association ceased, was 1,841,538 tons. The amount raised and sold in 1857 was 101,082 chaldrons. Since that time the amount has steadily increased, being in—

1858	239,618 tons.	1861	334,545 tons.
1859	267,496 "	1862	398,631 "
1860	304,129 "	1863	424,425 "

	Tons.
In 1863 there was sold in Nova Scotia	76,061
" " other Provinces	65,773
" " the United States	286,790

Two-thirds of the yield of the mines of Nova Scotia are taken to the United States.

☞ The Webster *Times* states that the rails on the Boston, Hartford and Erie Railroad are being laid with great rapidity. The intention is to have the road completed to Webster in a short time, and the entire line to Southbridge by the 1st of January.

☞ At the annual meeting of the Hartford Providence and Fishkill Railroad Company held at Hartford on the 26th ult., the old board of directors was re-elected, excepting Elisha Dyer, Simon H. Greene and William Sheldon, who were chosen in place of Byron Sprague, Geo. B. Holmes and Henry Lippett. The gross earnings of the road for the year ending Sept. 30, 1864, were $523,446 58, expenses $337,153 28, and the net earnings $186,293 30. The sinking fund for redemption of the company's bonds held by the city of Hartford is $77,395 47, and for redemption of the bonds held by the city of Providence is $61,500.

Funded Debt of the City of New York.

The funded debt of the city at the end of the last fiscal year, amounted in the aggregate to $24,000,372 being an increase of $1,461,000 over the amount outstanding at its commencement. Of this amount there was held by the Commissioners of the Sinking Fund, on account of the Fund for the redemption of the City Debt $5,794,701 reducing the actual funded debt by that amount and leaving $18,205,671 to be provided for in the future.

In addition to the foregoing there are temporary and other loans amounting to $3,885,570 of which $1,486,800 are held by the Commissioners of the Sinking Fund; and assessment bonds amounting to $2,013,000.

The total indebtedness of the city, funded, floating and contingent is therefore $29,898,942, and less the sinking fund $19,900,790.

The indebtedness above represented has been contracted for the following purposes:

Introduction of the Croton Water	$10,364,033
Central Park—Lands & Improvements	8,789,571
Erection of Public buildings	442,000
Building Docks and Slips	500,000
Payment of Fire (1835) damages	402,768
Indebtedness of old Public School Society	154,000
Purchase of market property	600,000
Liquidation of Floating Debt	2,748,000
War expenses	3,885,570
	$27,885,942
Assessment bonds	2,013,000
Total outstanding Jan. 1, 1864	$29,898,942

The above debt (exclusive of assessment bonds which are payable by the owners of property improved) is payable as follows:

From the Sinking Fund	$20,346,372
From future taxation	7,539,570
	$27,885,942
The amount of investments by the commissioners of the Sinking Fund, applicable to the redemption of the said debt is	$7,731,501
Amount of cash in said fund	253,651—7,985,152
Actual Debt Jan. 1, 1864	$19,900,790

The outstanding funded debt is constituted as shown in the annexed table:

Titles of Stocks.	Outstanding.	When pay'ble.
5s Water Stock	$4,871	Jan. 1, 1858
5s " "	20,862	" 1, 1860
5s " "	3,000,200	Nov. 1, 1870
5s " "	2,147,000	" 1, 1880
5s Croton Water Stock.	900,000	Feb. 1, 1890
6s " " "	100,000	" 1, 1890
5s Water Stock of 1849	255,600	July 12, 1875
5s " " "	228,000	Nov. 1, 1879
6s " " of 1854	29,100	Oct. 1, 1875
5s " " "	1,878,900	" 1, 1875
5s Build'g Stock No. 3.	75,000	Nov. 1, 1870
5s " " No. 4.	115,000	" 1, 1873
5s Fire Indemnity St'k.	402,768	May 10, 1868
5s Central Park Stock.	399,300	July 1, 1898
6s " " "	3,066,071	" 1, 1887
6s " " "	275,000	" 1, 1898
6s Cent. P'k. Impo. F. S.	2,083,200	Aug. 1, 1887
6s " " " "	1,966,000	Nov. 1, 1876
6s " " addition'l S.	1,000,000	" 1, 1874
6s Real Estate Bonds.	600,000	May 1, 1878
6s Croton Water Stock	1,800,000	Nov. 1, 1883
6s Float'g D't. F'd St'k.	2,748,000	May 1, 1878
5s Public B'ld'g S. No. 3	150,000	Nov. 1, '64–'66
5s Docks & Slips St'k.	500,000	" 1, '67–'76
5s Public Education S.	154,000	May 1, 1873
6s Tompkins Market S.	102,000	July 1, '64–'69
Whole Amount	$24,000,372	

The Temporary loans of the city are as follows:

6s Union Defense Fund	$895,570	Nov. 1, 1864
6s Vol. Bounty Fund	490,000	" 1, 1867
6s Vol. Family Aid Fund.	500,000	July 1, 1865
6s " " "	500,000	Nov. 1, 1865
5s " " "	500,000	" 1, 1869
5s " " "	500,000	" 1, 1870
5s " " "	500,000	" 1, 1871
Whole Amount	$3,885,570	

In addition to the above there are also assessment bonds which are described as follows:

6s assessm't bonds (suspended).			$13,000
6s " F. bonds 1 Nov. 1864.		$500,000	
6s " " "	1865.	100,000	500,000
7s Street Improv. b'd	" 1864.	800,000	
6s " " "	1865.	600,000	1,400,000
Whole Amount			$1,913,000

—making a total of floating debt $5,898,942.

The indebtedness of the city in January 1863 and 1864 compares thus:

Funded Debt	$24,000,372	$22,539,372
Floating Debt	5,898,570	4,952,270
Total	$29,898,942	$27,491,642

The debt on the 1st January for the six last years has stood as follows:

1859	$22,690,669	1862	$25,599,241
1860	23,876,610	1863	27,491,642
1861	23,433,644	1864	29,898,942

Sinking Funds.

The capital of sinking fund for the redemption of the principal of the city debt January 1st, 1863, was $7,227,885 12

The Revenues in 1863, were as follows viz:

From bonds and mort..	$148,886 24	
Commutat'n of quit rents	4,445 01	
License Fees.....	31,792 00	
Market cellar rents.....	19,984 52	
Market fees and rents..	155,346 97	
Street vaults.....	18,145 64	
Water Lot quit rents...	334 64	
Interest on investments.	396,620 85	
		770,505 87
Annual payment by corporation on account of the Public Education Stock.....		4,657 86
		$8,002,998 85
Disbursements in 1863—		
Advertising, salaries, discount, etc.....	$1,319 99	
Real estate bonds.....	300,000 00	—301,319 99
Amount of capital Jan. 1, 1864.....		$7,701,678 86

The operation of the sinking fund for the payment of the interest on the city debt in 1863, was as follows:

	Balance January 1, 1864	Receipts.	Total.
1859	----	$1,253,317 50	
1860	----	1,222,507 38	
1861	----	1,718,068 04	
1862	----	1,279,122 49	
1863	1,298,318 02	892,589 11	
Total...	$1,298,318 02	$6,365,604 52	$7,663,922 54

	Interest.	Expenses.	Transfers.	Total.
1859	$541,831 75	$5,157 30	$442,801 02	$1,089,400 07
1860	477,539 79	4,310 98	776,671 15	1,258,424 92
1861	528,780 61	826 08	686,468 75	1,215,093 44
1862	892,589 11	1,115 43	660,000 00	1,553,704 54
1863	606,907 40	930 77	660,000 00	1,267,838 17
Total...	$3,047,648 66	$12,340 56	$3,225,940 92	$6,285,930 14

The following statement exhibits the yearly Receipts and Disbursements on account of this fund for the past five years:

	Cash on hand June 1, 1863	Receipts in 1863	Total.
	$135,489 55	1,388,313 02	1,523,752 57
Disbursements in 1863:			
Interest			$605,967 40
Expenses			320 77
Transferred to general fund			650,000 00—1,259,288 17
Balance in hands of Chamberlain			$264,464 40

☞ The following gentlemen have been elected directors of the West Philadelphia Railroad: John S. Morton, John F. Gross, Herman J. Lombaert, John C. Davis, Samuel Baugh, J. Warner Johnson, Benjamin Griffith, William M. Wright, and James G. Hardie.

☞ The receipts of treasure in San Francisco, from all sources, through regular public channels during the last nine months, have been as follows:

From California and Nevada Territory.	$34,846,299
From coastwise ports.....	4,840,141
From foreign countries.....	1,579,543
Total receipts.....	$41,265,983

A comparison of the past three years show a steady increase.

In 1862 the receipts were.....	$34,445,443
" 1863 " "	38,559,372
" 1864 " "	41,265,983

The following shows the exports of treasure during the first nine months of the year, giving the destination of same to the different countries:

To	1864.	1863.	1862.
England...	$28,364,870	$21,295,751	$7,586,073
New York..	8,745,277	7,982,827	19,469,192
China.....	5,813,208	2,645,874	1,952,150
Panama...	277,382	1,411,396	342,506
Miscellan..	571,822	253,204	289,896
Total....	$43,772,559	$33,589,052	$29,639,817

Crop Statistics.

The Department of Agriculture has issued a crop circular from the returns of correspondents of the Department, showing the following facts:

	1862.	1863.	1864.
Weat, bush..	181,188,089	179,404,036	160,695,823
Rye, bush...	21,239,451	20,782,782	19,872,975
Barley, bush.	12,488,022	11,467,155	10,716,328
Oats, bush...	171,463,405	173,800,575	176,690,064
Hay, tons....	20,257,968	19,736,847	18,116,751
Corn, bush...	556,226,305	451,967,959	530,581,403
Tobacco, lbs.	136,751,746	267,267,920	197,468,229
Buckw't, bu.	18,708,145	15,806,455	18,700,540
Potatoes, bu.	113,234,644	100,158,670	96,256,888

The following crops are reported in *tenths*, increase or decrease. Thus, 1 means one-tenth, 2⅜ means two-tenths and three-eighths of a tenth; ⅓ means one-third of a tenth; 0 mean an average. When there is a very large increase, as Cotton in Maryland, it shows that but little was cultivated previously.

Sorghum.—Increase over crop of 1862—New Hampshire 1, Massachusetts 1½, Connecticut 7, New York 0, New Jersey 10, Pennsylvania 2⅜, Maryland 6⅔, Delaware 3, Kentucky 4 5-6, Ohio 1, Illinois 2¼, Missouri 0, Wisconsin 3, Minnesota 3-5, West Virginia 2 1-6. Decrease of the same, Michigan 4-5, Indiana ⅓, Iowa 4-5, Kansas ½, Nebraska Territory 3⅓.

Flaxseed.—Increase over 1863—Maine 1 1-15, New Hampshire 1⅓, Vermont 1½, Rhode Island 1, Connecticut 3½, New Jersey 14⅔, Pennsylvania 4, Maryland 1¼, Delaware 1½, Kentucky 2½, Ohio 2 5-12, Michigan 1 1-7, Indiana 1 7-19, Illinois 1 1-5, Missouri 3 4-7, Wisconsin 3 3-5, Iowa 3-5, Kansas 1⅔, West Virginia 4. Decrease of the same—New York ⅓, Minnesota 1⅓.

Lint.—Increase over 1863—Maine 1 1-5, New Hampshire 2, Vermont ½, Connecticut 3, New Jersey 2, Pennsylvania 3 8-9, Maryland 1, Delaware 2, Kentucky, 1⅔, Ohio 2-12, Michigan 1½, Indiana 5-6, Illinois 1, Missouri 2 3-7, West Virginia 4 2-5. Decrease of the same—New York ½, Wisconsin ¾, Iowa ¾, Minnesota 2½, Kansas 3.

Cotton.—Increase over crop of 1862—Maryland 20, Kentucky 5¼, Ohio 1, Illinois 4, Missouri 2¼, Iowa 6, Kansas 1 1-6, West Virginia 5. Decrease of the same—Delawar e 2, Indiana 2.

Root Crop.—Increase over crops of 1862—Vermont ½, Connecticut 2⅔, Delaware ½, Illinois 0, West Virginia 1½. Decrease of the same—Maine 2, New Hampshire 2¾, Massachusetts 8-9, Rhode Island 2, New York 1 5-6, New Jersey 4-5, Pennsylvania 2 6-17, Maryland 5 6 Kentucky 2, Ohio ⅔, Missouri 2½, Indiana ½, Missouri 4⅛, Wisconsin 2¾, Iowa 1 2-5, Minnesota 2½, Kansas 3 5-7, Nebraska Territory 4⅓.

Fattening Hogs.—Increase of number over 1863—none. Decrease of the same—Maine 2 3-5, New Hampshire 1 4-5, Vermont 1 5-6, Massachusetts 2 2-7, Rhode Island 3, Connecticut 2, New York 1½, New Jersey 1⅝, Pennsylvania 2⅓, Maryland 2, Delaware 2, Kentucky 3 8-11, Ohio 2¾, Michigan 2⅔ Indiana 3, Illinois 3, Missouri 3, Wisconsin 3⅝, Iowa 1¾, Minnesota 2¼, Kansas 2½, Nebraska Territory 2, West Virginia 2½.

Fattening Cattle.—Increase of number over 1863—Minnesota ¾, Kansas 2⅞. Decrease of same—Maine 3⅛, New Hampshire 2, Vermont 1⅔, Massachusett 2 2-7, Rhode Island 3½, Connecticut 1 3-5, New York 2 1-5, New Jersey 1½, Pennsylvania 1¼, Maryland 3¼, Delaware 3⅓, Kentucky 1, Ohio 2⅔, Michigan 2⅛, Indiana 2⅓, Illinois 2, Missouri 2⅝, Wisconsin 1 5-7, Iowa 1½, Nebraska Territory 2¾, West Virginia 2 2-5.

Old Wheat.—Decrease on hand compared with Sept. 1863—Maine 3½, New Hampshire 2 5-6, Vermont 2½, Massachusetts 2, Connecticut 6, New York 3½, New Jersey 1 2-5, Pennsylvania 3, Maryland 3 4-7, Delaware 2, Kentucky 2 7-9, Ohio 2¾, Michigan 2½, Indiana 2¼, Illinois 4, Missouri 2 2-5, Wisconsin 2 5-7, Iowa 4, Minnesota 3¼, Kansas 3-5, Nebraska Territory 5, West Virginia 2 4-5.

Increase in quality over crop of 1863—Maine 2-5, Vermont 4, Massachusetts 1 2-3, Connecticut 2, New Jersey 1-9, Maryland 1 5-8, Delaware 5, Kentucky 1-7 Michigan 1¼, Indiana 2¼, Illinois 1 1-4, Missouri 2 4-7, Iowa ⅛, Minnesota 5-6, Kansas ¾, Nebraska Territory 3½.

Decrease in same—New Hampshire ⅗, New York ¼, Pennsylvania ⅛, Ohio 4-5, Wisconsin 1, West Virginia ¾.

Drafts drawn by Officers of Railroad Corporations in such capacity.—Powers of Corporations to give Notes or Drafts in Payment of Debts, and to make Indorsements. Usage.

The two cases of Olcott against the Tioga Railroad Company were appeals from judgments entered upon the reports of a referee in said actions.

Action No. 1, was brought to recover against the defendant, as drawer of a draft upon, and accepted by Hiram W. Bostwick, Treasurer of the Tioga Coal, Iron, Mining and Manufacturing Company. Action No. 2, was brought to recover against the defendant as indorser of eight promissory notes made by the Arbon Coal Company in 1841, in the aggregate amounting to $21,000. The draft and notes had been assigned to the plaintiff.

The referee reported in favor of the plaintiff, for the full amount claimed in each action, less an amount realized upon a sale of certain chattles embraced in a mortgage from the Arbon Coal Company to Morris Ketchum, in trust for creditors. The drafts and notes in suit were among the debts thus secured.

The actions were tried together, and the evidence in action No. 1 was by stipulation regarded as taken in case No. 2. In action No. 1, at the close of the evidence on the part of the plaintiff, a motion was made to dismiss the complaint; and the grounds of that motion present the defendant's objection to a recovery upon the draft. They were as follows: 1. The draft is not the obligation of the Tioga Navigation Company, but of Wilson. 2. Wilson had no power to bind the company by this draft. 3. The plaintiff has failed to show that payment of the draft was legally demanded, or that protest for non-payment was legally made, for the reasons stated in the objections to the certificate of protest before made. Also for the additional reason that said James R. Wilson at the time of the giving of the draft mentioned in the complaint, was not president of the company, because the term for which he was elected had previously on the first day of January, 1840, expired, and no meeting of stockholders, nor any meeting of managers of said company were held between 1839 and 1844, at which he was, or could have been elected president in accordance with the charter, or by laws of the company, or otherwise lawfully. And also, because he was at the time of giving the said draft, disqualified under acts of the legislature of Pennsylvania, particularly § 3 of the act of 7th of February, 1838, § 5 of the act of 20th February, 1826, given in evidence by the plaintiff, from being president of said company, by reason of his having ceased to be a resident of Pennsylvania and become a resident of Albany, in the State of New York; and because that notice of non-payment of said draft, alleged to have been received by said Wilson, at Albany, was nugatory so far as the defendant was concerned, he having ceased to be president of the company, or a resident of the State of Pennsylvania, and having no capacity to receive notice to affect or charge said company. 4. That the act of Wilson in drawing the draft, was not authorized by the company, in the first

instance, or subsequently ratified by it in any manner; and, moreover, was in contravention of the act of incorporation and supplementary act, and the by laws of the company, with notice of which, the payers of said draft, being stockholders of said company, were chargeable. 5. That the alleged contract with Rogers, Ketchum and Grosvenor, was the contract of Wilson and Bostwick, individually, and that the undertaking to give or draw the draft therein mentioned, was the individual engagement of Wilson, not binding on the company. 6. So far as Wilson undertook to bind the company for the purpose of a locomotive for the joint account of the Tioga Navigation Company, and the Tioga Coal, Iron, Mining and Manufacturing Company, and to pay therefor by drawing a draft for the price, he acted without authority, and did not bind the Tioga Navigation Company. 7. It did not appear that when the draft was drawn the Tioga Navigation Company existed as a corporation. 8. That the demand in suit was barred by the statute of limitations. 9. The legal presumption was that the draft had been paid. The referee denied the motion, and the defendants' counsel excepted.

Similar objections were raised in action No. 2, and also overruled.

Johnson, J.—The referee has found, as matter of fact from the evidence before him, that the draft in question, in action designated No. 1, was drawn for the defendant by James R. Wilson, who was then its president in his official capacity, and was used in the purchase of a locomotive engine for the defendant, who took and owned the same and used it upon its road with full knowledge on the part of its officers and managers of the manner of its purchase; and that the defendant had ratified and continued the act of the purchase, and that of making the draft on its account and behalf.

In regard to the notes, in the action designated No. 2, the referee finds that they were all made and taken on account of a then existing indebtedness from the maker, the Arbon Coal Company to the defendant; and that they were used, after being indorsed by the defendant, to borrow and raise money for the purpose of paying its own debts; and that the defendant was in no respect an accommodation indorser.

It is claimed on the part of the defendant, that the referee should have found the other way, and that the evidence before him does not warrant this finding of facts. But it seems to me that it would have been far more difficult to vindicate the finding had it been the other way. The facts as found, are in accordance with the testimony of two witnesses, each of whom was in a situation to know how the fact was, and each of whom testifies, unreservedly and unqualifiedly, and there is no witness and no evidence as far as I can see to show a contrary state of facts. The statement made by the witness Wilson, as treasurer of the Arbon Coal Company, nearly two years afterwards, relied upon apparently with so much confidence by the defendant's counsel, is at best but impeaching evidence, and proves nothing of itself one way or the other. Upon its face it appears somewhat inconsistent with the witness' testimony, but he undertook to explain the inconsistency and did so, it would seem, to the satisfaction of the referee. But whether he did so or not, his evidence upon the main facts is corroborated fully by the testimony of the witness Bostwick, and I do not see how the referee could well have rejected the testimony of both, as of no weight, without anything in the shape of affirmative testimony in the counter balance. In short, there is no ground upon which this Court can, according to well established rules, interfere with the finding of the referee as to the facts from the evidence before him. The referee also finds that Wilson, as president, had authority to make drafts and indorse notes for such purposes.

As matter of law it is claimed, on the part of the defendant, that the draft in action No 1, is not the draft of the defendant, but that of Wilson individually. The referee held that it was the draft of the defendant, and in this I think he was clearly correct. It is dated at the defendant's principal office, in Philadelphia, signed by "James R. Wilson, President T. N. Co.," directed to and accepted by "Hiram H. Bostwick, Treasurer Tioga Coal, Iron, Mining and Manufacturing Co.," and upon its face contains the direction to "charge to motive power and account." It thus appears plainly, as I think, upon the face of the instrument, that it is and was intended to be the draft of the defendant, and not of the individual who drew and signed it. (Bank of Genesee *vs.* Patchin Bank, 19 N. Y. Rep., 312. Babcock *vs.* Beman, 1 Kern., 200. Choteau *vs.* Suydam, 21 N. Y. Rep., 179. Dewitt *vs.* Walton, 5 Seld., 571. Many *vs.* Beekman Iron Company, 9 Paige, 188.)

In addition to this, the evidence in the case shows affirmatively and conclusively, that the draft was in fact the authorized obligation of the company.

That the defendant has power to give a valid note or draft in payment of a debt, or in the purchase of property for legitimate use, has been settled not only in this Court, but in the Court of Appeals, in the case of *Mallory* against this defendant, our decision having, as it is understood, been affirmed in that Court.

The indorsements upon the several notes, in action No. 2, purport upon their face to have been made by the defendant, and are proved to have been made by its authorized agent or officer. Having been used to borrow money to pay debts, of course the defendant is bound if it has been properly charged by demand and notice.

Certainly if the defendant can make a valid note or draft, to turn out in payment of a debt, it can make a valid indorsement upon the notes of others which it has received in the course of its business for the same purpose.

As to the authority of Wilson, as president of the defendant, to bind it by such instruments for such purposes, the question upon the evidence is too plain for argument. Even if he had not the necessary authority, originally, his long and uniform exercise of it, without objection or dissent from any one interested, would be sufficient when his acts are within the scope of the powers of the body represented. (Conover *vs.* Mu. Ins. Co., of Albany, 1 Comst., 290.)

Judgment affirmed.

☞ Sixty-three thousand three hundred and twenty-three hogsheads of leaf tobacco were sold in Louisville in the twelve months ending Nov. 1, 1864.

Petroleum Companies.

Companies.		Number of Shares	Par Value of Shares	Paid on Shares.
Acme	Pbg.	10,000	20	....
Adamantine	Phila.	50,000	10	2.00
Ætna	"	50,000	10	2.00
Alcorn	"	50,000	10	....
Allegewi	"	100,000	10	....
Alleghany and Pittsburg	"	50,000	10	10.00
Alleghany River	"	75,000	1	....
Alleghany & Walnut Bend.	"	50,000	5	1.00
American	"	50,000	10	....
American Oil and Mining	N. Y.	50,000	10	3.00
American Petroleum	"	5,000	100	....
Ardesco	Pbg.	.....	....	....
Artesian	Phila.	25,000	10	2.50
Astor Burning Spring	N. Y.	100,000	20	....
Atlantic	"	30,000	10	....
Atlas	Phila.	200,000	5	2.50
Baltimore County		20,000	5	....
Banner	Pbg.	65,000	2	....
Beacon	Phila	50,000	10	1.00
Beekman	N. Y.	100,000	10	....
Bergen Coal and Oil	"	200,000	10	....
Big Tank	Phila.	100,000	5	1.00
Bleakley	"	50,000	10	2.00
Blood Farm	Pbg.	.....	....	....
Blood Farm	N. Y.	50,000	100	....
Brevoort	"	.....	....	....
Briggs	Phila.	50,000	10	2.00
Brilliant	"	250,000	10	....
Brilliant	Pbg.	50,000	50	....
Briscoe	"	.....	....	....
Bruner Oil and Mining	Phila.	100,000	5	1.00
Buchanan Farm	N. Y.	400,000	10	....
Buchanan Oil & Rectifying	"	40,000	5	....
Bull Creek	Phila.	100,000	10	10.00
Burning Spring	"	100,000	10	....
Central Burning Spring	N. Y.	100,000	3	....
Caldwell	Phila.	200,000	10	....
Central	"	50,000	100	....
Central Coal and Oil	"	20,000	10	....
Cherry Run	"	20,000	10	....
Cherry Run	N. Y.	10,000	10	....
Cherry Run Central	Pbg.	50,000	5	....
Cherry Run Petroleum	"	50,000	2	2.00
Clemons	Phila.	75,000	5	1.00
Cleveland Cherry Valley		20,000	10	....
Clifton	N. Y.	50,000	10	....
Clinton	"	50,000	10	....
Columbia	Pbg.	50,000	50	....
Commercial	Phila.	50,000	10	....
Commercial	N. Y.	50,000	100	....
Commonwealth	"	100,000	10	....
Consolidated	"	100,000	10	....
Consolidated	Phila.	60,000	10	....
Continental	"	50,000	10	1.11
Cornplanter	"	100,000	10	3.75
Cow Creek & Stillwell Run	"	100,000	5	....
Culbertson's Run	Pbg.	30,000	5	....
Curtin	Phila.	50,000	10	0.92
Dalzell	"	200,000	10	3.50
Dark Hollow	"	50,000	10	....
Decatur	"	40,000	10	2.00
Densmore	"	50,000	10	5.00
Diamond	"	50,000	10	....
Duck Creek	Pbg.	.....	....	....
Duffield Lubricating	Phila.	100,000	10	2.00
Dun kard	"	100,000	5	1.00
Eagle Rock	"	50,000	10	3.33
East Oil Creek	"	100,000	5	....
Egbert	"	100,000	5	3.00
El Dorado	"	200,000	5	2.00
Empire and Oil City	"	50,000	10	....
Enterprize	N. Y.	10,000	10	....
Eureka	Phila.	50,000	10	1.50
Eureka, W. Va.	"	100,000	10	....
Excelsior	"	100,000	5	1.00
Excelsior	N. Y.	100,000	5	....
Farel	Phila.	50,000	10	2.50
Fayette	Pbg.	.....	....	....
Federal	"	60,000	8	....
Feeder Dam	Phila.	.....	....	....
Fleming and Blood Farm	"	25,000	4	4.00
Fleming and Blood Farm	Pbg.	25,000	4	4.00
Florence	Phila.	25,000	10	2.00
Flowing	N. Y.	1,000	50	....
Fountain	"	50,000	10	2.00
Franklin Lubricating	Phila.	50,000	10	2.00
Franklin and Oil City	"	100,000	1	1.00
French Creek Lubricating	"	30,000	15	10.00
Fuller Farm	Boston	25,000	10	....
Germania	Pbg.	100,000	2	....

Germania	N. Y.	600,000	5	....
Gilfillan	Phila.	62,500	8	....
Girard	"	10,000	10	5.00
Globe	"	30,000	10	2.00
Good Intent	Pbg.	.....	....	....
Great Basin	Phila.	70,000	5	....
Great Basin	N. Y.	.....	....	....
Great Eastern	"	300,000	10	....
Great Western	Phila.	50,000	10	2.50
Great Western Consolidated	N. Y.	50,000	10	....
Green Hill	Phila.	50,000	10	1.00
Guild	"	.....	....	....
Hammond	N. Y.	20,000	25	....
Hickory Farm	"	100,000	5	5.00
Highgate	"	300,000	5	....
Hibberd	Phila.	100,000	5	2.50
Hoge Island L. Oil	"	25,000	10	1.00
Holland Petroleum	"	50,000	10	2.00
Home	N. Y.	50,000	100	....
Hoover	Phila.	50,000	10	2.00
Hope	N. Y.	.....	....	....
Hope	Pbg.	50,000	2	....
Hope Farm	Phila.	.....	10	....
Horse Creek	Phila.	10,000	50	6.00
Horse Neck	Pbg.	10,000	5	....
Hosmer	Phila.	50,000	10	2.50
Howe's Eddy	"	50,000	10	....
Hughes River	"	30,000	10	....
Hyde Farm	"	100,000	10	5.00
Imperial	"	30,000	10	5.00
Indian	N. Y.	10,000	10	....
Indian Spring	"	60,000	5	....
Indiana	"	100,000	10	....
International	"	.....	....	....
Iron City	Pbg.	30,000	5	....
Island	N. Y.	50,000	10	....
Irwin	Phila.	50,000	10	3.00
Junction	"	50,000	10	2.25
Kanawha Valley	"	30,000	10	5.00
Kanawha	N. Y.	50,000	10	....
Kanawha	Pbg.	.....	....	....
Keystone	Phila.	50,000	10	2.50
Knickerbocker P	N. Y.	100,000	10	....
Knickerbocker P. of N. Y.	"	100,000	10	....
Lamberton Oil and Mfg.	Phila.	25,000	5	2.00
Lancaster	"	50,000	10	....
Linden	Pbg.	40,000	5	....
Little Oil Creek	Phila.	.....	10	....
Lower McElheny Farm	N. Y.	200,000	....	....
Lucesco	Pbg.	.....	....	....
McAvoy Cherry Run	"	.....	2	....
McClintockville	Phila.	200,000	10	2.15
McC. Farm & Cherry Tree	N. Y.	10,000	100	....
McClintock and Cornwall	"	5,000	100	....
McCormack & McKissock	Phila.	100,000	10	2.00
McElrath	"	50,000	10	....
McElheny	"	100,000	10	4.00
McKinley	N. Y.	25,000	10	....
Maguire	Phila.	50,000	10	....
Manhattan	N. Y.	250,000	2	....
Maple Farm	Phila.	100,000	5	....
Maple Shade	Phila.	50,000	10	6.67
Maple Shade of N. Y.	N. Y.	50,000	10	....
Marietta	"	100,000	10	....
Mecca Lubricating	Boston.	30,000	100	....
Merchants'	Pbg.	100,000	¼	....
Merchants'	Phila.	70,000	5	....
Metropolitan	"	.....	10	....
Michigan Central	N. Y.	50,000	10	....
Middlesex Valley	"	50,000	10	....
Middle Walnut	Phila.	50,000	10	1.00
Miller	"	60,000	5	1.00
Miller Farm	N. Y.	60,000	5	....
Mineral	Phila.	50,000	10	2.50
Mingo	"	100,000	10	6.67
Montgomery	"	80,000	5	1.00
Mount Vernon	N. Y.	.....	....	....
National	Phila.	40,000	10	5.00
National	N. Y.	40,000	5	....
National	Pbg.	.....	....	....
New Dominion	Phila.	100,000	5	2.50
Newell's Run	Pbg.	.....	....	....
New York and Alleghany	N. Y.	50,000	5	....
New York and Liverpool	"	100,000	10	....
New York and Oil Creek	"	100,000	5	....
New York and Penn.	"	100,000	10	....
New York and Pit Hole	"	.....	....	....
New York and W. Virginia	"	50,000	10	....
Noble and Delamator	Phila.	50,000	10	10.00
Noble and Delamater	N. Y.	100,000	10	3.00
Noble & Delamater Rock Oil	"	100,000	3	....
Noble Well	"	40,000	25	....
Nonpareil	Pbg.	.....	....	....
North American	"	125,000	10	10.00
Northern Light	N. Y.	20,000	50	....
Oak Ball	Phila.	100,000	5	2.50
Ocean	N. Y.	15,000	100	....
Oceanic	N. Y.	200,000	10	....
Ohio	"	100,000	10	....
Ohio Petroleum	Phila.	100,000	5	....
Ohio River	N. Y.	100,000	5	....
Ohio Valley	Pbg.	60,000	15	....
Ohio and Virginia	N. Y.	.....	....	....
Oil Basin Petroleum	Phila.	50,000	10	10.00
Oil Burning Springs	"	100,000	10	5.00
Oil City and Pittsburg	Pbg.	30,000	5	....
Oil City	N. Y.	50,000	10	....
Oil Creek	"	50,000	20	....
Oil Creek Petroleum	Phila.	50,000	10	5.00
Oil Creek and Sage Run	N. Y.	.....	....	....
Oil Spring and Refinery	Phila.	100,000	10	2.00
Oil Valley Petroleum	"	37,500	10	2.00
Olmstead	"	50,000	10	4.00
Organic	"	50,000	10	1.00
Ormsby Petroleum	"	50,000	10	3.00
Osborne	"	.....	....	....
Pannebacker	N. Y.	50,000	4	....
Parker Petroleum	Phila.	50,000	10	4.00
Paxton	Pbg.	.....	....	....
Pearson Petroleum	Phila.	100,000	5	2.00
Pennsylvania Petroleum	"	50,000	10	3.00
Pennsylvania Central	"	20,000	10	1.00
Pennsylvania Oil Creek P.	"	50,000	10	....
People's	Pbg.	60,000	1	....
Perry	"	50,000	10	2.25
Petroleum Center	"	50,000	10	5.00
Philadelphia	"	10,000	25	....
Phila. and Oil Creek	"	50,000	10	2.50
Phila. and Tidioute Island	"	50,000	10	....
Phillips	"	40,000	5	....
Phœnix	"	25 000	10	....
Pit Hole	"	50,000	10	....
Pit Hole Creek	N. Y.	40,000	25	....
Pittsburg and Oil Creek	Phila.	50,000	10	3.50
Pittsburg and Gt. Western	Pbg.	50,000	2	....
Pittsburg & Philadelphia	"	.....	....	....
Pittsburg & W. Virginia	"	.....	....	....
Pope Farm	Phila.	50,000	10	1.25
Porter	"	50,000	10	....
President	N. Y.	1,000,000	5	....
Quaker City	Phila.	10,000	10	....
Rathbone and Camden	"	200,000	5	1.75
Reinhard	"	50,000	5	2.50
Reliance	"	50,000	10	....
Revenue	"	50,000	5	3.00
Revenue	N. Y.	50,000	5	....
River	Phila.	50,000	10	3.00
Roberts Oil and Mining	"	50,000	10	3.00
Rock	"	50,000	10	3.50
Rockland	"	50,000	10	2.00
Rockwood	"	.....	10	....
Ross	"	100,000	1	1.00
Ross	Pbg.	100,000	1	....
Rynd Farm	N. Y.	200,000	10	....
Sage Run	Phila.	80,000	5	2.50
St. Nicholas	"	50,000	2½	2.50
Sandy River	N. Y.	200,000	100	5.00
Schuylkill and Oil Creek	Phila.	50,000	10	....
Seneca	"	25,000	20	....
Seneca Reservation	N. Y.	.....	....	....
Sherman	Phila.	100,000	10	....
Shreve Farm	N. Y.	100,000	5	....
Sled Fork	Phila.	.....	....	....
Smoky City	Pbg.	.....	....	....
South Western	Phila.	200,000	10	....
Star	Phila.	200,000	10	1.00
Stella	Pbg.	.....	....	....
Sterling	N. Y.	120,000	5	....
Story	Pbg.	5,000	5	....
Story Centre	Phila.	50,000	10	....
Story Farm	"	200,000	5	2.50
Story and McClintock	N. Y.	50,000	10	....
Success	"	10,000	10	....
Sugar Creek	Phila.	50,000	10	....
Sugar Dale	"	50,000	2	2.00
Sutley Lubricating	"	50,000	10	....
Sun	N. Y.	100,000	2	....
Tack	"	100,000	5	3.00
Tarr Farm	Phila.	50,000	5	5.00
Tarr Farm Homestead	"	200,000	50	5.00
Tarr Farm	N. Y.	30,000	100	....
Tarr, Strong & Cherry Run	Pbg.	.....	....	....
Terragenta	"	100,000	5	....
Tidioute and Alleghany	Phila.	50,000	10	2.00
Tionesta	"	70,000	5	....
Tipton	"	50,000	10	....
Titus	N. Y.	63,000	10	....
Union	Phila.	100,000	5	.5
Union	N. Y.	12,500	10	....
United Petroleum Farms	"	.....	....	....
United States	"	50,000	10	....
United States	Phila.	50,000	10	....
Upper Economy Petroleum	"	50,000	10	....
Van Buren	"	25,000	20	2.50
Vance Stewart	"	60,000	5	3.00
Venango	"	25,000	20	1.00
Venango Central	Pbg.	75,000	1	....
Venango	N. Y.	40,000	10	....
Vesta Petroleum & Refining	"	5,000	100	....
Virginia	"	50,000	10	....
Virginia and Ohio	"	100,000	10	5.00
Wallace	Phila.	15,000	10	....
Walnut Bend	N. Y.	20,000	10	6.00
Walnut Island	Phila.	.....	....	....
Washington	"	25,000	20	2.00
Watson Petroleum	"	50,000	10	3.00
Westmoreland Petroleum	Pbg.	60,000	10	....
West Virginia	Phila.	20,000	10	2.50
West Virginia	Pbg.	20,000	1	....
West Virginia Basin	"	.....	....	....
Whiteley Creek	Pbg.	.....	....	....
Wilkens Farm	Phila.	50,000	5	....
William Penn	"	100,000	2½	2.50

Wealth of Massachusetts.

The following important statistics of the valuation of Massachusetts, for the year 1864, are from the office of the Secretary of State, as made up from the returns of assessors:

Total number of polls in 1864	281,220
" " " 1863	275,758
Total value of personal estate in 1864	$324,584,847
" " " 1863	348,500,267

This shows an apparent decline in personal estate in 1864, which is explained by the fact that property in corporation heretofore taxed to individuals is now taxed to the corporation. This would add thirty millions to the amount in 1864.

Total value of real estate in 1864	$577,298,256
" " " 1863	553,650,716
Total valuation in 1864	901,883,103
" " 1863	897,150,983
Total tax for State county, city and town purposes, including the highway tax in 1864	12,876,850
Do. in 1863	10,599,097
Total number of dwelling-houses in 1864	185,232
Do. in 1863	183,528
Total number of horses in 1864	91,862
Do. in 1863	89,228
Total number of cows in 1864	155,043
Do. in 1863	158,906
Total number of sheep in 1864	169,513
Do. in 1863	150,922
Total number of acres of land taxed in 1864	4,410,805
Do. in 1863	4,383,108

This is a pretty good exhibit for a time of war. It shows an increase of polls; of the value of personal and real property; of dwellings; of horses; of sheep, and the number of acres of land taxed. There is a decrease of the number of cows of over three thousand.

The amount of State, county and town taxation has increased this year $2,297,753 37.

The total tax on polls in 1864	$574,274 11
" " " 1863	567,360 86

Connellsville and Southern Pennsylvania Railroad.

The books for subscription to the capital stock of this company were recently opened at Bedford, Pa., and the sum of $5,120,000 taken, thus insuring its prompt commencement. At a meeting of the stockholders held at the office of the Pennsylvania Railroad Company, on the 10th inst., the company was organized by the election of a board of directors, with John A. Wright as president. A corps of engineers will be put upon the route immediately, and the line surveyed and located at the earliest practicable period. The eastern and western ends of this road through the southern counties already exist, in the Cumberland Valley line to Chambersburg and the Pittsburg and Connellsville road to Connellsville. The intervening division will be built by the new company.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	300,000	5	----	1¼
Acton Vale ..... Ca	50,000	5	----	60c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	27
Algomah ..... "	20,000	----	2	2¾
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas ..... "	20,000	----	1	7
Aztec ..... "	25,000	----	1	7
Balt. and N. C. ..... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	3½
Bay State ..... L. S.	20,000	----	3½	23
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	75c
Black River ..... "	200,000	2½	----	15c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	Mesnard
Boston ..... L. S.	20,000	----	5*	4½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	1½	Michigan
Cabot ..... L. S.	20,000	----	½	Middlesex
Caledonia ..... "	20,000	----	----	Mineral Hill
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	1½
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	84
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	5
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	31½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	4
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	½
Dana ..... "	20,000	----	3½	2½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	4
Dudley ..... L. S.	20,000	----	½	4
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	10c
Eagle River ..... L. S.	20,000	----	3½	4½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff.. "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	5½
Forest City ..... "	20,000	----	3	----
Forest Shepherd .. "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	50½
French Creek ..... Pa.	100,000	5	----	75c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	69c
Great Western .... L. S.	20,000	----	2	2
Green Mountain ... Vt.	20,000	10	----	5
Guilford ..... L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	10½
Hanover ..... "	20,000	----	----	3½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	7½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	9½
Hungarian ..... "	20,000	----	1	2½
Huron ..... "	20,000	----	16	45
Indiana ..... "	20,000	----	----	5
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	15	20

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	7½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	70c
Mass ..... L. S.	20,000	----	3½	30
Massachusetts ..... "	20,000	----	----	1½
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	8½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	2½
Minnesota ..... L. S.	20,000	----	3½	30
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	27
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	1½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	6½
Ontonagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	40c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	22
Petherick ..... "	20,000	----	2½	12
Pewable ..... "	20,000	----	3½	5½
Phila. & Boston.. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20½
Pittsburg & Boston "	20,000	----	5½	82
Pontiac ..... "	20,000	----	3½	4
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	95
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	3
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	15
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	9½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	----
Springfield ..... Md.	----	5	----	1½
Stadcona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	8½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	8½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	8½
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	5	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	40c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	4
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	3½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2½
Tyson	20,000	10	----	----
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	2
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c
Wallkill ..... N. Y.	----	----	----	1
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	80
Ashburton ..... "	50,000	50	----	10
Atlantic & G. C ... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	66
Bear Valley ..... "	40,000	12½	----	27
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	18
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	57½
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	45
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa	5,000	100	----	59½
Fulton ..... "	60,000	5	----	5½
Gilbertson	5,000	100	----	74½
George's Creek ..... Pa.	10,000	----	----	125
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	5
Hampton & Balt... Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	62
Lorberry ..... "	4,000	100	----	90
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	14½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narraganasett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	204
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	35
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	27
Schuylkill Valley.. "	20,000	10	----	3½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	36
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ... Pa.	22,760	50	----	53

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	½
Black Hawk (G.) ... "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiero (G.) .... Ca.	100,000	5	----	1
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	2½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) ..... "	200,000	20	----	----
Corisannie (G.) ..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	3½
Halifax (G.) ..... N. S.	200,000	2	----	80c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	½
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ... Cal.	100,000	100	----	33½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	½
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	85
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	80,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.)	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l't in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	161	26	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—				Broadway, Boston	88,561	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	22.96	—				Cambridge	664,171	657,300	150,000	94	—	—	9	....	103½
30 Nov. '63	6.74	—				Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	5.27	—				Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—				Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	125	25	—	Lynn and Boston	151,396	150,000	50,000	23,250	88,685	0,516	—	....	105½
30 Nov. '63	3.41	—				Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—				Medford and Charlestown	84,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,200	—	297,509	388,616	65,539	10	....	56½
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	62
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	8.52	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.63	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,600	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	811	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.51	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	1.21	—	—	—	—	West Roxbury	40 558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,025	44,500	—	—	—	—	100	95
30 Sep. '63	24.00	—	—	—	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	45
30 Sep. '63	55.18	1.90	—	—	140	29 Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	182,836	9	100	150
30 Sep. '63	10.50	4.25	—	—	56	— Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	55
30 Sep. '63	—	10.00	—	—	—	— Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	— Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	— Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Central P'k, N. & E. Riv. (N. Y.)	994,655	446,073	550,000	—	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	66,256	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	950	950	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,698	705,350	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	—	15	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	65
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,800	99,227	10	100	118
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '63	18.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,180	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.22	—	—	7	—	Hoboken and Hudson City	32,000	20,000	—	2,000	—	—	—	....	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	124,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,060	19,183	—	50	....
31 Dec. '62	5.50	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,698	40	10	48
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,800	89,807	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	....	....
31 Oct. '63	6.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	16
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	61
30 Nov. '63	24.23	—	206	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	59½
31 Oct. '63	5.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	26½
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	29
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	80,000	40,000	—	—	—	—	....	....
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,491	—	—	....	6
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	16
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	2,022	49,658	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,000	5,309	40,526	16,184	9½	....	16
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	16
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,509	36	20	70
31 Oct. '63	8.02	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,987	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'n'F.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	54½
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens.)	171,776	192,750	—	6,000	126,623	45,900	18½	20	46
31 Oct. '63	8.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	25
31 Oct. '63	9.51	—	223	48	4	West Philadelphia	901,056	189,100	100,000	4,000	161,700	44,574	11	....	64
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,053	—	....	17
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	5.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,876	70,000	.....	.....	.....	.....	.....	.....	.....
30 Nov '62	10.20	—	—	—	—	St. Louis	295,604	295,604	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1880	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,800	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,500	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans					
Loan of Jan. 28, 1847 ..... registered	$9,416,250	6	Jan. & July.	1867	122
Loan of March 31, 1848 ..... registered	9,908,942	6	" "	1868	117
" " " ..... coupon		6	" "	1868	118
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1866	120
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	98
" " " ..... coupon		5	" "	1874	98
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	99
" " " ..... coupon		5	" "	1871	98
Oregon War Debt of March, 1861 ... coupon	1,016,000	6	" "	1881	100
" " " " " ... coupon		6	Yearly.	1881	102
Loan of Feb. 8, 1861 ..... registered	18,410,000	6	Jan. & July.	1881	111
" " " ..... coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ... registered	249,977,500	6	" "	1881	106
" " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	105½
" " " (5-20s) ..... coupon		6	" "	1882	104
Loan of March 3, 1864, (10-40s) ... registered	61,680,000	5	Mar. & Sept.	1904	94½
" " " ..... coupon		5	" "	1904	97
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	103½
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	115½
" of Mar. 3, 1864 ..... coupon	76,668,650	7.3	Feb. & Aug.	1867	----
Debt Certificates	236,373,000	6	At maturity.	.....	96½
One Year Treasury Notes (legal tender)	42,565,000	5	" "	.....	----
Two Year's " " "	16,748,000	5	" "	.....	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	21,213,270	6	"	1867	----
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	599,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State). "	510,000	6		1868	----
" " " (" "). "	28,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	100
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds ..... coupon	2,000,000	6	Jan & July	'71-'72	----
" " " " ..... "		6	" "	'81-'82	105½
" " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) .. "	2,073,750	6	" "	'82-'90	65
" " " (R. R.) ..... "	525,000	7	" "	'92-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	103
" —War bonds ..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1,939,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	86
" " " ..... "	2,058,173	2½	" "	1886	86
" —State Int. Imp bonds (not adjusted)	391,000	.....	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	96
" " " special stock "	1,216,737	5	" "	.....	----
" " Deferred stock ..... "	1,243,000	5	" "	.....	----
" " " special stock "	479,546	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1865	----
" " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" " " " ..... "	54,000	7	May & Nov.	1878	----
" " " (domestic) ..... "	85,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " ..... "		5	" "	'81-'91	----
" " " ..... "		5	" "	'93-'96	----
" " " (bank) ..... "	800,000	5	" "	1891	----
" " " ..... "	67,500	6	" "	'91-'96	110
" " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	.....	d'm'd.	66
" " " (R. R. etc.) ... "	3,902,000	6	.....	'67-'99	----
" " " (banks) ..... "	3,398,622	6	.....	.....	----
" " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'83-'77	100
" " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'82	101½
Maryland—State bonds (st'k'g) ..... coupon	818,000	5	Chiefly quarterly.	1865	----
" " (st'k'g conv.) .. "	200,376	5		1865	----
" " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" " (st'k'g conv.) .. "	2,490,569	5		'89-'90	108
" " (dollar) ..... inscribed	500,000	3		1890	----
" " (") ..... "	100,000	6½		1888	----
" " (") ..... "	707,560	5		'42-'58	----
" " (") ..... "	399,408	5		1890	----
" " (") ..... "	148,711	5		'89-'90	108
" " (") ..... "	133,689	6		pleas.	----
" " (") ..... "	3,000,000	6		1870	107
" " (") ..... "	35,000	6		1885	----
" " (") ..... "	903,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " (T. & G.R.R.) ... "	508,580	6	" "	'88-'90	----
" " " (" ") .dollar	415,500	6	" "	'90-'91	121
" " " (") . "	800,000	5	" "	1895	123½
" " " (Eas'rn R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	128½
" " " (" ") "	545,000	5	April & Oct.	'68-'74	----
" " " (" ") "	200,000	5	May & Nov.	'85-'12	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" " " scrip	200,000	6	" "	'84-'86	----
" " "	247,000	6	June & Dec.	'68-'79	----
" " "	53,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	120½
" " —Bounty Fund Loan ..... "	600,000	5	" "	'77-'78	114½
" " —Coast Defence Loan ... "	500,000	5	May & Nov.	1883	119
" " —Back Bay Loan ..... "	1,000,000	5	" "	1893	118½
Michigan—Renewal Loan ..... coupon	165,000	5	" "	1890	----
" —Canal Loan ..... (sink'g f'd) "	216,000	6	Jan. & July.	1878	100
" —War Loan ..... (" ") "	100,000	6	" "	1879	----
" —Redemption Fn (" ") "	557,000	7	" "	1886	100
Minnesota—State bonds ..... coupon	2,000,000	6	" "	'68-'83	----
" " " (Indian war) . "	250,000	6	Jan. & July.	1887	100
" " " (Railroads) ... "	100,000	7	" "	1871	----
Mississippi—State bonds (Banks) ..... coupon	2,275,000	7	" "	1883	----
Missouri—Bank Stock Loan of 1857	2,000,000	6		'41-'71	----
" " "	83,000	6½	Jan. & July.	1863	----
" " "	199,000	6	" "	1865	91
" " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	140,000	6	Jan. & July.	1883	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	68
" " " S. W. Branch ... "	4,500,000	6	" "	'87-'90	----
" " " H. & St. Joseph "	3,000,000	6	" "	'75-'87	84½
" " " N. Missouri ... "	4,250,000	6	" "	'72-'87	----
" " " Iron Mountain "	3,501,000	6	" "	'78-'89	----
" " " O. & Fulton ... "	350,000	6	" "	'87-'90	----
" " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	.....	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1870	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	90,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,320	6	" "	'65-'71	----
" " " (" ") . "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ...	345,107	5	" "	pleas.	----
" " — " " " " ...	900,000	5	" "	1878	----
" " — " " " " ...	442,961	5	May & Nov.	1868	107
" " — " " " " ...	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " ...	1,900,000	6	" "	'65-'76	119
" " — " " " " ...	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	38,698	5	.....	d'm'd	----
" " — " " " " ...	11,050	5½	.....	d'm'd.	----
" " — " " " " ...	14,220	6	.....	d'm'd.	----
" " — " " Railroad Loans	421,000	6	Jan. & July.	'65-'67	----
" " — " " " " ...	257,700	4½	J., A., J., & O	1864	----
" " — " " " " ...	66,000	5	Feb. & Aug.	1876	----
" " — " " " " ...	29,000	5½	J., A., J., & O.	1865	----
" " — " " " " ...	320,000	5½	Jan. & July.	1865	----
" " — " " " " ...	100,000	6	" "	1907	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	109½
" " — " " " " ...	16,889,025	6	" "	64-'76	117
" " — " " " " ...	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	55
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " (" ") ..... "	1,015,000	5	" "	1865	95
" — " (" ") ..... "	579,986	6	" "	1868	----
" — " (" ") ..... "	2,183,532	6	" "	1870	105
" — " (" ") ..... "	1,000,000	6	" "	1875	125
" — " (" ") ..... "	4,695,109	6	" "	1881	107
" — " (" ") ..... "	2,400,000	6	" "	1886	106
" — " (domestic debt)	125,680	6	" "	1863	106
" — " (war loan) ..... coupon	1,500	----	" "	1866	----
" — " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	.....	.....	.....	----
Pennsylvania—State Stock Loans	181,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	95
" — " " "	3,888,070	5	Feb. & Aug.	due.	----
" — " " "	5,690,614	5	Mar. & Sept.	due.	----
" — " " "	2,241,893	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans	1,177,890	5	" "	1864	----
" " " "	675,929	5	Feb. & Aug.	1864	----
" " " "	1,045,829	5	June & Dec.	1864	----
" " " "	1,568,673	5	Jan. & July.	1905	----
" " " "	2,277,755	5	" "	1858	----
" " " "	1,766,214	5	" "	1870	100½
" —State bonds ..... coupon	4,660,000	5	Feb. & Aug.	1877	95½
" " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
" —State bonds ..... coupon	650,000	6	Jan. & July.	1882	----
" —Bank Charter Loans	360,987	5	.....	.....	----
" —Relief Notes in circulation	97,380	.....	.....	.....	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	101½
South Carolina—State bonds (stg) ..... coupon	484,444	6	.....	1908	----
" " —Inscribed certificates	1,708,017	6	.....	'65-'90	----
" " —State b'ds (railroads) .coupon	1,210,000	6	.....	1877	80
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1883	90
" " " (intern. impr.) "	2,033,666	5	.....	Var.	48
" " " (railroads) ... "	12,799,000	6	.....	Var.	----
" " " (capitol) ..... "	603,000	5	.....	1890	85
" " " (Hermitage) . "	45,000	6	.....	1890	86½
Texas—Had no debt in 1861	.....	.....	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ..... coupon	55,000	6	.....	'62-'68	----
" " " (" ") ..... "	751,000	6	Jan. & July	1870	104½
Virginia—Inscribed certificates (civil)	404,000	5	Various	Var.	----
" " " (railroad) ...	15,304,043	6	Jan. & July.	'83-'92	48
" —State bonds (railroad) ..... coupon	12,624,800	6	" "	'85-'86	----
" " (sterling) ..... "	1,666,000	6	" "	1890	----
West Virginia—No information	.....	.....	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" " (war) ..... "	200,000	6	Jan. & July.	1867	----
" " (domestic) ... "	100,000	6	" "	1877	----
" " (") ... "	1,100,000	6	" "	'78-'93	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,754	55,123	74,690	63,995	86,211	76,428	81,463	108,636	94,928	107,758	78,751	84,917	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,206	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,960	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,164	320,857	281,419	------	------	---- ----
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,408	82,896	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	------	------	---- ----
Chicago and Northwestern:													
1859	18,560	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,881	55,003	42,101	400,459
1860	32,192	33,406	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,354	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,100	855,005
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,950	90,991	994,677
1863	69,601	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	---- --	------	------	------	------	---- ----
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,356	66,573	84,603	94,406	82,467	82,400	830,469
1861	85,239	76,918	85,063	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,909
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,889	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,536	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	126,000	100,000	113,515	154,245	------	183,649	------	------	---- ----
Erie:													
1859	304,708	319,503	372,296	380,343	349,958	330,667	361,819	359,114	455,235	465,959	536,508	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	551,445	412,723	5,325,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,188
1862	699,097	601,596	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	846,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	995,284	1,024,649	1,035,321	10,469,481
1864	984,897	914,133	1,094,508	1,079,508	1,052,496	1,021,976	974,317	1,065,364	1,291,006	1,202,569	------	------	---- ----
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,398
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	226,407	204,716	2,193,296
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	---- ----
Hudson River:													
1859	192,161	190,589	175,775	121,123	141,269	115,444	125,308	155,164	156,978	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220.370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,063	403,571	2,922,970
1863	458,953	425,047	366,892	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	556,026	278,540	281,759	253,049	273,726	306,595	361,600	340,900	------	------	---- ----
Illinois Central:													
1859	132,936	134,311	154,630	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,822	2,126,006
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,643	410,336	372,593	359,483	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,586	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,290	------	------	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,069	76,764	68,833	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 533	94,375	96,062	90,576	------	------	---- ----
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	43,797	37,429	60,229	139,761	163,615	96,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,750	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	83,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	113,398	168,218	178,526	------	------	---- ----
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	396,330	404,568	------	------	---- ----
Michigan Central:													
1859	101,886	102,950	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,962	236,846	307,333	242,089	200,134	2 124,214
1862	230,159	159,658	181,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	------	------	---- ----
New York Central:													
1859	330,340	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	651,792	520,396	6,303,703
1860	387,128	402,530	561,075	585,141	551,700	495,943	544,494	692,582	868,985	811,458	730,736	523,047	7,154,922
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,606	952,960	872,965	7,996,782
1862	749,163	681,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,708	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,038,496	1,043,515	------	---- ----
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1.102,523
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,558	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,158	125,715	1,222,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	253,646	268,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,906	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	270,209	291,763	278,219	2,905,539
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,873	466,557	454,826	4,088,857
1863	335,685	361,834	396,771	429,929	505,517	464,900	451,884	574,486	714,302	815,902	746,955	526,009	6,324,085
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,936	286,844	231,253	191,138	2,335,354
1861	217,202	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,301	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,034
1864	290,676	455,211	602,603	574,680	499,547	420,942	486,687	669,102	705,974	758,860	------	------	---- ----
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,960	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,786	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	------	------	------	---- ----
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,499	61,296	935,734
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	187,086	92,574	1,172,100
1862	92,235	47,142	56,006	83,582	106,848	113,578	116,214	168,219	170,380	172,870	147,548	139,328	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,755	95,842	132,596	123,987	127,009	166,338	139,626	244,114	243,940	221,560	------	------	---- ----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	930,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1888	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	110
" " " 1850	700,000	6	Jan. & July.	"	1880	110
" " " 1855	1,128,500	6	Jan. & July.	"	1875	104½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1856	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	102
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105½
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '99, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (£. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	106
" " $300,000	790,600	6	"	"	1870	116
" " $675,000	675,000	6	"	"	1875	100
" " $1,700,000	1,700,000	6	"	"	1883	102
" " $2,500,000	867,000	6	"	"	1889	102½
Consolid. Mort. Loan $5,000,000			"	"		108
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	930,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,500	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	124
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Fr'nkfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	106
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	99
Income Bonds	1,100,000	7	May & Nov.	" "	1832	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1893	
1st " " (U. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18--	
2d " "		8	" "	" "	18--	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1884	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1970	105
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
General 1st Mortgage	3,600,000	7	" "	" "	1885	96
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	97
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1890	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1904	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1900	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059.028	6	" "	" "	1886	82
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "	" "	1864	
C. and T. Dividend (convert.)	123.560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	107½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,606,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101½
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105½
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103½
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after 64	600,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	118
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110
Elgin and State Line	100,000		Jan. & July.	" "	1879	----
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85½
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				----
Mortgage	125,000	7			1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	108
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	117
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	116
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central :						
Optional Right bonds	33,000	7	Jan & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	118½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	304,000	10	" "	----------	------	120
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat.						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov	Philadelphia.	1873	105
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	"	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5†	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	99
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarksev, and Louisv.						
State [Tenn.] Loan	910,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	125
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	129
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	129
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	97
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	108½
2d General Mortgage	2,194,500	7	" "	" "	1877	101
*Milwaukee and Beloit :						
1st Mortgage	630,900	8	----------	----------	------	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	109
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central :						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,000,000	7	----------	" "	------	60
2d Land Grant	700,000	---	----------	" "	------	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point :						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '65 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee :						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	90
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	108,000	6	----------	----------	------	----
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1856	----
N. Orl'ns, Opelous, and Gt. West. :						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1880	----
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	108
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	110
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103½
Bonds of Aug. 1859, Convertible	761,000	7	Feb. & Aug.	" "	1876	118
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	111
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	106
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	117
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	112
5th Mortgage	1,739,500	7	June & Dec	" "	1888	110
Buffalo Branch	200,000	7	Jan. & July.	"	1891	105
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York	1873	110
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100
3d Mortgage	950,000	7	Jan. & July.	"	1897	102
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000	---				
2d Mortgage	224,500	---				
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1868	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	-----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	101½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	80
2d Mortgage	3,077,000	7†	" "	" "	1861	25½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	100
Chattel Mortgage	360,000	10	" "	"	1887	118
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	94
2d Mortgage	268,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	68
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	-----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	114
2d Mortgage	2,621,000	6	April & Oct.	"	1875	108½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'76	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				----
1st Mortgage (1859-'70-'75)	365,000	6			var.	----
3d Mortgage (1862-'70-'72)	378,000	6			var.	----
Special Mortgage (1865-'68)	175,000	6			var.	----
Last Mortgage (1861 to 1869)	133,500	8			var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	103
" 1861, "	110,000	6	Jan. & July	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	105
" 1844, "	810,000	6	" "	"	1880	105
" 1848, "	101,000	6	" "	"	1880	105
" 1849, "	67,000	6	" "	"	1880	101
" 1857, (convertible)	2,480,500	6	" "	"	1886	121
" 1850, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1865	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1880	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	118
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	"	1912	93
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---			1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8		New York.	-----	----
1st Mortgage (West'rn Division)	757,000	8	"	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	----
Richmond and Petersburg:						
Coupon	159,000	---			1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	65
2d Mortgage	937,500	7	" "	"	1863	22½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	-----	1890	----
2d Mortgage	185 000	7	-----	-----	1866	----
3d Mortgage	318,500	7	-----	-----	1875	----
Six per cents	113,228	6	-----	-----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	500,000	7	-----	-----	1880	----
3d Mortgage	75,000	7	-----	-----	1870	----
South Carolina:						
State Loan	187,000	5	-----	-----	1865	----
Sterling	193,300	6	-----	-----	1863	----
Sterling	2,000,000	5	-----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---			-----	----
South-Western (Ga.):						
1st Mortgage	631,000	---			1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---			-----	----
2d Mortgage	450,000	---			-----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1905	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	-----	New York.	-----	90
St. Louis City Subscription	500,000	---	-----	-----	-----	----
St. Louis County Subscription	1,000,000	---	-----	-----	-----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'76-'78	----
Syracuse, Binghamton and N. Y.						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---			-----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1869	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	-----	-----	-----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	79
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	200,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	562,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1889	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	103½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	105
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Simira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	696,000	7	May & Nov.	New York.	1906	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	-----	-----	1868	----
Company's endorsed by State.	160,000	6	-----	-----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (–) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,736	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	59 3	—	.....	58.1	2	2	10	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,63*	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	226,791	76,773	21,000	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	98.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	606,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,666	7	.....
31 Jan. '64	122.4	—	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280, 09	72.8	458,245	1,232,307	885,219	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,367	329,539	92,430	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	.....
29 Feb '64	61.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	.....	—	117
30 Nov. '63	8.48	8.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	.....	2,363,942	.....	.....	.....	156,663	78,631	24	.....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61.000	—	687,152	66 0	155,916	195,056	61,236	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000 000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	164
30 Nov. '63	59.4	7.0	8.2	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	54.3	136,631	138,970	41,486	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,555	—	.....
— — '62	59.9	—	5.0	—	.....	.....	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.0	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,527	8	125
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	29.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,660,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,668,976	102.5	226,241	404,618	212,676	19	73
31 July '59	60.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,888	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	24	89
30 Apr. '64	240.0	995.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14 837,439	494.0	1,965,519	3,090,211	1,350,499	8	115½
1 Apr. '63	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,963	—	3,731,316	6,336,000	226,641	13,147,13*	242.0	.....	1 088,054	448,503	—	43
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,280,575	228.4	1,102,860	2,143,875	1,103,414	6	105
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,962,115	341.7	1,484,085	2,201,481	1,279,40*	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	.....	4,214,342	190.0	.....	742,097	377,476	—	86½
31 Dec. '63	454.6	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	.....	36,336,970	708.3	3,010,697	4,571,028	2,118,847	6	125
— — —	145.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	.....	3,900,000	6,700,000	.....	10,600,000	209.0	18 mos.	2,202,415	704,650	—	53
								INDIANA.													
— — —	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,090,433	*	—	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,089	274,061	26,641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,367,284	140,689	3,458,106	110.0	.....	448,858	230,834	9	100
1 Dec. '63	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,09*	350,526	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,247	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315.172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800.000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371.40	—	36½
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	235,679	1,517,450	94,000	—	2,326,955	73 0	387,302	774,618	307,527	18	159½
								IOWA.													
1 Jun. '58	75.5	—	.....	201.6	.....	—	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	55.0	.....	.....	.....	—	.....
31 Dec. '59	98.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	68 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	209.0	10	7	159	Dubuque and Sioux City	3,260,485	63,951	—	2,998.253	300,000	37,020	3,529,922	100 0	134.831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	.....
— — '62	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	—	—	13	5	100	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	—	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	80
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	225,670	11,856,430	300 0	841,558	3,261,660	1,908,953	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	190,204	481,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	.....	.....	.....	206.0	.....	1,232,624	555 424	—	.....
31 Aug '60	58.7	—	.....	135.3	..	..	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.283,015	248,909	108.434	1,719,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co of	Canada	—	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	340,898	.....	—	.....
31 May '64	284.8	—	23.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3*5,906	7,740,989	—	15,066,822	329.3	1,558,277	3,417,185	1,697,060	12	125
31 Mar. '64	246.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,668,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	71½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	300,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	556	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	594,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,482	116,435	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	256,047	121,669	—	.....
								MISSOURI.													
31 Aug '63	66.8	—	12.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,159,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,028	—	59
31 Dec. '62	268.8	—	17.7	63.0	21	26	307	*North Missouri*	6,898,779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,893	—	.....
31 Dec. '62	152 0	—	3.0	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	194.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,39*	—	.....
28 Feb. '63	77.0	—	5.9	206.0	.....	.....	.....	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,231,493	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	202,631	255,23*	65,264	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,858	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,736	—	2,494,900	3,008,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,950,860	3,008,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	109
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	733,763	*	—	169,200	566,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	236	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	113
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,318	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	53
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	104
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	130
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	141½
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	144½
30 Nov. '63	48.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par $60)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	60
30 Nov. '63	50.0	2.4	6.1	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	106½
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	50,500	4,894,100	89.0	477,753	812,556	390,594	6	104½
30 Nov. '63	50.9	42.5	74.8	—	25	87	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,567	98.4	389,738	732,262	328,043	8	119
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	552,855	30,275	—	200,000	75,000	3,961	867,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	204	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,338	71.0	167,154	223,794	59,077	8	127
30 Nov. '63	29.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,000	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	8	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,246,565	33.0	67,883	53,233	.....	—	30½
30 Nov. '63	78.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	127
30 Nov. '63	43.4	1.0	14.9	—	13	10	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	140½
30 Nov. '63	14.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	112
30 Nov. '63	6.1	—	.....	56.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.3	5.0	5.5	—	10	11	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,605	77.3	112,508	271,815	140,136	—	39
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,920	2,439,838	1,232,831	10	151
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par $33½)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	95½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	252	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,260	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	24.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,664,506	61.3	.....	470,078	125,286	7	61½
31 Mar. '63	29.5	—	2.5	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	113
31 Mar. '63	29.5	—	2.5	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	15.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	866,846	153,718	4	80
30 Apr. '63	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,244	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	150
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '53	94.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,686	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	170
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,549,625	53.0	.....	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,578	1,461,396	4,597,800	642 500	400,017	5,739,574	55.8	.....	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	.....	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24 0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	220,988	154 908	6½	110
31 Dec. '62	35 5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	62,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	5	5	56	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,087	—	.....	—	—	—	—
31 Dec. '63	45.9	—	3.1	—	8	5	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	517,213	5	108½
30 Sep. '63	68.3	—	14.5	—	21	37	600	Buffalo and State Line	2,269,938	515,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	8,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10.469,481	3,511,414	7½	99
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	119
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,562	622,911	—	1,352,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	49
30 Sep. '63	297.8	258.1	400.0	—	259	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	3,994 999	7	121
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,200	11,614,028	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	26	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	163,969	—	1½
30 Sep. '63	55.5	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,450	38.1	70,885	102,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	928,884	58.2	151,198	335,626	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	23	27	348	Rome, Watert'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6	105
30 Sep. '63	40.9	6.7	1.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,081	323,794	184,908	—	.....
30 Sep. '63	34.9	—	3.6	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	84.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— —	'58 223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— —	'59 97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,200	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,455	219,685	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,089	477,554	235,201	8	.....
15 Mar. '60	51.0	3.0	.....	192.5	.....	.....	.....	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	60.0	.....	156.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,090	2,048,991	1,058,000	—	3,100,221	118.2	485,519	751,222	347,677	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	655,028	857,701	350,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,999,266	202.0	.....	1,083,328	495,991	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	170½
31 Dec. '62	67.0	—	.....	18.0	13	8	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,000,000	1,503,000	—	5,103,000	90.7	562,398	2,066,621	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	50	896	Cleveland and Pittsburg	7,836,093	*	—	3,832,712	4,324,695	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	104
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,948	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,202	1,691,266	823,714	8	112
31 Dec. '58	61.4	—	.....	55.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	613,150	1,490,800	208,000	—	2,127,857	ope	r. w. Lit.	Miami.	295,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	28.6	—	28	28	413	Little Miami	4,107,139	492,979	457,113	2,981,267	1,400,000	—	5,006,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	47	24	488	Marietta & Cincinnati, re-org.	10,722,322	—	—	10,379,554	373,487	53,995	11.164 820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	43	54	628	Ohio and Mississippi	16,863,814	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	208	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,906,756	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	152.8	52.0	.....	—	53	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 587	1,496,728	11,190	5,139.662	205.9	388,894	600,162	133,747	—	52
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	362,571	1,299,160	127,118	2,084,604	125.0	220,717	272,202	92,283	—	.....
1 Dec 63	242.4	—	.....	—	47	18	928	Toledo & Wabash	2,995,636	*	25,000	3,314,775	6,651,850	38,272	10,152,632	250.0	1,279,960	1,439,798	640,921	—	52

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	23	6	406	Atlantic and Great Western	5,634,039	*		1,703,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,984,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,612	308,567	11,465	—	16½
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583		5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,088	928,143	9	265
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	101,941		604,190	598,400		1,212,590	36.9	151,820	238,243	150,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to	North'n Cen.			196,907	334,790	10.00	32½
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.6	144,871	423,358	189,208	10	—
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000		1,882,550	55.5	oper. by	Penn.	R.R.Co.	?	39
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340		1,509,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,103	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	29½
31 Dec. '63	60.0	—	17.9	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,929,055	68,833	2,707,898	80.0	335,700	478,113	243,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,822,008	889,222		2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	83½
31 Oct. '63	28.3	5.5	8.0	—	10	...	61	Little Schuylkill	1,271,868	*		2,046,100	960,000	62,227	3,668,327	(Phi	la. & Re	ading	R. R.)	7	45½
31 Oct. '63	24.5	106.0	63.3	—	31	...	51	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,935			4 132,935	130.0	319,162	363,367	89,991	8	60½
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764		3,147,750	3,104,287		6,252,037	68.8	274 900	511,806	273,391	—	32
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,936	Pennsylvania	27,048,814	3,643,484	2,883,457	13,430,250	16,949,124	—	38,245,668	356.9	5,311,202	1,891,413	5,111,413	—	66
31 Oct. '63	17.0	7.0	42.3	17.0	16	41	101	Phila., Germant'n & Norristt'n	1,131,079	235,439		1,267,200	405,500		1,672,200	24.0	244,425	244,425	139,565	9	69½
31 Oct '63	230.0	—	21.5	58.0	86	5	530	Phila. and (Sunbury) Erie				5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	609,300	193,486	7½	32½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	25,613,828	403.0	2,721,689	6,252,902	3,706,900	7	69
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	643,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	358,648	10	158½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	881,129	7,460,000	1,017,500	—	8,477,500	200 5	647,029	2,540 248	1,602,119	10	68½
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432		1,767,373	1,500,000	82,530	3,565,529	72.0	209,746	515,587	106,856	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*		6,164,532	12,935,173	—	19,982,741	468.3	3,472,914	6,132,934	2,106,623	—	105½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Lease'd to	North'n Cen		40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553		367,300	396,500	65,206	832,009	29.6	75,358	128,693	79,976	7	45
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	256,800	—	—	62.0	297,700	421,757	199,185	8½	129
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	425,943	13,299	—	4 7,17	8,500	—	—	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,385	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,067,326	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859.....	80.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	260,000	—	140.0	—	318,718	187,466	—	—
1859.....	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	151,264	—	536,654	1,902,000	390,407	—	130.8	150,142	297,806	149,167	—	—
1860.....	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859.....	100.0	—	80.0	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1850.....	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	—	59.4	69,870	177,256	60,029	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,269	—	47.4	64,176	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,594	406,000	5,000	—	34.2	20,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,781,000	—	—	159.0	—	734,118	337,384	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	...	...	....	Buffalo Bayou, Braz.& Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	.....	184.0	...	...	....	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,580	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	389,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	...	...	....	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May '64	110.3	—	6.0	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	—	3,036,338	90.7	139,877	305,550	167,430	—	67
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,168	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	oper	r. by Vt.	Central	.....	8	112
30 Jun. '63	28.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516.164	793,200	—	1,301,886	28.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	5.0	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	ope	r.b.Troy	& Bost.	63,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492.194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	1,500,124	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	84,121	16,352	—	—
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	845,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,626	374,996	—	1,365,390	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	226,554	215,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	5,726,037	*	—	1,981,197	1,200,000	75 908	6,763,655	143.2	224,014	500,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,388	7	77
30 Sep. '59	22.2	2.6	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	885,750	204,808	26,853	—	43.5	1,058,054	163,783	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	813,200	472,811	52,926	1,839,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	309,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,488	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	709,000	25.000	—	55.0	—	—	—	—	—
31 Dec. '61	100.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	198.9	—	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	—	1,163,734	414,741	—	51
10 May, '64	163.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,056,328	5,692,471	142.3	455,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	258,798	67,852	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,939	*	16,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	16
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,154,585	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,860	1,649,519	1½	—
31 Dec. '62	95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	98.6	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	100,421	107,640	20,000	—	—
1 July,'61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,748	102,385	—	1,280,000	13,100	136,000	1,799,232	60 0	—	122 551	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	—	—	37,181	—	—
								NEW GRANADA.													
31 Dec. '63	48.1	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	5,275,000	—	10,762,723	48.1	—	—	1,385,924	13	265

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,404,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	40½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	52
Chicago & Alton (preferred)	2,422,598	7	7	92½
Chicago & Northwestern (pref.)	2,400,000	7	1¾	81½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	67
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	51
Erie (preferred)	8,535,700	7	7	104
Hannibal & St. Joseph (preferred)	5,253,856	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	145
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115½
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,255,000	7	---	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	5	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	5½	93
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	74
Toledo & Wabash (preferred)	982,900	7	7	70
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	103
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6			18..	----
Bonds guar. by Virginia	200,000	6			18..	----
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	95
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D.		1865	110
2d Mortgage	300,000	6	M. & S.		1870	----
Delaware & Raritan:						
See Camden & Amb RR.	----------	--	----------		----------	----
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	----
Interest Certificates	181,990	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	2,786,682	6	M. & S.		1870	107
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	101
2d Mortgage	294,750	6	----------		----------	97
North Branch:						
1st Mortgage	500,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	99
2d Mortgage	3,980,670	6	J. & J.		1882	88½
Improvement	568,500	5	M. & N.		1876	90
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	60
Preferred Interest b'ds.	227,569	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1882	19½
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	78
Wyoming Valley.						
1st Mortgage	650,000	6	J. & J.		1878	95

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	---	----
Delaware Division	100	1,633,350	—	36½
Delaware and Hudson	100	7,500,000	10	206
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	2,479,950	6	75½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	98
" (preferred)	100	1,175,000	10	130
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	32½
" " (preferred)	50	2,722,607	—	40
Susquehanna and Tide Water	50	2,048,260	—	14½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	80

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 62 — @ 64 —
Pig, American, No. 1 — @ 60 —
Bar, Swedes, assorted sizes (in gold) — @ 92 50
Bar, English, Refined 190 — @ 205 —
Bar, English, common 175 — @ 190 —
Band, English — @ 230 —
Horse Shoe — @ 225 —
Rods, English 205 — @ 210 —
Hoop, English, 230 — @ 310 —
Nail Rod per lb. — 15 @ — 17
Sheet, Russia per lb. — 29 @ — 32
Sheet, English, Single, Double and Treble — 9½ @ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 30 @ — 40
English Spring (1st & 2d qlty.) — 17 @ — 22
English Blister (1st & 2d qlty.) — 22 @ — 24
English Machinery — 24 @ — 26
American, Blister — 16 @ — 20
American, Cast, Hammered — 30 @ — 33
American, Cast, Rolled — 18 @ — 22
American Spring — 15 @ — 20
German — 22 @ — 25
Milan (in bond) — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — @ — 65
Sheathing, &c. Old (cash) — @ — 41
Sheathing, Yellow — @ — 50
Pig, Chile — @ — —
Bolts — @ — 55
Braziers' — @ — 55
American Ingot (cash) — 49½ @ — 50½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. 15 75 @ 16 —
Spanish — 15 50 @ 16 —
German Refined — 15 50 @ 16 —
Eng lish — 15 50 @ 16 —
Bar per lb. — @ — 18
Pipe and Sheet — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — @ — 76
Straits — 59½ @ — 60
English — @ — 60
Plates, Charcoal I. C per box 22 — @ 22 50
Plates, I. C. Coke — 17 — @ 19 —
Terne, Coke — 16 — @ 16 50
Terne, Charcoal — 18 — @ 19 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb. 9 50 @ 10 —
Clinch (cash) — 10 50 @ 11 —
Horse Shoe, Forged (cash) per lb. — 40 @ — 45
Wrought, English (cash) — @ — 70
Ausable Horse, Norway Iron, Forged — @ — 50
Zinc Nails (6 mos.) — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb. 1 15 @ — —
Para, Coarse and Medium — @ — —
Carthagena, &c — 70 @ — 72
Guayaquil — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity — 46 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 88 @ — 89
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 71 @ — —
Naptha, Refined, (60@63 gravity) — 51 @ — 52½

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

	Th 10	F. 11	Sat. 12	M. 14	Tu. 15	W. 16
American Coal Co.	82	----	----	80	80	
At. & Gt. W. (O) 1st m't.	----	96	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	----	----	155	----	----	160
Canton Co.	35	35	----	35	34½	33½
Central Am. Transit	100	----	----	----	----	
Chicago & Alton	88½	----	90	----	89	
" " pref.	92	92	----	92½	----	
" " 1 M.	106	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	120	----	----	117	117½	117
" " " 8 p.c.	----	----	----	----	----	
Ohio. & Northwest'n	46½	46	44½	47	45	44
" " pref.	84	83½	83	86	85½	82½
" " 1st M.	98	----	97	97	----	96
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. R.	----	----	----	----	98	
Chicago & Rock Isl.	102½	104½	106	110	108	106½
" '1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	170	170	----	----	----	170
Clev. and Pittsburg	105	105	104½	107½	106	104½
" " 1 M.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	----	----	----	----	
Clev. and Toledo	115	114	113½	114	114	113½
" "S.F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref.	53½	52½	52	52	51½	50½
Del. & Hudson Canal	205	205	----	200	----	
Del., Lack. & West.	----	----	----	----	----	
" " 1 M. 8 p.c. '71-6	115	115½	----	----	----	
" " 2 M. 8 p.c. '81	----	----	----	----	----	
Erie	103½	102½	102	103½	101½	100
" pref.	105½	----	----	----	105	104
" 1 M. 7 p.c. '67	100	----	100	----	----	
" 2 M. 7 p.c. '79	----	----	----	----	----	
" 3 M. 7 p.c. '83	117	----	117	----	117	
" 4 M. 7 p.c. '80	----	----	----	----	----	
" 5 M. 7 p.c. '88	----	----	----	----	----	
Galena and Chicago	----	----	----	----	----	
" 1M. 7 p.c. '82	----	----	----	----	----	
Hann. & St. Joseph	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " bonds	----	----	----	----	----	
Hudson River	124½	121½	121½	122½	121½	121
" scrip	----	----	----	----	----	
" 1 M. 7 p.c. '69	----	----	----	108	----	
" 2 M. S. F.	----	----	----	----	----	
" 3 M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	129½	130	128½	130½	128½	128
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	117	----	----	118½	----
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	37½	38½	37½	39½	37½	36
Michigan Central	130	128½	128½	131	127½	126½
" S F. 8 p.c. '82	----	----	----	----	----	
" conv. 8 p.c. '69	----	125	125	----	----	
M. S. and N. I.	77½	75	74½	76½	74	72½
" " guar'd. 148	140	----	146½	145	----	
" " 1M. S. F.	----	----	108½	108	108	108½
" " 2 M.	----	----	----	----	----	
Mil. and P. du Chien	52½	52½	53	54	53	52
" " 1st pref.	----	----	----	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co.	----	----	----	----	----	
Miss. & Mo.	35	35	----	----	----	
" L.G. bonds	62½x	----	----	----	----	
Missouri 6s	----	----	61	62	----	61½
" iss. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	67	67	67	----	----	
New York Central	126½	126½	126½	127	125	124
" " 7s, 1864	----	----	----	----	----	
" " 7s, S.F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S.F. '83	108	108	108	----	----	
" " 6s, S.F. '87	----	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" " "pref."	----	----	----	----	----	
" " 1M. 7 p.c. '73	----	----	----	----	----	
" " 2M. 7 p.c. '64	----	----	----	----	----	
" " 3M. 7 p.c. '67	----	----	----	----	----	
Ohio & Miss. cer.	41½	41½	40½	42	40	38½
" " pref.	----	----	----	----	----	
Pacific Mail S.S. Co.	----	----	----	315	315	315
Panama	265	----	----	----	----	
Penn'a Coal Co.	----	----	----	----	----	
Phila. and Reading	139½	138	137½	140	136½	135
Pitts. Ft. W. & Chicago	106	106½	106½	110	107½	106½
" " 1M.	117½	118	----	----	----	
" " 2M.	104½	104	----	----	----	103
" " 3M.	----	----	93	----	----	
Quicksilver Mining Co.	84½	85	85½	87	86	85
St. L., Alton & T. H.	----	----	55	55	----	53
" " pref.	76	76	76	76½	----	75½
" " 1M.	----	----	102	----	----	102
" " 2M. pref.	----	----	----	----	----	89
" " Inc. b'ds.	----	----	----	----	----	
Tennessee 6s, 1890	----	----	----	----	66½	----
Toledo & Wabash	----	----	----	----	----	
" " Pref.	70	----	----	----	----	
" " 1M.	----	----	100	----	----	
" " 1M. ex.	----	----	----	100	----	
" " 2M.	----	----	----	----	----	
" " Int. b'ds.	----	----	----	----	----	
Virginia 6s	----	----	----	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

	Th.10.	F.11	Sat.12	M.14	Tu.15.	W.16.
Federal Stocks:—						
U. S. 5s, 1871, reg.	....	....	....	99	....	....
U. S. 5s, 1871, coup.	98	....	....	....	....	....
U. S. 5s, 1874, reg.	98	....	....	....	....	....
U. S. 5s, 1874, coup.	98	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	94	95	94¼	95	96¼	97
U. S. 5s, 10-40s, reg.	93	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	110	....
U. S. 6s, 1881, coup.	107⅛	107⅛	107⅛	109¼	110⅛	111¼
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	123	120	122	122	
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	118	....	....
U. S. 6s, 1 year certif.	95⅛	95¼	....	96⅛	96⅝	96⅞
U. S. 6s, 5-20s, coupon	101⅛	101¼	101⅝	102⅛	103⅛	104
U. S. 6s, 5-20s, new	101⅛	102	101	102⅛	102	104
U. S. 6s, " reg.	100⅜	100⅞	....	101⅛	103	103⅛
7.30 Notes, Feb. & Aug.	....	....	....	....	....	....
" " Ap'l & Oct.	108	108¼	110	118	124	115
American Gold	240	239	242	244	237	228¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

	W. 9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.
Beaver Meadow	....	....	....	....	....	....
Cattawissa	....	....	....	....	....	....
" preferred	39¾	40	40¼	40¼	40¼	....
Camden & Amboy	150	150¼	150	....	....	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	102¼	....	....	....	....	....
" " 6s, '83	....	....	....	....	....	102
" " 6s, '89	....	....	....	102¼	....	....
" mort. 6s, '89	108	108	108	....	....	108
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	36¼	....	36¾	36⅝	36¼
Elmira & W'msport	....	....	....	....	32¼	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	107	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	....	....	....	75¼	....	....
" 6s	....	....	....	....	....	....
Lehigh Valley R. R.	84	....	....	....	83¼	....
" " 6s	....	....	....	105	....	....
Little Schuylkill R. R.	....	....	46¼	45¼	....	45¼
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	60	....	....	60¼	....	....
Morris Canal	....	97	97	98	95	99
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	97	....	....
North Pennsylvania	33	32	....	....	32	....
" " 6s	....	....	....	....	100	....
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	53	....
Pennsylvania R. R.	67¼	68	68¼	68	67¼	66
" 1st m.	....	114	....	....	....	....
" 2d m.	....	....	....	108¾	108¼	....
Penn. State, 5s	....	94	94	....	....	95
" " 5s, coupon	....	95¼	....	....	....	....
" " 6s, W. L.	....	....	....	104	....	....
Philadelphia City, 6s	100	....	....	....	....	99
" " new	102	....	101¼	102	101¾	101¾
Philad., Germ. & Nor.	....	....	59	58¾	....	59¼
Phila. & Reading	69¾	69¼	69	68¾	69¼	68¾
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	101¼	....	....	....	103	....
Philadelphia & Erie	....	....	....	....	32	32¼
" " 6s	105	....	....	....	....	105
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	38¼	....	....	....	....
" " pref.	40	40¼	....	....	40¼	40
" " 6s '82	....	....	88¾	88¾	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	....	....	106	106¾	....	....
Susq. Canal	....	15	14	....	14¼	14¼
" " 6s '78	....	....	60	....	....	....
Union Canal, pref.	....	3	....	....	....	3
" " 6s '83	....	19	....	....	19	19¼
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	16	....	....	....	....	....
Chestnut & Wal. "	....	....	48	....	....	....
Green & Coates, "	....	29	....	....	....	....
Race and Vine, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	70	....	....
Spruce & Pine, "	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

	W.9.	Th 10.	F.11.	Sat.12.	M 14.	Tu.15.
Baltimore City 6s, 1875	....	109¼	109	....	109¼	....
" " 1886	109¼	109¾	....	....	....	....
" " 1870	....	104¼	....	....	105	....
" " 1890	....	....	111	....	111	109¾
Balt. and Ohio	....	113	....	113	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	110	....	....	....
" " " '85	....	....	110	....	....	....
Northern Central	....	....	51¼	....	....	....
" " b'ds, '85	....	....	101¼	....	....	....
" " " 90	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16.
Boston and Lowell	....	....	....	....	....	104
Boston and Maine	....	....	....	....	130½	130
Boston and Providence	142	....	141¾	....	....	....
Boston and Worcest.	143½	144	144½	....	144	144¼
Cheshire, pref.	....	....	52	52	52	....
Concord	....	....	61	60	....	61½
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	106	106	104¾	....	....	104¾
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	120	....	....	....	....	119
Manchester & Lawr'ce	....	....	112	....	....	113
Michigan Central	121	....	....	....	....	....
Northern, N. H.	83	....	....	....	....	....
Old Colony and Fall R.	127	....	....	....	....	....
Ph., Wil. & Baltimore	66	66¼	67	68	68¼	68¼
Portl'd, Saco & Porta.	....	....	110	109	....	....
Vermont & Canada	112	....	....	....	....	112
Vermont & Mass.	....	38¾	....	39	39	
Western	....	....	151	151	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	103	103¾	....	103	103⅝
Metropolitan "	56	57	....	....	....	56¼
Middlesex "	....	....	62	....	62	....
Central Mining Co.	....	....	....	....	....	....
Franklin "	50	50	50	50¼	50¼	50¼
Isle Royale "	....	22¾	....	....	....	20
National "	....	....	....	....	....	....
Minnesota "	....	30	30	....	....	30
Pewabic "	55¾	57	....	56	57	56¼
Pittsburg "	....	....	....	84	....	....
Quincy "	95	94¼	....	....	....	95
Rockland "	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 5th of November:

Maryland 5s	65	to	68
United States 6s, 1881	43	"	44
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	27	"	29
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	69	"	71
Do., 2d mort., 1881	64	"	68
Pennsylvania, 1st mort., 1877	69	"	71
Do., 2d mort., 1882	64	"	66
Erie shares, $100 (all paid)	41	"	42
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	56		60
Do., 7s, 2d mort., 1879	56	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	52½	"	53½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '72. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares.	..	"	..
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	56	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, November 19, 1864.

Stock Exchange and Money Market.

In a recent speech of the late Secretary of the Treasury delivered in the city of St. Louis, that gentleman gave his auditory a brief exposition of greenbacks, and his own policy with regard to their issue and their relations of value to the other currency of the country. Our readers will have noticed that from time to time we have given the late Secretary our cordial support to that part of his system which gave us for the first time a National currency, and which was a necessity of the occasion for which no other plan could have been substituted with the least hope of success. It was indispensable for the safety of the country and the preservation of the National life that money in very large amounts should be had on the asking, to prevent the success of the insurgents who had the immense advantage as it appeared at the time, of having on hand cotton enough to secure the payment of any debts they chose to contract, being an article with a universal market, and without which the world could scarcely get on. It was necessary for the loyal States to equip fleets and raise armies on a vast scale without delay, to cope with an enemy long in preparation for its revolt, and the money had to be forthcoming at once, for delay might be ruin. It was at this moment there was but this alternative, to borrow money wherever it could be had at any price, or to assume the sovereign power of the Nation to create its own money and make use of that. On the first of January, 1860, as appears by official returns, the circulation of all the banks in the country was $207,000,000, all they could find room for with safety or profit, and to redeem this they had but $83,000,000 of specie in their vaults. None but an insane man, none but the stupidest of Secretaries would have looked to any such limited and uncertain source as this to carry on a great war. It was madness to think of it. Mr. Chase with a grasp of mind equal to the greatness of the crisis took the only true course, to borrow of the people on their own obligations based on their indisputable ability and resources to meet these National engagements. This was the origin of what is called a greenback, the most popular form of currency we have ever had. But let him speak for himself. In a late address to the people of St. Louis he said:

I have been called the father of greenbacks. *You* are the fathers of greenbacks. What is a greenback? Why, it is simply the credit of this great American people put in the form of money, to circulate among the very people whose credit makes it worth anything. When I was Secretary of the Treasury, the question arose, how should these vast armies and navies be supplied? How should the boys be fed in the field, the sailors in ships, and provision made for their support, their clothing, their food and transportation? I found the banks of the country had suspended specie payment. What was I to do? The banks wanted me to borrow their credit or pay them interest in gold upon their credit. They did not pay any gold, or propose to pay any themselves, but they wanted me *to borrow their notes.* I said, 'No gentlemen, this great American people is worth all of you put together, and I will take the credit of these people and cut it up in the form of little bits of paper, and we will circulate that paper, and we will receive that paper for bonds, upon which we will punctually pay the interest in gold, and then, in order that the national currency might be permanent and that nobody could have just cause to complain, I called the national banking system into existence, and pledged every bank to redeem its currency in greenbacks, and the Government pledged that every dollar should be redeemed in the end—the securities to be pledged and provided—that in the end everything should be made equivalent to gold.'

"This is the true idea of a greenback. It is the credit and property of the American people; made to serve the purpose of money in the midst of a great strife, when we must have everything we can get. And fellow citizens, in my humble judgment, if out of this war this national currency comes as is provided for in our platform, so that no Western farmer or merchant will be obliged to pay any tribute to the East in his exchange, [applause] so that we shall not lose upon exchange so large a profit upon our industry; so that the laborer receiving his dollar or two dollars, or a dozen dollars, at the night or week's end, shall be perfectly sure that it will not turn to dust and ashes before the morning sun rises. I say if we can get such a sound currency as this,

then this country will not, at least, have been without one of the collateral benefits of this war; if you can take your money on the Atlantic, and go to the Pacific, and pay your bills all the way, without having to change the currency at every tavern you stop at. * * I say if the Government is administered as it should be, with proper vigor and economy every dollar in greenbacks will be as good as a dollar in gold. Why, eight months ago, if I could have met with the assurance that I would not have been troubled with any other issues—if I could have been assured that there should be no trouble from any unauthorized currency, unauthorized by any but the nation itself I would have undertaken to resume specie payments in a week, if anybody wanted it, and I say, now, if the war is prosecuted as it ought to be, and the Government is administered with the economy and prudence that I trust it will be, then there is no more danger of that currency than there is that the American people will fail."

Now it has been too much the practice of a large class of writers, even those friendly to the Government, to keep up a constant fire on the Treasury department for the issue and use of this currency, and to attribute the price of gold to this as the chief cause of the high rates it brings in paper.

We have taken we think a juster view of the subject. We have all along contended, and still contend that the inflation is much more fairly chargeable to the local banks themselves. We have in many previous articles shown how vastly disproportionate the issues of the New England, Pennsylvania and the Western State banks have been to their specie not only, but their capital. Yet these commercial writers never think of censuring these banks, nor do they perceive that their inflation is not only one of their own currency, but of everything else they can pass as money. We may safely say that most of them have loaned their capital stock, their bills, and their deposits, and have nothing to fall back on but very limited sums of specie, and assets which if this day were to be suddenly converted into gold, would leave them bankrupts by hundreds of millions. These very banks would in fact be bankrupt to-day, if it were not for the legal tenders, the very currency they are continually assailing, and of which they could not now obtain enough to redeem their own circulation if they tried the experiment.

It is well known in this very city where the local banks have made the greatest outcries against the Government issues, they have had frequently to ask delay from their customers, being unable to redeem their bills and deposits even in legal tenders.

So that if the policy of these banks had been adopted by Mr. Chase, all these miserable results would have surely followed. 1st. If the Government had sold its stocks in the market for what they would bring, they would have been sold far below par, and would not after all been paid in gold, for there was not a hundred millions in the power of all the banks together.

Next, the Government would have been paid in notes, which could not have been redeemed in specie, would not have been current beyond the localities where they were issued, would not have been acceptable to our army or navy, or to contractors, would have been transferable only at a heavy discount for other paper current at the place where it was disbursed, which was no better in fact, and would have cost the Government a large sum in interest, for their use, though absolutely of no real tangible value.

Beyond all question, therefore, the policy of the Treasury was the very best the time or the circumstances permitted, and if it had taken the other course the people would have had to pay 6, and even a higher interest to these suspended banks for the use of their paper which they could not redeem!

We go further, we say, that but for the existence of these so much abused greenbacks, abused only by the ignorant and unreflecting class of people we have alluded to, the banks in the loyal States would at this day have ceased to exist. They could not, and now cannot redeem their bills in coin as they have promised to do. Their only escape would have been the passage of relief and stay laws, entirely unconstitutional, and these have in the end proved but a temporary support. Now there being a legal tender currency, they can turn to that and so escape the stringency of those State laws, which if put into effect would break the whole of them. They could well afford to go on their knees and ask pardon for their abuse of the system, which has not only saved the country but *saved them.*

If by an act of Congress the legal tenders should be declared legal tenders no longer after the 1st of January, as many writers would recommend, but that after that period they would only be received as payment of a new public security, the banks would go down with a general crash; for it would be impossible to redeem their circulation in specie, and the legal tenders would no longer be within their reach. On the contrary, whenever the Government is able to redeem its legal tenders in gold, or receive them as gold at the Custom House, the banks will owe their salvation to the amounts they may happen to have accumulated.

Again it would be far better for the Country to have the Bank circulation now nearly as large as that of the Government currency, entirely withdrawn and cancelled, and retain the legal tenders. This would give us a truly uniform currency of positive value, such as the Banks can never give.

We therefore conclude that this clamor against the Treasury would be better turned against the Banks, who in 1862, by our latest official report on this subject, had loaned and discounted to make money for themselves and not to help the war, the enormous sum of $606,688,715, a larger sum by a hundred and fifty millions or thereabouts than the Government has inflated the country with in the shape of legal tenders. Not one word of censure for these institutions! No fears for them on the part of the sympathizers and patriots who can see and favor only one side of the question, and that is secession, when in truth the war, and the cause, and the local Banks themselves owe their present hopeful appearance to those very despised greenbacks. We speak strongly on this subject. We admit inflation and its injurious effects, but we lay it mainly to the charge of our old banking system, and to the immense spread of their business, without a single other motive than to make money. They are to blame and not the Government who did right to use its own credit, rather than pay for the use of that of suspended and doubtful banks, and by doing so have passed the crisis safely, and will come out stronger and more splendidly than they could have, by any other course.

The Stock Market has continued to wear a quiet aspect with but little tendency to change. The Railways are not making as large gains as usual, some of them even among the most prosperous, not earning enough to make much more than the interest on their bonded indebtedness, at least such are the statements in quarters likely to be well informed. The enormous prices they are compelled to pay for wages, materials, labor, &c., making a sensible difference in their footings.

Governments on the contrary have been firm, and with a tendency to rise as will be seen by our report in another place. There has been considerable speculation in the 7-30s under the impression that they would in some way or other be yet receivable for dues at the Custom House, but we believe there is neither authority for such expectation, nor a disposition in the Treasury department to change their present well understood character.

Gold opened on Thursday at 229, fell to 218¼, and closed at 221⅝.

It is understood that some of the heaviest operators have been caught within the last week, and have been unable to respond to their contracts. It is very expensive business to carry gold just now, and those parties who undertake to do it for their customers, show them little mercy when these get into a corner. The disputes which are continually going on between outside operators and their brokers about margins, sharp practice, and fictitious accounts of sales are of constant occurrence, and now and then become public through the courts of law. It is supposed that the Government will no longer offer any gold bearing securities, as there is no further occasion for them, and it is the part of prudence not to rely on the customs receipts for gold beyond a certain limit. And though there is a large surplus on hand, it is thought best not to calculate on a prospective increase beyond the average of the receipts of the two last years. The recent Presidental election has had a prodigious influence on the mind of the people of the Country, showing them they were more united and more decided than they themselves supposed. It is a positive and final decision that the Union is to be preserved at all hazards, and that all our means and power are to be used for the maintenance of our institution, and the performance of our obligations.

This will be equally apparent in Europe, and also have an immense effect on its future treatment of the American question, and give animation to the further inquiry after American securities. Our foreign relations must hereafter assume a much more friendly aspect.

We have not yet observed any attempt to disturb the market with the idea of difficulties with Brazil on account of the capture of the Florida. We do not think there will be any, for the Secretary of State has the credit of being very adroit in the arrangement of all such matters. If our Government chooses to defend the capture of the Pirate, it has only to plead the example of England in many memorable instances, and to repeated declarations that it would not respect neutrality if it became dangerous to herself. Money is reported to be easy, so easy that the Government is urged to come out with another loan.

The financial crisis in England is evidently not

yet over. The failures continue on a large scale and gold is higher in London than in the French Capital and commercial cities of Germany. Bank interest also keeps up to 9 per cent. It is also conceded that there will be a large surplus of cotton on hand the present year, so much so that the price must decline. This apprehension affects the credit of a large number of foreign houses which have thus far been able to maintain themselves.

The exports from New York for the week ending November 14, were $3,929,161 against $2,311,932 in 1863, and $3,780,451 in 1862. The shipments of specie since January 1, have been $40,953,852. The exports since January 1, have been $188,949,822 against $151,324,367, in 1863, an increase of $37,625,455. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to November 12, was $61,521,227.

The value of foreign goods imported into the port of Boston for the week ending November 11, was $257,435, against $641,976 for the corresponding week in 1863. The exports were $567,389 against $275,197 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $204,681.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s, 1877, 119; North Carolina 6s, 58; Illinois coupon bonds, 1877, 101½; Ohio 6s, 1881, 107; Milwaukee and St. Paul 1st mort., 93⅞; Mariposa 1st mort., 96; Second Avenue R. R., 65; Long Island R. R., 98; Stonington R. R., 130; Wyoming Valley Coal, 53; Ashburton Coal, 19; Quartz Hill Gold, 6; Cepake Iron, 3¾; Atlantic M. S. S. Co., 181; Bank of Commerce, 105¼; Shoe and Leather Bank, 100; Central National Bank, 100; Union Bank, 110 Bank of Republic, 102; Am. Ex. Bank 118; City Bank, 155; 4th National Bank, 94; Merchants Ex. Bank, 98; Continental Bank, 99.

Philadelphia.—Elmira Chattel 10s, 77; Phila., Wil. and Baltimore, 64; Schuylkill Nav. Boat Loan, 94; Reading mort., 6s, 1844–'80 105; Morris Canal 2d mort., 97½; 10th and 11th streets R. R., 46; 5th and 6th streets, 61; Feeder Dam Oil, 1; Allegheny River, 1½; Tarr Home, 6; Hibbard, 3½; Egbert, 5; Walnut Island, 2¼; Noble and Delamater, 9⅝; Excelsior, 2; Rock, 5⅜; Bruner, 2½; Dalzell, 9¾; Oil Creek, 6½; Irwin, 8½; Curtin, 10½; Germania, 1¼; Corn Pl., 9; Mineral, 3; Caldwell, 6⅝; Organic, 1½; Big Tank, 3; Phila. and Oil Creek, 1⅝; Penna. and Oil Creek, 6½; Continental, 2½; Union Petroleum, 2⅝; Venango, ¾; Eldorado, 2½; Pope Farm, 1½; Petroleum Centre, 4¼; Schuylkill and Oil Creek, 4¾; McElheny, 6½; Briggs, 4¼; Seneca, 4; Maple Shade, 43; Densmore, 8⅜; McClintock, 6⅛; Cherry Run, 11; Bull Creek, 4¾; St. Nicholas, 5⅛; Keystone, 2½; Story Farm, 3; Howe's Eddy, 1; Great Basin, 3¾; Logan, 1; Hyde Farm, 8¼; Shamokin Coal, 14; Big Mt. Coal, 6½; Preston, 35; Hazleton, 75; Fulton, 8⅝; Swatara Falls, 10¼; Monocacy Iron, 10⅜; Penn Mining, 22; Green Mt., 5; Ætna, 12½; Girard Bank, 50; Manuf. and Mech. Bank, 30; Farmers' and Mechanics' Bank, 140; Philadelphia Bank, 160; Commercial Bank, 58. The latest quotations are: City 6s, 100¼@100¼; do., new, 101¾@102; State 5s, 95@95¾; do., coupon, 95½@95½; do., 6s, W. L., 104@104½; Phila., Wil. and Balt., 68½; Reading, 67⅜@67½; do., 6s, 1870, 102@103; do., 1886, 133@134; Camden and Amboy, 151@152; Pennsylvania R.R., 65@65½; do., 1st mort., 112@114; do., 2d mort., 108@109; Little Schuylkill R. R., 45¼@45½; Morris Canal, 98@99; do., pref., 130@135; do., bonds, 101@103; Wyoming Valley Canal, 80@83; do., 6s, 95@100; Susquehanna Canal, 13½@14; do., 6s, 60@61; Sch. Nav., 32½@33; do., pref., 39@40; do., 6s, 1882, 88@89; Union Canal bonds, 19@19½; Delaware Div. Canal, 36½@36¾; do., bonds, 95@99; Elmira and Williamsport, 34@36; do., pref., 51@51½; do., 7s, 1873, 105@108; do., Chattle 10s, 76@78; Beaver Meadow, 75@87; Long Island R. R., 47@49; Lehigh Coal and Navigation, 76@76¼; North Pennsylvania, 30@32; do., 6s, 100@100½; do., 10s, 118@120½; Philadelphia and Erie, 30@31⅞; do., 6s, 105@106; Minehill, 60½@61; Catawissa, 16½@18; do., pref. 37¾@39½; Lehigh Valley, 80@82½; do., bonds, 104¾@105; Fifth and Sixth streets, (horse,) 60¾@61; Second and Third, 69½@69⅞; Race and Vine, 10@17; West Philadelphia, 64@65; Spruce and Pine, 34½@35; Green and Coates, 29@29; Chestnut and Walnut, 49@50; Arch, 14@16; Thirteenth and Fifteenth, 25@30; Girard College, 26½@28; Tenth and Eleventh, 46@50; Norristown, 59½@60.

Boston.—Vermont Central 1st mort., 79; do., 2d mort., 20; Rutland and Burlington 1st mort., 68; do., 2d 22½; Northern (Ogdensburg) 2d mort., 25¼; Western R. R. 6s, 108; Boston and Lowell R. R. 6s, 1879, 102; Essex R. R. 6s, 92½; Cheshire R. R. 6s, 58; Union R. R., 104; Worcester and Nashua R. R., 95½; Bear Valley and Summit Br., 19; Boston, Hartford and Erie R. R., 29½; do., 7s, 100; Conn. and Pas. Riv. R. R., 67; Maine 6s, 1880, 99⅛; Rhode Island 6s, 1882, 100; Massachusetts 5s, 1893, 115; Dorchester 5½s, 93¼; Augusta 6s, 1870, 100; Bath 6s, 1891, 95¼; Boston 5s, 1883, 115; Salem 5s, 1881, 100; Boston Water Power Co., 29½; Union S. S. Co., 129½; Mammoth Vein Coal, 42½; Franklin Coal, 59½; Richmond Coal, 39; Gilberton Coal, 74¼; Continental Bank, 100; Merchants Bank, 100½; Shawmut Bank, 100; Bank of Commerce, 104; Hide and Leather Bank, 112½; Globe Bank, 127½; Bank of Republic, 100½; Tremont Bank, 114⅝; Fanuel Hall Bank, 126; Eliot Bank, 100; Traders Bank, 91¼; Acton Mining Co., 1¾; Albany and Boston, 27; Bay State, 23; Brome, 1½; Bedford, 75c.; Canada, 1½; Copper Falls, 31¾; Concord, 5⅝; Canada Lead, 2¼; Dudley, 4; Eagle River, 4½; Great Western, 2; Great Basin, Oil, 3½; Hancock, 10¾; Hanover, 3¼; Huron, 45; Humbolt, 9⅜; Manhattan, 7⅝; Mesnard, 8½; Ottawa, 40c.; Phœnix, 20¼; Star, 8¼; South Side, 3¾; Stafford, 50c.; St. Clair, 9½; Toltec, 2¼; Tremont, 3¼; Wickham, 40c.; West Minnesota, 2⅜; Winthrop, 4.

Baltimore.—Marietta and Cincinnati bonds, 99; City Passenger R. R., 17; Bare Hill, 3.30; Santa Clara, 27; Am. Gas Coal, 2.45; Penn Oil, 2.95; Atlantic Coal, 1.55; Mineral Hill, 2.15; Balt. Chrome, 1.70; Md. Anthracite Coal, 49; George's Creek, 125; Springfield, 1.40; Bank of Commerce, 23; Marine Bank, 3½; Peoples Bank, 17½. The latest quotations are: Balt. and Ohio, 112½@114; do., 6s, 1867, 101@102; do., 1875, 104½@111; do., 1880, 108@110½; do., 1885, 108@110; Northern Central, 51½@55; do., bonds, 1885, 101@104; N. W. Va., 10@12; do., 1st mort., 108@112; do., 2d mort., 102@105; do., 3d mort., 23@35; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 97½@99; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@42; Western Md. bonds, 84¾@85; do., guar., 112¾@113; Maryand 6s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 104½@106; do., 1873, 109@110; do., 1875, 108@109; do., 1886, 109@109¾; do., 1890, 110¾@111; do., coupon, 109@109½; do., 5s, 1838–'70, 90@95; City Passenger R. R., 17½@18; Canton Co. 32@35; Gardner, 0.70@0.90, Gas Coal, 2.25@2.45; Maryland, 0.60@0.75; North State, .15@.20; Springfield, 1.45@1.60; George's Creek, 125@135; Santa Clara, 25½@29; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.65@1.70; Bare Hill, 3.20@3.50; Atlantic Coal, 1.45@1.50; Mineral Hill, 2.10@2.20; Baltimore Coal, 100.

Interesting and Important Decision.

The case of Mr. Hamilton E. Towle *vs.* The Steamship Great Eastern, was decided a few days since in the United States District Court in this city by Justice Shipman, who awarded the plaintiff $15,000 for his services in saving that vessel while at sea in a storm with her rudder disabled, and in danger of a total loss. We shall take an early opportunity of publishing the opinion in the case as it has appeared in some of the daily newspapers, since it affords another striking instance of the skill of our American engineers, and the fertility of their genius in cases of difficulty and danger.

What gives particular interest to the transaction is the fact, that an unhandsome attempt was made to deprive Mr. Towle of the honor of his success, and although the grateful passengers on board at once presented him with a very valuable gold chronometer, neither the captain of the ship or his owners were willing to admit that it was saved by his exertions. The regular engineers on board were totally unable to do anything of an effective charater, but were actually proceeding to perform an operation which would have sent the rudder to the bottom of the ocean. Mr. Towle prevented this by a timely admonition of the danger, and when reluctantly permitted to try his own method fully attained his purpose, and the ship was saved. The lucid exposition of the case by Justice Shipman is another evidence of the great learning and ability for which our admiralty Courts are already distinguished.

☞ We publish elsewhere the business card of Messrs. Betts & Denslow, Bankers and Brokers, No. 24 William street. We have been referred to their friends, A. B. Baylis, Whitehouse, Morrison & Co., W. B. Clerke, and C. A. Meigs & Son, as to their standing and character, and we learn on inquiry that they have every claim to that full share of business which talent, experience and capital deserve.

☞ The Adirondac Company invite proposals for $1,000,000 seven per cent. mortgage bonds. Bids will be received until the 30th inst. The office of the company is at 18 William street.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of October, compared with the same period last year, were as follows, viz:

	1864.	1863.
Freight	$418,088 93	$324,334 67
Passengers	315,302 76	162,422 01
Express matter	5,200 20	2,700 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	5,360 00	1,449 41
Total	$758,860 02	$505,814 42
Increase		$253,045 60
From Jan. 1 to Oct. 31	$5,592,378 43	$4,178,992 45

The traffic receipts of the European and North American Railway for the month of Oct., 1864, compared with the corresponding month last year, is as follows:

	1864.	1863.
Passengers	$5,924 36	$6,135 34
Freight	6,104 69	6,827 95
Mails and Sundries	816 00	496 90
Total	$12,845 05	$13,460 19
Decrease		$615 14

The earnings of the Dubuque and Sioux City Railroad Company for the month of Oct., 1864, were $46,714 46
Corresponding month of previous year 39,493 62
Increase $7,220 84

The earnings from Jan. 1 to Oct. 31, 1864, inclusive, were $299,755 38; same period, 1863, $212,948 56; increase, $86,806 82.

The earnings of the New Brunswick and Canada Railway for the month of October were $3,850 97
Corresponding month of 1863 4,588 96
Decrease $737 99

The earnings of the Cleveland and Pittsburg Railroad for the month of October were $248,292
Corresponding month of 1863 180,246
Increase $68,046

The earnings of the Erie Railway for the month of Oct., 1864, were $1,202,568 84
Corresponding month last year 965,294 61
Increase $237,274 23

The business of the Illinois Central Railroad for the month of October, 1864:

LAND DEPARTMENT.

Acres construction lands sold	13,283.88 for	$154,263 85
Acres Interest Fund Land sold	764.06 "	11,025 26
Acres Free Lands sold	3,108.61 "	40,096 88
Total sales during month of Oct. 1864	17,156.55 for	$205,385 99
To which add town lot sales		2,359 45
Total of all		$207,745 44
Acres sold since Jan. 1, 1864	231,803.81 for	$2,507,830.68
Cash collected in October		$253,194 69

TRAFFIC DEPARTMENT.

Receipts from passengers	$239,158 18
" freight	408,782 62
" mails	6,358 33
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in month of Oct., 1864	$664,299 13
Total receipts in month of Oct., 1863	496,433 51
Increase	$167,865 62

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of October, 1864, were $178,526 07
Corresponding month of previous year 205,054 57
Decrease $26,528 50

Railroad Earnings--Weekly.

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the week ending November 7:

	1863.	1864.
Passengers	$30,771 69	$48,383 75
Freight	69,403 85	114,252 01
Express	998 38	1,433 66
Mail	1,286 12	1,405 62
Total	$102,460 04	165,475 04
Increase 61-50 per cent		$63,015 00

The earnings of the Chicago and Northwestern Railway from June 1st to Nov., 7th, (5 months and 1 week) in 1863 and 1864 were:

	1863.	1864.
Passenger	$561,633 77	$917,745 43
Freight	1,440,602 13	2,114,836 99
Express	26,249 11	82,163 93
Mail	20,966 22	29,550 40
Miscellaneous	20,920 89	14,658 44
Total	$2,070,871 62	$3,108,955 19
Increase 50.16 per cent		$1,038,583 57

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 31, 1864, were:

	1864.	1863.
Passengers	$4,095 03	$2,947 03
Freight	16,062 56	12,588 16
Express	104 16	75 00
Mails	296 58	296 58
Total	$20,558 60	$15,906 77

Receipts from January 1st to Oct. 31:

1864	$485,941 39
1863	337,203 55
Increase	$148,737 84

The earnings of the Chicago and Alton Railroad Company for the week ending Nov. 7, were:

	1864.	1863.
Passengers	$24,211 14	$13,970 65
Freight	43,066 86	19,718 26
Sundries	1,374 00	1,694 62
Total	$68,652 00	$35,383 53
Increase 1864		$32,268 47

The traffic of the Great Western Railroad for the week ending Nov. 4, 1864, was as follows:

Passengers	$27,696 14
Freight and live stock	30,128 12
Mails and sundries	1,343 18
Total	$59,167 39
Corresponding week of 1863	63,518 64
Decrease	$4,351 25

The earnings of the Grand Trunk Railway for the week ending Nov. 5, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$43,971 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	69,755 00
Total	$116,850 00
Corresponding week, 1863	114,978 00
Increase	$1,872 00

The earnings of the Marietta and Cincinnati Railroad for the 1st week in November:

	1864.	1863.
Passengers	$8,135 80	$4,363 25
Freight	11,621 96	13,503 12
Mail, express & telegraph	1,084 48	872 00
Total	$20,842 24	$18,788 27
Total since Jan. 1	$848,792 34	$583,336 73

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of November, 1864, were $94,935 00
Corresponding week of previous year 81,200 00
Increase $13,735 00

The earnings of the Michigan Central Railroad for the 1st week in Nov., 1864, were $87,479 00
Corresponding week of previous year 81,653 00
Increase $5,826 00

The earnings of the Chicago and Rock Island Railroad for the 1st week in November, 1864, were $96,359 00
Corresponding week of previous year 45,753 00
Increase $50,606 00

The earnings of the Cleveland and Toledo Railroad for the 1st week in Nov. were $41,941 00
Corresponding week of previous year 32,829 00
Increase $9,112 00

Atlantic and Great Western Railway.

The following is the traffic of the Atlantic and Great Western Railway since Jan. 1, 322 miles being opened:

	Passengers, &c.	Freight.	Total.
January	$38,615	$168,683	$207,298
February	50,189	178,852	229,041
March	60,518	166,215	226,733
April	63,992	133,275	197,267
May	57,193	157,486	214,679
June	73,654	240,867	314,521
July	82,665	249,433	332,098
August	95,077	310,999	406,076
September	135,502	310,542	446,044
October	103,121	288,726	396,847
Total	$760,526	$2,205,078	$2,970,604

The Validity of Legal Tender Notes.—Ground Rents not a Debt.

We give below a decision recently rendered in the U. S. Circuit Court, Philadelphia, by Judge Grier, in the case of the Philadelphia and Reading Railroad Company *vs.* Charles Moulson *et al*, which was before the Court in the shape of a bill in equity, to compel the defendant to accept, in extinguishment of the principal of certain ground rents, to the amount of $300,000, the legal tender notes of the United States. The case was argued a few days since, and Judge Grier decided that the defendants cannot be compelled to accept the legal tender notes for the reason that a ground rent is not of the nature of a debt. Judge Grier's decision affects more a State law of Pennsylvania, regulating what are properly debts and what are not, than the validity of Treasury notes as a legal tender. It is in fact but a re-affirmation of a former decision, which declares that "a rent service is not a debt;" and if the offer to extinguish the defendant's claim to the premises had been made in gold instead of Treasury notes, Judge Grier would no doubt have decided in the same way. The decision was that no debt existed according to the laws of Pennsylvania, as the only debt contracted was the rent of premises. The validity of legal tender notes in payment of

debts between individuals is in no way affected by the decision. Judge Grier says:

Coined money in modern times forms but a very small portion of the current money used in commercial transactions. Paper money, representing credit, has long been used as current and lawful money. But no one could be compelled to accept the promise of a bank to pay money instead of the coin itself. The notes of the United States, issued under the authority of the Government, were current money, because issued by such authority, but were never made a legal tender for the payment of debt.

A contract made in the United States for the payment of a certain number of dollars would be construed as meaning, not Prussian dollars, or Spanish milled dollars, but lawful coin of the United States. The addition of the description "lawful money of the United States" is entirely superfluous, and does not change the nature of the obligation.

The statutes of Congress always make a legal distinction between lawful or current money and that which shall be a tender for payment of debts. Hence we find that when such is the intention, the language is, "And shall be a legal tender," &c.

Some coins of the Government are a legal tender below a certain amount, but not beyond. Thus, by the act of the 9th of February, 1793, after the expiration of three years, all foreign coins, except Spanish milled dollars, shall cease to be a legal tender.

By act of April, 1806, "Foreign gold and silver coins shall pass current as money within the United States, and be a legal tender for the payment of all debts, &c., at the several and respective rates following," &c.

Again, by act of the 28th of June, 1834, "The following gold coins shall pass as current money, and be receivable in all payments by weight at the following rates," &c.

Hence we find that in all cases where other money than the coinage of the United States ordered to be received as current or lawful money, the statute carefully provides the rate and conditions under which they are made a legal tender for payment of debts. It is clear, therefore, that Congress has always observed the distinction between current and lawful money, which may be received in payment of debts, if the creditor sees fit to accept it, and that which he may be compelled to accept as a legal tender.

It is clear, also, that if Congress make any other thing than their own coin a legal tender, it may be used as such. Thus, in the act authorizing the national banks, their notes are made a legal tender for certain debts due to the Government, for taxes, &c., but not for debts due from one citizen to another.

The Treasury notes are made lawful or current money, "and a legal tender for debts," &c., as between individuals. As this is the first act in which this high prerogative of sovereignty has been exercised, it should be construed strictly. It is doubtful in policy and dangerous as a precedent.

The only question, then is, whether this case comes within the letter of the statute.

Is the money which may be paid to extinguish a ground rent within the category of the act?

Is it a debt? The owner of the land is not bound to pay it. The owner of the rent cannot compel him to pay it. There is no obligation as between the parties. It cannot be converted into an obligation by the election of one of the parties without the consent of the other. A man may execute his bond to me voluntarily, but unless I accept it he does not become my debtor.

These ground rents, in the nature of a rent service, are somewhat peculiar to Pennsylvania, and little known in other States. But the Supreme Court of the State has clearly settled and determined their nature. The cases are too well known to the legal profession to need a quotation. "A rent service (says the Court in Bosler *vs.* Kilhn, 8 Watts & Sergeant, 186) is not a debt, and a covenant to pay it is not a covenant to pay a debt. The annual payments spring into existence, and for the first time become debts when they are demandable."

I am of the opinion, therefore, that the tender offered by the bill in this case is not authorized by the State, and that the respondents cannot be compelled to extinguish their estate in the land by such a tender as that now made. The bill must, therefore, be dismissed.

Nova Scotia Gold Mines.

The *Royal Gazette* contains a tabulated statement, showing the number of gold mines being worked, the number of men engaged in mining, the quantities of quartz raised and crushed, with the average yield of gold per ton, with the total production in the various districts for the quarter terminating Sept. 30 of the present year, complied from statistics received from the local commissioners.

STORMINT (ISAAC'S HARBOR).—In this district, in the month of September, there were 11 mines being worked; average number of men employed, 102; quartz crushed, 53 tons; total yield of gold, 99 ozs 17 dwts 6 grs.

WINE HARBOR.—Number of mines, 11; men employed, 75; quartz crushed, 199 tons; total yield, 220 ozs 10 dwts 15 grs.

SHERBROOKE.—Number of mines 15; men, 107; quartz crushed, 266 tons; yield 378 ozs 6 dwts 1 gr.

TANGIER.—Number of mines, 5; men, 59; quartz crushed 69 tons; yield 88 ozs 5 dwts 1 gr.

MONTAGUE.—Number of mines, 4; men, 45; quartz crushed 54 tons; yield 134 ozs 4 dwts 10 grs.

WAVERLEY.—Number of mines, 10; men, 278; quartz crushed, 937 tons; yield 855 ozs 3 dwts 3 grs.

OLDHAM.—Number of mines, 30; men, 80; quartz crushed 222 tons; yield 176 ozs 2 dwts 1 gr.

RENFREW.—Number of mines, 9; men, 40; quartz crushed, 91 tons; yield 111 ozs 19 dwts 0 grs.

The operations in the month of August, and July were much on the same scale, with similar general results.

RECAPITULATION.

Total yield of Gold for quarter ending Sept. 30, 1864.	5,395 oz	2 dwt	21 gr
Do corresp'd'g quarter 1863.	4,620 oz	2 dwt	2 gr
Do q'ter end'g June 30, 1864.	5,159 oz	8 dwt	8 gr
Do do Mar. 31, 1864.	4,010 oz	18 dwt	3 gr

The number of mines worked in the united districts in July was 97; in August 91, and in September 95.

The average number of men employed in the combined districts in July were 919; in August 786, and in September 836. The number of quartz mills in all the localities is 34; of which 22 are driven by steam, and the remainder by water power. The total yield of gold from the combinded districts in July was 1,445 ozs 18 dwts 7 grs; in August 1,874 ozs 12 dwts 22 grs; and in September 2,074 ozs 11 dwts 1 grain. The largest yield from a ton of quartz was obtained at Oldham in in the month of July, viz., 12 ozs 13 dwts 0 grains. The total quantity of quartz crushed in the combined districts was in July 1,501 tons; in August 2,013, and in September 1,894.—*Halifax Chronicle.*

☞ The authorized capital of all the railways in England, Scotland and Ireland, up to December 31st last, amounts to the sum of £474,999,545; and of this total as much as $404,215,802 has actually been paid up as capital, inclusive of debenture loans outstanding at that date. That is to say, in less than thirty years, a sum very nearly equal to one-half of the national debt of England, has been invested in that country in earthworks, rails, rolling-stock, and the other constituent elements of the vast aggregate known as railway property. The average net profit of the British railways is only four per cent.

New York Canals.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st of October, inclusive, during the years 1863 and 1864, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barl'y bu.
1863...	1,071,200	16,356,600	20,133,500	1,679,800
1864...	920,100	13,026,000	8,930,700	1,837,100
Dec ...	151,100	3,330,600	11,382,800	*157,300

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a deficiency equal to 817,120 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide water from the commencement of navigation, to and including the 31st of Oct., in the years indicated:

Canal opened—	1862. May 1.	1863. May 1.	1864. April 30.
Flour, bbls.....	1,201,200	1,071,200	920,100
Wheat, bu.....	26,282,600	16,356,600	13,026,000
Corn, bu.....	18,601,900	20,313,500	8,930,700
Barley, bu.....	1,101,900	1,679,800	1,837,100
Oats, bu.....	4,143,900	7,905,100	8,872,900
Rye, bu.....	729,800	353,700	503,200
Beef, bbls.....	12,400	10,000	6,900
Pork, bbls.....	167,200	228,300	56,500
Bacon, lbs.....	5,831,600	3,501,500	561,500
Butter, lbs.....	2,331,900	1,891,300	404,800
Lard, lbs.....	8,204,600	17,689,900	1,896,300
Cheese, lbs.....	3,190,500	5,250,800	1,393,600
Wool, lbs.....	1,697,100	253,200	1,101,700

Mt. Carmel and Lizzard Creek Railroad.

We learn from the Pottsville *Miners Journal*, that the subscription books are now open, and the Company has resolved to pay six per cent. interest to all stockholders from the time the money is paid in; that three persons have already subscribed $62,000 to the stock of the Company, and that there will be abundance of capital offered to make the road so soon as those interested in the coal regions it traverses, show by their subscriptions that they desire the road made.

Railway from Halifax to St. John.

It is understood that an English company have made an offer to the Government of Nova Scotia and New Brunswick to construct one hundred miles of railway, uniting the cities of St. John and Halifax, to form part of the Intercolonial Railway. The terms offered by Nova Scotia are 4 per cent. guaranteed on her portion of the road; by New Brunswick, $10,000 per mile. The offer of the company is understood to be most favorable.

Double Railway Track to Washington.

Of late considerable progress has been made in the construction of the double track of railway between Baltimore and Washington, and at the present time thirty-three miles have been completed. Within the past few weeks three additional miles have been laid between Baltimore and White Oak Bottom, and the entire work is expected to be completed about the 5th day of December.

Oil Creek Railroad.

The Oil Creek Railroad is now running regular trains to the Shaffer Farm, eight miles below Titusville. The road bed is graded over a mile beyond this point, and a large force of men is now employed in pushing it through to completion.—*Erie City Dispatch, November 5.*

☞ The following shows the movements of specie at New York during October:

Specie in banks and Sub-Treasury, October 1	$31,944,614
Received from California in October	855,378
Imported from foreign ports in October	129,775
Gathered in from hoards in October	3,522,321
Supply	$36,452,088
Exported	2,496,221
Leaves in banks and Sub-Treasury, November 1	$33,955,867

☞ The exports of treasure from San Francisco from January 1 to October 20, this year compare as follows with the shipments for same period in 1863:

Shipments since Jan. 1, 1864	$46,264,181
Corresponding period last year	36,831,533
Excess	$9,432,648

☞ The following table shows the coinage at the United States Mint in San Francisco during the third quarter (July, August and September) of 1864:

GOLD.

240,250 double eagles	$1,805,000
2,500 eagles	25,000
4,860 half eagles	24,300
247,016 pieces, valued at	$1,854,300

SILVER.

172,000 half dollars	$86,000
50,000 dimes	5,000
222,000 pieces valued at	$91,000
Total value gold bullion received and parted	$4,662,631
Total value silver bullion received and parted	108,948

☞ The Chicago and Northwestern Railway Company will pay 1st December a dividend of 3½ per cent. on their preferred stock.

Debt of Philadelphia.

The following statement shows the gradual increase of the debt of Philadelphia since 1860, the additions made to it since January, 1864, and the loans, &c., contemplated for the present year:

Amount of City debt, January 1, 1860	$20,913,505
Amount of City debt, January 1, 1861	20,982,409
Amount of City debt, January 1, 1862	21,576,851
Amount of City debt, January 1, 1863	24,029,755
Amount of City debt, January 1, 1864	$26,062,906
Deficiencies of 1863, as per report of City Controller	2,209,941
Bounty loan of February 18, 1864	1,250,000
Two millions appropriated for bounties, being excess over loan of	759,000
Appropriation for bounties for the 200,000 call	1,000,000
Appropriation for the purchase of League Island	340,000
Excess of the appropriations over revenue of March 31, 1864	2,480,780
Total authorized indebtedness	$34,093,627
Loan of Chestnut street bridge (reported)	80,000
Water loan (pending)	1,000,000
Gas loan (reported)	1,000,000
School loan (reported)	1,000,000
Required for families of volunteers	300,000
Purchase of ground at Fairmount	350,000
Estimated appropriations from March 31 to October 31	500,000
Total City debt at the close of 1864	$38,323,627

C. W. Betts. E. H. Denslow.

Betts & Denslow,

BANKERS and BROKERS,

No. 24 William Street,

NEW YORK.

Gold, Government Securities, State and Railroad Stocks and Bonds, bought and sold on Commission exclusively, at the NEW YORK STOCK EXCHANGE.

ADIRONDAC COMPANY,

Organized under special charter from State of N. Y.

Office No. 13 William St.,

NEW YORK.

$1,000,000

SEVEN PER CENT. MORTGAGE BONDS.

Proposals are invited for $1,000,000 of construction bonds of the Adirondac Company, bearing interest at seven per cent., payable semi-annually in the city of New York.

Twenty-five per cent. of the amount tendered for, to be payable on the acceptance of the bids, the remainder in three monthly installments of twenty-five per cent. each, or the whole may be paid for in one sum. Accrued interest on coupons will be charged, and interest allowed on payments.

Sealed proposals, marked "Bids for Construction Bonds," will be received until 30th day of November, A.D. 1864, at the office of the company, address to

G. T. M. DAVIS, President.

THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, Nov. 9, 1864.

THE ANNUAL ELECTION for DIRECTORS of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the city of Albany, on the second Wednesday (the fourteenth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

By order of the Board of Directors,

5t-46 ROBERT L. BANKS, Secretary.

WANTED

A gentleman with a capital of $25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2287 P. O., New Haven, Ct.

Fire Insurance on Favorable Terms.

HARTFORD FIRE INSURANCE COMPANY,
HARTFORD, CONN.
Capital and Surplus, $1,200,000.
Geo. M. Coit, Sec. Timo. C. Allyn, Pres

PHŒNIX INSURANCE COMPANY,
HARTFORD, CONN.
Capital and Surplus, $500,000.
W. C. Clark, Sec. H. Kellogg, Pres

SPRINGFIELD F. & M. INSURANCE COMP'Y,
SPRINGFIELD, MASS
Capital and Surplus, $500,000.
Wm. Conner, Jr., Sec. C. Freeman, Pres

WESTERN MASS. INSURANCE COMPANY,
PITTSFIELD, MASS.
Capital and Surplus, $225,000.
J. N. Dunham, Sec. Ensign H. Kellogg, Pres.

CONNECTICUT FIRE INSURANCE COMPANY,
HARTFORD, CONN.
Capital, - - - - - $200,000.
J. B. Eldredge, Sec. B. W. Greene, Pres

Branch Office.

THE PETER COOPER FIRE INSURANCE CO.,
CITY OF NEW YORK.
Capital, - - - - - - $150,000.
Wm. H. Ridley, Sec. N. C. Ely, Pres.

☞ All fair Losses occurring at this Agency promptly adjusted by the Agent here, and paid in money current in this city.

EZRA WHITE, Agent,
Office, No. 74 Wall street, New York.

Ely Copper Mining Comp'y

CANADA EAST.

Office, 82 Broadway, N. Y.

Capital Stock, - - - - - - $500,000.

100,000 Shares—Par Value $5 each.

TRUSTEES.

JOHN E. BODY, President.
Stephen Hills, Jr., Wm. Barclay Parsons,
Geo. V. N. Baldwin, Edgar de Peyster,
ERNEST SACCHI, Secretary.

The Trustees offer for sale 15,000 shares of the capital stock of this Company.

The property consists of 325 acres valuable mineral land, twelve miles from Richmond Station, on the Grand Trunk Railroad, Canada East. The mine has been worked down to the rich copper bearing veins, and is a property of great value.

It is entirely free from debt

For full particulars apply as above, or at the office of

HENRY G. STEBBINS & SONS,
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Where subscription books will be opened.

RICHARD DUDGEON,

MACHINIST,

24 COLUMBIA ST., NEW YORK,

WOULD respectfully inform his friends and the public that he has removed to his new Building **No. 24 Columbia Street**, where he is prepared to furnish



Hydraulic Jacks, of from 4 to 150 tons lifting power. PULLING JACKS of different sizes.

Hydraulic Presses WITH PLATENS.

Hydraulic Punches for punching iron from three-eighths to 1 inch thick. **Force Pumps** for Hydraulic Presses. Force Pumps for testing tubes, cylinders etc

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FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES WHEELS and AXLES FITTED COMPLETE.

CENTRAL

Petroleum Exchange Office

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WED. W. CLARKE & CO.

OUR OFFICE IS OPEN TO THE COMMERCIAL public for the purchase and sale of Petroleum lands of the oil districts of Pennsylvania, Virginia, Ohio and Michigan, and for the sale of oil stocks, many of which are paying large dividends monthly.

We now have in hand for sale stocks of the following companies:

Blood Farm Petroleum Co., N. Y., Chas. Butler, Prest.
Home Petroleum Co., N. Y., Josiah Oakes, Prest.
Tarr Farm Petroleum Co., N. Y., Jas. Wadsworth, Prest.
Central Petroleum Co., N. Y., Jas. Bishop, Prest.
American Petroleum Co., N. Y., F. C. Clark, Prest.
Oil City Petroleum Co., N. Y., D. S. Duncomb, Prest.
Michigan Central Petroleum Co, N. Y., F. Prentiss, Prest.
Penna. Petroleum Co., Phila., John S. Young, Prest.

We have centered with us $31,000,000 of capital invested in petroleum, and can supply applicants with names and general "status," of most companies now organized, and general information of the oil market, both at home and abroad.

Special attention is called to a prospectus now offered to capitalists and others of the "United Petroleum Farms Association," which combines some of the most wonderful productions of the day, paying at this moment attractive dividends, and combining a capital of $15,000,000 in this single enterprise. Subscription list opened for a few days at this office.

This enterprise with the present development, is now paying over two and a half per cent. per month, with a positive prospective increase almost fabulous.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, November 26, 1864.

New School of Mines.

A school of mines has been organized in this city by a portion of the faculty of Columbia College. This school is to be in connection with the college, but is to have distinct branches of studies for its students, apart from the regular college course. It will give scientific instruction in regard to minerals and the art of working mines, and will have various learned professors to preside over its several classes. Three years will constitute the period of study. The course of instruction adopted for the government of the school, is as follows:

First year—Descriptive Geometry and Graphics, General Chemistry, Rational Mechanics and Mining, Surveying, Mathematics, Analytical Geometry, Differential and Integral Calculus.

Second year—Mineralogy and Metallurgy, Mining Engineering, Analytical Chemistry, Botany and Geology.

The third year will be devoted to the completion of these studies, and during the recesses the students will visit, with one of the professors, the different machine shops and metallurgical establishments of the city and its environs, and will be required to write a report, which will be counted as equal to two weekly examinations in the account of their standing.

The degree of Mining Engineer and Bachelor of Philosophy will be conferred on those students who pass satisfactory examinations on either of the complete courses. Certificates of proficiency will be given to those who pass satisfactory examinations in any one branch. A special examination will be held for candidates for the degree of Doctor of Philosophy.

Wealth and Resources of Michigan.

The recent developments of the resources of Michigan has turned public attention to its probable future, and capitalists are already operating in various sections of the State with large confidence in enormous profits. Its people by authority of Congress while in a territorial condition, formed for themselves a State constitution in 1835, and were formally admitted into the Union in 1838. It is geographically speaking, peninsular in form, and contains an area of 56,243 square miles, or 35,995,520 acres, capable of sustaining a very large population. This in 1810 was 4,702, and in 1860 749,118. It contains 11 cities and as many villages. Detroit the chief of the former contained according to the last census 45,619 inhabitants. Grand rapids had 8,058, the remaining nine varied from 3,000 as the Sault St. Marie, to 6,213 as Adrian, so that 116,000 people are residents of its cities and towns, or more than one-seventh of its whole population.

The quantity of improved land was 3,419,861 acres, and of unimproved 3,511,581 acres. The value of the farms was returned by the assessors at $163,279,087, and of the implements used upon them $5,855,642.

The live stock consisted of 158,168 horses, 359 mules and asses, 200,635 milch cows, 65,949 working oxen, 267,683 other cattle, 1,465,477 sheep, in all of the value of $23,220,025.

The animal products were as follows: Butter 14,650,348 lbs., cheese 2,009,064 lbs., wool 4,062,858 lbs.; the value of animals slaughtered was $4,080,720, of wax and honey the product was 770,782 lbs.

The cereal crops were: 8,313,185 bushels of wheat, 494,127 of rye, 12,151,110 of Indian corn, 4,073,098 of oats, 305,914 of barley, 600,485 of buckwheat.

The tobacco crop amounted to 120,621 lbs., of hops there were raised 61,704 lbs., and of flax 3,359 lbs.

The miscellaneous crops were:

Peas and beans, bushels	182,195
Irish potatoes "	5,264,733
Sweet " "	36,285
Wine, gallons	13,733
Hay, tons	756,908
Clover seed, bushels	49,480
Grass seed "	6,555
Flax seed "	223
Maple sugar, lbs.	2,988,018
Maple molasses, gallons	384,521
Sorghum, gallons	266,500
Silk cocoons, lbs.	1,043

The orchard products were of the value of $1,187,678; those of market gardens $145,048, and of home made manufactures $143,184.

There were 2580 manufacturing establishments with a capital of $24,000,000, using $19,000,000 annually of raw material, employing upwards of 24,000 operators, and turning out fabrics of the value of $35,200,000.

The value of the principal articles of production was as follows:

Flour and meal	$8,663,288
Lumber	7,088,427
Copper ore (6,283 tons)	2,292,186
Boots and shoes	863,315
Leather	574,172
Furniture	450,028
Agricultural implements	412,192
Iron castings	383,002
Steam engines	309,082
Malt liquors (57,671 bbls.)	354,758
Spirits (251,320 gallons)	73,704
Pig iron (10,400 tons)	291,400
White fish	250,467
Printing	209,729
Woollen goods	174,398
Soap and candles	108,478

The total value of the domestic exports was 8,826,982, and of $976,179.

The American tonnage cleared was 187,142 tons, and foreign 249,709, and entered, American 172,114, and foreign 32,505.

The products of the copper mines in 1845 were

of the value of $390, and in 1860 $2,520,000. The shipping owned in the State was of the burthen, of sailing vessels, 40,241 tons, and steamers 31,-558. The vessels built in Michigan in 1860 consisted of 1 *ship*, 6 brigs, 6 schooners, 8 sloops, 8 steamers, in all about 3,000 tons.

There are very few banks in the State, in 1860 only two.

The railways are 8 in number, of 800 miles in total length, and constructed at a cost of $31,012,-399. The longest line is the Detroit and Milwaukee 180 miles long. There is but one canal in Michigan, that around the falls of Sault St. Mary, only one mile in length, yet one of the wonders of the United States. There are but two locks; these are of solid masonry, walls 25 feet high and 10 feet thick at the base. The canal is excavated in rock, is 100 feet wide and 12 feet deep. This connects Lake Superior with the lower lakes, and gives transportation to the great mineral products of that region.

The debt of the State in 1861 was $1,202,686, and until the war broke out the taxes were in process of being diminished.

Recently the manufacture of salt has been carried on at an enormous rate in the Saginaw Valley, and the product is rapidly increasing. It is also asserted that good coal has been discovered in large quantities, and is already profitably worked.

There is no doubt that Michigan is one of the most fertile and promising of the Northwestern States, and must soon take a high industrial and commercial position.

The Adirondac Company.

The Adirondac Company, 13 William street, New York, will receive proposals until the 30th inst., for $1,000,000 7 per cent. mortgage construction bonds. This is a manufacturing, land and railroad company combined. It owns 650,000 acres forest lands in the State of New York, with pine and spruce and hemlock upon it to any amount. The mineral products of the company's lands are of indisputable value. They embrace the entire Adirondac iron ore beds, extending over 100,000 acres, together with the furnaces, mills, and other works erected by former proprietors.

The iron ores of the Adirondac all belong to the magnetic oxide, and the three principal veins yield ores which, subjected to analysis, gives from 75 to 80 per cent. of pure metal. In toughness and strength this iron equals the best products of the Swedish ores. It has always commanded prices higher than those paid for imported iron.

To complete the construction of the railroad upon which has been already expended $1,500,000 it is proposed to issue three millions of construction bonds, bearing interest at 7 per cent. secured by a mortgage on the lands, railroad, and equipments of the company. The capital stock of the company is five millions, of which $3,000,000 have been issued.

The road starts from Saratoga, and is now under good way for some thirty miles. It is to extend to Ogdensburg, or a seaport on Lake Ontario.—*N. Y. Express.*

☞ Regular trains have commenced running on the Ottawa and Prescott Railway; two trains daily each way.

Interest on the Public Debt.

The Assistant Treasurers of the United States in New York, Philadelphia, Boston, etc., are now paying the coupons of the public debt falling due January 1, 1865. The interest on the registered bonds cannot be paid until the books of the Treasury are settled and schedules prepared, which probably will not be before the day named for their payment, January 1, 1865. The interest falling due at that date is as follows:

	Principal.	Interest.
Loan of 1867, 6s	$9,415,250	$282,457
Loan of 1868, 6s	8,908,342	267,250
Loan of 1874, 5s	20,000,000	500,000
Loan of 1871, 5s	7,022,000	175,550
Loan of 1881, 6s	268,392,800	8,051,784
Loan Oregon 6s	1,016,000	30,480
Loan Texas 5s	2,052,000	51,300
Total	$316,806,392	$9,358,821

The principal of the last named 5 per cent. loan will also be paid off in January, so far as the bonds presented for redemption are found to have been regularly and rightfully assigned by the State of Texas. The principal of the following loans of the United States will fall due in the course of the present and second term of the present Administration, and the Government is pledged to their payment, in gold, at maturity:

Loan of Jan. 28, 1847, due Dec. 31, 1867	$9,415,250
Loan of March 31, '49, due July 1, 1868.	8,908,342
Total	$18,323,592

People's Gold and Silver Mining Company.

The People's Gold and Silver Mining Company is situated in Amador Co., California.

The President writes that the company have met with the most extraordinary luck, having struck the great or mother vein in their gold ledge nine feet thick, for which hundreds of miners, have been searching without success. The ore is very rich; on the 30th Sept. last, 200 tons had been taken out. The company have built a fine road to the mine two miles long, have a mill and other necessary machinery, with an abundance of wood and a plentiful supply of water at the mine. The oldest miners in California say, that the company's mine bids fair to surpass the richest mines on the Pacific. The President says that the Secretary, Samuel Newell, Esq., who resides at the mine and superintends the works, is indefatigable in his exertions, working with the strictest economy and accomplishing wonders in comparison to the amount expended.

The office of the company in this city is at No. 8 Pine street.

The Reading Railroad Dividend.

The Pottsville *Miner's Journal* of 19th inst., says: "Reading Railroad stock is pushed up on the supposition that a large dividend in stock will be declared next month. Stock dividends only add to the increased liabilities of corporations, and is a very questionable policy when future permanency is taken into consideration. We know that Mr. McCalmont was decidedly opposed to this company declaring a large dividend (beyond 7 or 8 per cent.) a year ago, and unless he has changed his views since then, those who are operating on a heavy stock dividend may be disappointed. His policy was to declare moderate dividends, and use the surplus for building up the road and placing it in the most permanent condition—and besides, high dividends always invite more competition. This would seem to be the most prudent policy."

Railroad Earnings—Weekly.

The earnings of the Cleveland and Toledo Railroad for the 2d week in Nov. were ... $37,944 00
Corresponding week of previous year.. 31,714 00

Increase ... $6,230 00

The earnings of the Toledo and Wabash Railroad Company for the second week of November 1864, were ... $43,255 00
Corresponding week of previous year. 34,292 00

Increase ... $8,963 00

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the second week of November:

	1863.	1864.
Passengers	$25,227 88	$43,774 76
Freight	74,676 52	98,905 69
Express	998 39	1,433 66
Mail	1,286 12	1,405 62
Total	$102,188 91	145,519 73

Increase 42-40 per cent. ... $43,330 82

From June 1 to November 14, 1864, (5 months and 2 weeks) the earnings were $3,254,473, against $2,172,558 in 1865—an increase of $1,081,918—or 50 per cent.

The earnings of the Michigan Central Railroad for the 2d week in Nov., 1864, were ... $88,659 88
Corresponding week of previous year.. 82,855 94

Increase ... $5,803 94

The earnings of the Chicago and Alton Railroad Company for the week ending Nov. 15, were:

	1864.	1863.
Passengers	$24,076 33	$12,174 79
Freight	46,452 69	28,371 30
Sundries	1,415 70	1,897 24
Total	$71,944 72	$42,443 33

Increase 1864 ... $29,501 39

The traffic of the Great Western Railroad for the week ending Nov. 11, 1864, was as follows:

Passengers	$24,788 46
Freight and live stock	25,520 59
Mails and sundries	1,704 01
Total	$52,013 06
Corresponding week of 1863	61,276 97
Decrease	$9,263 91

The earnings of the Marietta and Cincinnati Railroad for the 2d week in November:

	1864.	1863.
Passengers	$9,407 24	$4,244 05
Freight	10,650 80	13,063 70
Mail, express & telegraph	1,084 48	872 00
Total	$21,142 02	$18,179 75
Total this month to date	$41,984 26	$36,918 02
Total since Jan. 1	$869,954 86	$601,516 48

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Nov. 14, 1864, were:

	1864.	1863.
Passengers	$2,743 73	$1,879 31
Freight	9,480 39	7,755 71
Express	104 16	75 00
Mails	296 58	296 58
Total	$12,624 86	$10,006 60

Receipts from January 1st to Nov. 14:

1864	$512,234 47
1863	356,908 52
Increase	$155,325 95

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of November, 1864, were..... $93,211 00
Corresponding week of previous year.. 74,538 00

Increase..... $18,678 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in November, 1864, were..... $66,385 00
Corresponding week of previous year.. 48,174 00

Increase..... $18,211 00

Iron Mines of Northern New York.

Among the notable mining enterprises of the day but little mention has been made, as yet, of the extensive iron deposites which pervade the Southern borders of St. Lawrence County, N. Y. The whole area of what is called the wilderness of Northern New York, of which the South Corner of this county forms a part, is known to be intersected by two or three vast ranges of magnetic iron. So far the development of these veins has been confined to the region bordering about Lake Champlain, where, from Port Hudson to Plattsburgh, an immense business has grown up, both in the raising of ore for distribution all over the country, and the manufacture of malleable and pig-iron.

The great dependence in manufacturing the ore hitherto has been upon the forests which formerly skirted the whole Western border of the lake. But such has been the demand for charcoal to feed the numerous and increasing fires which have been started there in the gradual development of this important business, that the forests have retreated so far back as to increase the cost of the fuel upon which the iron works depend, and it is a well settled principle that the highest grades of iron, namely, those requiring the greatest tenacity, can only be made in charcoal fires. There is undoubtedly wood enough left for present uses of the works near the lake, but the added cost, both in transportation and waste, of charcoal, makes even a small difference a very important item on the cost of a ton of iron.

The most westerly of the iron ranges before alluded to in St. Lawrence County, may be termed the Clifton or Parish range. Southerly on the same vein the Clifton Iron Company have lately commenced operations. This range is about forty miles from the St. Lawrence river, and in its course appears to follow very nearly the stratification of that river. The next range easterly about 8 miles may be called the Harewood or Chaumont range, a portion of which intersecting the town of Chaumont, was examined by Prof. Emmons several years since, and favorably noticed by him in his work upon the Geology of Northern New York. There is still another great range easterly called the Oakham range, from the mountainous character of the deposit in the town of that name. These ranges have a curve nearly northeast and southwest, and lie in approximately equal distances apart.

Over the whole of this extensive region the woods are in almost their primeval state, and the country in addition to these elements of wealth, possesses unlimited water power. The attention of capitalists has been directed to this new field of mining enterprise for some time, and the Harewood Iron and Mining Company having acquired extensive grants on one of these large veins, is preparing for active operations at once.

☞ The valuation of Fall River is $11,057,645; appropriations, $135,971 23; rate of taxation $18 per thousand. The Fall River Iron Works pays a tax of $15,390.

Working Railways by Stationary Engines.

The plan of working railways by fixed engines and pipes has long been employed, the ropes being attached to the car. An improvement upon this plan, which has been proposed, is, with the ordinary construction and gauge of railway, to place in the intermediate space between a double line of rails, a series of double-grooved sheaves, fixed in spindles or axles, which pass across under the rails, extending a little over the centre of each line. A plain wheel or roller is fixed upon each end of these axles, by which the motion is communicated to the train from a stationary engine or engines, placed at a convenient point of the line, by means of an endless rope or wire, passing alternately over and under the grooved sheaves to the extremity of a section of the line, where it is taken round a large loop sheave and returned to the engine—now passing over each sheave which it before passed under, and vice versa, the double groove providing for the rope crossing itself without contact. Having traversed twice along the line of sheaves, the rope goes again on to the large winding sheave of the engine, on which a sufficient number of turns are taken to insure the requisite friction.

Columbus and Indianapolis Central R. W.

The reorganized Piqua and Columbus road—after foreclosure of old mortgages—has been consolidated with the Indiana Central road, and a direct line of 186 miles made between Columbus and Indianapolis; the new corporation retaining the branch of 20½ miles to Union on the State line, the original western terminus of the Piqua road. The original mortgages $1,300,000 of the Indiana Central road, are assured, and will be paid off at or before maturity, and after all improvements to the consolidated line, the

Funded debt will be..... $4,000,000
Capital stock..... 1,500,000

Together..... $5,500,000
Present traffic per year..... 1,078,000

—which business looks to a prospective improvement, now that the line is straightened and property equipped. Mr. B. E. Smith, of the banking house of Bartlett & Smith, of Columbus, is the President of the new corporation, known as the Columbus and Indianapolis Central Railway Company.

Valuation of Philadelphia.

The following statement of the value of Real and Personal property for 1865, has just been made out from the returns made by the Assessors to the City Commissioners:

Real estate	$155,980,917
Furniture	2,418,735
Horses and cows	533,015
Carriages	187,261
Personal	110,560
Total	$159,230,488

The assessed value of real estate in 1864, was $153,668,368, being $3,312,549, less than the assessed value for the next year. The rate of taxes for 1865 will be based upon the above statement.

☞ The State banks of Vermont present the following aggregate:—Capital, $3,834,900; decrease from last year, $81,010; circulation, $6,046,184—increase, $630,505; loans, $22,055,593—increase, $2,883,046; dividends, $403,824—increase, $125,219—mostly made out of rise in Government securities and the interest thereon; taxes to United States Government, $98,761; surplus on hand, half a million.

The Iron Interests of the United States.

It will be remembered that on the 19th of October an important meeting of the railroad iron manufacturers of the United States was held in this city, at which valuable statistics were presented, showing among other things, that the estimated capacity of railroad iron mills of this country for 1864 equals the estimated annual consumption of such iron. The meeting also considered the plan of uniting the iron interests of the country, and adjourned to meet on the 16th of this month, in the meantime inviting all iron producers to co-operate in an effort to enlighten the Government upon the legislation needed to protect at all times the great iron interests of the United States.

The meeting convened at the appointed time at the Board of Trade Rooms. There was a large attendance of the iron men of the country, particularly those of Western Pennsylvania.

After the reading of several reports from committees, one of which embodied a memorial to Congress, the meeting proceeded to revive the old American Iron Association, which, though not entirely dead in organization, has yet been wholly inactive for six or eight years. It was resolved to reorganize under the name of "The American Iron and Steel Association." This association, now brought into a live condition, and composed of the most active and influential concerns in the iron interest, bids fair to bring about a more satisfactory conclusion in reference to the settlement of our home policy than ever, and we shall look with interest for the result of their efforts.—*Philadelphia News.*

Milwaukee Grain Elevator.

The work on the great elevator of the Milwaukee and St. Paul Railway is going forward with rapid strides. The tall chimney for the engine house is already completed. It is octagonal in shape, and 135 feet high, being the highest chimney in the city. The foundation of this immense structure is laid upon one hundred piles driven well into the substratum of the Menomonee. About 100,000 bricks were used in its construction.

The work on the elevator has reached the bottom of the bins, and is going up to what might be termed the third story. The foundation for the immense engine and boiler that is to drive the machinery, is already laid. The river dock is built, and the work on the grounds well advanced. It is certain that the work will be completed in time to make shipments on the opening of navigation in the Spring. When completed this will be the largest shipping grain warehouse in the world.

The Western Extension Survey.

Mr. George Burpee has completed his survey of the route for the extension of the Railway Westward to the American frontier. The country through which the last fifteen miles is located is not so good as along other portions of the route. The surveyed line strikes to the St. Croix River at a place between what is styled Tobiguzzle and McAdam Brook. The line runs almost directly west after leaving the Oromocto River. Mr. Burpee seems to be quite sanguine that a first-class road can be constructed and equipped for even less than $28,000 a mile. Mr. B. will immediately proceed with the survey of a route for the branch line from the main trunk to Fredericton.—*St. John News.*

☞ Mr. S. C. Baldwin, having resigned his position as Superintendent of the Chicago and Milwaukee Railroad, has accepted the position of Superintendent and General Manager of the Peninsula Railroad from Bay de Noquette, to Marquette, on Lake Superior. This road is now in operation a distance of 60 miles, and will be running soon the whole distance of 93 miles.

Bridges Destroyed on Pacific (Mo.) R. R.

The following list of Bridges destroyed on the Pacific Railroad during the recent raid of the rebels is from the St. Louis *Republican*:

The four structures between Washington and Herman, namely, at Bœuf Creek, Big Berger, Little Berger, and Herman Creek are burned.

Between Herman and Jefferson City the Cole Creek, Gasconade, Bailey Creek, Osage and Moreau bridges are destroyed. These were all burned by the rebels except the Moreau bridge, which was fired through necessity by Col. Phillips, of the Seventh Missouri Cavalry. These works being heavy and expensive, many weeks must elapse before the road can again be open to Jefferson City.

West of Jefferson City, the small bridge over Grey's Creek, at Scott Station, and the one over the Lamine, at Otterville, are likewise burned.

Information has also reached the Pacific Railroad office of the burning of the large bridge over Big Blue and Rock Creek, both of which are between Kansas City and Independence.

The last-named bridge was but recently constructed, and a locomotive and railroad iron had been shipped to Kansas City by river with a view of pushing the work from the west end as well as from Warrensburg to Westward.

On the Southwest Branch the bridge over Buck Creek and the bridges over the first and second crossings of the Meramec are destroyed.

The whole amount of bridging burned on the main line is 3,402 lineal feet, and on the Southwest branch 1,020 feet, making nearly one mile in all. Depots and station houses were burned at Franklin, Grey's Summit, South Point, Washington, Miller's Landing, Herman, Osage, Lookout, California and Smithland, on the main line; and on the Southwest Branch at Moselle, St. Clair, Stanton, Sullivan, Bourbon and Cuba.

A water station and engine house and machine shop were burned at Franklin, and water stations with pumping engines at Washington, Miller's Landing, Herman, Osage, Scott, California and Lamine, on the main line; and at Moselle and Sullivan on the Southwest Branch. About forty-three freight cars were burned, and very considerable damage done to two locomotives.

Liability of Carriers.--Merchandize and Personal Luggage.--Notice.

The late case of Cahill against The London and North Western Railway Company, was an action brought against the defendant for the loss of baggage in the way of a box containing merchandize, which the plaintiff had carried with him as a passenger by the defendant's railway.

The following were the facts of the case: By their act of parliament, 9 and 10 Vict. C. CCIV. § 66, and their published notice, the London and North Western Railway Company were bound and professed to allow each passenger to take with him his ordinary luggage, not exceeding certain weights according to class, without any charge for the carriage.

The plaintiff, a passenger by the defendant's railway, who was stated in a special case to have had no knowledge of the act of parliament or the notice, brought with him as luggage a box containing only merchandize, but not exceeding in weight the limit prescribed for personal luggage.

On the box was painted in large letters the word "Glass."

No information was given by the plaintiff to the company's servants nor was any inquiry made by them, as to the contents of the box.

In an action against the company for the loss of the box, and its contents, the Court of Common Pleas held, that, inasmuch as the box contained merchandize only, and not personal luggage, there was no contract on the part of the company to carry it, and that consequently they were not liable for the loss. (vide 10 Common Bench Rep. N. S. p. 154.)

The plaintiff thereupon brought a writ of error, which was argued in the Exchequer Chamber before Cockburn, C. J., Pollock, C. B., Wightman, J., Crompton, J., Channell, B., and Wilde, B.

It was urged for the plaintiff in error, as was urged in the court below, that, as the company chose to receive the package as ordinary luggage, and there was no misrepresentation on the part of the plaintiff, they were responsible for the loss.

Cockburn, C. J. I am of opinion that the judgment of the Court of Common Pleas ought to be affirmed.

If a railway company, who by their act of parliament are bound or by their regulations profess to carry personal luggage, choose to take as ordinary luggage that which they know to be merchandize, I quite agree that it is not competent to them, in the event of a loss, to claim exemption from liability on the ground that the article consists of merchandize, and not of ordinary luggage. But, on the other hand if a passenger who knows or ought to know that he is only entitled to have his ordinary personal luggage carried free of charge chooses to carry with him merchandize, for which the company are entitled to make a charge, he cannot claim to be compensated in respect of any loss or injury by the company, to whom he has abstained from giving notice of the contents. In such a case he carries it at his own risk.

The question, therefore, comes to this, was there knowledge on the part of the company that the box which the plaintiff was carrying with him as luggage in fact contained merchandize? That which was said by Parke, B. in The Great Northern Railway Company, app., Sheppard, resp. 8 Ecch. 30. "If the plaintiff had carried these articles exposed, or had packed them in the shape of merchandize, so that the company might have known what they were, and they had chosen to treat them as personal luggage, and carry them without demanding any extra remuneration, they would have been responsible for the loss," is in perfect conformity with the view which we now take of the question.

Can we, from the facts stated in the special case, come to the conclusion that there was knowledge on the part of the company, by their servants, that this box contained merchandize? I must confess I do not see my way to that conclusion.

It is true that the package bore the semblance of a package of merchandize, and it was marked "Glass."

But many packages which do not contain merchandize are so marked in order to secure their being handled with more than ordinary caution.

It is not found in the case that the company or their servants had any knowledge on the subject, nor do I think we can assume it as a legitimate conclusion from the facts as stated.

The rest of the court concurring.

Judgment affirmed.

☞ A new track is to be built on Winnisimmet Square, Chelsea, to facilitate the travel of a dummy engine to be used on the Lynn and Boston Railroad.

Petroleum Companies.

Companies.		Number of Shares	Par Value of Shares.	Paid on Shares.
Acme	Phg.	10,000	20	....
Adamantine	Phila.	50,000	10	2.00
Ætna	"	50,000	10	2.00
Alcorn	"	50,000	10	....
Allegewi	"	100,000	10	....
Alleghany and Pittsburg	"	50,000	10	10.00
Alleghany River	"	75,000	1	....
Alleghany & Walnut Bend.	"	50,000	5	1.00
American	"	50,000	10	....
American Oil and Mining	N. Y.	50,000	10	3.00
American Petroleum	"	5,000	100	....
Ardesco	Phg.	.....	....	....
Artesian	Phila.	25,000	10	2.50
Astor Burning Spring	N. Y.	100,000	20	....
Atlantic	"	30,000	10	....
Atlas	Phila.	200,000	5	2.50
Baltimore County		20,000	5	....
Banner	Phg.	65,000	2	....
Beacon	Phila.	50,000	10	1.00
Beekman	N. Y.	100,000	10	....
Bergen Coal and Oil	"	200,000	10	....
Big Tank	Phila.	100,000	5	1.00
Bleakley	"	50,000	10	2.00
Blood Farm	Phg.	.....	....	....
Blood Farm	N. Y.	50,000	100	....
Brevoort	"	.....	....	....
Briggs	Phila.	50,000	10	2.00
Brilliant	"	250,000	10	....
Brilliant	Phg.	50,000	50	....
Briscoe	"	.....	....	....
Bruner Oil and Mining	Phila.	100,000	5	1.00
Buchanan Farm	N. Y.	400,000	10	...
Buchanan Oil & Rectifying	"	40,000	5	....
Bull Creek	Phila.	100,000	10	10.00
Burning Spring	"	100,000	10	....
Central Burning Spring	N. Y.	100,000	3	....
Caldwell	Phila.	200,000	10	....
Central	"	50,000	100	....
Central Coal and Oil	"	20,000	10	....
Cherry Run	"	20,000	10	....
Cherry Run	N. Y.	10,000	10	....
Cherry Run Central	Phg.	50,000	5	....
Cherry Run Petroleum	"	50,000	2	2.00
Clemons	Phila.	75,000	5	1.00
Cleveland Cherry Valley		20,000	10	....
Clifton	N. Y.	50,000	10	....
Clinton	"	50,000	10	....
Columbia	Phg.	50,000	50	....
Commercial	Phila.	50,000	10	....
Commercial	N. Y.	50,000	100	....
Commonwealth	"	100,000	10	....
Consolidated	"	100.000	10	....
Consolidated	Phila.	60,000	10	....
Continental	"	50,000	10	1.11
Cornplanter	"	100,000	10	3.75
Cow Creek & Stillwell Run	"	100,000	5	....
Culbertson's Run	Phg.	30,000	5	....
Curtin	Phila.	50,000	10	0.92
Dalzell	"	200,000	10	3.50
Dark Hollow	"	50,000	10	....
Decatur	"	40,000	10	2.00
Densmore	"	50,000	10	5.00
Diamond	"	50,000	10	....
Duck Creek	Phg.	.....	....	....
Duffield Lubricating	Phila.	100,000	10	2.00
Dun kard	"	100,000	5	1.00
Eagle Rock	"	50,000	10	3.33
East Oil Creek	"	100,000	5	....
Egbert	"	100,000	5	3.00
El Dorado	"	200,000	5	2.00
Empire and Oil City	"	50,000	10	....
Enterprize	N. Y.	10,000	10	....
Eureka	Phila.	50,000	10	1.50
Eureka, W. Va.	"	100,000	10	....
Excelsior	"	100,000	5	1.00
Excelsior	N. Y.	100,000	5	....
Farel	Phila.	50,000	10	2.50
Fayette	Phg.	.....	....	....
Federal	"	60,000	8	....
Feeder Dam	Phila.	.....	....	....
Fleming and Blood Farm	"	25,000	4	4.00
Fleming and Blood Farm	Phg.	25,000	4	4.00
Florence	Phila.	25,000	10	2.00
Flowing	N. Y.	1,000	50	....
Fountain	"	50,000	10	2.00
Franklin Lubricating	Phila.	50,000	10	2.00
Franklin and Oil City	"	100,000	1	1.00
French Creek Lubricating	"	30,000	15	10.00
Fuller Farm	Boston	25,000	10	....
Germania	Phg.	100,000	2	....

Germania	N. Y.	600,000	5	....
Gilfillan	Phila.	62,500	8	....
Girard	"	10,000	10	5.00
Globe	"	30,000	10	2.00
Good Intent	Pbg.	.....	....	....
Great Basin	Phila.	70,000	5	....
Great Basin	N. Y.	.....	....	....
Great Eastern	"	300,000	10	....
Great Western	Phila.	50,000	10	2.50
Great Western Consolidated	N. Y.	50,000	10	....
Green Hill	Phila.	50,000	10	1.00
Guild	"	.....	....	....
Hammond	N. Y.	20,000	25	....
Hickory Farm	"	100,000	5	5.00
Highgate	"	300,000	5	....
Hibberd	Phila.	100,000	5	2.50
Hoge Island L. Oil	"	25,000	10	1.00
Holland Petroleum	"	50,000	10	2.00
Home	N. Y.	50,000	100	....
Hoover	Phila.	50,000	10	2.00
Hope	N. Y.	.....	....	....
Hope	Pbg.	50,000	2	....
Hope Farm	Phila.	.....	10	....
Horse Creek	Phila.	10,000	50	6.00
Horse Neck	Pbg.	10,000	5	....
Hosmer	Phila.	50,000	10	2.50
Howe's Eddy	"	50,000	10	....
Hughes River	"	30,000	10	....
Hyde Farm	"	100,000	10	5.00
Imperial	"	30,000	10	5.00
Indian	N. Y.	10,000	10	....
Indian Spring	"	60,000	5	....
Indiana	"	100,000	10	....
International	"	.....	....	....
Iron City	Pbg.	30,000	5	....
Island	N. Y.	50,000	10	....
Irwin	Phila.	50,000	10	3.00
Junction	"	50,000	10	2.25
Kanawha Valley	"	30,000	10	5.00
Kanawha	N. Y.	50,000	10	....
Kanawha	Pbg.	.....	....	....
Keystone	Phila.	50,000	10	2.50
Knickerbocker P.	N. Y.	100,000	10	....
Knickerboker P. of N. Y.	"	100,000	10	....
Lamberton Oil and Mfg.	Phila.	25,000	5	2.00
Lancaster	"	50,000	10	....
Linden	Pbg.	40,000	5	....
Little Oil Creek	Phila.	.....	10	....
Lower McElheny Farm	N. Y.	200,000	....	....
Lucesco	Pbg.	.....	....	....
McAvoy Cherry Run	"	.....	2	....
McClintockville	Phila.	200,000	10	2.15
McC. Farm & Cherry Tree	N. Y.	10,000	100	....
McClintock and Cornwall	"	5,000	100	....
McCormack & McKissock	Phila.	100,000	10	2.00
McElrath	"	50,000	10	....
McElheny	"	100,000	10	4.00
McKinley	N. Y.	25,000	10	....
Maguire	Phila.	50,000	10	....
Manhattan	N. Y.	250,000	2	....
Maple Farm	Phila.	100,000	5	....
Maple Shade	Phila.	50,000	10	6.67
Maple Shade of N. Y.	N. Y.	50,000	10	....
Marietta	"	100,000	10	....
Mecca Lubricating	Boston.	30,000	100	....
Merchants'	Pbg.	100,000	½	....
Merchants'	Phila.	70,000	5	....
Metropolitan	"	.....	10	....
Michigan Central	N. Y.	50,000	10	....
Middlesex Valley	"	50,000	10	....
Middle Walnut	Phila.	50,000	10	1.00
Miller	"	60,000	5	1.00
Miller Farm	N. Y.	60,000	5	....
Mineral	Phila.	50,000	10	2.50
Mingo	"	100,000	10	6.67
Montgomery	"	80,000	5	1.00
Mount Vernon	N. Y.	.....	....	....
National	Phila.	40,000	10	5.00
National	N. Y.	40,000	5	....
National	Pbg.	.....	....	....
New Dominion	Phila.	100,000	5	2.50
Newell's Run	Pbg.	.....	....	....
New York and Alleghany	N. Y.	50,000	5	....
New York and Liverpool	"	100,000	10	....
New York and Oil Creek	"	100,000	5	....
New York and Penn.	"	100,000	10	....
New York and Pit Hole	"	.....	....	....
New York and W. Virginia	"	50,000	10	....
Noble and Delamater	Phila.	50,000	10	10.00
Noble and Delamater	N. Y.	100,000	10	3.00
Noble & Delamater Rock Oil	"	100,000	3	....
Noble Well	"	40,000	25	....
Nonpareil	Pbg.	.....	....	....
North American	"	125,000	10	10.00
Northern Light	N. Y.	20,000	50	....
Oak Ball	Phila.	100,000	5	2.50
Ocean	N. Y.	15,000	100	....
Oceanic	N. Y.	200,000	10	....
Ohio	"	100,000	10	....
Ohio Petroleum	Phila.	100,000	5	....
Ohio River	N. Y.	100,000	5	....
Ohio Valley	Pbg.	60,000	15	....
Ohio and Virginia	N. Y.	.....	....	....
Oil Basin Petroleum	Phila.	50,000	10	10.00
Oil Burning Springs	"	100,000	10	5.00
Oil City and Pittsburg	Pbg.	30,000	3	....
Oil City	N. Y.	50,000	10	....
Oil Creek	"	50,000	20	....
Oil Creek Petroleum	Phila.	50,000	10	5.00
Oil Creek and Sage Run	N. Y.	.....	....	....
Oil Spring and Refinery	Phila.	100,000	10	2.00
Oil Valley Petroleum	"	37,500	10	2.00
Olmstead	"	50,000	10	4.00
Organic	"	50,000	10	1.00
Ormsby Petroleum	"	50,000	10	3.00
Osborne	"	.....	....	....
Pannebacker	N. Y.	50,000	4	....
Parker Petroleum	Phila.	50,000	10	4.00
Paxton	Pbg.	.....	....	....
Pearson Petroleum	Phila.	100,000	5	2.00
Pennsylvania Petroleum	"	50,000	10	3.00
Pennsylvania Central	"	20,000	10	1.00
Pennsylvania Oil Creek P.	"	50,000	10	....
People's	Pbg.	60,000	1	....
Perry	"	50,000	10	2.25
Petroleum Center	"	50,000	10	5.00
Philadelphia	"	10,000	25	....
Phila. and Oil Creek	"	50,000	10	2.50
Phila. and Tidioute Island	"	50,000	10	....
Phillips	"	40,000	5	....
Phœnix	"	25,000	10	....
Pit Hole	"	50,000	10	....
Pit Hole Creek	N. Y.	40,000	25	....
Pittsburg and Oil Creek	Phila.	50,000	10	3.50
Pittsburg and Gt. Western	Pbg.	50,000	2	....
Pittsburg & Philadelphia	"	.....	....	....
Pittsburg & W. Virginia	"	.....	....	....
Pope Farm	Phila.	50,000	10	1.25
Porter	"	50,000	10	....
President	N. Y.	1,000,000	5	....
Quaker City	Phila.	10,000	10	....
Rathbone and Camden	"	200,000	5	1.75
Reinhard	"	50,000	5	2.50
Reliance	"	50,000	10	....
Revenue	"	50,000	5	3.00
Revenue	N. Y.	50,000	5	....
River	Phila.	50,000	10	3.00
Roberts Oil and Mining	"	50,000	10	3.00
Rock	"	50,000	10	3.60
Rockland	"	50,000	10	2.00
Rockwood	"	.....	10	....
Ross	"	100,000	1	1.00
Ross	Pbg.	100,000	1	....
Rynd Farm	N. Y.	200,000	10	....
Sage Run	Phila.	80,000	5	2.50
St. Nicholas	"	50,000	2½	2.50
Sandy River	N. Y.	200,000	100	5.00
Schuylkill and Oil Creek	Phila.	50,000	10	....
Seneca	"	25,000	20	....
Seneca Reservation	N. Y.	.....	....	....
Sherman	Phila.	100,000	10	....
Shreve Farm	N. Y.	100,000	5	....
Sled Fork	Phila.	.....	....	....
Smoky City	Pbg.	.....	....	....
South Western	Phila.	200,000	10	....
Star	Phila.	200,000	10	1.00
Stella	Pbg.	.....	....	....
Sterling	N. Y.	120,000	5	....
Story	Pbg.	5,000	5	....
Story Centre	Phila.	50,000	10	....
Story Farm	"	200,000	5	2.50
Story and McClintock	N. Y.	50,000	10	....
Success	"	10,000	10	....
Sugar Creek	Phila.	50,000	10	....
Sugar Dale	"	50,000	2	2.00
Sutley Lubricating	"	50,000	10	....
Sun	N. Y.	100,000	2	....
Tack	"	100,000	5	3.00
Tarr Farm	Phila.	50,000	5	5.00
Tarr Farm Homestead	"	200,000	50	5.00
Tarr Farm	N. Y.	30,000	100	....
Tarr, Strong & Cherry Run	Pbg.	.....	....	....
Terragenta	"	100,000	5	....
Tidioute and Alleghany	Phila.	50,000	10	2.00
Tionesta	"	70,000	5	....
Tipton	"	50,000	10	....
Titus	N. Y.	63,000	10	....
Union	Phila.	100,000	5	5
Union	N. Y.	12,500	10	....
United Petroleum Farms	"	.....	....	....
United States	"	50,000	10	....
United States	Phila.	50,000	10	....
Upper Economy Petroleum	"	50,000	10	....
Van Buren	"	25,000	20	2.50
Vance Stewart	"	60,000	5	3.00
Venango	"	25,000	20	1.00
Venango Central	Pbg.	75,000	1	....
Venango	N. Y.	40,000	10	....
Vesta Petroleum & Refining	"	5,000	100	....
Virginia	"	50,000	10	....
Virginia and Ohio	"	100,000	10	5.00
Wallace	Phila.	15,000	10	....
Walnut Bend	N. Y.	20,000	10	6.00
Walnut Island	Phila	.....	....	....
Washington	"	25,000	20	2.00
Watson Petroleum	"	50,000	10	3.00
Westmoreland Petroleum	Pbg.	60,000	10	....
West Virginia	Phila.	20,000	10	2.50
West Virginia	Pbg.	20,000	1	....
West Virginia Basin	"	.....	....	....
Whiteley Creek	Pbg.	.....	....	....
Wilkens Farm	Phila.	50,000	5	....
William Penn	"	100,000	2½	2.50

Railroad Earnings--Monthly.

The earnings of the North Pennsylvania Railroad Company for the month of October, 1864 were $62,888 00
Corresponding month last year 54,569 00

Increase $8,319 00
In first 11 months $685,951 00
Same time last year 469,105 00

Increase $216,845 00

The earnings of the Rome, Watertown and Ogdensburgh Railroad for the month of October, were as follows :

	1863.	1864.
Passengers	$33,725 00	$42,485 00
Freight	40,744 00	39,195 00
Miscellaneous	1,667 00	2,266 00
Total	$76,136 00	$83,946 00
Increase 1864		$7,810 00

The earnings of the Long Island Railroad for the month of October were :

	1862.	1863.	1864.
Passengers	$16,284 68	$23,341 17	$32,964 96
Freight	8,935 13	9,276 32	17,563 29
	$25,219 81	$32,617 49	$50,528 25

The road came under control of New York management in April 1863, and was without cars or engines to do work with. The freight is largely increased and is now restricted for want of cars.

Philadelphia and Reading Railroad.

There was a moderate business in Reading Railroad shares yesterday, and now that the excitement attendant on the recent active movement in the stock is over, it may not be improper to state some facts in reference to the business of the road, and its next probable dividend. We are assured from parties in another city, who have been here in consultation with the officers of the Company, that the net profits the current year exceed 25 per cent., which, with the surplus of 15 per cent. carried from last year, give an aggregate of over 40 per cent. This the large holders at New York and Boston have urged, shall be divided in some shape, but as some of the officers of the Company thought it inequitable to divide profits nominally representing twice their value by reason of the depreciated currency, the parties at issue compromised on a basis of two for one, and with an understanding that the coming dividend will be 15 per cent. in stock and 5 per cent., or so much as there may remain of profits on the basis there named, in cash ; all profits of the Company thereafter to be divided at the designated periods, in cash. With the stock of the Company selling 88 per cent. above par, a stock dividend of 15 per cent. is equal to 20 per cent. in money, to say nothing of the 5 per cent. dividend expected in cash. These facts attest not only the productive value of the stock, as an investment, but the great importance of the Reading Railroad as a medium connecting our port with the wonderful wealth of the Anthracite coal regions.—*Phila. Ledger, Nov.* 17.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper				
Acton ..... Ca.	200,000	5	----	1¼
Acton Vale ..... Ca.	60,000	5	----	65c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	26
Algomah ..... "	20,000	----	2	2¾
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	30
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C. ..... N. C.	20,000	5	----	20a
Bare Hill ..... "	----	----	----	3½
Bay State ..... L. S.	20,000	----	3½	23
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	67½c
Black River ..... "	200,000	2½	----	18c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	3½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1¼
Cabot ..... L. S.	20,000	----	----	¼
Caledonia ..... "	20,000	----	----	7
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	1¾
Carp Lake ..... L. S.	20,000	----	----	1¼
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	54
Champlain ..... Ca.	200,000	1¼	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca.	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	¼	----
Columbian ..... "	20,000	----	4¾	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	27½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S.	20,000	----	----	5
Dana ..... "	20,000	----	3½	2¾
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1¾
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	4
Dudley ..... L. S.	20,000	----	¼	4
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	10c
Eagle River ..... L. S.	20,000	----	3½	5
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ..... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	5½
Forest City ..... "	20,000	----	3	----
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	49
French Creek ..... Pa.	100,000	5	----	75c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Glebe ..... L. S.	20,000	----	1	40
Grand Portage ..... "	20,000	----	1	60
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	1¾
Green Mountain ..... Vt.	20,000	10	----	5
Gulliford ..... L. S.	20,000	----	5	2½c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6¼	10
Hanover ..... "	20,000	----	3½	----
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	7½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	¼	1½
Hudson ..... "	20,000	----	2	----
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	9½
Hungarian ..... "	20,000	----	1	2½
Huron ..... "	20,000	----	16	41½
Indiana ..... "	20,000	----	5	----
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	18

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	4½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	9½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	90c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	8½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	7½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	2
Minnesota ..... L. S.	20,000	----	2½	28½
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	27
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	1½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	¼
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western .... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4¼
Ogima ..... "	20,000	----	----	6c
Ontonagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	36c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	22
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	54½
Phila. & Boston .. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20½
Pittsburg & Boston "	20,000	----	5½	82
Pontiac ..... "	20,000	----	3½	4
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	¼
Quincy ..... "	20,000	----	10	95
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	3
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	15
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	9½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	3½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	3½
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	7½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	55c
Superior ..... L. S.	20,000	----	4	8
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	87½
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	8½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	55c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	4½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ..... N. Y.	50,000	50	----	3½
East River	6,000	50	----	----
George's C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2½
Tyson	20,000	10	----	----
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	9½
Bucks County ..... Pa.	----	----	----	¼
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	2
Mineral Point	100,000	5	----	¼
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	40c
Sussex ..... N. J.	----	----	----	67c
Union	100,000	5	----	1
Wallkill ..... N. Y.	----	----	----	----
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	73
Ashburton ..... "	50,000	50	----	19
Atlantic & G. C. .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	56
Bear Valley ..... "	40,000	12½	----	27
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Picton .. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler ..... "	----	----	----	1½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	56
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	45½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	50,000	25	----	----
Franklin ..... Pa.	5,000	100	----	55½
Fulton ..... "	60,000	5	----	7½
Gilbertson	5,000	100	----	75½
George's Creek ..... Pa.	10,000	----	----	127½
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	50
Lorberry ..... "	4,000	100	----	90
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	25	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	14½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	204
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	55
Princess Alex ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	25½
Schuylkill Valley .. "	20,000	10	----	9½
Shawmut	5,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	30
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	50	----	----
Susq. Coal & C. Mt. "	----	----	----	41
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	53

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¼
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	¼
Black Hawk (G.) .. "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ..... Ca.	100,000	5	----	1
Chebucto ..... N. S.	100,000	5	----	85c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	3½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	¼
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	33½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	¼	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	260,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	¼
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	84½
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	15	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length: completed: equivalent in single track.	Length: In progress or projected	Equipment: Horses.	Equipment: Cars: 2-horse.	Equipment: Cars: 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness: Bonded Debt.	Indebtedness: Floating Debt.	Earnings: Gross.	Earnings: Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	29	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	168
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	....	105½
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	[illegible]	—	—	—	....	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,800	—	2,040	2,040	6	....	....
30 Nov. '63	34.88	—	762	125	--	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	54½
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	62
30 Nov. '63	5.60	—	63	9	—	Quincy	75,525	53,000	50,932	16,850	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,780	1,273	—	....	....
30 Nov. '63	2.65	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,691	—	....	....
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	....
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	.....	—	.....	.....	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	...	...	--	Worcester	89,000	69,000	20,000	.....	6,202	542	—	....	--
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	‡ —	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	.....	.....	—	....	....
						NEW YORK.									
30 Sep. '63	10.76	—	...	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	...	—	35	43 Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	...	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	...	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,700	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	....	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	....	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	446,073	550,000	.....	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	...	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	65,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '63	17.33	—	...	91	--	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	...	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	....
30 Sep. '63	....	....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	4.62	—	—	—	—	Grand St. & Newtown (W'g	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris's & Ford'm	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	....	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	....	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	....	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '63	7.50	3.40	...	18	--	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	—	....	....
30 Sep. '63	15.00	—	...	—	--	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	65
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	116½
30 Sep. '63	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	16.50	—	...	117	3	Third Avenue (N. Y.)	1,819,308	1,176,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	....	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,159	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	...	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	...	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	...	...	--	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	...	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	46
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,880	89,867	30,168	20	....	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	.....	—	....	15
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	....
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	56
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	20,745	6	....	50½
31 Oct. '63	5.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	25
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	98
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '63	—	....	—	—	—	Lombard & South st. (Phila.)	.....	.....	.....	.....	.....	.....	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '63	12.00	—	90	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	....	....
31 Oct. '63	10.57	0.52	87	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	15
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	....	....
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	52,952	42,000	22,600	5,109	40,526	16,184	9½	....	....
31 Oct. '63	6.16	—	128	21	--	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	....	10
31 Oct. '63	5.29	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	15
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,028	96,803	36	20	70
31 Oct. '63	5.62	—	60	...	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	34½
31 Oct. '63	7.65	1.51	178	36	3	10th & 11th st. (Citizens)	171,776	192,750	—	6,000	126,623	45,960	16½	20	49
31 Oct. '63	4.25	—	152	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,004	20,428	17½	....	23½
31 Oct. '63	9.51	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	66
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,540	229,059	21,058	—	....	17
						OHIO.									
31 Dec. '62	5.50	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....
						MISSOURI.									
30 Nov. '62	8.20	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	—	....	....
30 Nov. '62	8.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	—	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	85,875	70,000	.....	.....	.....	.....	—	....	....
30 Nov '62	10.20	—	—	—	—	St Louis	295,604	298,604	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest: Rate.	Interest: Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	90,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1890	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	--	M. & S.	1888	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
United States Loans					
Loan of Jan. 25, 1847 ....registered	$9,415,250	6	Jan. & July.	1867	125
Loan of March 31, 1848....registered	8,908,342	6	" "	1868	117
" " " ....coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850....coupon	2,052,000	5	" "	1865	217
Loan of June 14, 1858 ....registered	20,000,000	5	" "	1874	98
" " " ....coupon		5	" "	1874	97
Loan of June 22, 1860....registered	7,022,000	5	" "	1871	100
" " " ....coupon		5	" "	1871	100
Oregon War Debt of March, 1861....coupon	1,016,000	6	" "	1881	106
" " " ....coupon		6	Yearly.	1881	103*
Loan of Feb. 8, 1861 ....registered	18,415,000	6	Jan. & July.	1881	110½
" " " ....coupon		6	" "	1881	110½
Loan of July 17, & Aug. 5, 1861 ...registered	249,977,800	6	" "	1881	106
" " " ....coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s)....registered	510,756,900	6	May & Nov.	1882	103
" " " (5-20s)....coupon		6	" "	1882	104½
Loan of March 3, 1864, (10-40s)...registered	31,680,000	5	Mar. & Sept.	1904	97½
" " " ....coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) ....registered	40,000,000	6	May & Nov.	1884	----
" " " ....coupon		6	" "	1884	104½
Treasury Notes of July 17, 1861....coupon	14,145,900	7.3	April & Oct.	1864	118½
" " of Mar. 3, 1864....coupon	76,668,560	7.3	Feb. & Aug.	1867	----
Debt Certificates	236,373,000	6	At maturity.	----	96½
One Year Treasury Notes (legal tender)....	43,585,000	5	" "	----	----
Two Year's " " " "	15,748,000	5	" "	----	----
Two Year's Treasury Notes (coupon)....	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	83,813,870	6	"	1867	----
State Loans.					
Alabama—State bonds ....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est paid for many y'rs	1865	----
" — " " (B'k of State).. "	610,000	6		1866	----
" — " " (").. "	38,000	5		1868	----
California—Civil bonds of 1857....coupon	3,727,500	7	Jan. & July.	1878	152½
" — " 1860....coupon	198,500	7	" "	1880	----
" —War bonds....coupon	610,004	7	" "	1872	----
Connecticut - War Fund bonds....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " ....coupon		6	" "	'81-'82	105½
" — " " ....coupon	1,000,000	6	" "	1882	----
Florida—State bonds....coupon	143,000	7	----	----	----
Georgia—State bonds ....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	65
" — " " (R. R.)....coupon "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds .... "	1,322,085	6	" "	1877	100
" —Interest stock....coupon "	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds....coupon	2,000,000	6	" "	1879	99
" —Canal bonds (sterling)....coupon	1,778,423	6	" "	1870	100
" — " " (dollar)....coupon	1 969,397	6	" "	1870	100
Indiana—State stock ....registered	5,325,500	5	Jan. & July.	1856	96
" — " " bonds .... "	2,068,173	2½	" "	1886	68
" —State Int. Imp bonds (not adjusted)	391,000	----	----	d'm'd.	----
" —State War Loan bonds ....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock....coupon	4,079,500	5	Jan. & July.	----	86
" — " special stock "	1,216,737	5	" "	----	----
" — " Deferred stock....coupon	1,243,000	5	" "	----	----
" — " special stock "	479,545	5	" "	----	----
Iowa—State stocks....coupon	200,000	7	Jan. & July	1863	----
" — " (war loan)....coupon	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " ....coupon	54,000	7	May & Nov.	1878	----
" — " " (domestic)....coupon	65,000	6	July.	1883	----
Kentucky—State bonds ....coupon	4,800,000	5	Jan. & July.	'64-'75	----
" — " " ....coupon		5	" "	'81-'91	----
" — " " ....coupon		5	" "	'91-'99	----
" — " " (bank)....coupon	600,000	5	" "	1891	----
" — " " ....coupon	67,500	6	" "	'91-'99	100
" — " " (war loan)....coupon	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	----	d'm'd.	66
" — " (R. R. etc.)....coupon	3,902,000	6	----	'87-'99	----
" — " " (banks)....coupon	5,398,533	6	----	----	----
" — " " (war loan)....coupon	670,000	6	----	----	----
Maine—State bonds ....coupon	----	6	Mar. & Sept.	'63-'77	100
" — " " (war loan)....coupon	1,000,000	6	Jan. & July	'81-'83	101½
Maryland—State bonds (st'k'g)....coupon	816,000	5		1865	----
" — " (st'k'g conv.)...	200,376	5		1865	----
" — " " (st'k'g)....coupon	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.)...	2,490,569	5		'89-'90	108
" — " " (dollar)....inscribed	500,000	6		1895	----
" — " " (")....coupon	100,000	4½	Chiefly quarterly.	1885	----
" — " " (")....coupon	767,560	5		'42-'65	----
" — " " (")....coupon	399,408	5		1880	----
" — " " (")....coupon	148,711	5		'89-'90	103
" — " " (")....coupon	133,689	6		pleas.	----
" — " " (")....coupon	3,000,000	6		1870	107
" — " " (")....coupon	35,000	6		1885	----
" — " " (")....coupon	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.).... "	508,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	200,000	5	" "	1893	123½
" — " " (Eastern R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat ac.) "	150,000	6	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip....coupon	200,000	6	" "	'64-'66	----
" — " " ....coupon	247,000	6	June & Dec.	'68-'72	----
— — — ....coupon	53,000	6	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ....coupon	600,000	6	" "	'77-'78	115½
" —Bounty Fund Loan.... "	503,000	5	May & Nov.	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan .... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan....(" ") "	667,000	7	" "	1856	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'65-'83	----
Minnesota—State bonds ....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1982	----
Mississippi—State bonds (Banks)....coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857....coupon	63,600	5½	Jan. & July.	1863	----
" — " " " ....coupon	199,000	6	" "	1863	61
" —Capitol Loan of 1857....coupon	140,000	6	April & Oct.	1868	----
" —Renewal Loan of 1853....coupon	200,000	6	Jan. & July.	1893	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	1553	----
" — " " S. W. Branch.... "	4,500,000	6	" "	'72-'88	97
" — " " H. & St. Joseph "	3,000,000	6	" "	'87-'99	----
" — " " N. Missouri .... "	4,350,000	6	" "	'73-'87	86
" — " " Iron Mountain "	3,501,000	6	" "	'72-'87	----
" — " " C. & Fulton .... "	650,000	6	" "	'73-'80	----
" — " " Platte Co. .... "	700,000	6	" "	'87-'89	----
" —Revenue bonds ....coupon "	431,000	6	" "	1889	----
" —State Defense warrants	780,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds....coupon	535,100	6	Feb. & Aug.	1876	106
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan)..coupon	531,820	6	" "	'65-'71	----
" " — " " (" ")..	200,000	6	" "	1871	----
New York—General F'd: Astor Debt....	581,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans...	848,107	5	" "	pleas.	----
" " — " " " " "	900,000	5	" "	1875	----
" " — " " " " "	442,961	5	May & Nov.	1868	107
" " — " " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " "	1,300,000	6	" "	'68-'78	119
" " — " " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " " "	11,050	5½	----	d'm'd.	----
" " — " " " " "	14,230	6	----	d'm'd.	----
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans....	287,700	4½	J., A., J., & O	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1870	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans....	6,922,274	6	" "	'63-'74	106
" " — " " ----	15,889,025	6	" "	64-'76	117
" " — " " ----	1,200,000	7	" "	1864	----
North Carolina—State bonds ....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	5	" "	1905	95
" — " " (" ") .... "	379,866	6	" "	1908	----
" — " " (" ") .... "	2,183,532	6	" "	1870	105
" — " " (" ") .... "	1,600,000	6	" "	1875	106
" — " " (" ") .... "	4,095,309	6	" "	1881	106
" — " " (domestic debt)....coupon	125,680	6	" "	1886	106
" — " " (war loan)....coupon	1,500	6	" "	1901	109
" — " " (" ")....coupon	279,313	----	" "	1905	----
" —Irreducib'e debt (school funds, etc.)...	2,920,403	6	Yearly.	1908	----
Oregon—State scrip	55,372	----	----	----	----
Pennsylvania—State Stock Loans....	181,200	4½	April & Oct.	due.	----
" — " " ....coupon	10,780,095	5	Jan. & July.	due.	94½
" — " " ....coupon	3,886,070	5	Feb. & Aug.	due.	----
" — " " ....coupon	3,690,614	5	Mar. & Sept.	due.	----
" — " " ....coupon	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds....coupon	230,000	4½	Jan. & July.	1882	104½
" —State Stock Loans....	1,177,890	5	" "	1864	----
" — " " ....coupon	675,029	5	Feb. & Aug.	1864	----
" — " " ....coupon	1,045,629	5	June & Dec.	1864	----
" — " " ....coupon	1,558,673	5	Jan. & July.	1865	----
" — " " ....coupon	2,277,755	5	" "	1868	----
" — " " ....coupon	1,766,214	5	" "	1870	100½
" —State bonds....coupon	4,860,000	5	Feb. & Aug.	1877	99½
" — " " .... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans....	200,937	5	----	----	----
" —Relief Notes in circulation....	97,360	----	----	----	----
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan)..coupon	2,000,000	6	Mar. & Sept.	1882	101½
South Carolina—State bonds (stg)....coupon	484,444	6	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'92-'99	----
" " —State b'ds (railroads)..coupon	1,810,000	6	----	1877	50
Tennessee—State bonds (banks) ....coupon	1,125,000	6	----	1862	60
" — " (Interu. impr.) "	2,063,606	5	----	Var.	45
" — " (railroads)... "	12,799,000	6	----	Var.	----
" — " (capitol) .... "	605,000	5	----	1890	55
" — " (Hermitage) .. "	48,000	6	----	1890	56
Texas—Had no debt in 1861	----	----	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) ....coupon	58,000	6	----	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	48
" —State bonds (railroad) ....coupon	12,624,600	6	" "	'85-'93	----
" — " (sterling)....coupon "	1,666,000	6	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil)....coupon	100,000	6	April & Oct.	'67-'68	100
" — " (war) .... "	200,000	6	Jan. & July.	1867	----
" — " (domestic) .... "	100,000	6	" "	1877	----
" — " (") .... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,600	63,995	86,211	76,426	81,453	103,635	94,928	107,768	73,751	64,937	938,511
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	90,296	1,096,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,689	119,409	116,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,064	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	195,802	182,722	178,785	206,000	224,256	312,161	320,857	291,419	------	------	------
Chicago and Rock Island:													
1859	60,053	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,408	82,895	139,049	134,500	145,739	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	144,084	152,537	123,319	118,783	1,251,020
1862	120,776	90,607	75,676	76,489	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,985	1,423,489
1863	140,024	130,225	122,512	128,795	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1864	158,735	176,482	243,150	175,838	188,505	205,866	195,103	271,141	331,494	312,049	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,851	28,291	28,066	24,326	28,536	51,340	56,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	46,985	39,500	49,571	80,819	108,737	74,331	53,554	676,764
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	80,527	87,167	105,146	81,296	55,199	850,956
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	106,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,322	1,488,197
1864	98,123	111,496	157,982	174,589	188,029	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	56,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,230
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,286	66,573	84,603	94,406	82,467	87,400	899,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	950,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	104,878	1,167,544
1863	145,916	146,839	166,780	121,278	103,407	99,569	90,882	95,134	130,551	160,097	143,836	136,920	1,579,509
1864	154,058	176,105	203,329	158,077	128,000	100,000	113,515	154,245	------	183,649	------	------	------
Erie:													
1859	304,705	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	466,959	536,605	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,965	477,642	600,124	557,242	661,448	412,723	6,285,424
1861	404,507	391,932	458,560	547,174	506,610	420,063	372,705	419,010	515,948	719,854	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	596,024	615,962	756,421	886,136	902,08	966,859	8,400,224
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	985,284	1,024,649	1,036,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,493	1,021,976	974,217	1,085,364	1,291,006	1,202,569	------	------	------
Galena and Chicago													
1860	60,658	62,608	80,793	93,254	115,505	93,449	80,705	166,641	219,528	252,108	142,658	94,660	1,462,752
1861	97,253	76,859	101,000	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,900	1,720,296
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,466	129,019	188,370	208,575	169,580	143,582	1,777,841
1863	132,517	121,161	129,226	136,601	172,843	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,143	232,023	1,933,434
1860	212,714	209,422	161,047	134,606	156,251	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,922
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,204	137,290	146,424	173,261	147,762	246,283	2,023,587
1862	307,330	281,568	208,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,063	403,571	2,922,970
1863	458,953	426,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	454,350	3,728,940
1864	501,231	472,240	356,626	278,540	251,759	238,049	273,726	306,5.6	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,892	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,080	193,931	248,071	259,643	321,059	243,163	225,184	2,664,846
1861	321,844	279,208	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	253,349	224,401	2,899,812
1862	190,130	236,687	181,084	191,648	206,246	269,282	261,079	352,786	414,543	419,336	372,593	359,403	3,445,927
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,429	511,306	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,329	421,457	414,731	497,223	404,197	585,494	767,363	684,299	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	51,320	55,257	43,544	512,218
1863	38,203	53,778	60,540	64,306	55,326	40,706	55,704	52,864	77,112	83,659	76,764	68,863	719,225
1864	66,540	77,874	90,755	78,215	83,964	75,055	89 533	94,375	96,062	90,576	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,511	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,541
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,535	1,163 734
1863	67,120	76,132	44,925	88,177	106,967	111,260	71,587	69,362	145,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	83,222	140,417	186,747	212,226	139,547	113,398	168,218	178,576	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,405	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	238,861	273,722	203,492	134,972	2,008,806
1861	140,925	116,933	153,170	186,961	170,362	161,391	126,558	178,773	235,690	276,161	231,265	184,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,526	181,983	180,916	226,319	276,109	305,818	804,284	270,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	306,106	376,567	332,260	348,048	3,302,541
1864	256,000	304,445	333,058	327,206	264,816	311,717	279,129	355,264	393,330	404,563	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025 142
1861	142,334	119,764	151,871	172,614	149,550	133,620	123,377	144,962	236,843	307,333	242,089	200,134	2 124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,684	2,650,702
1863	242,073	245,858	276,432	238,495	236 463	202,221	193,328	215,449	308,168	375,488	339,194	306,186	3,159,055
1864	262,435	278,848	348,802	338,276	271,553	265,780	268,244	346,781	408,445	408,966	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504.217	591,920	743,599	709,671	857,792	520,296	6,703,703
1860	387,128	402,630	561,078	585,141	551,700	496,943	544,494	692,382	868,985	811,458	780,736	523,047	7,164,622
1861	489,065	420,798	627,061	589,688	677,073	558,743	523,135	562,076	696,175	927,036	952,990	872,986	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,275	968,228	1,002,768	9,695,244
1863	920,272	790,167	867,590	911,397	839,128	841,165	818,512	840,450	1,079,561	1,033,496	1,043,615	------	------
New York and Harlem:													
1859	91,990	84,209	88,273	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,690	83,856	97,337	92,802	91,958	89,356	97,558	91,111	90,671	1,110,085
1862	100,604	96,689	102,808	94,957	94,157	97,327	101,857	103,223	99,436	107,099	99,135	125,715	1,222,910
1863	129,775	128,766	125,445	118,075	108,605	116,893	114,090	125,817	124,615	129,121	119,554	131,304	1,472,865
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	243,862	241,695	264,622	283,044	255,619	245,977	2,795,396
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,886	321,208	249,032	3,316,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	266,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	333,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,186	714,302	815,902	746,955	926,009	6,224,063
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,961	152,574	192,779	182,566	188,831	165,796	154,082	203,853	245,933	256,544	231,253	197,133	2,305,354
1861	217,262	202,071	266,735	270,675	216,501	204,778	180,429	248,031	270,086	352,971	302,790	301,966	3,031,767
1862	293,420	274,258	296,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,321	370,966	3,746,210
1863	337,350	366,598	461,965	462,987	427,094	396,845	350,763	407,077	488,809	506,814	466,309	487,042	5,132,994
1864	290,676	456,211	602,603	574,690	499,547	520,942	456,087	669,102	705,974	758,860	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,851	68,743	71,854	112,884	93,766	67,721	85,359	95,969	118,897	129,146	135,610	1,117,897
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,578	153,470	144,735	145,748	102,921	1,554,913
1864	100,872	147,455	160,193	157,785	149,855	155,730	144,942	218,235	224,134	202,441	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,426	84,879	122,785	106,100	125,027	77,599	51,296	926 725
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,853	137,936	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	118,578	116,214	136,219	170,380	172,670	147,948	139,628	1,403 147
1863	86,321	91,971	103,066	132,111	124,272	152,585	106,554	116,879	130,595	151,062	134,563	111,339	1,436,798
1864	79,735	96,842	132,898	123,987	127,009	146,238	139,026	244,114	243,940	221,969	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,700	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1870	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96
2d Mortgage		7	Jan. & July	" "	1883	95½
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1880	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1638.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850.	700,000	6	Jan. & July.	"	1880	108
" " " 1855.	1,125,500	6	Jan. & July.	"	1875	108
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1895	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1880	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103
Buffalo, New York and Erie:						
1st Mortgage coupon	1,000,000	7	June & Dec.	New York.	1877	107
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	793,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $800,000	790,800	6	"	"	1870	116
" " $375,000	675,000	6	"	"	1875	100
" " $1,700,000	1,700,000	6	"	"	1883	102
" " $2,500,000	867,000	6	"	"	1889	102½
Consolid. Mort. Loan $5,000,000			"	"		106
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1887	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1876	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,336,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1885	120
" " " inconvertible	3163,000	8	" "	" "	1885	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1910	
Chicago and Aurora 1st Mort.	159,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	65,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105
1st Mortgage pref. S. F.	336,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18...	
2d " "		8	" "	" "	18...	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	103
General 1st Mortgage	3,600,000	7	" "	" "	1885	95
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	97
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1890	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1861	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1876	100
4th Mort. (M. L.) or 3d Extension	1,058,02-	6	" "	" "	1886	80
River Line bonds	20,000	7			1857	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	200	7	March & Sept.	" "	1868	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	124,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	108
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	350,000	6	June & Dec.	Boston.	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	229,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		50
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101½
Guaranteed	100,000	6	" "	"	1875	103
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	109
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1876	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1906	
3d Mortgage (convertible)	750,000	10	" "	" "	1903	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103½
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,800	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,333					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,963					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'76	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	114
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73–'87	86
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1954	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	105
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	116
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right bonds	53,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	117
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	500,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	120
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1878	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	200,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	8	----	----	----	----
1st Mortgage	220,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Muscat.						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Minoral Pt.						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1886	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	104
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,786,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	108,000	6	----	Lexington.	'64–'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1863	105
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1900	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'92–'75	----
Louisville and Nashville:						
State [Tenn.], 1rt Lien	560,500	6	Jan. & July.	New York.	'85–'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	95½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	----	----
1st Mortgage	1,600,000	7	----	----	1880	----
Memphis, Clarksev. and Louisv.						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,240,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	93
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	94
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	127½
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----	1882	130
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	130
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1865	91
Jackson Branch	77,000	7	" "	" "	1855	93
Goshen Air Line	695,000	7	" "	" "	1867	100
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	108
2d General Mortgage	2,194,500	7	" "	" "	1877	100
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----	----	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	300,000	8	----	----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	109
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1907	----
Mississippi Central:						
1st Mortgage	1,007,385	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oaklaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,000,000	7	----	" "	----	62
2d Land Grant	700,000	---	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1886	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61–'67	----
Sterling	878,088	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '68 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1865	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1569	----
1st Mortgage (H & Hamp.)	103,000	6	----	----	----	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.						
State (Miss.) Loan	255,000	5	----	----	'62 '4'8	----
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1939	----
New York Central:						
Premium (S. F.) Bonds	7,148,104	6	May & Nov.	New York.	1883	108
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July	" "	1864	104
Funding (S. F.) Bonds	1,348,000	7	Feb. & Aug.	" "	1876	117
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	104
" " " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6		" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1854	103½
Bonds of Aug. 1852, Convertible	781,000	7	Feb. & Aug.	" "	1876	120
Bonds of Dec. 1852, (S. F.)	----	6	June & Dec	" "	1887	109
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	113
3d Mortgage	6,000,000	7	" "	" "	1883	117
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	111
5th Mortgage	1,739,500	7	June & Dec	" "	1885	112
Buffalo Branch	200,000	7	Jan. & July	"	1891	106
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York	1873	107½
2d Mortgage	1,000,000	7	Feb. & Aug	"	1866	100
3d Mortgage	930,300	7	Jan. & July.	"	1867	102½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	----------	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	100
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99
2d Mortgage	3,077,000	7†	" "	" "	1861	27
North Missouri:						
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	100
Chattel Mortgage	360,000	10	" "	"	1887	114
Northern (N. H.):						
Bonds due 1864 and 1874	290,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1856	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	87
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	80
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1866	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	112
2d Mortgage	2,621,000	6	April & Oct.	"	1875	108½
2d Mortgage Sterling	2,283,340	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1594	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1861	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	183,500	8	----------	----------	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	102
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	105
" 1844, "	810,000	6	" "	"	1880	105
" 1848, "	101,000	6	" "	"	1880	105
" 1849, "	67,000	6	" "	"	1880	105
" 1857, (convertible)	2,490,500	6	" "	"	1886	83
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1862	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	114
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	92
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1878	----
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1885	----
"	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'84-'94	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'n Division)	757,000	8	----------	" "	1875	85
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	800,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----------	----------	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	68
2d Mortgage	937,500	7	" "	"	1881	22½
3d Mortgage	440,000	7	" "	"	1891	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----------	1890	----
2d Mortgage	185,000	7	----------	----------	1866	----
3d Mortgage	318,500	7	----------	----------	1875	----
Six per cents	113,228	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	500,000	7	----------	----------	1880	----
3d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	188,333	6	----------	----------	1863	----
Sterling	2,000,000	5	----------	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	460,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1905	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'75	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " Income (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1855	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----------	----------	------	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,185,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	88
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	925,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	50
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	200,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	528,500	7	Feb. & Aug.	New York.	1876	----
Warwick Valley, N. Y.:						
1st Mortgage	50,000	7	April & Oct.	New York.	1850	97½
" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1860	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	103½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	104½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1903	----
Company's endorsed by State.	150,000	6	----------	----------	1876	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,736	*	—	877,963	500,500	105,255	1,515,704	84.0	.....	101,102	37,506	—	.....
28 Feb '59	50.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,6[illegible]	518,965	50.2	.....	55,791	21,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,406	—	1,067,006	777,777	240,485	2,176,028	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	224,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	40.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,285	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	280,251	104,504	.....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,493	—	307,060	100,000	—	422,290	23.5	48,938	65,999	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,926,740	218,876	4,201,566	122.4	281,451	408,410	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3 260,908	254,000	137,036	2,350,000	927,000	—	4,280,09	72.8	458,245	1,232,307	885,219	17	220
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,367	329,539	92,439	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,367	13,[illegible]	8	.....
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	.....	.....	117.4
30 Nov. '63	8.48	8.8	9.8	—	3	3	—	New Haven and Northampton	2,305,234	28,748	—	1,010,000	650,000	—	2,263,942	—	—	156,163	78,631	5	.....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602.105	61,000	—	657,152	66.0	155,916	195,055	61,256	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	182
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,889	o[illegible]	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	186,631	138,970	41,46[illegible]	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,2[illegible]	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,496	195,000	75,894	619,112	32.0	.....	7,857	5,555	—	.....
— — '62	59.9	—	5.0	.....	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.6	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	15	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,507,395	86.7	.....	417,086	205,827	8	123
— — '62	97.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	28.7	.....	.....	.....	Brunswick and Florida	765,000	*	—	151,887	.....	.....	.....	91.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590.173	229.0	879.4	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312.500	—	8,123 345	232.0	.....	1,159,188	528,042	6	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	2[illegible],241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	609,950	249 000	—	1,028 868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,886.634	62,374	—	1,275.901	10,200	180,621	1,475,140	71 6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	128 6	.....	.....	388,853	18	.....
30 Sep. '59	138.0	—	.....	—	52	34	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.		138.0	.....	832 343	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	82	846	Chicago and Alton	8,280,639	*	—	4,205.939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	761,866	2[illegible]	90
30 Apr. '64	240.0	266.0	47.0	—	98	50	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,[illegible]39	494.0	1,955,519	3,090.211	1,350,499	8	116
1 Apr. '63	242.0	—	.....	29.0	36	23	706	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	223,641	13,147,13[illegible]	242.0	.....	1,083,054	448,503	—	424
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,632	*	—	6,000,000	1,402.748	—	8,880,576	228 6	1,162,850	2,143,875	1,103,414	6	103[illegible]
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952.115	341.7	1,484,068	2,201,481	1,279,40[illegible]	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,850,000	—	4,214,342	180.0	.....	742,097	377,476	—	65[illegible]
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,810,229	*	—	19,015,970	17,320,000	—	36,335,970	703.3	3,010,697	4,571,028	2,118,847	6	124
— — '58	148.0	.....	.....	.....	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	364
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,559	—	52
								INDIANA.													
— — —	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,008,125	—	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	966,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	.....	—	23	19	312	Indianapolis and Cincinnati	2,497,962	540,943	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,856	230,834	9	100
1 Dec. '63	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	596,092	350,625	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,834	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,156	—	.....
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,434,847	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	.....	.....	.....	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	364
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	235,679	1,517,450	94,000	—	2,326,955	73 0	357,302	774,618	307,527	11	159
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	850,000	369,084	.....	86.6	7 mo's.	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	209.0	10	7	180	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134,831	276,197	155,889	—	.....
1 Jun. '58	85.5	—	.....	101.8	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	—	.....	28.5	11 mo's.	458,821	21,356	—	.....
— — '62	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,000,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,030,000	337,532	4,375,993	111.6	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	.....	—}	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,578	106,000	—	741,051	29.0	.....	99,320	53,355	4	80
30 Jun. '63	65.1	—	.....	— }				} Louisville and Frankfort	1,398,832	126,736	6,540	1,109,594	301,000	—	1,663,713	95.1	181,333	222,909	120,069	3	96
30 Jun. '64	185.0	85.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,534	3,930,500	235,670	11,856,430	300 0	841,553	3,201,690	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,280	—	3,242,318	586.000	339,297	5,855,320	80.0	180,304	491,922	223,64[illegible]	—	.....
31 Mar. '61	208.0	—	.....	205.0	45	37	512	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 4[illegible]	—	.....
31 Aug '60	53.7	—	.....	135.3	.....	.....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1.283,015	248,969	108,434	1,710,879	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	.....	.....	.....	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Trk R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	.....	.....	.....	.....	*Detroit and Milwaukee*	8,270,628	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340 995	.....	—	.....
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,748,989	.....	15,066 822	329.3	1,488,2[illegible]	3,417,1[illegible]	1,997,060	12	125
31 Mar. '64	246.0	251.6	.....	—	96	110	1,186	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,668,568	10,120,400	8,287,255	—	18407,685	527.0	2,171,477	3,384,2[illegible]	1,630,777	—	71[illegible]
								MINNESOTA.													
31 Dec. '62	14.5	—	—	308.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	265.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	850	*Mississippi Central*	4,066,022	756,292	—	2,000,961	2,554,732	895,992	6,231,899	236.0	.....	684,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.0	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158.836	7,177,600	—	.....	206.6	579,324	1,047,567	420,020	—	29
31 Dec. '62	268.8	—	17.7	69.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	.....	.....	188.8	.....	444,460	162,996	—	.....
31 Dec. '62	152.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.[illegible]	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,488,916	7,000,0[illegible]	.....	.....	114.0	98,871	241,482	128,886	—	.....
28 Feb. '63	77.0	—	5.9	209.0	.....	.....	.....	*South-Western Branch*	4,775.786	116,883	—	71,513	4,500 ,000	187,019	20,455,42[illegible]	198 7	507.040	679,956	227,308	—	.....
30 Sep. '62	56.6	2.6	8.2	—	16	13	219	*St. Louis and Iro Mountain*	5,231,428	344,168	—	1,971,127	3,5[illegible],000	57,361	5,996,277	90.1	282,631	253,235	65,250	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,883	444,633	205,584	787,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,955	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	189,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	111
31 May, '65	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	753,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	118
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	29	1,818	Northern Central	7,916,244	774,565	501,395	2,200,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	57
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	8	104
30 Nov. '63	74.3	8.8	51.1	—	50	74	636	Boston and Maine	4,880,349	446,557	495,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	136½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,962,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	142
30 Nov. '63	44.6	24.0	60.1	—	30	64	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	53.6	573,514	1,202,654	488,357	9	144½
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,866	—	881,656	121,000	—	1,087,722	47.1	77,036	130,058	69,191	04	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,942,266	52.4	169,351	344,194	168,008	6	108
30 Nov. '63	44.2	30.5	27.6	—	29	71	424	Eastern	4,007,268	315,166	204,102	5,000,000	1,337,600	56,500	4,894,100	59.0	477,753	812,556	390,594	6	104½
30 Nov. '63	50.9	42.6	74.8	—	25	37	457	Fitchburg	3,189,851	360,149	—	3,540,000	—	—	3,874,507	93.4	359,788	782,262	328,043	8	119
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	252,885	30,275	—	200,000	75,000	3,961	367,496	—	—	21,780	21,275	6	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	5	127
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,555	33.0	67,823	53,233	—	—	10½
30 Nov. '63	79.5	7.8	23.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	127
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	5	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,886	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	55.5	.....	.....	.....	Troy and Greenfield	1,903,260	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	99.8	5.0	5.5	—	10	18	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,815	140,186	—	38½
30 Nov. '63	156.1	17.3	126.6	—	73	68	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,745,504	218.0	1,275,929	2,439,834	1,232,831	10	152
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,378,159	45.7	188,647	251,024	132,155	6	96½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	243	Cheshire	2,475,846	322,206	—	2,085,926	686,400	—	2,969,852	53.6	338,025	382,183	180,645	2	.....
31 Mar. '63	24.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	62
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord R. R.	—	83,524	7	113
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	396,585	303,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	99.2	15.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	2,068,400	220,700	59,114	3,248,214	82.0	.....	386,846	153,718	4	94
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	600,000	750,780	277,210	.....	24.7	.....	81,121	13,185	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,049,500	173,982	3,261,344	76.6	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	152
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,886	*	—	1,000,553	1,037,376	117,093	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '62	64.0	—	48.6	100	51	29	574	Central of New Jersey	5,901,676	773,000	603,656	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	170
31 Dec. '62	55.0	—	—	45.5	11	15	91	Morris and Essex	1,874,061	*	67,000	1,157,800	340,000	87,080	1,549,625	58.0	—	293,857	108,645	7	116
31 Dec. '62	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	445,573	1,461,396	4,397,900	642,500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	150
31 Dec. '62	21.6	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	—	90,615	29,592	—	170
31 Dec. 62	.....	—	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,202,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	24,242	—	55
31 Dec. '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154 908	6½	110
31 Dec. '62	38.5	—	.....	—	.....	.....	.....	West Jersey	821,984	—	—	551,595	212,500	31,743	821,984	—	82,056	90,122	43,623	—	.....
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	0	53	Albany & Susquehanna	1,192,179	64,858	—	973,670	120,000	54,858	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	45.9	—	3.1	—	5	8	140	Atlantic and Great Western	2,587,725	*	—	903,996	1,587,565	—	2,587,725	48.9	.....	329,223	176,096	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,389,088	—	—	850,000	2,396,000	1,070	3,389,088	160.3	615,890	1,134,266	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	284,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	94½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,184,824	148.0	1,084,586	3,581,718	1,844,287	7	118½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,805,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,481	52,250	6	48½
30 Sep. '63	297.8	103.1	400.0	—	239	256	4,424	New York Central	27,098,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,297,631	3,994,999	7	121
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,663	5,722,850	5,877,518	14,260	11,814,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,960	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823 450	38.1	70,885	162,757	83,090	8	.....
30 Sep. '63	25.2	—	2.6	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	289,750	—	938 884	58.2	151,198	335,625	117,460	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	93	27	848	Rome, Water'n & Ogdensb'g	3,091,576	305,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	105
30 Sep. '64	40.9	6.7	1.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,385	—	.....
30 Sep. '63	13.0	—	0.8	—	2	6	6	Staten Island	281,120	34,278	—	72,386	200,000	66,900	339,186	13.0	43,124	47,803	24,242	—	.....
30 Sep. '65	81.0	—	3.0	—	12	15	124	Syracuse, Binghamton & N.Y.	1,903,084	*	—	1,200,180	1,621,037	97,371	2,918,588	81.0	213,931	323,794	134,908	—	.....
30 Sep. '63	54.9	—	2.5	—	11	15	155	Troy and Boston	1,005,558	220,996	—	600,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	5.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	38,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	23	18	182		Wilmington and Manchester	2,632,787	*	282,900	1,130,470	1,045,000	51,500	2,934,500	171.9	.....	489,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	24	32	144		Wilmington and Weldon	1,869,223	*	107,000	1,540,213	791,055	102,391	3,114,954	171.0	323,060	477,564	255,201	8	.....
15 Mar. '60	81.0	2.0	.....	102.5	.....	.....	.....	Western North Carolina	2,000,000	—	4,700	220,212	—	70,560	364,072	—	.....	—	—	—	.....
								OHIO.													
31 Dec. '63	53.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,988	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,050,584	—	10,000	2,048,997	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	41	39	505		Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,023	857,701	360,271	—	14
31 Mar. '64	60.3	—	.....	22	28	422		Cinc., Hamilton and Dayton	2,962,156	499,086	118,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	134
31 May, '59	131.8	—	.....	81.0	16	19	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,082,000	228,975	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.0	.....	47	37	787		Cleveland, Columbus and Cinc.	4 394 772	625,255	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,218,257	31	170½
31 Dec. '62	67.0	—	.....	18.0	13	6	319	Cleveland and Mahoning	2,553,162	298,789	23,349	1,935,056	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	48
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,586,896	788,202	500,000	3,500,000	1,503,000	—	5,103,000	96.7	582,396	2,066 623	1,288,785	25	.....
30 Nov. '62	103.	102.5	.....	—	45	50	898	Cleveland and Pittsburg	7,836,000	*	—	3,832,712	4,324,006	94,329	8,251,046	208.5	.....	1,436,817	552,900	—	105
31 May '64	109.2	79.4	.....	37	54	639		Cleveland and Toledo	6,717,946	603,257	55,025	4,854,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	109
31 Dec. '58	81.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	569,673	575,250	382,486	.....	61.5	75,120	68,128	19,760	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17.760	—	99
30 Nov. '63	54.5	—	11.9	—	13	45	206	Columbus and Xenia	1,423,286	362,965	518,150	1,420,000	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	296,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	4,506,678	460,583	—	2,452,217	2,906,000	—	.....	144.0	.....	703,239	311,256	—	15
30 Nov. '63	82.5	—	19.6	—	26	55	413	Little Miami	4,107,130	492,979	437,113	2,981,257	1,400,000	—	5,096,520	138.0	1,002,647	1,948.778	791 362	10	140
30 Jun. '63	173.8	50.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,323	*	—	10,379,554	373,487	53,068	11.164.820	226.6	445,157	620,025	299,620	—	.....
30 Apr. '63	192.5	—	.....	45	54	628		Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	.....	529,952	119,032	—	.....
31 Aug. '58	117.0	5.0	.....	17	16	238		Pittsburg, Columbus and Cin.	4 770,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	33	23	446		Sandusky, Dayton and Cinc.	8,968,678	895,400	102,565	3,260 887	1,495,728	11,190	5,130,662	205.9	388,894	600,162	133,747	—	32
31 Dec. '58	116.0	9.0	.....	10	11	203		Sandusky, Mansfield & New'k	2,855,150	*	—	562,571	1,299,100	127,118	2,694,694	126.0	220,717	272,202	92,253	—	.....
1 Dec '63	242.4	—	.....	47	19	926		Toledo & Wabash	9,190,000	*	25,000	3,814,775	6,051,580	88,272	10,152,632	250.0	1,279,050	1,429,798	540,921	—	82

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An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '58	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	2,856,000		5,634,039	100.0		360,215	171,286		
31 Dec. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,964,230	400,560		1,485,900	1,000		1,964,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	—	16
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,238	118,198	8	194
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,013,294	2,160,583		5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,409,494	1,757,077	828,143	9	205
31 Oct. '63	35.5	1.1	3.2	—	7	4	66	East Pennsylvania	1,161,430	104,941		604,190	528,400	—	1,212,590	36.0	151,820	288,263	160,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,085,067	*		1,000,000	1,000,000	Lease'd to Northn Cen.		156.0	97 miles.	354,790	110,366	—	32½
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		900,000	200,000	—	1,000,000	18.6	144,871	428,258	139,268	10	—
31 Oct. '63	36.9	13.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,182,550	700,000	—	1,882,550	55.6	oper. by	Penn.	R.R.Co.	7	69
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340		1,809,568	500,000	100,000	2,409,565	32.8	27,600	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,216	*		822,545	1,325,992	223,090	2,174,427	54.0	143,579	259,629	101,570	—	29½
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,926,065	68,833	2,707,898	80.0	335,700	478,118	245,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222		2,297,250	1,465,000	58,127	3,820,377	58.0	383,844	1,320,058	774,074	10	81½
31 Oct. '63	28.5	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*		2,646,109	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	45½
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	4,311,613	*		4,132,935	—	—	4,132,935	130.0	219,102	348,367	89,991	8	60
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764		3,147,750	3,104,287	—	6,252,037	65.8	274,990	511,896	273,891	—	30½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	13,450,250	16,949,124	—	38,245,668	356.9	5,311,202	1,891,415	5,111,413	—	67½
31 Oct. '63	17.0	7.0	42.0	17.0	15	41	101	Phila., Germant'n & Norrist'n	1,151,079	235,439		1,287,200	406,500	—	1,672,200	24.0	244,425	332,499	179,566	9	60
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010,944	8,528,009	80,161	13,619,096	230.0	428,750	649,300	193,486	7½	31
30 Nov. '63	147.1	51.1	211.3	—	166	67	3,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	26,613,528	463.0	2,721,689	6,252,902	3,700,900	7	68½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	633,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,060	353,648	10	145
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,480,000	1,017,500	—	8,477,500	200.6	647,027	2,540,248	1,602,119	10	67½
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432		1,767,373	1,500,000	82,530	3,565,729	72.0	209,746	215,557	105,356	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*		6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,622	—	102½
31 Oct. '63	17.0	7.0	42.0	17.0	15	41	101	Shamokin Valley & Pottsville	1,178,778	112,624		500,000	791,597	Lease'd to Northn Cen.		24.0	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	196	Tioga	780,967	106,558		367,300	596,500	65,206	832,009	29.6	75,388	128,693	79,976	7	63
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	256,800	—	—	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	425,943	13,299		427,17	8,500	—	—	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	15	9	176	Charlotte and South Carolina	1,719,945	*		1,201,000	384,000	—	—	109.6	—	283,263	151,236	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	—	164.5	—	841,190	128,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*		985,743	980,410	108,172	2,067,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6	—	29,067	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	—	140.0	—	316,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	158,264		536,654	1,902,000	390,407	—	139.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,036,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		670,009	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		708,225	554,949	$19,516	—	59.4	69,870	177,256	80,023	—	—
1859	47.4	—	2.3	—	4	5	48	Mississippi Central and Tenn.	892,719	82,908		317,447	632,500	22,369	—	47.4	54,178	83,129	44,668	—	—
1859	34.2	—	7.0	—	12	2	51	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	—	34.2	30,065	22,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	30	17	819	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000	—	—	159.0	—	734,118	337,284	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544	—	45.8	57,900	127,962	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Colr'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
-- -- '58	56.0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*		455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
-- -- '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May '64	110.3	—	5.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000	—	3,036,338	90.7	139,877	308,850	167,430	—	67
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,261	423,027	114,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683		1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,406,056	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	oper. by Vt Central				5	112
30 Jun. '63	23.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	616,164	703,208	—	1,901,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	352,000	700,000	—	—	oper. by Troy & Bost.			53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,634,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	708,084	186,302	43,092	—	—
30 Sep. '59	79.2	—	4.5	—	5	2	75	Norfolk and Petersburg	2,008,873	122,153	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,606	5,719,229	—	—	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	28.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,617,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.2	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,993	—	1,265,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '62	59 2	21.3	—	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,087	*	—	1,981,197	1,200,000	75 908	3,753,665	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.5	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,054,064	163,763	79,586	6	80
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	196.0	280 966	634,081	334,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,904,259	838,475	2,400	3,452,813	3,265,000	571,968	10,233,271	214.9	480,198	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,480,000	—	—	199.9	—	756,476	329,59	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	577	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,428,800	2,454,000	221,282	7,978,841	234.4	—	1,162,734	414,741	—	48
10 May, '64	166.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,592,471	142.3	485,042	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y)	11,938,000	*	—	11,770.000	188,000	—	11,938,000	16.10	—	236,798	67,652	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,389	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,164 85	—	—
31 July, '63	229.0	115.5	65.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,866	1,649,510	1½	—
31 Dec. '62	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct, '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	180,421	107,840	20,005	—	—
1 July, '61	80.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,288	—	1,380,000	13,100	126,000	1,799,233	80 0	—	132-55	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	180	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	—	—	87,181	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	11	22	129	Panama	8,000,000	*	615,058	5,000,000	2,375,000	—	10,762,723	48.7	—	—	1,285,924	18	295

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	260,000	6	6	....
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	550,000	7	--	....
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	39
Chemung (guarantied)	380,000	--	--	....
Cayuga & Susquehanna (guarant.)	343,500	--	--	....
Cheshire (preferred)	2,017,825	7	—	52½
Chicago & Alton (preferred)	2,422,596	7	7	92½
Chicago & Northwestern (pref.)	2,400,000	7	1¾	81
Cochecho (preferred)	147,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1,155,200	10	10	67
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	--	--	....
Dubuque & Sioux City (preferred)	1,387,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	--	--	....
Elmira & Williamsport (preferred)	500,000	--	--	51
Erie (preferred)	8,536,700	7	7	101½
Hannibal & St. Joseph (preferred)	5,233,856	7	—	46
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	247,000	6	—	....
" " (new pref.)	125,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,166	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	143
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115½
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	--	4	....
New York & Harlem (preferred)	1,500,000	8	--	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	--	8	....
Paterson & Ramapo (guarantied)	248,000	--	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	--	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	--	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	97
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	72
Toledo & Wabash (preferred)	982,900	7	7	70
Troy & Greenbush (guarantied)	274,400	6	6	....
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	6	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6		18..	....
Bonds guar. by Virginia	200,000	6		18..	....
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	800,000	6	M. & S.	1870	....
Delaware & Raritan:					
See Camden & Amb RR.	....	..	....	....	....
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	....
Interest Certificates	161,999	6	" "	1868	....
Lehigh Navigation:					
1st Mortgage	2,780,682	6	M. & S.	1870	107
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105
2d Mortgage	294,750	6	....	....	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	98
2d Mortgage	3,980,670	6	J. & J.	1882	88
Improvement	568,500	5	M & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	....
Md stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,599	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	96

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,243,563	—	70
Chesapeake and Ohio	100	8,221,598	....	....
Delaware Division	100	1,633,350	—	36½
Delaware and Hudson	100	7,500,000	10	185
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	2,479,950	6	76
" " (scrip)	50	1,803,000	6	....
Monongahela Navigation	50	726,500	3	....
Morris, (consolidated)	100	1,025,000	5	99
" (preferred)	100	1,175,000	10	135
North Branch	100	....	....	....
Sault Ste Marie	100	....	....	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	33
" " (preferred)	50	2,722,607	—	39½
Susquehanna and Tide Water	50	2,048,260	—	14½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	78

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....(cash)	per ton	60	@ 65
Pig, American, No. 1		58	@ 60
Bar, Swedes, assorted sizes...(in gold)		—	@ 92 50
Bar, English, Refined		190	@ 205
Bar, English, common		175	@ 190
Band, English		—	@ 230
Horse Shoe		—	@ 225
Rods, English		205	@ 210
Hoop, English		280	@ 310
Nail Rod	per lb.	— 15	@ — 17
Sheet, Russia	per lb.	— 29	@ — 32
Sheet, English, Single, Double and Treble		— 9½	@ — 12

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast.....(1st & 2d qlty.)	per lb.	— 29	@ — 38
English Spring.....(1st & 2d qlty.)		— 16	@ — 21
English Blister.....(1st & 2d qlty.)		— 20	@ — 32
English Machinery		— 22	@ — 24
American, Blister		— 16	@ — 20
American, Cast, Hammered		— 30	@ — 34
American, Cast, Rolled		— 19	@ — 23
American Spring		— 15	@ — 20
German		— 20	@ — 23
Milan (in bond)		—	@ —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New.....(suits)	per lb.	—	@ — 65
Sheathing, &c. Old...(cash)		—	@ — 41
Sheathing, Yellow		—	@ — 50
Pig, Chile		—	@ —
Bolts		—	@ — 65
Braziers'		—	@ — 65
American Ingot.....(cash)		— 47	@ — 48

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	—	@ 15 —
Spanish		—	@ 15 —
German Refined		—	@ 15 —
English		—	@ 15 —
Bar	per lb.	—	@ — 18
Pipe and Sheet		—	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	—	@ — 68
Straits		— 57	@ — 58
English		— 55	@ — 56
Plates, Charcoal I. C	per box	21	@ 23 —
Plates, I. C. Coke		17 50	@ 19 —
Terne, Coke		16	@ 16 50
Terne, Charcoal		17 50	@ 18 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d.....(cash)	per 100 lb.	—	@ 10 —
Clinch.....(cash)		10 50	@ 11 —
Horse Shoe, Forged.....(cash)	per lb.	— 40	@ — 45
Wrought English.....(cash)		—	@ — 70
Ausable Horse, Norway Iron, Forged		—	@ — 50
Zinc Nails.....(6 mos)		—	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	—	@ 1 10
Para, Coarse and Medium		—	@ —
Carthagena, &c		70	@ — 72
Guayaquil		—	@ —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		46½	@ — 47
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 86	@ — 87
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 67½	@ — 68
Naptha, Refined, (60@63 gravity)		50	@ — 52

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.

	Th 17.	F. 18	Sat 19.	M. 21	Tu 22	W 23
American Coal Co.	80	75	75	....	78	78
At. & Gt. W. (O) 1st m'k	....	....	....	....	....	....
Buffalo, N.Y. & E., 1M.	....	....	....	....	....	....
California 7s	....	161	....	....	162	162½
Canton Co.	....	32½	33	33	33½	....
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	85	88	90	90	....
" " pref.	....	....	....	....	....	....
" " 1 M.	....	....	....	....	....	106
" " Ins. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	115½	115	116	116	117	116
" " 8 p.c.	....	....	....	....	....	....
Chic. & Northwest'n.	44	43	42½	....	43½	42½
" " pref.	82	80½	80½	80½	81½	81
" " 1st M.	96	96	96	95½	95	95
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	105½	103½	103½	103	105½	103½
" " 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	170½	....	....	....	....	....
Clev. and Pittsburg	104	104	103½	103½	106½	105
" " 1 M.	....	....	....	....	....	....
" " 2 M.	105	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	....	....
Clev. and Toledo	112	....	110½	110	....	109
" " S.F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	48	48½	47	46	48	45½
Del. & Hudson Canal	185	....	....	....	....	....
Del., Lack. & West.	200	205	....	....	....	....
" " 1M. 8p.c. '71-5	....	....	....	....	....	....
" " 2M. 8p.c. '81	....	....	....	....	....	....
Erie	98	99	99½	99	99½	99½
" pref.	104	....	102	....	101½	....
" 1 M. 7 p.c. '67	....	....	....	105½	....	....
" 2 M. 7 p.c. '79	118	....	....	....	....	....
" 3 M. 7 p.c. '85	117	....	....	....	....	....
" 4 M. 7 p.c. '80	112	....	....	....	....	....
" 5 M. 7 p.c. '88	....	....	....	....	....	....
Galena and Chicago	....	....	....	....	....	....
" 1M. 7 p.c. '82	....	....	....	....	....	....
Hann. & St. Joseph	....	....	....	....	....	....
" " pref.	....	....	....	46	....	....
" " bonds	....	....	....	....	....	....
Hudson River	120½	119½	119	119½	120½	118½
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69	....	....	....	....	....	....
" 2M. S.F.	....	....	....	....	....	116
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	125	124	125	125½	126½	125½
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	33½	34	33½	33½	34½	33½
Michigan Central	125	126½	126	126	127½	....
" S F. 8p.c. '83	....	....	....	120	....	....
" conv. 8p.c. '69	....	....	....	....	125½	....
M. S. and N. I.	72	70½	71	70½	72½	70½
" " guar'd.	....	....	145	....	....	....
" " 1M. S.F.	....	108	....	....	....	....
" " 2 M.	....	100	....	....	....	....
Mil. and P. du Chien	51	41	40½	42	....	....
" " 1st pref.	115½	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L.G. bonds	....	....	....	....	....	....
Missouri 6s	61	61	61	....	....	....
" ins. to H. & St. J. R.	85½	....	....	66	....	....
" " Pacific	68	67	....	....	67	....
New York Central	121½	121½	120½	120½	121½	121
" " 7s, 1864	....	....	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S.F. '83	108	....	....	....	....	....
" " 6s, S.F. '87	....	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" " "pref."	....	....	....	....	....	....
" " 1M. 7 p.c. '73	107½	....	....	....	....	....
" " 2M. 7 p.c. '64	....	....	....	....	....	....
" " 3M. 7 p.c. '67	....	....	102½	....	....	....
Ohio & Miss. cer.	37	36½	36½	37½	36½	....
" " pref.	2½	....	....	....	....	....
Pacific Mail S.S. Co.	301	310	....	....	....	....
Panama	....	....	....	....	....	....
Penn's Coal Co.	....	....	....	....	....	....
Phila. and Reading	135½	135	136½	137	139	137
Pitts. Ft. W. & Chicago	105½	102½	103	104	105	103½
" " 1M.	....	....	....	....	114	114
" " 2M.	....	103½	....	....	....	....
" " 3M.	....	93	....	....	....	....
Quicksilver Mining Co.	83	84	84	84	85½	84½
St. L., Alton & T. H.	....	51	....	51	....	....
" " pref.	74	....	72	71	72½	72
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	....	....	....	....	....	....
" " Ins. b'ds	....	....	....	....	....	....
Tennessee 6s, 1890	....	55	55½	....	56	....
Toledo & Wabash	....	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M.	100	....	....	....	....	99½
" " 1M. ex.	....	....	....	....	....	....
" " 2M.	....	....	....	....	....	....
" " Int. b'ds	....	....	....	....	....	....
Virginia 6s	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.

	Th 17.	F.18	Sat.19.	M.21.	Tu.22.	W.23.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 1865, coup	....	....	....	....	....	....
U. S. 5s, 10-40s., coup. 07	96	96½	96¼	97¼	....	....
U. S. 5s, 10-40s, reg	....	....	....	95½	96	97½
U. S. 6s, 1881, reg. ...111	....	....	....	110¾	....	....
U. S. 6s, 1881, cou. ...110¾	110¾	110¾	110¾	110¾	110¾	....
U. S. 6s, '81, O.W.Ly	....	....	....	....	....	....
U. S. 6s, 1881, " 1y	....	....	....	....	....	....
U. S. 6s, 1867, reg. 122	....	....	123	....	125	....
U. S. 6s, 1868, reg. 117	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.. 96¾	95¾	96¼	96¾	96¾	96¾	....
U. S. 6s, 5-20s, coupon 104	104	103¾	104¼	104¼	104¼	....
U. S. 6s, 5-20s, new ...104	104	103¾	104¼	104¼	104¼	....
U. S. 6s, " reg	....	103½	103¾	....	....	....
7.30 Notes, Feb. & Aug	....	....	....	....	....	....
" " Ap'l & Oct. 115¼	113	115	116	118	118¼	....
American Gold 218¼	214¼	217¼	221¼	223¼	223¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

	W. 16	Th 17.	F.18.	Sat.19.	M.21.	Tu 22
Beaver Meadow	....	....	....	....	....	....
Cattawissa	....	....	....	....	....	....
" preferred .. 40	39	....	....	....	....	....
Camden & Amboy 151	....	151	....	152½	152	....
" " 6s,'67..108¼	....	....	....	....	....	....
" " 6s,'70	....	....	....	....	....	....
" " 6s,'75	....	....	....	....	....	....
" " 6s,'83	....	....	....	....	....	....
" " 6s,'89	....	....	....	....	....	....
" mort. 6s,'89..108	....	107½	....	....	106	....
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref. 51	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	76	....	....	....	....	....
" 6s	....	....	....	....	....	103
Lehigh Valley R. R.... 82½	81½	81¼	....	....	81¼	....
" " 6s.....105	....	....	104	....	....	....
Little Schuylkill R. R.	45½	45½	....	....	45½	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	60½	60	....	60	....	....
Morris Canal	98	....	....	....	99	....
" " pref.	....	....	133	....	....	....
" " 6s '76	105	....	....	....	....	....
North Pennsylvania	....	30½	....	....	....	....
" " 6s.100	100	100	....	....	100	....
" " 10s	....	....	....	....	....	....
Northern Central	55	....	....	58	57	....
Pennsylvania R. R.... 66	65½	65½	65¾	67¼	67½	....
" 1st m	....	112	....	....	112	....
" 2d m	....	....	....	108¼	....	....
Penn. State, 5s	94	94½	....	....	....	....
" " 5s, coupon	....	....	....	....	....	....
" " 6s, W. L	....	104	....	....	....	....
Philadelphia City, 6s	100½	102	....	....	....	....
" new..102	102	....	101¾	102	101¾	....
Philad., Germ. & Nor.	....	59½	....	60	60	....
Phila. & Reading 68¼	67¼	67¾	67¾	68¼	69¼	....
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	102	....	....	102	....
Philadelphia & Erie	....	....	30½	....	31	....
" " 6s	....	105½	105	105½	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	33	33	....	....	....	....
" " pref. 39½	39	....	40	39	....	....
" " 6s '82	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72 98	....	....	95	....	....	....
Sunbury and Erie, 7s..106	....	....	107	....	....	....
Susq. Canal 14	13½	13½	14	14½	....	....
" " 6s '78	61	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal. 30	....	....	78	....	....	....
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	15	....	....	....	....	....
Chestnut & Wal, "	....	....	....	....	....	....
Green & Coates, "	....	....	28	....	....	....
Race and Vine, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	....	70	....
Spruce & Pine, "	34½	....	34½	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

	W.16.	Th 17.	F.18.	Sat.19.	M 21.	Tu 22
Baltimore City 6s, 1875	108	....	....	....	....	....
" " 1886	....	....	....	....	....	....
" " 1870	104½	105	....	....	....	....
" " 1890..109½	110½	....	110½	....	110½	
Balt. and Ohio	....	118½	....	113	113	
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	103	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	108	....	....	....	....
" " " '85..108¾	....	108	....	....	....	....
Northern Central	....	....	....	....	....	....
" " b'ds, '85	101	100	....	....	....	....
" " " 95	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Boston and Lowell	....	....	....	....	....	....
Boston and Maine 131	....	130½	130½	130½	130¾	
Boston and Providence	142	....	142	142	....	
Boston and Worcest	144½	144¼	....	....	144½	
Cheshire, pref	62	....	....	....	5½	
Concord	....	62	62	62	62	
Connecticut River	....	....	....	....	108	
Eastern, Mass	....	104½	104½	104½	....	
Eastern, N. H.	....	....	....	....	....	
Fitchburg	....	....	....	....	119	
Manchester & Lawr'ce	....	118½	....	....	113	
Michigan Central	....	126	....	....	....	
Northern, N. H.	....	....	....	....	64	
Old Colony and Fall R. 127	127	....	....	....	....	
Ph., Wil. & Baltimore .. 68½	68½	67½	67½	67½	68	
Portl'd, Saco & Ports	111	111½	....	....	111	
Vermont & Canada	....	112	....	....	....	
Vermont & Mass	....	....	....	....	38½	
Western	152	152	....	....	152	
Broadway (Horse)	....	....	....	....	....	
Cambridge "	103½	103	....	....	....	
Metropolitan "	....	....	86½	....	....	
Middlesex "	....	....	....	....	....	
Central Mining Co.	....	....	....	....	....	
Franklin "	50½	48½	....	....	49	
Isle Royale "	18½	18½	18	18	18	
National "	....	....	....	....	....	
Minnesota "	....	....	28½	28½	28½	
Pewabic "	55½	55	....	....	54½	
Pittsburg "	....	....	....	....	....	
Quincy " .. 95	95	95	95	95	....	
Rockland "	....	....	....	....	....	

London Stock Exchange.

The following were the closing prices for American Securities on the 10th of November:

Maryland 6s	65	to	68
United States 6s, 1881	41	"	42
Do. 5s, 1874	48	"	50
Virginia State 6s	45	"	48
Do. 6 per cent.	26	"	28
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	69	"	71
Do., 2d mort., 1881	64	"	66
Pennsylvania, 1st mort., 1877	69	"	71
Do., 2d mort., 1882	65	"	67
Erie shares, $100 (all paid)	39	"	41
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1879	56	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	51¼	"	52½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82, x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, November 26, 1864.

Stock Exchange and Money Market.

The rapid and evident fluctuations in the gold market have been the subject of much comment. The fall continued the whole week preceding our last issue, and the quotations were as low as 117. On Tuesday there was a slight reaction which was attributed to a demand for exportation on Wednesday. Upwards of a million was said to be engaged for the steamer of that day, the result of the engagements of the house of Rothchilds with the Bank of France, which has lately been supplied according to our advices with the sum of ten millions from that source.

No matter how much gold is shipped to London and Liverpool from the United States, it cannot be retained there, but is almost immediately re-shipped to the Continent or to Asia. If England coulp keep all the gold we have remitted her the last few years, it would gild the roofs of all the houses in England, but it cannot be retained, and its departure to distant Countries keeps her in a continual turmoil. Our advices also announce that the Bank of England has relaxed its high rate of interest, having made an abatement of one per cent. Out of Threadneedle street, the rate keeps up pretty steadily.

The rumors which have prevailed with regard to a heavy movement on Richmond, foreshadowed by the clustering of our iron fleet at the mouth of the Dutch Gap Canal, the visit of Gen. Grant to his family as if in anticipation of a contest where his own life must again be exposed, and the advance of Gen. Sherman into the heart of the enemy's country are likely to produce their effect on the market in a few days.

Besides as each transaction in gold costs the parties ⅛th per cent. for brokerage, and the interest from day to day, a heavy bonus being generally exacted by the lender, it becomes constantly a more difficult affair to contend for a rise against a falling market. We have the opinion of some of the most intelligent Brokers in the street, who are not at all speculators for their own account that the present rates cannot be sustained, and that it is the short contracts which cause these temporary reactions from a fall. Besides the Bull party is reported to be in a state of disorganization.

Railway shares are not much sought for. There has been a slight advance and a small decline in several. One cause of this inactivity on the part of capitalists is the expectation, that from the numbers of accidents happening all over the Country on the railways, they will require large outlays on the superstructure.

Railway bonds and state securities remain very quiet. On these all, the interest is regularly paid, and as investments they have unquestionably proved to be stable, and out of the reach of speculation. The statement of the associated Banks for the previous week show an

Increase in deposits	$4,771,001
" loans	1,547,833
Decrease in specie	1,052,163
" circulation	85,000

Money is called easy, but from 8 to 12 per cent. is readily paid for the discount of first class paper. The Bank of Commerce one of our most intelligently managed institutions has finally determined by a vote of its Board of Directors to accept a National organization. Its capital is ten millions of dollars, and its influence in favor of the system it has adopted will be very large.

Government stocks continue to be firm. The impression is that no more gold paying securities are to be offered to the public. This strengthens the present securities of that character. The 5-20 bonds are in demand, and the 6s of 1881 have been sold at 110¼. Exchange is not very active and brings about par in gold. Our imports are much smaller than they have been under the impression, that the fall of gold would prevent the realization of much profit, if any, on goods bought at the present premium. At the same time our exports are much larger than they have been at the same period the last year. This state of things is decidedly advantageous to the country.

A speculation with regard to the movements of Gen Sherman is just now indulged in by some

shrewd operators. It is to the following effect.

The presence of a large Union force under this accomplished officer in the heart of Georgia will give the opportunity to Gov. Brown of that State, and to Mr. Stephens the reluctant Vice President of the Confederacy, now while the Georgia legislature is in session, to bring about a repeal of the ordinance of secession, and to procure the reentry of the State into the Union. They will be safe in doing this under the protection of the Union forces. Savannah will then be opened to trade, and cotton will come into market in large quantities. The effect of this will be to break down the gold market with a terrible crash, and to take from the rebels their last hope of success.

At no period of the war has there been more unanimity of purpose in the 25 loyal States than at this moment. Party asperity if still maintained in any quarter lurks in the bosom of a very few men, whose influence is much shorn of its power by the course of events. All are agreed that the Union must and shall be restored, and those Southern States which come back earliest will be the most welcome.

Our trade and commerce will then revive and maintain a stable footing, and our relations with foreign countries, will probably have a more peaceful character than ever. This will ensure long years of financial prosperity. The public debt large as it is, may be safely set down as not likely to press upon the people with any great weight in the course of another decade, while the Government securities will be as capital of the country on which very large transactions may be safely based.

In connection with this future, we are happy to state that Mr. Dennison, the new Postmaster General, is turning his attention to the subject of using our surplus wooden steamers of war for the purpose of carrying mails and some kinds of freight, in order to revive our foreign commerce. There are no less than twenty-seven of these vessels of various burthens, as reported by the Secretary of the Navy, well adapted to this service. He furnished the last Congress with their names, and tonnage, and stated the amount of coal necessary to propel them, and the number of seamen sufficient to work them.

It has been shown in this JOURNAL where they could be best employed, what mail lines would be of the most immediate consequences, and what the result would be both to the navy, the post-office, and the merchants engaged in foreign trade. It is to be hoped that Mr. Dennison will take hold of this matter, and propose a system which will receive the sanction of Congress at its next session. What is to be done with our immense fleet when the war is over, or even before, if Wilmington and Savannah fall, would be a puzzle but for the suggestion of employing them in this business. Their employment in the manner suggested would change the whole face of our present commercial relations with foreign countries.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending November 19, was $1,461,315, against $2,609,950 in 1863, and $1,503,846 in 1862.

The exports from New York for the week ending November 21, were $4,845,104 against $2,309,288 n 1863, and $3,051,191 in 1862. The shipments of specie since January 1, have been $42,499,017. The exports since January 1, have been $193,394,726 against $153,633,555, in 1863, an increase of $40,161,371. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to November 19, was $62,505,272.

The value of foreign goods imported into the port of Boston for the week ending November 18, was $533,091, against $632,445 for the corresponding week in 1863. The exports were $325,771 against $247,216 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $143,625.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Long Island R. R., 97; Hartford and New Haven, 220; Central New Jersey R. R., 170; Michigan War Loan, 100; Georgia 6s, 65; Kentucky 6s, 100; North Carolina 6s, 60; New York State 5s, 1874, 106; Sixth Avenue R. R., 115; Brooklyn 6s, Water Loan, 114; Mariposa 1st mort., 95; Nicaragua Transit, 4; Wyoming Valley Coal, 53; Central Coal, 56; Smith Paramalee Gold, 10; Union Bank, 110; Bank of Commerce, 107; Am. Ex. Bank, 117½; Continental Bank, 98; Central National Bank, 110; 4th National Bank, 95; Bank of America, 137; Merchants Ex. Bank, 98½; Shoe and Leather Bank, 100; Phœnix Bank, 103; National Bank, 106½.

Philadelphia.—Allegheny Co. coupon 5s, 79; Reading mort. bonds, 105; Union Canal Int. bonds, 15; New Creek bonds, 85; Cleveland and Mahoning mort. 7s, 107; Huntingdon and Broad Top 7s, 100½; North Penna. scrip, 86; Chester Valley 7s, 49; West Chester 7s, 105; Phila. and Trenton R. R., 145; Ridge Avenue R. R., 15; 5th and 6th streets, 56; Union Canal, 1⅛; Densmore Oil, 7⅛; Ætna, 2¼; Hughes, 2; Blue Creek, 4; Dunkard, 2⅛; Howe's Eddy, 1¼; Olmsted, 3; Schuylkill and Oil Creek, 3; Pope Farm, 1; Hibbard, 3⅛; Cherry Run, 22; Walnut Island, 3¼; Oil Creek, 8⅝; Excelsior, 1⅞; Curtin, 15¾; St. Nicholas, 4⅞; Continental, 3¼; Bruner, 2¼; Mineral, 3; Dalzell, 9¼; Phila. and Oil Creek, 1¾; McClintock, 5⅞; McElheny, 6; Hyde Farm, 6; Hoge Island, ⅞; Upper Economy, ⅞; Noble and Delamater, 8⅜; Globe, 1½; Union Petroleum, 2¼; Story Farm, 2⅞; Perry, 4; Corn Pl., 7⅜; Big Tank, 2⅝; Seneca, 4½; Petroleum Central, 3⅞; Eldorado, 2¼; Caldwell, 5⅛; Irwin, 8½; Organic, 1¼; Egbert, 4⅝; Beacon, 1⅛; Tarr Homestead, 6½; Bull Creek, 4¼; Germania, 1⅜; Honey Brook, 6¼; Rock, 4¾; Fulton Coal, 7⅝; Green Mt., 4; Clinton Coal, 1⅞; Big Mt. Coal, 5⅜; Locust Mt., 50; Shamokin, 14; Buck Mt. 6; Monocacy Iron, 10¼; Amygdaloid Mining Co., 80; Penn Mining, 22; Keystone Zinc, 2; Manuf. and Mech. Bank, 31; City Bank, 57; Kensington Bank, 90; Girard Bank, 50; Mechanics' Bank, 80½; Farmers' and Mech. Bank, 140; Bank of North America, 175; Consolidation Bank, 40; Philadelphia Bank, 160. The latest quotations are: City 6s, 100¼@100¾; do., new, 101¾@102; State 5s, 94¼@94½; do., coupon, 95⅛@96¼; do., 6s, W. L., 104@104½; Phila., Wil. and Balt., 67¼; Reading, 68½@68½; do., 6s, 1870, 102@102¾; do., 1886, 138@138; Camden and Amboy, 152@152¼; Pennsylvania R.R., 66@67¼; do., 1st mort., 111@115; do., 2d mort., 108@108½; Little Schuylkill R. R., 45¼@45½; Morris Canal, 99@99¼; do., pref., 133@140; do., bonds, 104@105; Wyoming Valley Canal, 78@80; do., 6s, 95@100; Susquehanna Canal, 14½@14⅝; do., 6s, 60@61; Sch. Nav., 33@33¼; do., pref., 39¼@39¾; do., 6s, 1882, 88@89; Union Canal bonds, 18½@19½; Delaware Div. Canal 86¼@88; do., bonds, 95@97; Elmira and Williamsport, 33@35; do., pref., 51@52; do., 7s, 1878, 105@108; do., Chattle 10s, 76@78; Beaver Meadow, 75@87; Long Island R. R., 47@48½; Lehigh Coal and Navigation, 76@76½; North Pennsylvania, 30@32; do., 6s, 100@100; do., 10s, 114@116; Philadelphia and Erie, 30@31; do., 6s, 105@106; Minehill, 59@60; Catawissa, 16@19; do., pref. 39@39½; Lehigh Valley, 81¼@81½; do., bonds, 104@108½; Fifth and Sixth streets, (horse,) 55@60; Second and Third, 69¾@70; Race and Vine, 10@12; West Philadelphia, 66@70; Spruce and Pine, 34⅞@35; Green and Coates, 28@28½; Chestnut and Walnut, 46@48; Arch, 15@15½; Thirteenth and Fifteenth, 26½@30; Girard College, 25@26½; Tenth and Eleventh, 49@50; Norristown, 59¾@60.

Boston.—Boston and New York Air Line 6s, 52; Northern (Ogdensburg) 1st mort., 99; do., 2d mort., 27; Rutland and Burlington 1st mort., 68; Boston, Hartford and Erie 7s, 95; Vermont Central 1st mort., 81; do., 2d mort., 22; Boston and Lowell 6s, 103; Eastern R. R. 6s, 103; Conn. and Pas. Riv. R. R., 67; Taunton Branch R. R., 116; Massachusetts 5s, 1894, 115; Vermont 6s, 1871, 99¼; Maine 6s, 1883, 99; Rhode Island 6s, 1882, 99; Boston 5s, 1880, 115; Portland 6s, 1871, 100; Albany 6s, 1871, (Western R. R.,) 104¼; Boston Water Power Co., 28⅜; Essex Co., 98; Union S. S. Co., 135½; Tyson Iron Co., 9¼; Mammoth Vein Coal, 42; Gilberton Coal, 75¾; Atlas Bank, 101; Market Bank, 97; Webster Bank, 104; Tremont Bank, 114; Merchants' Bank, 100; Boston Bank, 71¼; Continental Bank, 100; New Eng. Bank, 122¾; Bank of Commerce, 105¾; Lynn Mechanics' Bank, 118¾; National Hide and Leather Bank, 113; Exchange Bank, 128; National Bank of the Republic, 100¼; Mt. Vernon Bank, 99; Albany and Boston Mining Co., 26; Bay State, 23; Bedford, 67½c.; Boston, 3⅞; Black River, 18c.; Copper Falls, 27¼; Canada, 1⅜; Durham, 30c.; Eagle River, 5; Franklin, 48; Great Basin Oil, 3¼; Great Western, 1⅜; Hancock, 10; Hanover, 8⅛; Humbolt, 9½; Huron, 41¼; Manhattan, 6½; Macomb Lead, 2; Mesnard, 7½; Madison, 4¼; Ottawa, 86c.; Pontiac, 4; South Side, 3½; Star, 7½; Superior, 8; Winthrop, 4¾; West Minnesota, 2½; Wickham, 55c.

Baltimore.—Northwestern Virginia 1st mort., 108; Marietta and Cincinnati bonds, 98¾; George's Creek, 127½; Bare Hill, 3.25; Laurel Cannel Coal, 5.75; Mineral Hill, 2; Santa Clara, 26½; Maryland Copper, 0.90; Atlantic Coal, 1.45; Lake Chrome, 0.50; Md. Anthracite Coal, 50½; Am. Gas Coal, 2.45; Penn Oil, 0.90; Virginia Coal and Iron, 8.75.. The latest quotations are: Balt. and Ohio, 112½@113; do., 6s, 1867, 102@102; do., 1875, 108@110; do., 1880, 108@109; do., 1885, 108@109½; Northern Central, 52@53½; do., bonds, 1885, 98½@100; N. W. Va., 10@12; do., 1st mort., 107@108; do., 2d mort., 102@105; do., 3d mort., 23@35; do., guar., 100@112; Marietta

and Cincinnati 7s, 1891, 98½@99; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@42; Western Md. bonds, 86@90; do., guar., 112¾@118; Maryand 6s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 105@105; do., 1873, 109@110; do., 1875, 107@109; do., 1886, 109@109¾; do., 1890, 110@110½; do., coupon, 109@109½; do., 5s, 1838–'70, 90@95; City Passenger R. R., 17½@19; Canton Co., 32@34; Gardner, 0.60@0.85, Gas Coal, 2.40@2.50; Maryland, 0.80@0.85; North State, .15@.20; Springfield, 1.50@1.60; George's Creek, 125½@129; Santa Clara, 26¼@26½; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.50@1.60; Bare Hill, 3.30@3.35; Atlantic Coal, 1.40@1.50; Mineral Hill, 2.00@2.05; Baltimore Coal, 100.

The Adirondac Railroad.

A reference to our advertising columns will show the nature of the securities which the Adirondac Company is offering for sale.

We have before given to the great enterprise undertaken by this company, such notice as its magnitude deserved. Penetrating, as the railroad does, that region of vast mineral wealth embracing the northeastern portion of the State of New York, it creates for itself as it progresses, a business in travel and freights, which alone would make a respectable basis for profits; but with its completion to the St. Lawrence River, it becomes a much needed avenue to Middle Canada, and will of necessity divert over itself the business now seeking New York and Boston by circuitous and more expensive routes. With the opening of the Hoosac Tunnel, it will in fact become the great thoroughfare between the latter city and the whole Northwest.

But the security of the bonds now offered in the market, does not depend alone upon the public business of the road, ample as that will be. The Adirondac Company owns immense tracts of the rich mineral and timbered lands through which the road passes; including the great McIntyre Estate and the excellent mining works constructed by the previous owners in anticipation of this road, (which was to make their operation the source of princely revenues,) and the failure to build which, at that time, compelled the abandonment of their use, and ultimately forced their sacrifice. These works, the company will operate as soon as the road is sufficiently advanced; and owning as they do, the mines, unequalled in quality, the forests for fuel, and the road for transportation, it is not difficult to predict the nature of the profits they will produce.

It is very seldom that the public is offered a seven per cent. bond thus secured; and we have no hesitation in recommending it as an investment of the very first class.

☞ The California Circuit Court has confirmed the claim of San Francisco to four square leagues of land, embracing the site of the city and immediate adjacent territory. As every land owner derives title from the city, this decision renders them so far secure in their ownership. The case is appealed to the United States Supreme Court

☞ The total amount of National Bank currency issued to date is $62,350,390. The whole number of banks is now 568.

☞ We learn from the *U. S. R. R. and Mining Register* that the Philadelphia and Reading Railroad Company's Coal Pier at New Castle will be in readiness for use during the first week in December. This pier is for the accommodation of the winter coal trade, when the suspension of navigation on the Delaware and Raritan Canal closes the up river route to New York, leaving the down river or sea route the only open way to the Eastern markets. Hence, hereafter, in winter, if ice in the Delaware renders approach to the Richmond piers difficult to sea colliers, the Philadelphia and Reading Railroad Company's trains will continue down along the Delaware *via* Chester and Wilmington to New Castle, there to unload into sea colliers 36 miles below Richmond. This arrangement will give the Philadelphia and Reading Railroad a navigation programme available in all months of the year, and will add to its unequalled and unexampled efficiency to handle anthracite coal.

Central Pacific Railroad.

A California paper states that large contracts have been entered into to furnish provisions to the laborers on the Central Pacific Railroad, and that preparations are being made to put a very large additional force of men on the work.

St. Stephen Branch Railway.

The St. Croix *Herald* says: "A call has been made for the first instalment of ten per cent. upon the subscriptions to the stock of the St. Stephen Branch Railway. It is proposed to put the portion between Moore's Mills and the St. Andrews road, under contract immediately. Proposals are invited for the grading of the road between these points. Specifications, and all needed information can be obtained at the office of the company in St. Stephen."

Connellsville and Southern Penn. R. R.

This road will connect with the Huntingdon and Broad Top Railroad, at its terminus at Mount Dallas, 6⅛ miles east of Bedford; and a part of its plan is, we believe, to form a connection with the Western Maryland Railroad, whereby, at the same time a connection will be made with the Cumberland Valley Railroad.

☞ The following gentlemen have been unanimously elected directors of the Pacific Mail Steamship Company for the ensuing year: Messrs. Allan McLane, Howard Potter, Francis Skiddy, Charles A. Davis, William Dennistoun, Leonard W. Jerome, Elisha Riggs, Charles H. Russell, and Moses H. Grinnell.

☞ At a meeting of the directors of the Chicago and Milwaukee Railway Company held on the 2d inst., Mr. George L. Dunlap of Chicago Ill., was elected General Superintendent, and Mr. Charles C. Wheeler, of Milwaukee, Wis., was appointed Superintendent, Mr. S. C. Baldwin having resigned as Superintendent, to take a position upon the Peninsular Railroad of Michigan.

☞ During the month of October 321 boats cleared at Cumberland for Georgetown, carrying 34,749 tons of coal to market, and making a revenue for the canal of $32,839 19. The total tonnage for the year 1864 to the 1st of November, is 1,841 boats, carrying 201,490 tons of coal.

☞ The Suffolk Bank, Boston, has vo to become a National Bank.

Rutland and Burlington Railroad.

We understand that the gross earnings of this road for the year exceed six hundred thousand dollars, and that there will be enough left after meeting all expenses for the payment of two coupons.

Mt. Carmel and Lizard Creek Railroad.

We learn from the Pottsville *Miner's Journal*, that this road is received with great favor by the coal and landed interest, and about $100,000 worth of the stock is already promised by six land-holders and coal-operators. The object is to get the road under contract this winter, if possible, so as to complete it from Schuylkill Haven to Lizard Creek in the course of the ensuing year.

☞ A new census of Chicago, taken by the comptroller of that city, shows a population of 169,353—an increase of 31,167 since 1862.

☞ We understand that the New London Northern Railroad Company are to build a new bridge two hundred and thirty feet long at Three Rivers.

The Great Eastern.—Libel of a Passenger for Salvage.

UNITED STATES DISTRICT COURT—NOV. 12.

Hamilton E. Towle *vs.* The Steamship Great Eastern.—SHIPMAN, J.—On the 10th of September, 1861, the steamship Great Eastern left Liverpool for New York, with about four hundred passengers and a considerable cargo, together with about four hundred persons as officers and crew, including engineers, firemen, servants, &c. She was, as is well known, the largest ship that ever floated the sea, and was of great value. Her original cost was very large, but owing to her great draft of water and unwieldy proportions, which limited in many directions her general usefulness as an instrument of commercial enterprise, it is difficult to state her exact value at the time the events occurred upon which this suit is founded. But from the evidence before this Court, it is safe to conclude that she was at that time worth more than half a million of dollars. Beyond this, her value is not important for the purposes of this case.

Among her passengers on this voyage was the libelant in this suit.

On Thursday, the 12th of September, two days after the ship left Liverpool, and about two hundred and eighty miles west of Cape Clear, she encountered a heavy storm, which did great damage to, and finally swept away her paddle wheels and several of her boats. Her screw, or propeller, however, remained substantially uninjured, and by this she could make very good headway, when under steam.

During the evening or night of the 12th, she fell off into the trough of the sea, and rolled with such violence as to carry from side to side of the ship all the movable objects on her deck and in her cabins. Much of her furniture was broken up and destroyed, several of her crew and passengers injured, and a great part of the luggage of the latter was drenched and crushed into a mass of worthless rubbish. The immense size of the ship rendered her motions, when rolling in the trough of a heavy sea, much more dangerous and destructive than those of a ship of ordinary dimensions.

During the night it was discovered that her rudder-shaft, which was large, and of wrought iron, had been twisted off below all the points of connection with the steering gear. The ship, therefore, lay helpless in the trough of the sea, rolling heavily with every swell. Her sails were blown away in a subsequent attempt to control her movements by them, and no means were left by which her head could be brought up, and her position on the sea changed. She was as unmanageable as if her rudder had been entirely gone. The only way, therefore, to get any control of the

motions of the ship, was to secure some kind of efficient steering gear by attaching it to the rudder shaft below the point of fracture, and connecting it with the wheel. This was a work of considerable danger, and of great difficulty. It was, however, finally done, and the ship was again got under control, taken out of the trough of the sea, and steered safely back to port. The libelant claims that he devised and executed the plan of this new steering gear, and the means by which it was made available, and that the ship was thus saved from great peril chiefly through his instrumentality. To recover compensation, in the nature of salvage, for this service, he has brought this suit.

Before passing upon the questions of law which have been raised and discussed on this trial, I will state the facts which I hold to be proved by the evidence. In doing this I shall not detail the evidence further than may be necessary to enable me to state my own conclusions:

1. The ship was brought into a condition of great peril by the breaking of her rudder shaft in the afternoon, or during the night, of the 12th. In consequence of this accident she fell off into the trough of the sea and there lay in a helpless condition. The storm was very violent during Thursday night, but began to abate on Friday morning, and had, in the main, ceased on Saturday evening. But the ground swell continued and kept the ship rolling more or less until about 5 o'clock on Sunday evening, when her head was brought up, and she was started on her course. During all this time she lay drifting upon the waves; every attempt to get control of her rudder, or rig other steering apparatus, having failed. It requires no argument and little evidence beyond what the common history of the sea furnishes, to prove, that this immense and unwieldy ship, on the ocean, nearly three hundred miles from land, with eight hundred souls on board, in this disabled and helpless condition, was in great danger and exposed to numerous perils.

2. Between Friday morning and Saturday afternoon the officers of the ship had made repeated attempts to get control of her motions. It is not necessary to detail these experiments. It is sufficient to say that they all proved fruitless. Finally the chief engineer commenced unscrewing a large nut on the rudder shaft. This nut was on that part of the shaft which was below the upper deck, and in an apartment on the deck below at the stern of the ship. This apartment has been termed, in this case, the steerage deck. The rudder shaft passed up through it. On the shaft within this steerage deck was the frustrum of a ribbed iron cone, through the centre of which the shaft passed. The base of this cone rested on iron balls, the balls running in a circular groove sunk in an iron plate fastened to the deck, which constituted the floor of the apartment. The cone was fastened to the shaft firmly by appropriate means, so that they revolved together, as if one piece of iron. On the rudder shaft, at the top of the cone was a large nut, the one already referred to, which was screwed down firmly on the head of the cone. This nut it will thus be seen, kept the cone down to its proper position so that the base was made to traverse on the balls, and the cone and nut formed, together, a head or collar which contributed to support the weight of the rudder and shaft. The rudder shaft had broken off at or near the top of this nut. The last attempted experiment of the chief engineer was to unscrew this nut, with the design to secure, if possible, a tiller upon the end of the broken shaft, and thus, with the aid of the wheel in the steerage deck, to steer the ship. He had partly unscrewed the nut, though it was a work of considerable difficulty, as the nut and shaft turned by every blow of the sea on the rudder blade, when the libelant learned the fact. The latter regarded the nut as a very important means of supporting the rudder and the shaft, and looked upon its removal with alarm, on the ground that if this support were removed, it might lead to a total loss of the rudder. He communicated his fears to the Captain of the ship, and the engineer was ordered to desist. It is impossible to tell what would have been the result of this experiment had it been carried out, although by unscrewing the nut an inch the rudder fell half that distance; but it appears from the testimony of one of the witnesses that the engineer did not expect to be able to fit the tiller to the end of the broken shaft under three or four days. The Captain seemed now to have lost confidence in the chief engineer's ability to restore the control of the rudder. His own efforts had failed. Attempts had been made to secure control by winding chains round the cone on the shaft and connecting them with tackles fixed to the ship's sides, to be worked by men at each end. This failed. A spar was rigged over the stern of the ship as a temporary means of steering, and that also failed. Sails had been hoisted to change her position, but had been blown to pieces. It is evident, from the testimony, that after the captain had arrested the unscrewing of the nut, both he and his officers had exhausted their expedients for getting control of the rudder so as to steer the ship, and bring her up out of the trough of the swell. The situation of the ship and the persons on board of her, was now such as might well alarm the most accomplished and intrepid navigator, and lead him to welcome any aid which gave any hope of relief, especially when it proposed no experiments which could involve the ship in new dangers.

3. The libelant is a civil and mechanical engineer, regularly educated for his profession, and, prior to taking passage in this ship, had had considerable experience in responsible stations, both at home and abroad, where high professional skill was required. He had not been an indifferent spectator of such of the various attempts as he had seen made to get the ship under control prior to the commencement of the unscrewing of the nut. He had revolved a plan in his own mind, drawn a sketch of it, had shown it to the chief engineer, who had treated it with rudeness, which is not surprising, when we remember that in every profession men are apt to be impatient of outside interference in times of perplexity and danger. The Captain, however, having exhausted his own expedients and those of his officers, and evidently alarmed for the safety of the ship, decided that the libelant should try his. He put a sufficient number of men at his disposal, and the libelant entered upon his work. He had already matured his plan, and after ascertaining by calculations the necessary strength of the materials which he knew he could use, he felt confident that his plan was secure from danger or failure. He proceeded to the steerage deck with the men detailed to work under his directions. This was about 5 o'clock on Saturday afternoon. There is some conflict in the evidence as to who superintended the operation of screwing the nut back again; but on the whole evidence, I think the weight of it sustains the statement of Mr. Towle himself that he did.

I will not here detail the progress of the libelant's labors. It is sufficient to state that after three hours' labor, he succeeded in screwing the nut back to its place, and having obtained from the forward part of the ship an immense chain, weighing about sixty pounds to the link, which was let down into the steerage deck through a hole cut in the upper deck by his directions, he succeeded in winding round the cone on the rudder shaft a sufficient portion of this chain to constitute a cylinder or drum, and thus secured a leverage obtainable in no other way. The ends of the chain were then extended from the cylinder to two strong posts or bitts which came up through this deck. A turn was taken round each of these bitts, and the ends of the large chain were then connected with tackles fastened to the respective sides of the ship for taking up the slack and easing the strain on her wheel used immediately for steering. Smaller chains connected the wheel with the large chain before described, and the size of the shackles making the connections were arranged so that in the event of a break, it would not occur in the great chain or its lashings, but in the smaller or connecting chains or shackles. The links of the large chain composing the cylinder were lashed to each other, and to the base of the cone, by smaller chains which were passed through the holes in its base. The alternate links of the large chain, on the inner coil, sank in between the ribs of the cone, and thus tended to prevent slipping and to diminish the strain on the lashings.

The smaller chains connecting with the wheel were fastened to the large chain composing the cylinder and extending to and around the deck bitts, at a point between the bitts and the cylinder, so that, in the event of the breaking of the smaller chains, the rudder would still be held in position by the large chain, as the latter was wound round the bitts by one turn, and the ends secured to tackles fastened to the sides of the ship and manned for the purpose of taking up the slack and easing away, as the rudder shaft was turned one way or the other by the movement of the wheel.

This is a brief and general outline of the plan devised and executed by this libelant for rescuing this ship from her perilous situation. It is difficult to make the description of the arrangement clear without drawings and illustrations addressed to the eye. This arrangement was completed during Saturday night and Sunday, and at 5 o'clock P. M. on Sunday the ship was brought up to the sea and put on her course.

4. The labor of the libelant, both manual and mental, during the execution of his plan was very considerable—so much so as to reduce him at one time to a state of great exhaustion. It was attended with some danger, owing to the size of the chain, and the spanner with which the nut was screwed back. The large chain weighed sixty pounds to the link, and the spanner or wrench weighed one hundred and thirty pounds. The latter was suspended from the upper deck by ropes or chains, and used by holding it to the nut, securing it to the latter by a pin, to prevent it from slipping, and then a blow of the sea on the rudder blade drove round the shaft, and brought the nut down on the thread. As the cone turned with the shaft, the constant swell of the sea kept both in motion, which increased the difficulty of lashing the links of the large chain, and it a more or less dangerous work.

5. While the libelant was engaged in perfecting his plan for steering the ship, Captain Walker, who was in command of the Great Eastern, and his officers were also at work in connecting a large chain to the rudder, by passing it round the latter and securing it at the outer edge of the rudder blade by a shackle, and then bringing one end over the larboard and the other over the starboard quarter of the ship, and securing them on deck. The object of this arrangement was also to aid in steering the ship, by manning the ends of the chain on deck, so that the rudder could be moved either way, as either end of the chain might be hauled on. How much this contrivance was used it is difficult to determine exactly, from the evidence. I am satisfied, however, that it was greatly inferior, and subordinate, both in its use and capacities, to that arranged by the libelant in the steerage deck. That the latter was the efficient and principal means by which this great ship, with her valuable cargo and priceless freight of human lives, was saved from a condition of peril, I cannot doubt in view of the evidence. Well might Captain Walker exhibit a lively sense of gratitude toward the libelant, as the evidence discloses that he did, when the success of the latter's plan was demonstrated by trial.

In view of these facts, and the well-settled rules of law applicable to salvage claims, had the libelant fallen in with this ship thus at sea, disabled, and at the mercy of the winds and waves, and had gone from his own vessel on board of her, and rendered these services, I should feel no hesitation in pronouncing him a salvor, and entitled to a liberal reward. It is well said by Dr. Lushington, in the case of the Charlotte, (3, Wm. Rob., p. 71,) that "According to the principles which are recognized in this Court, in questions of this description, all services rendered at sea, to a vessel in danger or

distress, are salvage services. It is not necessary, I conceive, that the distress should be actual or immediate, or that the danger should be imminent and absolute; it will be sufficient if, at the time the assistance is rendered, the ship has encountered any damage or misfortune, which might possibly expose her to destruction if the service were not rendered." This doctrine has been repeatedly sanctioned by the Courts of the United States, and very recently by this tribunal. (Hennessey *vs.* The Ship Versailles, 1 Curtis, R., 355; Williamson *vs.* The Brig Alphonso, *id.*, 378; Winser *vs.* The Cornelius Grinnell, MSS.) In the case last cited Mr. Justice Curtis remarks: "It has been strongly urged that both the peril and the service were too slight to bring the case within the technical definition of salvage; but I am not of this opinion. The relief of property from an impending peril of the sea, by the voluntary exertions of those who are under no legal obligation to render assistance, and the consequent ultimate safety of the property, constitute a state of salvage. It may be a case of more or less merit, according to the degree of peril in which the property was, and the danger and difficulty of relieving it. But these circumstances affect the degree of the service, not its nature." The authorities are abundant and decisive on this point. (The Independence—2 Curtis', R., 352–353. The Reward—1 Wm. Rob., 174.)

I come now to the consideration of much the most important question in this case, and one upon which the authorities are not very numerous, and, as I view them, not decisive. The claimants insist that, even if the elements of a salvage service were otherwise found in the case, yet the libelant is precluded from salvage compensation on the ground that, during the whole period of peril and of the performance of the service rendered, he was a passenger. The very able argument of the advocate for the claimants proceeds upon the ground that the connection of the libelant with the ship as passenger was not dissolved prior to the perfosmance of the service, and that, as the relation of passenger imposed upon him the duty of aiding in the relif of the ship from the common peril in which he was involved with the rest on board, the law does not recognize him as a salvor. If this point is well taken, it is a complete answer to the libelant's claim for salvage compensation.

The principal cases relied on to support this position are the *Branston*, 2 Haggard, 8 and the *Vrede*, 1 Lushington 322. The report of the case in 2d Hagg is in these words: "This brig, homeward bound, got into distress, and a Lieutenant of the Royal Navy, a passenger on board, contributed his assistance and claimed to be remunerated. Per curiam. Where there is a common danger it is the duty of every one on board the vessel to give all the service he can, and more particularly this is the duty of one whose ordinary pursuits enable him to render most effectual service. No case has been cited where such a claim by a passenger has been established, though a passenger is not bound like a marine to remain on board, but may take the first opportunity of escaping from the ship and saving his own life. I reject the claim."

The facts in the cass of the *Vrede*, decided by Dr. Lushington, are reported as follows: "The plaintiffs were twenty emigrant passengers on board the Dutch bark *Vrede*, suing for alleged salvage services to that vessel and her cargo, after she had received damage from a collision.

The collision took place about 5 o'clock A. M., of the 27th of November, 1859, off the South Foreland, and the *Vrede* sustained great damage, and began to make water rapidly. The plaintiffs manned the pumps, and kept working them. At 7 o'clock a steamtug took the vessel in tow. The passengers continued to work the pumps, and about noon the vessel was safely brought into Ramsgate harbor. The petition alleged that the plaintiffs might have left the *Vrede* in the boats, or in the steamtug, but remained on board to work the pumps at the request of the master, and that but for their services the *Vrede* must have foundered, and been lost, with her cargo. The answer admitted the facts generally, except as to the extent of *Verde's* danger."

Dr. Lushington, after remarking that although passengers must have often rendered services at sea, yet, except the cases of the *Branston* and the *Salacia*, no claim had ever before been prosecuted in the Admiralty Court for salvage, and that this fact was sufficient to put the Court on its guard against readily allowing the claim, says: "It is true, as the counsel for the plaintiffs have urged to-day, that a pilot or master or ship's crew may sue as salvors in certain circumstances, and so I say that in certain circumstances passengers may also sue as salvors. But it is equally clear that it is only extraordinary circumstances, in the strict sense, which can justify a claim for salvage from persons so related to the ship as the first class of persons I have named. A master cannot be a salvor so long as he is performing his duties as master under his contract; nor can a marine until his contract is at an end; nor can a steamtug under a contract to tow make a title, unless, unforeseen dangers arising, she performs different services from those stipulated for in the original contract. With respect to a passenger, there is no engagement on his part to perform any service, but there is a contract between him and the shipowner, that for a certain money payment the ship shall carry him and his property to the place of destination. To a certain extent, therefore, he is bound up with the ship."

Dr. Lushington then proceeds to comment upon the case of Newman *vs.* Walters, 3. Bosanquet and Pullers R, and to distinguish the one before him from it. He says: "the circumstances are not the same or nearly the same." After considering the case of the *Florence*, 16 Jurist 572, and 20 English L. and Eq. 607, where salvage had been awarded to a mate and seaman for services rendered their own ship, by them, after they had been separated from it, he adds: "That case again is no authority to-day. I say, that in circumstances such as these, passengers could not claim as salvors. Here the passengers were never separated from the ship, and their only service consisted in pumping. They pumped first, as they themselves admit, to save their own lives and property. For such efforts in a time of common danger they were not entitled to salvage, by the authority of the *Branston*. Then the steamer comes up and takes the vessel in tow. I am of opinion that all danger then ceased, whatever danger might have been. The tug and the pilot-cutter were present; the water was smooth and the weather fine, and a harbor at no great distance. The passengers might, if they choose, have left the ship, but they remained on board and continued working at the pumps. I cannot consider the ship to have been in any danger of sinking, and I think I should be furnishing an evil example, if I encouraged suits of this description. I pronounce against the claim of the plaintiffs, but without costs."

It is obvious that the language of Dr. Lushington in this case of the *Vrede* is very guarded. There must have been a reason for this, and it is important to understand the extent to which this decision has carried the law, for I should hesitate long before I should pronounce judgment in conflict with the opinion of this eminent jurist. In order to arrive at a correct conclusion on this point, we must notice the scope of the *Branston* as an authority. The latter case is a very simple one. The report is brief, and all that appears from it is that the libelant, a Lieutenant of the Royal Navy, "contributed his assistance while the vessel in which he was a passenger was in distress." What the nature of that assistance was, or under what particular circumstances it was rendered, does not appear. I conclude that the service rendered was of the ordinary character, and consisted in assisting in working the brig in those ordinary ways well known to seamen. I can draw no other inference from the case, and upon such a state of facts, I think it very clear that any court would have rejected the claim.

In the case of the *Vrede*, the services rendered were also of the ordinary kind, and consisted solely in pumping. I understand it to be a well-known rule that passengers are bound to render all such ordinary aid to the ship when she is in distress. They are bound to man the pumps, the windlas and the ropes, and to assist in working the ship in all ways known to seamen, as far as they may be able. The line of their duty extends, at least, thus far. But the question now before this court is whether there are not extraordinary services which a passenger may render, that extend beyond the line of his duty, and which may entitle him to salvage compensation. That this question is not decided in the negative by the *Branston* or the *Vrede* I, I think, clear. It has been strenously urged on the argument, that no services that a passenger can render to avert a common danger while his relation as passenger continues, can exceed the limit of his duty. This doctrine certainly is not laid down in the *Branston* nor in the *Vrede;* for in the latter case the learned Judge, in the vital part of his opinion, is careful to say, "Here the passengers were never separated from the ship, and their only service consisted in pumping." Surely, if he intended to lay down the rule that the passengers must in all cases be first separated from the ship before they can become salvors, he would have so declared in terms. The point is so sharp and decisive as to admit of no ambiguity in the language of a judicial opinion. I include in the terms separation from the ship, both actual personal disconnection therefrom and a severance of their ordinary relation as passengers, though they may still remain on the vessel.

That there has been, for a long time a general impression, that a passenger may become a salvor by rendering extraordinary services on board of his own ship, the language of decided cases and text writers abundantly shows. I am aware that this impression can, in many instances be traced to the influence of Newman *vs.* Walters, but I think it equally true that it has derived strength from sound principles. In the case of Newman *vs.* Walters, the ship had struck on a shoal, and the captain and part of the crew had deserted her. The plaintiff took command of her and brought her safe into port. The jury gave him a verdict, and on a motion for a new trial Lord Alvanly, Ch. J., remarks: "Without entering into the distinctions respecting the duties incumbent on a passenger in particular cases, I think that if he goes beyond those duties he is entitled to a reward in the same manner as any other person. In this case the plaintiff did not act as a passenger when he took upon himself the direction of the ship; he did more than was required of him in that situation; and having saved the ship by his exertions, is entitled to retain his verdict in this action." Language substantially like this is used in various decided cases and by text writers. In several instances the doctrine is discussed and applied to cases where the capacity of a pilot to become a salvor was in question, but this stregthens the principle when applied to passengers. (Hope and others *vs.* The brig *Dido*, 2 Paine C. C. Rep. 243. Leu *vs.* The ship *Alexander*, id. 470, 471. Hoburt *vs.* Drogan, 10 Pet. Rep. 108. Abbott on shipping, p. 560; note 1 of Story and Perkins. Marvin on Wrecks and Salvage, sections 140 and 149; Le Tigre, 3 Wash. C. C. R., 567.) The learned author of Marvin on Wreck and Salvage, p. 160, remarks: "It is agreed, too, that seamen may, while their legal connection with the ship still subsists, earn salvage for services rendered to ship or cargo, exceeding the line of their duty. But there is a great difficulty in defining that line, and determining what services are within and what beyond it. No such determination can be made beforehand, and each case must be determined by its circumstances." In the Neptune Lord Stowell says: 'I will not say that in the infinite range of possible events that may happen in the intercourse of men, circumstances might not present themselves that might induce the court to open itself to their claim of a *persona standi in judicio*.'"

The authorities cited show that officers and crew, pilots and passengers may all become sal-

vors when they perform services to the ship in distress, beyond the line of their duty. The duties of passengers are much more circumscribed than those of sailors or pilots; and it would seem that all the law imposes upon them is to assist in the ordinary manual labor of working and pumping the ship, under the direction of those in command of her. If they assume extraordinary responsibilities, and devise original and independent means by which the ship is saved, after her officers have proved themselves powerless, I see no reason, and know of no authority that can prohibit them from being considered as salvors. I think it follows, from the principles laid down by the authorities.

1. That a passenger on board a ship can render salvage service to that ship when in distress at sea.

2. That in order to do this he need not be first personally disconnected from the ship; but,

3. That these services, in order to constitute him a salvor, must be of an extraordinary character and beyond the line of his duty, and not mere ordinary services, such as pumping and aiding in the working ship by usual and well-known means.

That the services of the libelant in the present case were of an unusual character cannot be denied. After the officers of the ship had exhausted their means of getting control of the rudder, he devised, and with the aid of a large number of men put under his directions by the Captain, executed a plan which, in the judgment of this court, was the efficient means of rescuing this great vessel from peril. The whole work of accomplishing this result was intrusted to him and to his directions. If it is said that he got his main idea of the plan he carried out, from witnessing an experiment of the engineer, which I doubt, still the effort of that officer had entirely failed, and was an abandoned experiment. The merit of the libelant in overcoming the obstacles which had proved insurmountable to the engineer, is, in my judgment, enhanced rather than diminished by the unsuccessful effort of the latter. That the service rendered by the libelant was a very difficult one, is proved by the fact that the able and experienced officers of this ship had failed to accomplish the result which he finally secured. They had spent two days of fruitless effort, though stimulated by motives as powerful as can be addressed to the minds of men. It required no little moral courage for this libelant to interpose to arrest the unscrewing of the nut on the rudder shaft, and then assume the responsibility of a new and different experiment, which would consume precious time, and might thus produce appalling consequences. Had he failed, the consequences to him would have been injurious and humiliating. The whole circumstances of the case are so extraordinary as to leave no doubt in my mind that the services which he performed were wholly beyond his duty as a passenger, and therefore entitle him to salvage compensation.

In fixing the amount of compensation, it must be considered that, though the service was one of conspicuous merit, and the amount of property saved large, yet the personal danger encountered by the libelant was not very great; and the only things contributed by him were personal skill and labor. He supplied no materials and risked no property, though his labors were protracted and exhausting. On the other hand, he rescued the ship from great peril by his own ingenuity, courage and skill. That the peril of the ship was great, and her position critical in the judgment of her Commander, is evident from the fact that he intrusted to this stranger a work, upon the success of which her salvation depended, and which for nearly two days had utterly baffled him and his engineers. This case is so novel a one, in all its leading features, that little light can be derived from precedents, to guide me in fixing the amount to be awarded; but I have concluded, on the whole, to allow fifteen thousand dollars. Let a decree be entered for the libelant for that amount with costs.

For libelant, Mr. G. T. Curtis and Mr. Hall; for claimants, Messrs. Evarts, Southmayd and Choate.

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American Railroad Journal.

New York, Saturday, December 3, 1864.

Foreign and Domestic Commerce of the United States.

On the 12th March, 1863, the U. S. Senate by resolution ordered that the Secretary of the Treasury should cause to be prepared a "statement and general report upon the value and condition of our foreign and domestic commerce." In compliance with this resolution, Mr. Chase, the late Secretary, entrusted the task of arrangement and compilation to those eminent statists Dr. Wm. Elder of Philadelphia, James W. Taylor, Esq., of Minnesota, and Lorin Blodget, Esq., of Philadelphia, aided by a suitable number of accomplished assistants, attaches of the department. After a year's undivided labor the work was completed, and the results returned to the legislature and ordered to be printed.

Through the politeness of Mr. Blodget we have been favored with an advance copy of this important document—important whether within its own positive domain or as being the first official statement of the kind ever given to the public. We have always known that our commerce was large and ever increasing, but hitherto we have had no means to measure its width and breadth, and certainly its scope and dimensions, as exhibited by this report, more than realize our most sanguine anticipations.

It would be impossible to disclose to our readers within a reasonable space the rich statistical treasures collected and so well arranged in this volume. We have therefore concluded to present in a series of articles a complete recapitulation of its contents. In the present article we shall confine ourselves to a few general remarks on the character of the work, and in doing so give our readers a foretaste of the rich developments which are to be set before them.

The topics treated of in the report may be generally described and classified as follows:

A general exhibit of our foreign commerce, giving the tonnage employed and the values exchanged; the varying proportions of foreign and American tonnage engaged in American commerce since the year 1820, and distinguishing the transoceanic from that employed in trade with the British North American possessions, and the course of the carrying trade in five grand geographical divisions of our foreign trade, viz: Europe generally and the principal European nations specially; Asia and Africa; the West Indies, and British North America; the movements (increase and decrease) of tonnage and exchanges with the leading foreign nations; the value of the exchanges; the international movement of the precious metals; the periodic changes in the relative value of the imports from and the exports to the principal customer countries; the number, class and tonnage of vessels built in each year, with the tonnage employed in the foreign and coasting trades, and the whale, cod and mackerel fisheries respectively.

The trade and navigation of the United States with Great Britain on account of their importance are separately and very fully exhibited, using the official reports of both countries in the statements. The extent and fluctuation of this branch of our foreign commerce in the last forty years, the leading articles exchanged, the settlement of balances of trade with our customer nations, direct and indirect, and the direct exchange of commodities other than the precious metals between Great Britain and California form the subjects of sections.

The trade of the United States with Canada is also specially given, on the authority of both our own and Canadian official documents, showing the extent and character of the exchanges, the kind and value of the transit trade of the Eastern and Western States through Canada, and of the St. Lawrence to the ocean.

And lastly, a general exhibit of the steam tonnage engaged in our foreign commerce, a comparative view of the steam shipping of Great Britain, and a statement of the steam vessels engaged in American trade, entered and cleared in British ports; and to these is added an account of the steam vessels and cargoes of the Isthmus trade.

Our foreign commerce is thus given historically and analytically in sufficient detail, and in such array as to make it clear to the least intelligent.

The second division of the report is devoted to a consideration of our domestic commerce, or that between the Atlantic and Mississippi States. It embraces the quantities and values transported east and west by the great railroads of the Northern States and Canada, and the Welland, Erie and Champlain Canals, and the kind and extent of the shipping of the lakes. The compilation of this division of the work has been the most arduous portion of the work. It is well-known that no Government statistics exist regarding either the internal or coasting trade; and hence the compilers have had recourse to such other material as offered, such as the reports of States, Chambers of Commerce, carrying companies, etc., and from these have succeeded in producing one of the most interesting chapters in the volume, estimating the values of freight and cargo by well-ascertained commercial rules.

The reports of the trade between the loyal and rebel States previous to the beginning of the rebellion, are neither complete nor sufficiently reliable to serve any purpose, and the interruption of intercourse between the two sections renders the required information unattainable now; but the complete severance of business relations since 1861, has given us the east and west commerce of

the loyal States better defined and distinguished than it could have been obtained if the Mississippi River had been open to the trade of the bordering States, and has fully tested the capacity of our existing means of intercommunication and transport. The calendar year 1862 is the period selected as being the best, in all respects for the purpose of the inquiry, and this hitherto unattempted branch of our national statistics, though necessarily incomplete, and relating to a time of disturbance in our commercial affairs, nevertheless affords a most interesting view of our internal trade, and an excellent basis for the future completion of the work.

Another grand division of the report exhibits the trade of the Pacific coast of the United States, its commercial relations with Asia, the movement of gold and silver to China and India, the inland trade and communications of the Pacific States, the statistics of the population, mining and agricultural productions, and of transportation in Nevada, Utah, Colorado and Kansas, in reference to the construction and support of the Union Pacific Railroad; the late statistics of Arizona, New Mexico, Western Texas and Neosho, bearing prospectively upon a railroad from the States of the Lower Mississippi to the Gulf of California; similar statistics of Idaho, Montana and Dacotah with reference to overland communication between the great lakes and the Columbia River; the situation and prosperity of an international route passing through the Northwestern States to the Pacific coast in British Columbia; the progress of population, mineral development and mineral interests anticipated within the present century, in the several belts of the country traversed by these overland routes, and the condition and prospects of the mining interests of the basin of Lake Superior.

In addition and as a necessary illustration of the scope of the work, a new map has been prepared in which the territories are shown as they at present exist, in accordance with the latest legislation on their boundaries, and indicating the railroad routes as well as the sites of the precious metals most recently discovered, and of the points of mining enterprise occupied and about to be occupied in all the mineral regions of the territories of the United States and British America.

Taken as a whole the volume is one of the most creditable as to performance, and important as to its subjects that has ever issued from the Government press. It furnishes a proper basis for future comparisons, and as such will be valued and largely quoted by all future students of our commercial history. It equals the famous MacGregor statistics published many years ago by the British Government, both in its scope and extent of statistical illustration, and we may here express our hope that the subject may hereafter be followed up by an annual exposition, founded if possible on still more accurate data than it has been possible to obtain for the present work. The internal revenue returns will furnish much valuable information on the topics referred to, which may hereafter be employed to illustrate more definitely the subjects of the volume.

From these remarks on the contents and character of the work, it is apparent that it must furnish the texts of many economic discourses. It is the photograph representation of our interior trade; and from the rich treasures of its commercial statistics we shall hereafter draw for illustration and proof in the examination of its multiform topics.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 21st ult. Hon. John P. Kennedy was called to the chair, and J. I. Atkinson, Esq., was appointed Secretary. The President of the company John W. Garrett Esq., presented the Thirty-sixth Annual Report, (being for the year 1862,) of which the following is a copy:

OFFICE OF THE BALTIMORE AND OHIO R. R. Co.,
BALTIMORE, Oct. 1, 1864.

At the annual meeting of the stockholders of the Baltimore and Ohio Railroad Company, held in Baltimore on the 17th of November, 1862, the President submitted the following statement, which was unanimously accepted, viz:

OFFICE OF THE BALTIMORE AND OHIO R. R. Co.,
BALTIMORE, Nov. 17th, 1862.

The stockholders of the Baltimore and Ohio Railroad Company will remember that the President and Directors of the company were unable to make the usual statement of its affairs and condition at the annual meeting, held on the 18th day of November, 1861.

Again, unhappily, the continuance of the war, involving great and repeated destruction of the works and property of the company, and frequent and present hostile occupation of important sections of the line, has precluded the President and Directors from obtaining the information which, if in their power, it would be their duty to furnish to all interested in the road.

Much effort has been made to close the business of 1861. A large aggregate of the services of the Government for that period still remains unsettled. Arrangements have recently been made under which, it is hoped, these settlements will not be much further delayed.

As soon as the revenue accounts can be adjusted, it is designed to submit a full report for that year.

The attention of all the departments of the service of the company will continue to be directed to the procurement of requisite data as to the extent of the damages, condition of the works, machinery, etc., so that as early as practicable, the report for the fiscal year, terminating 30th September, 1862, shall be presented.

During its protracted embarrassments and losses, the company has energetically maintained a most careful and economical system of management, which, in combination with its strong financial position at the commencement of its difficulties, has enabled it to meet promptly all its engagements, and to maintain its credit and the character of its securities at the highest standard.

Whenever protection has been afforded, the company has, with marked rapidity, reopened its route. The entire road was restored and worked from March 29th to May 25th, and from June 15th to 5th September last.

As indicating the vast uses and necessity to the country of this leading avenue of commerce from the Valley of the Ohio to the seaboard, it is interesting to state that, upon the reopening of the road, the company announced a large reduction of the rates of transportation from Western to Eastern cities, and notwithstanding these lessened rates as compared with those charged by the other Atlantic lines during the blockade of the Baltimore and Ohio road, the revenue of the company for the months of July and August is estimated to have exceeded $1,200,000; being the largest sum earned by the company for the same length of time since the construction of the road to the Ohio River.

In consequence of its ability to thus work for a portion of the year, over its entire line, the company was enabled to pay its usual semi-annual dividends. And it is further satisfactory to state, on behalf of the board, that it has also fully maintained the sinking fund established for the extinguishment of its funded debt. The success of that system continues to be demonstrated—the sinking funds having been increased from $1,356,371 35 on the 30th September, 1860, to $1,847,554 71 on the 30th September, 1862, exhibiting the gain for two years of $491,183 36.

These results have been realized without any payment by the Government for the losses and immense and repeated destruction of the property of the company.

The board having determined to replace the numerous wood and iron and wooden bridges which have been destroyed in the progress of the war, with iron structures of the most substantial and improved description, the material was promptly secured, and a considerable portion of the work has been successfully accomplished in the shops of the company.

For the purpose of furnishing employment to the large number of faithful workmen of the company during a period of depression, as well as to maintain its capacity for extensive and effective action when the road should be restored to its normal condition, the full forces have been retained, and have been engaged in repairing and constructing locomotives, cars and requisite machinery.

Arrangements have been made, and no efforts will be spared, again to reopen the line, whenever the opportunity is afforded, and with the repaired and newly constructed machinery, it is believed a very large business can as heretofore, be successfully transacted.

JOHN W. GARRETT, President.

Unexpected and protracted delays continued to occur in the adjustments of the accounts with the Government, and until recently, it has been out of the power of the company to close the settlements for services to a sufficient extent to enable its officers to prepare the statements requisite for the present report.

At the close of the fiscal year of 1862 the confederate forces continued in possession of a portion of the road, upon which the tracks, bridges and property of the company were generally destroyed. Much of the region between Hancock and Harper's Ferry was thus held until the 29th of December following. At the earliest practicable moment large forces commenced the work of reconstruction, which was pressed with great vigor from the east and west. On the 6th of January, 1863, the restoration of the bridges and tracks was completed, and the entire route again reopened.

Although surrounded by grave and varied difficulties, the management of the affairs of the company has been maintained upon the principles heretofore adopted, and the financial results, exhibited in the accompanying statements, in view of continued embarrassments, have again proven satisfactory.

I.—OF THE MAIN STEM.

The liabilities and assets of the company are shown in the Treasurer's statement A.

The earnings and working expenses are shown in statement B.

The gross earnings of the main stem have been $4,481,858 98, exceeding those of the preceding year $1,270,433 28, and those of the fiscal year of 1860 $559,656 04.

The expenses of working and keeping the road and machinery in repair, have amounted to $1,427,205 83, being 31.84 per cent. upon the earnings, showing a decrease of 11.47 per cent. compared with the previous year, and of 9.87 per cent. compared with the fiscal year of 1860.

For more than seven months the company was deprived of possession of important portions of its road. Such sections could not be reached by the employees of the company. A large amount of repairs, that should have been made, and the expenses of which would have legitimately attached to this fiscal year, could not be accomplished. The financial results should therefore be regarded as subject to the modifications of

necessary expenditures to restore and maintain the damaged equipment and property of the company.

Main Stem.—Comparative statement of the earnings and working expenses for the fiscal years 1860, 1861 and 1862:

	1860.	1861.	1862.
Earnings	$3,922,202 94	3,211,425 70	4,481,858 98
Working Expenses.			
General expenses	32,730 08	20,743 40	21,001 09
Losses by accid'ts, &c.	4,766 81	6,7 0 99	4,059 64
Expenses of transp'n.	480,467 26	416,537 97	436,650 22
Repairs of railway	418,529 19	485,074 19	3 1,184 10
Repairs of water sta'n	6,087 64	8,915 16	14,728 89
Repairs of depots	26,431 69	26,964 86	30,0 3 88
Repairs of bridges	305 2 69	42,612 53	140,041 53
Repairs of telegraph	2,798 75	2,5.5 73	4, 59 24
Repairs of stationary machinery	25,800 37	17,456 01	11,901 92
Watching cuts	29,421 50	22,519 90	19,018 05
Watching tunnels	1,632 60	1,2.5 50	500 70
Watching bridges	6,393 65	7,448 85	5,159 20
Pumping water	6,7 2 70	7,0 1 92	6,483 84
Repairs of locomotives	220, 94 72	13.,005 79	157,017 03
Repairs of dump cars	1,314 68	1,407 90	2,715 14
Repairs of pass'g'r cars	38,088 71	25,601 14	28,22: 25
Repairs of burden cars	151,843 31	77,.98 38	124,5:0 42
Clean'g engines & cars	32,805 25	23,23: 00	18,752 19
Contingent expenses of machinery departm't	3,437 83	1,306 96	1 825 02
Fuel	73,878 17	71,619 26	79,818 90
Preparing fuel and filling tenders	18,087 76	0,923 17	8,392 08
Total	$1,616,915 61	1,391,094 91	1,427,205 83

It is shown that the earnings, in comparison with the preceding fiscal year, have increased $1,270,433 28, and the working expenses $36,110 92, making a comparative increase of net profits of the Main Stem of $1,234,322 36. As compared with the fiscal year 1860, the increase of earnings being $559,656 04, and the decrease of working expenses $189,409 78; the increase of net profits amounts to $749,065 82.

By comparing the financial condition of the company, presented at the close of the preceding fiscal year, it will be seen that the following payments were made:

For increase of the sinking funds, exclusively by investments from the current net earnings, viz: the sinking fund:	
For the redemption of the city loans to $812,664 72, being an increase of	$49,580 27
For the redemption of the mortgage debts to $938,698 38, being an increase of	247,643 27
For the redemption of the ground rents on Camden Station $101,191 66, being an increase of	19,721 73
Showing the aggregate increase of sinking funds of	$316,945 27
For increase of real estate (purchase of square of ground bounded by Howard street and Ohio avenue, and Montgomery and York streets)	6,000 00
For additional advances to the Northwestern Virginia Railroad Company, after crediting all earnings received viz: For payment of interest and for expenditures in improving the condition of the road, &c.	148,784 84
For semi-annual cash dividend of 3 per cent. upon the capital stock on 28th May, 1862	303,399 00
For semi-annual cash dividend of 3 per cent. upon the capital stock on 30th September, 1862	391,131 00
Total	$1,165,260 11

The land occupied by the Camden Station was subject, when purchased, to ground rents which the owners declined to sell, amounting in the aggregate to $6,060 34 annually. This sum represented a capital at six per cent. of $101,003 66. The ground rent sinking fund was instituted for the purpose of purchasing these original rents when in market, or for the accumulation of an equivalent sum of principal, the interest upon which should be appropriated to the payment of the rents stated. As this sinking fund amounts to $101,191 66, its maximum has been reached, and the design of the company in establishing it has been fully accomplished.

The balance of cash in the Treasury on the 30th September, 1862, was $21,181 86, after deducting $165,000 for payment of interest on the city loan, and the bonds of the company which matured on the 1st of October, 1862.

II.—Of the Washington Branch.

The financial condition of the Washington Branch is shown by the statements of the Treasurer, D, E and F.

It will be seen by statement E, that the earnings for the year amounted to $778,416 67, showing an increase of $340,276 98 compared with the previous year.

The expenditures charged amount to $153,827 75, being for improvements, repairs of depots, bridges, water stations and railway, and for pumping water.

As stated in the last annual report, a system was adopted by the Board by which the "earnings are equitably divided, upon a basis requiring all the expenses connected with transportation, the use and repair of machinery, and of the shops and stations of the company in Baltimore, to be paid by the Main Stem—the expenses of the road department alone being charged to this road."

During this year large expenditures were made which are embraced in this statement, for the construction of additional tracks and slidings, the locations of which are furnished in the report of the master of the road.

A valuable improvement was also constructed near the Relay House, by which a convenient connection has been formed, so that engines with full trains pass through without delay between the Washington Branch and the Main Stem, thus facilitating transportation between Washington and the West.

The partial expenditures charged, deducted from the revenue stated, produced the net sum of $624,588 92, showing an increased comparative gain, over the preceding year, of $302,864 57. The increased business upon this line required further extensive permanent improvements, which it was determined to prosecute as rapidly as the labor and materials could be obtained.

A dividend of 4½ per cent. was paid on the 31st October, 1861, for the half year terminating September 30th, 1861, and similar semi-annual dividends on the 21st May and on the 30th September, for the respective periods in 1862.

III.—Of the Northwestern Virginia Railroad.

Statement G of the Treasurer shows that the earnings of this road for the fiscal year amounted to $464,022 19, and the working expenses to $266,670 77.

The exhibit is accompanied by the remark that "in consequence of the incomplete condition of this road, considerable sums, which from the difficulty of accurate adjustment, appear in the statement charged as repairs, properly belong to construction," thus explaining the large ratio of working expenses.

The earnings were $13,490 46 greater than for the preceding year, whilst the expenses were diminished $43,251 37, making an increased comparative gain of $56,741 83.

The ratio of working expenses to the earnings was for 1858, 102.12; for 1859, 82.55; for 1860, 72.28; for 1861, 88.41, and for 1862, 73.25 per cent.

General Remarks.

The aggregate earnings, working expenses and net results of the Main Stem, Washington Branch, and Northwestern Virginia road for the fiscal year have been, viz:

	Gross Earnings.	Expenses.	Net Earn'gs.
Main Stem	$4,481,858 98	$1,427,205 83	$3,054,6 3 15
Washington Br.	778,416 67	153 827 75	624,588 92
N. W. Va. R. R.	364,022 19	266,6:0 77	97,361 42
Total	$5,624,297 84	$1,847,704 35	$3,776,563 49

The reports appended from the Treasury, transportation, road and machinery departments, embrace much interesting information. To these the Board desire to call special attention, as exhibiting the particulars of the destruction of the tracks, bridges, machinery and other property of the company, the restoration thereof as far as effected, and the statistics and details of the working operations of the road.

During the year 129,889 cross ties were placed in the track, and 4,691 tons of rails were used relaying 49.9 miles of the Main Stem with new iron. All parts of the line not in possession of the enemy were maintained in safe working order. Very gratifying evidence has been furnished of the reliable condition of the machinery, and of all portions of the track within the control of the company, by continued remarkable exemption from accidents, and the general safety and success with which the large transportation of passengers and freight has been conducted.

The Board again perform an agreeable duty in tendering their acknowledgments to the officers and men of each department of the service for the skill, fidelity, persistent energy and unflinching courage with which, whilst continuing to encounter extraordinary difficulties, embarrassments and dangers, the business of the company has been performed and its interests protected. By order of the Board.

John W. Garrett, President.

After the reading of the report, no other business being presented, the meeting of the stockholders adjourned for the election of directors, to serve for the ensuing twelve months.

Messrs. Johns P. Kennedy, Wm. J. Albert and Miles White acted as judges, and the following ticket was unanimously re-elected by a vote of 28,924 shares:

John Hopkins, Samuel W. Smith, Francis Burns, Wm. A. Hack, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, Wm. Heald, Galloway Cheston, Wm. W. Taylor and Samuel Kirby.

At a subsequent meeting of the Board of Directors, John W. Garrett, Esq., was unanimously re-elected President of the company for the ensuing year.

Atlantic and Great Western Railway.—Buffalo Extension.

The contract for the construction of the "Buffalo Extension" of the Atlantic and Great Western Railway has been let to Messrs. Beachell & Ellis. The following is a description of the route:

Beginning at Randolph, a point on the Atlantic and Great Western Railway, 18 miles west of Salamanca, and passing through Napoli, Pigeon Valley, New Albion, Kelley's Summit, crossing the Erie Railway three miles North of Little Valley; through the village of Waverly; crossing the Cattaraugus Creek at the Lower Crossing, on a bridge 1,000 feet long and 300 feet high; through Collins Centre, a little west of Shirley; through Eden Centre, Water Valley, White's Corners, Big Tree Corners; cross Plank Road north of White's Corners; leaving it on the North; cross Buffalo Creek, near the Red Jacket Hotel; making a circuit of Buffalo, crossing Main Street at W. R. Coppock's, and terminating at Black Rock.

The road will be sixty-five miles long, and is all under contract to be completed in one year. A cut of 65 feet in length will be necessary near Cattaraugus Creek, requiring the removal of 250,000 yards of earth.

☞ Notices are published of applications to the New Jersey Legislature for authority to construct a steam railroad from Newark to the Hudson River; to build a horse railroad between the same points, with authority to use a dummy engine; and to authorize a horse railroad from Newark to South Orange.

Northern Central Railway.

The opening of the Philadelphia and Erie Railroad, extending from Sunbury to Erie, has given the city of Baltimore an unbroken line to Erie, and also to the lakes, passing through the great oil region of Pennsylvania. The Northern Central Company has also complete lines to Elmira, thence to Buffalo, and to all parts of Western and Central New York, and is now pouring a large trade into the lap of Baltimore. The company are now running through trains between Baltimore and Erie, Elmira and Pittsburg, whilst local trains on the line have increased to a great extent to meet the demands of the rapidly growing local trade. The business of the road has rendered it necessary to enlarge the accommodations at the Calvert Station, Baltimore, and a building is now in course of construction which when completed, will be one of the largest and most magnificent of the kind in the city. The company has built during the present year, and are now erecting many other large buildings, among which may be enumerated new engine houses and machine shops at Bolton and Marysville, and new car and repair shops at York.

The Northern Central Railway Company has, during the past two years, entirely rebuilt their road from Baltimore to Sunbury, renewing the rails and cross-ties, ballasting with broken stone ballast, and the entire road is represented as being in a much better condition than at any other former period of its existence. A double track has been laid between Baltimore and Cockeysville, which is now in daily use, and which is being rapidly extended to the borough of York, fifty-seven miles from Baltimore, the grading and ballasting being nearly completed, and the laying of the rails already commenced. The double track from Duphin to Sunbury, forty-five miles, rendered necessary by the recent opening of the Philadelphia and Erie Railroad, is also under contract, and is being pushed towards completion as rapidly as a work of such magnitude can be.

The rebel raids upon this railway in 1863 and 1864 destroyed thirty-four bridges, all of which have been rebuilt in the most substantial manner. The bridge over the Susquehanna, at Dauphin, three-fourths of a mile in length, is at present being entirely renewed with a superstructure of the most approved kind, and nearly all the timber bridges on the road have been replaced by permanent structures of iron and stone. The improvements made by the company during the past year have been indeed very extensive, and yet all has been done so quietly as to attract but little attention.

Philadelphia and Erie Railroad.

Wm. G. Moorehead, Esq., has resigned the position of President of the Philadelphia and Erie Railroad, and Edward F. Gay, Esq., who has long occupied the place of Vice President has been elected to fill the balance of the term. It may be mentioned in this connection that the traffic already thrown upon this new road is exceeding vastly the expectations of its most sanguine friends. More business is offered by far that the present facilities of the road can accommodate. Extensive preparations are being made at Erie for a line of steam propellers from that point to Chicago, thus bringing to this road its share of the immense lake trade. Energetic movements are on foot for the completion of the Warren and Franklin Railroad, which will bring to this road the oil trade of the Alleghany River and of Oil City. With a most commendable foresight, the control of the Oil Creek Railroad has been secured, and the present wide gauge will soon be changed to correspond with the track of the Philadelphia and Erie road, so as to give an unbroken uniform track from this city to the very centre of the oil producing region below Titusville. Oil will then be loaded upon the cars of this road at the wells, and brought to the wharves of Philadelphia without change or handling. Then this immense oil trade, which has heretofore been carried by the Erie Railroad to New York, will be largely thrown upon this new and highly favorable channel, giving to the road probably not less than 2000 barrels of oil per day for transportation. Some idea may be formed of the value and magnitude of this trade from the fact that the net earnings of the Oil Creek Railroad, a little road, only twenty-one miles long, for the past three months, amount to over two hundred thousand dollars. What may we not expect from the Philadelphia and Erie, when in addition to the heavy Lake trade and its already large local traffic, the vast business of the oil carrying is thrown upon it. The coal trade, it may be added, will form no inconsiderable feature in the operations of this road. Already two roads are in progress connecting the coal fields with the Philadelphia and Erie, and others are projected. There is unquestionable an encouraging future before this road. A consolidation of its stock with that of the Pennsylvania Railroad is spoken of, and the terms of such an arrangement are discussed. A double track first-class railroad from Philadelphia to Erie may be considered among the probabilities at no distant day.—*Phila. Ledger.*

☞ The extensive Coal Piers at New Castle, Del., for the use of the Philadelphia and Reading Railroad, are, we understand, nearly completed. These piers will be of great service in the shipment of coal. As there is a double track on the Baltimore road, large quantities of coal may be shipped by this route without interfering with the regular trade of the road.

Mt. Carmel and Lizard Creek Railroad.

REPORT OF THE COMMITTEE.

To all concerned in the prosperity of the First and Second Coal Fields of Pennsylvania, and in the lines of Canals and Railroads which transport the Coal therefrom.

The undersigned were appointed a committee at a public meeting held in Pottsville, Saturday, October 29th, 1864, to address you upon the advantages and necessity for a direct outlet for the Coal of these Coal Fields to some harbor at or near New York. The meeting by which we were appointed was one called of citizens of Schuylkill, Northumberland, Dauphin, and Columbia counties, and having especial reference to the construction of the proposed Railroad of the New York and Middle Coal Field Railroad and Coal Company. This Company has adopted as the line for their road from Mt. Carmel in Northumberland County, *via* Schuylkill Haven, to the mouth of Lizard Creek in the Lehigh Valley, about twenty miles above Allentown. A road over this line we believe will furnish the shortest, best, and most direct communication with New York of any route that has been suggested.

The respective distances by the line proposed by this Company, are, viz:

	Miles.
Mt. Carmel to Schuylkill Haven	22
Schuylkill Haven to Lizard Creek	30½
Total length of Road	52½
From Lizard Creek to Easton, the distance is.	87
Thence to Elizabethport *via* the New Jersey Central	64
From Easton to Hoboken *via* the Morris and Essex	78
Making the total distance from Mt. Carmel to Elizabethport	153
And to Jersey City	165
And from Mount Carmel to Hoboken	168

The route of the Road proposed to be constructed from Mt. Carmel to within five miles of Schuylkill Haven is through Coal Lands, and is so located as to be entitled by present lateral roads, or such as this Company may construct, to reach nearly all the Coal Mines of the First and Second Coal Fields. From Schuylkill Haven to Lizard Creek this Company has adopted the line of road partially built by the Schuylkill Haven and Lehigh River Railroad Company, and which has a grade of twenty feet per mile to overcome the summit between the valleys of the Schuylkill and Lehigh, and that for only a very short distance. On this partially built road over $100,000 were expended by the Schuylkill Haven and Lehigh River Railroad Company, but the Philadelphia and Reading Railroad Company in the manner and for the reasons we will hereafter state, caused this road to be abandoned, and since then the time limited by law for its construction has expired.

The New York and Middle Coal Field Railroad and Coal Company we believe is the only company that possesses the necessary authority from the Legislature to construct a Railroad to connect these Coal Fields with the waters at or near New York.

The question we propose for your consideration is, will you unite your capital and build this road?

We urge you to do so chiefly for these reasons:

1st. Because such road will be a good investment for your capital.

2d. Because it will make the last link that will complete the chain of roads for the shortest and best through route from the waters of Lake Erie to those of Philadelphia and New York, and will afford the opportunity to these lines to secure abundant back freight of Coal to the West upon trucks bringing produce from the West to the East.

3d. The construction of this road is a vital necessity to save the investments in the Coal business of so much of these Coal Fields as is now monopolized by the Philadelphia and Reading Railroad Company.

Upon the first point it is only necessary to refer you to the fact that Coal railroads have nearly always proved good investments. The local roads in Schuylkill County have earned large dividends, and the stock in the principal part of them has generally ruled considerably above par. The Lehigh Valley Railroad—a Coal road—while doing only a fair competing business with the Lehigh Navigation Company, and other rival transportation lines, has been one of the most profitable roads to its owners in the country. It cannot be doubted but that the road proposed will not only almost immediately—from the time of its completion—carry more Coal in a given time than has heretofore been carried on the Lehigh Valley Road, but that for travel, back freight, and general traffic, it will far exceed any business which the Lehigh Valley Road has done, or which—except from its prospect of a connection with this road—it could be reasonably expected it would hereafter do.

Upon the second point it is only necessary to refer you to the fact that the distance from Mt. Carmel to Schuylkill Haven by the proposed route of this road is but 22 miles, and from there to Lizard Creek it is but 30½ miles further to enable you to see that it must make a through link with the Philadelphia and Erie Railroad *via* the Shamokin Valley Road Mt. Carmel, either by way of the Philadelphia and Reading Road, or with the North Pennsylvania Road to Philadelphia, as well as by way of the roads now and hereafter to be constructed in the Lehigh Valley, and either the Morris and Essex, or the Jersey Central Railroads to New York. Besides the disadvantages of a connexion between Mt. Carmel and Schuylkill Haven, over the numerous inclined planes of the Mine Hill Railroad, this road is the shorter one even to Schuylkill Haven.

As early as 1852 a committee of the City Councils of Philadelphia, appointed to enquire into the subject, reported the Anthracite Coal consumption reaching the Western lakes, to exceed 200,000 tons per annum. Since then it has largely increased, and is to-day not less than at the rate of 1,000,000 tons per annum. The Philadelphia and Erie Railroad may, through the construction of the proposed road we advocate, carry almost the entire

of this tonnage. The trucks from the West to the East, bearing Lumber, Coal Oil, Bituminous Coal, and other products, must for the most part go back empty unless they take as they readily can, Anthracite Coal as return freight. As back freight the cost of transportation above the cost of transporting the empty cars will be so light that the Philadelphia and Erie can afford to carry this Coal at a good profit, but at considerable less rate than any other great through lines from the West to the East. In reference to this through connexion and back freight, we assume therefore that the Pennsylvania Central, the Philadelphia and Erie, and Shamokin Valley Roads, will be greatly benefitted by the construction of this proposed link. To the Lehigh Valley Railroad, or any other that may hereafter be constructed in that valley, and to roads crossing the State of New Jersey, not only do these advantages of the through-route apply but we are incapable of estimating the vast Coal tonnage that a connexion with the two principal Anthracite Coal Basins of this State will bring to them.

We desire especially to call the attention of the land-owning and mining interests of nearly all of the First Coal Field, and much of the Second, to the vital necessity there is for extricating themselves from the thraldom the Philadelphia and Reading Railroad Company is preparing for them. These preparations are nearly complete, and when so and without another outlet, that Company will substantially own, all your investments, and without paying for them. The value of these investments will be destroyed, and you will be in the state of vassalage and dependence that the like interest in the Lackawanna and upper portion of the Wyoming Coal Fields are now.

The Philadelphia and Reading Railroad Company inaugurated its policy of controlling the Coal Trade from these Coal Regions when it commenced leasing and buying up our local roads.—Gradually it has thus secured by lease or purchase the following which traverse these regions, viz.: The Lorberry Creek Railroad, the Swatara Railroad, the Mine Hill and Schuylkill Haven Railroad, the Mount Carbon Railroad, the Mount Carbon and Port Carbon Railroad, the Mill Creek Railroad, the Schuylkill Valley Railroad, the Little Schuylkill Railroad, the East Mahanoy Railroad, and the Mahanoy and Broad Mountain Railroad. Through the control of these roads, and by a contract entered into with the Schuylkill Navigation Co., it has effectually bound up the latter Company, if not in its interest, at least beyond its control, so as effectually to take away the rivalry of that Company as a competing line of transportation. Thus the Philadelphia and Reading Railroad monopolizes the Coal Trade of the region traversed by the local roads before mentioned. This Company claims that it is unrestrained in its power to charge for transportation, and the present season has raised the price of transportation to $3 50 per ton, as against less than $1 00 in 1861. Suppose this Company should next year choose to add $2 00 more, making $5 50 per ton for transporting Coal from Mount Carmel to Philadelphia, what power have the land owning and coal mining interests in this region now to prevent it? Without a rival and without legal restraint, what is there to induce this Company to allow the land owning and mining interests here a portion of those profits which it has the power to take for itself?

We make no especial reflections upon any who manage this corporation, when we say that as certain as capital will always seek the greatest profit, so certain will this corporation do so! We perceive the intention of this corporation to do so in the advance already of $2 50 per ton above the charge in 1861. We perceive it in the high prices it has paid to control the local roads before mentioned. We perceive it in the fact that this corporation brought up the control of the Auburn and Allentown Railroad and the Schuylkill Haven and Lehigh River Railroad at a cost of over $400,000, and then abandoned all further work on these roads—a course of policy that utterly ignored and contemned the interests of the public, for whose benefit the Legislature had authorized these roads to be constructed. It was, besides, a positive, especial wrong inflicted upon the land owners, whose land had been taken and spoiled by the partial construction of the road, and yet who settled or released their damages, upon the consideration of the "advantages as well as disadvantages" of the finished road. The interests of the public and these special private rights were, however, made to yield to the interests which the Managers of the Philadelphia and Reading Railroad intended to build up by their contemplated monopoly.

If further evidence of the determination of the Philadelphia and Reading Railroad Company to appropriate through this monopoly the landowning and mining interests of this region to their own use is wanting, it is to be found in what has already been done by other companies in the Lackawanna and Wyoming Regions under analagous circumstances.

Take, for example, the interests on the Lackawanna. The Delaware, Lackawanna and Western Railroad Company monopolizes the road and transportation thereon from Scranton to the Delaware Water Gap. This Company so monopolizes the transportation, that producers of Coal to be sent by this route have no choice but to sell their Coal to this Company.

In the years 1858, '59, '60 and '61, the average price received for Coal prepared for market at Scranton was from 70 to 85 cents per ton. In 1862 the price was from 80 cents to $1 per ton.—In 1863 from 90 cents to $1 40 per ton, and for the present year, 1864, as high as $2 50 has been paid; but recently this Railroad Company has ordered the price to be reduced 50 cents per ton, and accordingly the average price is now $2 per ton.—Out of these prices the miner was obliged to pay the cost of mining and preparing the Coal for market and the rent to the land owners, which latter, however, was proportionately low, as the land owners, as well as laborers, were obliged to share with the producer in his very narrow margin for profit.

The public were in no way benefitted by these starving prices paid by this Company for Coal, as the prices it received, as per the report of its public sales, must have enabled this Company to receive as much as $7 per ton for transportation and profits on the Coal from Scranton to Elizabethport. The prices paid by this Company for Coal were, in most instances, less than it would have cost the Company had they owned the lands and improvements, and mind the Coal themselves.

Thus this Company as effectually owns the lands and improvements there, for all the purposes of profit, as if deeds conveying the title in fee simple were made and delivered to them. Thus the land-owner and producer are in effect but trustees and managers of their lands and mining operations for the use of this Company, and thus it will soon be with the land-owning and mining interests of the portions of the First and Second Coal Fields before mentioned, if we do not defeat the thraldom the Philadelphia and Reading Railroad Company is so adroitly seeking to impose upon us. Our people have already had some foretaste of this in the arbitary discrimination exercised by this Company in this distribution of cars, and in its order reducing the price of Coal to Government contractors, whereby the contractors, but not the Government, were benefitted—an order reducing prices that this Company has as much power to enforce, for all purposes, as for this one purpose.

We perceive but one sure way to avert this thraldom, and that is to take advantage of the authority already conferred on the New York and Middle Coal Field and Railroad Company to build their road. We are assured that if the people of these Regions will show an earnest effort to contribute, the necessary means can be raised. The interests involved are great, the issue is vital to these interests, and we cannot doubt but you will protect them.

We are assured that this Company will faithfully and energetically go on to the full completion of this road. It may be under the control of the subscribers to the Railroad stock, so as to give full assurance of the completion and successful making of the road.

Burd Patterson,	Jacob Huntzinger, Jr.,
Charles Baber,	John Clayton,
Joseph W. Cake,	Henry Saylor,
F. W. Hughes,	William Huntzinger,
R. A. Wilder,	James Ryan,
Simon Cameron,	George DeB. Keim,
Henry W. Thomas,	Levi Mattson,
Wm. Donaldson,	Richard R. Morris,
Albert B. Eckel,	John P. Brock,
Wm. H. Schall,	Lewis C. Dougherty,
A Cochran,	Seth W. Geer,
Samuel J. Tilden,	Theodore Thompson,
Edmund H. Miller,	John Donaldson,
Robert H. Ludlow,	Joseph B. VanDusen,
Daniel Kistler,	Geo. S. Repplier,
George K. Tryon,	Dr. Jac. F. Triechler,
Dan. B. Kershner,	Charles Norton,
Joshua F. Keller,	Henry Walter.

New Orleans—Statistics of 1864.

The following is a recapitulation of the assessments of the twelve districts of New Orleans, from the last lists of 1864, in possession of the Secretary of the Board of Supervisors of Assessments:

Value of real estate, $86,161,045; decrease since 1863, $253,815. Income, $711,470; increase since 1863, $359,470. Furniture, $1,032,325; decrease since 1863, $236,125. Horses, cows and carriages, $506,655; decrease since 1863, $78,225. Stocks in vessels and corporations, $95,800; increase, $15,000. Merchandise, capital and money at interest, $14,383,030; increase, $2,714,822. Grand total $103,395,325. Grand total of increase of all kinds of property since 1863, $2,526,227.

☞ The Philadelphia *Ledger* is informed, semi-officially, that "the Schuylkill Navigation Company contemplate six per cent. dividends at the next dividend period on all their shares—common as well as preferred; the exhibit of the company for the current year warranting such large dividends with a very handsome surplus. This, in the present condition of the coal trade, and an easy money market, will naturally tell on the prices of the shares, but especially on the preferred, which may now be rated among the regular dividend-paying stocks."

☞ The Massachusetts Legislature will be petitioned this winter for privilege to construct a railroad from Stafford or Rockville in that State to Springfield. The enterprise has been talked of for several years. The advantages of the connection which would be thus made, would be principally the establishment of a more direct line between New London and Montreal, and between Providence and Springfield. Stafford is on the New London Railroad and Rockville on a branch of the Providence Railroad, which two cross at Willimantic. Each is distant about seventeen miles from Springfield.

☞ A special meeting of the Stockholders of the New York and Boston Railroad Company, will be held in Woonsocket, Rhode Island, on the 15th of December, to act upon the question of uniting the Corporation with the Boston, Hartford and Erie Railroad Company, and of leasing the property of the Corporation to the latter Company.

☞ The earnings of the Cincinnati, Hamilton and Dayton Railroad Company for the six months ending September 30, 1864, were $589,168 10, being an increase over the corresponding period of the previous year of $90,681 06.

The earnings of the Dayton and Michigan Railroad during the same time were $586,821 05, an increase of $179,077 29.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton ..... Ca.	200,000	5	----	1¼
Acton Vale ..... Ca	50,000	5	----	65c
Adventure ..... L. S.	20,000	---	----	----
Albany and Boston "	27,000	----	20	27
Algomah ..... "	30,000	----	2	2¼
Alliance ..... Ca.	20,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3¢
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20, 00	----	----	30
Annapolis ..... Md.	60, 00	10	----	----
Arizona ..... Ariz. T.	10,00	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C..... N. C	2 ,000	5	----	20c
Bare Hill ..... "	------	----	----	3½
Bay State..... L. S.	20,000	----	2½	2 ½
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	12 ,000	5	----	10c
Black River ..... "	200,000	2½	----	2 c
Bohemian..... L. S.	20,000	----	7½	10¼
Bolton ..... Ca.	20 ,000	5	1	1
Boston ..... L. S.	20,000	----	5*	4
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20, 00	----	2	----
Bronze ..... Ca	100,000	5	----	1½
Cabot ..... L. S.	20, 0	----	½	----
Caledonia ..... "	20,000	----	----	7
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,0 0	1	----	1½
Carp Lake..... L. S.	20,0 0	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	84
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,0 0	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	50 ,000	1	----	12c
Cheticamp ..... "	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	1
Clifton ..... "	20,000	----	----	----
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20 000	----	5	5½
Copper Falls ..... "	20,000	----	24½	31½
Copper Harbor..... "	20,000	----	1	----
Copper Hill..... "	00,000	1	----	----
Copperas Hill..... "	50,0 0	10	----	----
Cornwall ..... Vt.	100, 00	2	----	62c
Dacotah..... L. S	20,000	----	----	5
Dana ..... "	20,0 0	----	2½	2½
Deep River..... N. C.	------	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20 000	----	----	----
Dover ..... Ca.	200,000	----	1	4
Dudley ..... L. S.	20,000	----	½	4
Dunham..... Ca.	20 ,0 0	2	----	2 c
Durham..... "	200,000	5	----	10c
Eagle River..... L. S.	20,000	----	8½	5
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff.. "	20,000	----	----	12
Flint Steel..... "	20,000	----	----	5½
Forest City..... "	20,000	----	3	----
Forest Shepherd.. "	20,000	----	5	----
Franklin ..... L. S.	20,000	----	6½	45
French Creek..... Pa	10 ,000	5	----	75c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	5
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	50,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk..... Ca.	100,000	5	----	90c
Great Western..... L. S.	20,000	----	2	1½
Green Mountain.... Vt.	20,00	10	----	5
Guilford ..... L. S.	20,000	----	5	25c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	9
Hanover ..... "	20,000	----	----	2½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	7½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,00	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert..... "	20,000	----	----	7
Humboldt..... "	2 ,000	----	2	8½
Hungarian ..... "	20,000	----	1	2½
Huron ..... "	20,000	----	16	41
Indiana ..... "	20,000	----	----	5
Inverness ..... "	20,000	2½	----	----
Isle Haute.....	4,0,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	19½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100, 00	3	----	2
Lyster..... "	200,000	2	----	----
Madison..... L. S.	20,000	----	1	4
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	10c
Manhattan ..... "	20,000	----	2½	¾
Marquette ..... "	20,000	----	----	4½
Maryland ..... Md.	------	5	----	75c
Mass ..... L. S.	20,000	----	----	24½
Massachusetts..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	8½
Meteor ..... "	20 000	----	----	----
Meanard ..... "	20,000	----	6½	7½
Michigan..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill ..... "	------	----	2	----
Minnesota..... L. S.	20,000	----	3½	24½
Missisquoi..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	000,000	5	----	----
Morrison..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	25½
Native ..... "	20,000	----	3	1½
Naumkeag ..... "	20,000	----	1	3
Nelson..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver).. "	20,000	----	----	----
New England ..... "	20,000	----	2	1½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic..N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	----	15c
North Sutton..... Ca.	100,000	5	1	3
Nor h Western....L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	6
Ontonagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	38c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2	21
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	8½	54½
Phila. & Boston.. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	8½	84
Pontiac ..... "	20,000	----	3½	4
Prince of Wales ...Ca.	200,000	----	----	----
Providence..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	95
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	3
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	15
Ro-coe ..... Ca	200,000	1	----	----
Rudisell ..... "	------	----	----	65c
St. Clair ..... L. S.	20,000	----	3	9½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem..... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	3	----
Sheldon ..... "	20,000	----	16	----
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley..... "	20,000	----	----	25c
Southampton..... Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	20c
South Side..... L. S.	20,000	----	3	8½
Springfield..... Md.	------	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star..... L. S.	20,000	----	7½	7½
Stark..... Vt.	100 000	2	----	----
Strafford..... "	20,000	10	----	50c
Superior ..... L. S.	20,000	----	4	8
Sussex ..... "	20,000	----	----	----
Sutton..... Ca.	100,000	5	----	5½
Toltec..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3½
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington..... "	20,000	----	----	2
Waterloo ..... Ca.	100,000	3	----	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota.. "	20,000	----	----	----
Wickham ..... Ca.	200,000	5	2½	2½
Wickopee..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	----	2½
Wyandotte..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake..... N. Y.	80,000	50	----	3½
East River..... "	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ..... "	20,000	5	----	----
Kabtadin..... Me.	3,000	100	----	----
Lake Superior..... L. S.	20,000	25	----	----
Massachusetts ..... "	25,000	1	----	----
Mount Pleasant..... Pa.	10.000	50	----	----
Teal Lake..... L. S.	------	----	----	2½
Tyson ..... "	20,000	10	----	9½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	9½
Bucks County ..... Pa.	------	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute ..... "	------	----	----	1
Crystal Lake..... "	------	----	----	----
Erie ..... "	------	----	----	21
Guy's River..... "	100,000	2	----	----
Hampton ..... "	10 ,000	5	----	----
Keystone..... Pa.	------	----	----	2
Lancaster..... "	------	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point..... "	100,000	5	----	½
Mount Hope ..... N. Y.	80,0 0	5	2½	----
National ..... "	200,000	1	----	----
New Jersey ..... N. J.	12,000	00	----	110
N. Y. & Boston...N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,00	5	----	1
Placentia Bay..... N. F.	------	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rosale ..... "	00 000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	------	----	----	40c
Union ..... "	100,000	5	----	57c
Wallkill ..... N. Y.	------	----	----	1
COAL & ANTHRACITE				
American ..... Pa.	37,000	25	----	85
Ashburton ..... "	50,000	50	----	55
Atlantic & G. C ...Md.	------	----	----	----
Baltimore ..... "	------	100	----	50
Bear Valley..... "	40,000	12	----	27
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	15
Big Mountain .....Pa.	------	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	00,000	5	----	----
Bridgeport .....Pa.	30,000	10	----	----
Broad Mountain .... "	3 ,0 0	10	----	----
Butler ..... "	------	----	----	18
Cape Briton..... N. S.	200,000	2	----	----
Carbondale..... Pa.	------	----	----	3
Central..... "	------	----	----	50
Clinton ..... "	------	----	----	1½
Coal Br ok ..... "	4,000	50	----	----
Continental ..... "	10,000	50	----	72½
Cumberland (pref.) Md.	50,0 0	100	----	45
Daniel Webster ... "	5,000	100	----	----
East Mahanoy..... Pa.	------	----	----	----
Everhart ..... "	20,000	25	----	----
Franklin ..... Pa	5,000	100	----	5½
Fulton..... "	00,0 0	5	----	½
Gilbertson ..... "	5,000	100	----	70
Georg's Creek.....Pa.	10,00	----	----	1 7½
Grand Tunnel ..... "	4,000	100	----	50
Green Mountain....Pa.	------	----	----	4
Hampton & Balt..Md.	------	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay..... "	3,000	100	----	----
International ..... N. S.	20,00	50	----	----
Lawrence ..... Pa.	2,000	100	----	6
Locust Mountain ... "	------	----	----	51
Lo berry ..... "	4,000	100	----	50
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	2	----	----
Metropolitan ..... "	------	100	----	----
Middle Coal Fields. "	------	----	----	18
Milford ..... "	2,500	50	----	----
Mill Creek..... Pa.	------	----	----	----
Mulgrave ..... "	2,000	----	----	----
Narragansett .....R. I.	8,000	10	----	----
New Creek ..... Pa.	------	----	----	1
North. & Luzerne . "	------	----	----	----
Penn..... "	100,000	50	----	197
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot..... Pa.	4,000	50	----	----
Port Hood..... "	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	------	----	----	----
Preston..... "	------	----	----	35
Princess Alex....N. S.	5,000	1.0	----	----
Ridgeway..... "	------	----	----	----
St. Clair ..... Pa.	5,000	100	----	24½
Schuylkill Valley.. "	20,00	10	----	6½
Shawmut ..... "	6,000	50	----	----
Short Mountain ...Pa.	10,000	50	----	35½
Stafford..... "	------	----	----	----
Suffolk ..... "	4,000	100	----	13
Sugar Loaf ..... Pa.	------	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	------	----	----	4
Tamaqua ..... "	------	----	----	----
Vandermark ..... "	20,000	50	----	----
Wyoming Valley...Pa.	22,760	50	----	71

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.)..... N. S.	160,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	------	----	----	----
Am. Pioneer..... A. T.	------	----	----	----
Arizona (Silver) .. "	------	----	----	----
Atlantic (G.)..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S	200,000	2	----	----
Benton (G.)..... "	100,000	5	----	----
Black Hawk (G.) ... "	50,000	100	----	----
Boston (G.) ..... "	10,000	10	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.)..... Ca	200,000	2	----	10c
Central (G.)..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	50c
Chebucto ..... N. S.	100,000	5	----	55c
Colonial (G.)..... Ca.	100,000	5	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.)..... "	00,000	20	----	----
Corisannie (G.)..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.)..... Nev.	100,000	5	----	----
Empire (S.)..... "	------	----	----	----
Empress (S.)..... "	------	----	----	----
Eureka (G.)..... Cal.	------	----	----	----
Excelsior (G.)..... Col.	80,000	10	----	14
Frankfort (G.)..... "	100,000	2	----	----
Garrison's (G.)..... Col.	100,000	5	----	----
Gilbert River (G.)..Ca.	100,000	5	----	1
Gilpin (G.) ..... Co.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field..... "	50,000	10	----	----
Gold Hill ..... "	50,000	10	----	----
Gold River..... "	100,000	3	----	----
Gould & Curry (G. S.) N.	------	----	----	----
Gunnell (G.) ..... Col.	00,000	10	----	2½
Halifax (G.)..... N. S.	200,000	2	----	500
Harmon (G. & S.) Nev.	------	----	----	----
Holman (G.) ..... Col.	50,000	2	----	----
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S	100,000	5	----	1
Isabella (G.) ..... Col.	------	----	----	----
Kennebec (G.)..... Ca.	10 ,000	5	----	----
Kent (G.)..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	------	----	----	----
Lake Major..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	------	----	----	----
Manhattan (G.)..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	37½
Massachusetts (G.)..Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	00	----	----
Montague (G.) ....N. S.	60,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ....Col	200,000	5	----	----
Mt. Vista (G. & S.) Ne .	50,000	10	----	----
New England (G.) Col.	40,000	5	----	2½
New Gregory (G.) "	40 000	10	----	----
New York (G.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	----
Nova Scotia (G.)..... "	160,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	------	----	----	----
Palma (S.)..... "	------	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)..L. Cal.	------	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50 000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ..Col	40,000	25	----	5
Quicksilver ..... Cal.	40,000	25	----	80½
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)....Col.	------	----	----	10
Sacramento (---)..Nev.	------	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)....Ca.	------	----	----	----
Santa Rita..... Ariz. T.	------	----	----	----
Scottie (S.)..... Ariz. T.	------	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	------	----	----	----
Silver Hill (S.) ... Nev.	------	----	----	----
Sonora (S.)..... Ariz. T.	------	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.)..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	40 000	10	----	----
Victoria (G.)..... "	00,000	2	----	----
Waverly (G.) ..... "	40,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'lt in single trk.	Length. In progress or projected	Equipment. Horses.	Cars. 2 horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	8.36	—				Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	29	--	Broadway, Boston	88,551	2 0,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—				Cambridge	664,171	657,000	150,000	94	—	—	9	....	101
30 Nov. '63	6.74	—				Clifton-dale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—				Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—				Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.61	—				Dorchester and Roxbury	18,742	12,000	—	6,000	1,200	1,200	6	....	40
30 Nov. '63	14.75	—	195	25	--	Lynn and Boston	151,396	150,000	50,000	2 ,280	88,685	0,516	—	....	101
30 Nov. '63	3.41	—				Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '63	2.97	—				Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	702	125	--	Metropolitan (Boston)	621,802	639,300	—	297,509	388,0 6	65,539	10	....	54½
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	34 ,000	400,000	—	39,7 3	174,42	32,618	8	....	62
30 Nov. '63	6.64	—	63	9	--	Quincy	75,525	53,000	50,932	16,650	25,8 7	6,012	—	....	....
30 Nov. '63	5.42	—	—	—	—	Salem & South Danvers	57,100	7 ,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.63	—	—	—	—	Somerville	50,000	50.000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	19	2	--	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	1 1	14	--	Suffolk (Boston)	167,485	123, 50	24,800	63,07	42,750	1,691	—	....	....
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,256	13,036	8	....	....
30 Nov. '63	1.5	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40 558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62, 52	62,200	—	4, 06	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,0 0	20 00	—	6,202	542	—	....	....
						CONNECTICUT.									
31 Jan. '64	3 0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	--	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,9 8	200,000	27,500	406	65,780	15,491	6	100	1 0
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	108,125	61,625	44,500	—	—	—	—	100	60
30 Sep. '63	34.00	—	—	—	85	43 Brooklyn Central & Jamaica	8 4,870	492,450	327,150	44,778	146,18	7,216	—	....	48
30 Sep. '63	56.1	1.00	—	—	140	2 Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	160
30 Sep. '63	10.50	4.25	—	—	56	— Brooklyn City and Newtown	284,765	346,000	1 6,000	11,790	61,453	,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	— Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16 00	14.00	—	—	23	1 Centr'l P'k,N.& E.Riv. (N.Y.)	994,655	44 ,0 3	550,000	—	19,79	7,005	—	—	—
30 Sep. '63	17.50	—	—	—	—	— Coney Island and Brooklyn	543,687	494,300	13,000	44,251	63,286	—	—	100	60
30 Sep. '63	—	6.00	—	—	—	— East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	—	91	— Eighth Avenue (N. Y.)	978,53	800,000	—	30,000	358,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	—	70	— 42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	— Grand St. & Newtown (W'g	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	— Harlem Br.,Moris'a & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	— Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	—	34	— Ninth Avenue (N. Y.)	447,598	795,380	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	— N.Riv.& Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	— Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	—	18	— Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	— Second Avenue (N. Y.)	1,135,818	650,000	500,000	25,000	2 0,354	51,127	—	100	65
30 Sep. '63	8.37	—	—	—	49	25 Sixth Avenue (N. Y.)	1,161,593	750,000	15,000	—	412,600	99,227	10	100	110½
30 Sep. '63	—	—	—	—	—	— Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	—	117	3 Third Avenue (N. Y.)	1, 19,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	— Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	— Utica City	2,100	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V.Brunt st.& Erie Bas. (Buff.)	62,000	500,0 0	6,000	5,15	4,582	762	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	—	7	-- Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	—	8	-- Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	-- Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '62	17.0	—	150	24	--	Orange and Newark	411,000	211,000	0 ,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.80	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,693	40	10	46
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,827	92,000	54,200	5,360	84,867	30,168	20	—	....
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,688	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	15
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	56
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112, 45	250,000	—	133,506	26,745	6	....	59½
31 Oct. '63	8.40	—	118	25	—	Girard College (Phila.)	1 0,000	160,000	—	—	76,430	19,682	9½	....	25
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150.000	87,000	—	1 4 540	50,470	1+½	....	28
31 Oct. '63	11.00	—	—	—	—	— Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	— Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	— North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.0	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	51,500	—	500	32, 91	—	—	—	—
31 Oct '63	10. 7	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	10	13	6	Pittsb.,Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,800	5,369	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57 845	72,437	5,983	—	—	10
31 Oct. '63	5.20	—	—	—	—	— Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,544	12,231	8½	—	15
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	2 9,628	9 ,803	36	20	70
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,69	120,000	—	—	28,447	4,917	2½	—	14
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil.& Gr'nF.)	173,010	159,312	15,500	—	75,03	13,417	17½	—	34½
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,923	45,960	16	20	49
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	2 ½
31 Oct. '63	9.31	—	228	48	4	West Philadelphia	301,066	189,100	100,000	4,000	161,700	44,574	11	—	66
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mart (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.45	—	—	—	—	People's (St. Louis)	58,675	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	296,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	30 ,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1861	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,500	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,50	6	J. & J.	.....	....
Forty-secon street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St:					
1st Mortgage	82,000	7	J. & J.	1870	100
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1880	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	86,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1871	....
" O. & Newark	100,0 0	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1870	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	18,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,0 0	..	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	50,000	7	M. & N	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS					
Loan of Jan. 25, 1847 .....registered..	$3,415,250	6	Jan. & July.	1867	1 5
Loan of March 31, 1848.....registered	8,900,342	6	" "	1868	117
" " " ..... coupon		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850....coupon..	2,052,000	5	" "	1868	217
Loan of June 14, 1858 .....regis ered	20,000,000	5	" "	1874	98
" " " ..... coupon		5	" "	1874	103
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	100
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of March, 1861... coupon	1,016,000	6	" "	1881	103
" " " ... coupon		6	Yearly.	1881	105
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	1 3
" " " ..... coupon		6	" "	1881	112½
Loan of July 17, & Aug. 5, 1861 ..registered	249,977,800	6	" "	1881	106
" " " ..... coupon		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s).....registered	510,750,900	6	May & Nov.	1882	107
" " " (5-20s)..... coupon		6	" "	1882	106½
Loan of March 3, 1864, (10-40s)...registered	31,680,000	5	Mar. & Sept.	1904	98½
" " " .....coupon		5	" "	1904	97½
Loan of March 3, 1864 (5-20s) ....registered	40,000,000	6	May & Nov.	1884	....
" " " .....coupon		6	" "	1884	109
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	117
" " of Mar. 3, 1864.....coupon	76,665,550	7.3	Feb. & Aug	1867	113
Debt Certificates	234,378,000	6	At maturity.	.....	97½
One Year Treasury Notes (legal tender).....	43,585,000	5	" "	.....	....
Two Year's " " "	15,744,000	5	" "	.....	....
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	....
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	....
" " " " of '64	83,813,870	6	" "	1867	....
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No interest paid for many yrs	1868	....
" — " " (B'k of State).. "	610,000	6		1868	....
" — " " (" ").. "	38,000	6		1868	....
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July	1878	152½
" — " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,000	7	" "	1872	....
Connecticut War Fund bonds.....coupon	2,000,000	6	Jan. & July	71-'72	....
" — " " ..... "		6	" "	81-'82	105½
" — " " ..... "	1,000,000	6	" "	1882	....
Florida—State bonds..... coupon	143,000	7	.....	.....	....
Georgia—State bonds .....coupon	720,000	5	Jan. & July.	1872	....
" — " (R. R & B'k).. "	2,078,750	6	" "	61-'89	55
" — " (R. R)..... "	525,000	7	" "	62-'72	....
Illinois—New Int. Impr. stock .....inscribed	1,970,987	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,147,000	6	" "	63-'89	106
" —War bonds..... "	2,000,000	6	" "	1879	103
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,600	5	Jan. & July.	1886	86
" — " " ..... "	2,058,178	2½	" "	1856	68
" —State Int. Imp bonds (not adjusted)	391,000	..	.....	f'm'd	....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	6	Jan. & July.	.....	86
" — " special stock "	1,216,787	5	" "	.....	....
" — " Deferred stock ..... "	1,213,000	5	" "	.....	....
" — " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	2,40,000	7	Jan. & July	1868	....
" — " (war loan) ..... "	800,000	7	" "	81-'82	....
" — bonds to School Fund ... "	122,295	10	Annually.	1 m'd.	....
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	....
" — " " (domestic)..... "	58,000	7	May & Nov.	1878	....
	65,000	6	July.	1883	....
Kentucky—State bonds .....coupon	4,200,000	5	Jan. & July	'65-'75	....
" — " " ..... "		5	" "	81-'91	....
" — " " ..... "		5	" "	90-'96	....
" — " (bank) ..... "	600,000	5	" "	1891	....
" — " " ..... "	67,500	6	" "	91-'96	100
" — " (war loan) ..... "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc,)...coupon	516,130	6	.....	d'm'd	66
" — " (R. R. etc,)..... "	3,902,000	6	.....	'67-'96	....
" — " " (banks) ..... "	5,398,533	6	.....	.....	....
" — " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept	'63-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July	'81-'88	101½
Maryland—State bonds (st'g).....coupon	816,000	5		1865	....
" — " (st'g conv.).. "	200,376	5		1885	....
" — " " (st'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'g conv.).. "	2,490,569	5		'89-'90	103
" — " " (dollar)..... inscribed	500,000	5		1890	....
" — " " (")..... "	104,000	4½		1888	....
" — " " (")..... "	767,580	5	Chiefly quarterly.	'42-'68	....
" — " " (")..... "	399,008	5		1880	....
" — " " (")..... "	148,711	5		'89-'90	103
" — " " (")..... "	138,689	6		pleas.	....
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	85,000	6		1885	....
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	....
" — " " (T. & G.R.R.)..... "	500,000	6	" "	'88 '90	....
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	200,000	5	" "	1893	124
" — " " (Eastern R. R.) "	500,000	6	Jan. & July.	'65-'71	110
" — " " (N. & W. R R) "	400,000	6	" "	1870	....
" — " " (Cons. Stock &c.) "	160,000	6	" "	1870	....
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	129½
" — " " (" ") "	245,000	5	April & Oct.	'65-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" — " " (" ") "	94,000	5	Jan. & July.	1874	....
" — " scrip.....	200,000	6	" "	'64-'66	....
" — "	247,000	6	June & Dec.	'68-'72	....
" — "	55,000	5	" "	'68-'72	....

DESCRIPTION OF SECURITIES.	Amount outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan.... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan.... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	....
" —War Loan .....(" ") "	547,000	7	" "	18 6	100
" —Redemption Fn (" ") "	2,000,000	6	" "	'68-'83	....
Minnesota—State bonds .....coupon	240,000	8	Jan. & July.	1857	100
" — " (Indian war). "	100,000	7	" "	1871	....
" — " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks) .....coupon	2,000,000	6	.....	.....	'41 '71
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	....
" — " " " "	199,000	6	" "	1863	61
" —Capitol Loan of 1857.....	100,000	6	April & Oct	1867	....
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1863	....
" —R. R. Loans: Pacific R R...coupon	7,000,000	6	" "	1890	....
" — " " S. W. Branch.. "	4,500,000	6	" "	'72-'88	67
" — " " H & St. Joseph "	3,000,000	6	" "	'67-'89	....
" — " " N. Missouri .. "	4,350,000	6	" "	'73-'87	56
" — " " Iron Mountain "	3,501,000	6	" "	'72-'87	....
" — " " C. & Fulton .. "	650,000	6	" "	'73-'89	....
" — " " Platte Co. .... "	700,000	6	" "	'87-'89	....
" —Revenue bonds	431,000	6	" "	1889	....
" —State Defense warrants	750,000	9	June & Dec.	'64-'66	....
New Hampshire—State bonds.....coupon	835,100	6	Feb. & Au..	1876	100
" " —Notes	200,000	6	.....	.....	....
New Jersey—State stock .....registered	96,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	....
" " — " " (" "). "	200,000	6	" "	1871	....
New York—General Fd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	....
" " — " " Deficiency Loans..	348 107	5	" "	pleas	....
" " — " " " " ..	900,000	5	" "	1875	....
" " — " " " " ..	442,981	5	May & Nov.	1865	107
" " — " " " " ..	1,1'9,781	6	Jan. & July	pleas.	....
" " — " " " " ..	1,200,000	6	" "	'68-'78	119
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	25,898	5	.....	d'm'd	....
" " — " " " " ..	11,050	5½	.....	d'm'd.	....
" " — " " " " ..	14,230	6	.....	d'm'd.	....
" " — " " Railroad Loans....	421,000	6	Jan. & July.	'65-'67	....
" " — " " " "	237,700	4½	J., A., J., & O	1864	....
" " — " " " "	65,000	5	Feb. & Aug	1876	....
" " — " " " "	28,000	5½	J., A., J., & O.	1865	....
" " — " " " "	320,000	5½	Jan. & July	1865	....
" " — " " " "	100,000	6	" "	1867	....
" " —Canal Fund Loans.....	6,922,274	5	" "	'68-'74	106
" " — " " " "	15,88 ,025	6	" "	64-'76	117
" " — " " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	120½
" — " " (" ") ..... "	1,015,000	6	" "	1905	95
" — " " (" ") ..... "	378,866	6	" "	1868	....
" — " " (" ") ..... "	2,183,582	6	" "	1870	105
" — " " (" ") ..... "	1,000,000	6	" "	1875	105
" — " " (" ") ..... "	4,095,309	6	" "	1881	105
" — " " (" ") ..... "	2,400,000	6	" "	1886	105
" — " " (domestic debt).....	125,680	6	" "	1868	105
" — " " (war loan).... .....coupon	1,500	....	" "	1856	....
" — " " (" ")..... "	279,313	....	" "	1868	....
" —Irreducible debt (school funds, etc)...	2,920 403	6	Yearly.	.....	....
Oregon—State scrip	55,372	....	.....	.....	....
Pennsylvania—State Stock Loans.....	151,200	4½	April & Oct.	due.	....
" — " " "	10,780,093	5	Jan. & July.	due.	94½
" — " " "	3,886,000	5	Feb. & Aug	due.	....
" — " " "	3,690,814	5	Mar. & Sept.	due.	....
" — " " "	3,241,898	5	June & Dec	due.	....
" —Interest Certificates	210,263	6	Feb. & Aug	due.	102½
" —State bonds.....coupon	200,000	4½	Jan. & July	1882	104½
" —State Stock Loans.....	1,177,990	5	" "	1-64	....
" — " " "	675,029	5	Feb. & Aug.	1864	....
" — " " "	1,045,629	5	June & Dec.	1864	....
" — " " "	1,558,673	5	Jan. & July.	1865	....
" — " " "	2,277,755	5	" "	1865	....
" — " " "	1,766,214	5	" "	1870	106½
" —State bonds.....coupon	4,880,000	5	Feb. & Aug.	1877	105½
" — " " ..... "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,437	5	.....	.....	....
" —Relief Notes in circulation....	97,380	....	.....	.....	....
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1892	101½
South Carolina—State bonds (stg) ....coupon	484,444	5	.....	1868	....
" " —Inscribed certificates	1,708,017	6	.....	'65-'90	....
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	60
" — " (interm. impr.) "	2,063,606	5	.....	Var.	48
" — " (railroads) ..... "	12,799,000	6	.....	Var.	....
" — " (capitol) ..... "	608,000	5	.....	1890	55
" — " (Hermitage) .. "	48,000	6	.....	1890	55
Texas—Had no debt in 1861	.....	....	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	....
" —State bonds (war loan) .....coupon	58,000	6	.....	'62-'63	....
" " — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various	Var.	....
" — " " (railroad) ...	18,284,642	6	Jan. & July.	'83-'93	0
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'55-'93	....
" — " " (sterling)..... "	1,866,900	5	" "	1892	....
West Virginia—No information	.....	....	.....	.....	....
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67 '68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	....
" — " " (domestic) ... "	100,000	6	" "	1877	....
" — " (").... "	1,100,000	6	" "	78-'80	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	69,695	86,211	76,428	81,453	103,636	94,928	107,758	73,751	84,937	905,844
1861	81,531	75,021	78,361	69,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	90,296	1,098,464
1862	73,169	93,591	110,985	72,196	81,994	90,625	95,056	128,191	132,639	119,400	115,201	111,955	1,225,001
1863	100,850	101,355	104,372	122,054	132,301	145,542	149,137	157,948	170,044	170,910	156,909	153,294	1,673,706
1864	100,991	164,417	195,802	162,722	178,785	206,090	224,256	312,164	320,557	251,419	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,223	120,063	126,095	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	146,839	92,873	76,457	1,161,003
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,060
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,796	135,595	1,423,429
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	291,134	1,959,267
1864	158,735	175,482	243,150	175,838	186,563	206,866	195,103	271,141	331,494	312,049	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,551	28,291	28,066	24,328	28,536	51,340	55,831	55,003	42,101	400,443
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	106,737	74,381	53,554	675,764
1861	48,326	45,651	59,820	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	835,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,806	104,094	124,787	108,956	80,991	994,577
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	157,298	153,622	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,783	44,781	61,791	72,389	70,673	76,304	82,270	780,230
1860	78,170	67,210	80,990	76,032	66,907	55,055	50,286	66,573	84,608	94,406	82,467	82,400	930,499
1861	85,239	76,918	86,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,491	106,253	955,949
1862	106,263	88,488	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,244	164,876	1,167,544
1863	146,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	164,058	1.6,105	203,329	158,077	126,000	100,000	113,615	154,245	------	183,049	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	466,959	536,606	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,535,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,364	734,108	714,211	6,214,188
1862	699,097	601,595	688,006	626,070	587,416	528,842	595,024	615,962	756,421	885,186	902,906	983,550	8,400,324
1863	845,695	859,949	956,415	948,059	848,783	770,148	731,243	667,092	816,801	965,294	1,024,649	1,036,321	10,469,481
1864	984,857	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	------	------	------
Galena and Chicago													
1860	60,653	62,606	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,762
1861	97,253	76,855	101,800	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	168,370	208,575	169,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,467	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,525	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,308	155,164	156,973	170,167	157,448	232,073	1,983,434
1860	212,714	209,422	161,047	134,606	156,281	129,995	140,890	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,894	138,299	146,424	173,261	197,762	246,283	2,025,567
1862	307,330	281,568	306,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	408,571	2,922,970
1863	458,953	425,047	466,802	270,676	244,771	202,592	190,364	219,561	268,109	302,174	295,750	484,550	3,726,140
1864	501,281	472,240	566,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,311	154,600	153,644	144,894	149,592	139,102	181,612	246,829	245,892	250,742	192,822	2,126,006
1860	185,257	185,929	209.994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	250,134	2,664,848
1861	321,844	279,208	229,334	192,054	199,488	177,829	189,280	268,933	289,862	284,020	243,249	224,401	2,899,512
1862	190,130	236,037	181,084	191,648	236,246	269,282	261,079	352,786	414,543	410,536	372,593	385,461	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	318,200	406,595	445,320	421,467	414,731	497,228	404,197	585,434	767,363	664,299	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,884	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89,533	94,375	96,062	90,576	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,052	48,797	37,420	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	88,903	62,607	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,168,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	105,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	136,747	212,226	139,547	113,398	168,218	178,526	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,853	166,454	170,842	175,481	134,688	127,273	196,821	233,851	274,722	203,492	134,972	2,068,806
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,480	276,181	231,265	189,077	2,189,077
1862	163,152	163,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	306,284	270,539	2,647,833
1863	248,784	250,508	557,227	268,613	264,935	241,286	189,145	238,912	303,106	375,567	332,260	343,048	3,302,541
1864	256,600	304,445	333,058	327,204	264,818	315,717	279,129	355,264	398,330	404,563	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,293	193,540	251,428	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,920	123,377	144,982	236,545	307,333	242,989	200,134	2 124,214
1862	230,159	159,655	161,902	175,096	186,039	174,902	172,189	216,024	295,966	322,869	307,474	258,834	2,650,702
1863	242,073	246,858	236,432	238,495	236,453	206,221	193,328	215,449	305,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,818	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,506	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,623	447,813	504,217	591,920	743,599	709,671	637,792	625,296	6,808,708
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	838,955	811,468	750,736	623,047	7,154,622
1861	489,065	420,795	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,990	872,985	7,996,753
1862	740,163	631,954	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,014,375	988,228	1,002,756	9,689,244
1863	920,272	790,167	867,590	911,397	839,126	841,105	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,900	84,209	88,278	90,517	91,863	89,239	91,190	100,118	97,218	97,857	85,785	94,134	1,162,823
1860	97,016	95,668	85,268	90,463	89,477	93,378	100,639	104,116	105,478	111,173	99,461	100,141	1,176,708
1861	108,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,868	91,111	90,671	1,110,065
1862	100,604	96,659	102,808	94,957	94,157	97,337	101,857	103,223	99,485	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,005	116,896	114,090	125,817	124,615	129,121	119,554	131,504	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	198,609	216,475	225,464	230,977	248,862	241,695	264,622	283,646	288,619	245,977	2,756,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	214,506	337,495	339,911	355,558	321,208	249,032	3,315,561
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	284,456	276,209	291,768	278,219	2,905,835
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	486,557	454,526	4,008,837
1863	335,686	361,584	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	192,566	188,631	165,705	154,032	203,853	245,933	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	243,051	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,696	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,390	487,542	5,132,934
1864	290,676	455,211	602,001	574,690	499,547	520,942	486,687	669,102	705,974	758,800	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	69,581	68,743	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,887
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,564,913
1864	100,872	147,485	160,490	157,785	149,855	155,730	144,942	218,235	234,134	203,441	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,670	67,946	67,428	84,879	122,785	106,100	125,027	77,349	81,296	926,736
1861	59,639	47,043	62,551	76,274	79,278	80,074	85,464	138,722	142,537	162,953	137,066	93,574	1,172,160
1862	32,235	47,142	56,006	83,552	100,645	113,578	115,214	168,219	176,580	172,870	147,548	139,428	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,595	105,454	116,370	120,695	161,062	134,563	111,239	1,439,798
1864	79,736	95,542	132,996	125,987	127,009	146,238	139,628	244,114	243,940	221,509	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	90
2d Mortgage		7	Jan. & July.	" "	1883	90½
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	97
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	85
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju Oc.	London.	1893	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850.	700,000	6	Jan. & July.	"	1880	108⅛
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	105
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1856	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1855	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	107
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1856	101
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,033	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1913	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $800,000	799,000	6	"	"	1870	110½
" " $675,000	675,000	6	"	"	1875	102½
" " $1,700,000	1,700,000	6	"	"	1883	102
" " $2,500,000	867,000	6	"	"	1889	102½
Consolid. Mort. Loan $5,000,000			"	"		106½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	102
3d Mortgage (S. F.)	950,000	7	" "	" "	1855	55
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1855	120
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	" "	1858	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " "		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	103
General 1st Mortgage	3,000,000	7	" "	" "	1885	96
Bonds issued for coupons of do	756,000	7	May & Nov.	" "	1883	97
2d Mortgage	2,000,000	6	" "	" "	1860	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	500,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	106
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1959	
2d Mortgage	874,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,300	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	81
River Line bonds	20,000	7			1867	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1854	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1903	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1904	
C. and T. Income (convertible)	167,000	7	" "		1904	
C. and T. Dividend (convert.)	127,550	7	April & Oct.	New York.	1905	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1855	108
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1870	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	100,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	500,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	280,000	7	March & Sept.	New York.	1895	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101½
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	109
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1863	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'62-'64	103½
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1873	95
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	750,258					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tenn.	300,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	68,953					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	143,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,555,000	7			1901	
Free Land, 2d Mortgage	1,500,000	8			1901	
Florida and Alabama:						
Internal Improvement (State)		7			1901	
Free Land, 2d Mortgage		8			1901	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1901	
Free Land, 2d Mortgage	200,000	8			1901	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	115
2d Mortgage (S. F.) Coupon	1,236,000	7	May & Nov.	" "	1875	110
Elgin and State Line	159,000		Jan. & July.	" "	1879	----
Great Western, Ill :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	108
" Eastern "	1,350,000	7	Feb. & Aug.	"	1885	102½
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	86
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1952	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1966	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	108
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	118
3d Mortgage	1,540,000	7	May & Nov.	" "	1875	116
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	117
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	384,000	10	" "			120
Income	20,500	---				
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "		----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				----
1st Mortgage	260,000	7				----
2d Mortgage (convertible)	1,000,000	7				----
3d Mortgage	600,000	7				----
Guaranteed by Covington	200,000	6				----
Cincinnati (exchanged)	100,000	6				----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†				----
City of Keokuk, (special tax)	150,000	10†				----
Keokuk, Mt. Pleas't and Musca. :						
Lee County	150,000	8				----
City of Keokuk	200,000	8				----
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	104
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	901,000	7	May & Nov.	Milwaukee.		----
2d Mortgage (Eastern Div.)	1,000,000	†				----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		----
2d Land Grant (Western Div.)	353,600	†	" "	"		----
3d Mortgage (whole road)	1,700,000	†				----
Unsecured Bonds	1,785,000	†				----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	100,000	6		Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	550,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1881	----
Lebanon Branch 1st Mortgage	41,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6				----
Mortgage	24,000	7				----
Mortgage	10,000	6				----
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	98½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6				----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6				----
Michigan Central :						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	99
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	64
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	125½
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	128
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	118
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1862	85
Goshen Air Line	693,000	7	" "	" "	1868	100
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	105
2d General Mortgage	2,194,500	7	" "	" "	1877	100
*Milwaukee and Beloit :						
1st Mortgage	630,000	8				----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8				----
2d Mortgage	600,000	8				----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	109
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.		1897	----
Mississippi Central :						
1st Mortgage	1,007,363	7				----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6				----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7		New York.		----
2d Mortgage (S. F.)	400,000	8		" "		----
Oskaloosa Division	500,000	7	Jan. & July		1875	18½
1st Land Grant	2,000,000	7		" "		56½
2d Land Grant	700,000	---		" "		----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6				----
Tennessee State Loan	674,860	6				----
Alabama State Loan	389,410	6				----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1882	----
Mississippi State Loan	260,970	6				----
Montgomery and West Point :						
Alabama State Loan	122,622	---				----
Mortgage (due 1860, '68 and '85)	350,000	6			var.	----
Mortgage	450,000	8			1906	----
Muscogee :						
1st Mortgage	249,000	7				----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---				----
Chat. and Clev. Subsc. (endors.)	231,000	---				----
*New Albany and Salem :						
Crawfordsville	175,000	7				----
1st Mortgage	500,000	10				----
1st Mortgage	2,235,000	6				----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1883	----
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5				83 '84
1st Mortgage Coupon	2,005,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6				----
New Orleans City Subscription	1,500,000	5				----
1st Mortgage (S. F.)	566,000	8			1880	----
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	108
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,443,000	7	Feb. & Aug	" "	1876	117½
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov	" "	1883	104
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	" "	" "	1883	101
Bonds of June, 1854	2,919,200	7	June & Dec.	" "	1864	103½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	120
Bonds of Dec. 1862, (S. F.)		6	June & Dec	" "	1887	109
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	106½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	117
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	111
5th Mortgage	1,739,500	7	June & Dec	" "	1888	112
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	106
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	105
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100
3d Mortgage	980,300	7	Jan. & July.		1907	102½
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,083,000	6	April & Oct.	"	1878	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----------	----------	------	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----------	----------	------	----
2d Mortgage	224,500	---	----------	----------	------	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1885	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	100
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	90
2d Mortgage	3,077,000	7†	" "	" "	1861	21
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	100
Chattel Mortgage	560,000	10	" "	"	1887	114
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.)						
1st Mortgage	2,080,000	7	Jan. & July.	New York.	1872	80
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	6	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	97
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia	1880	112
2d Mortgage	2,621,000	6	April & Oct.	"	1875	108½
3d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----------	----------	------	----
1st Mortgage (1859-'70-'75)	365,000	6	----------	----------	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	----------	----------	var.	----
Special Mortgage (1865-'68)	175,000	6	----------	----------	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----------	----------	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	403,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	132,400	5	" "	"	1880	101
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	105½
" 1844, "	810,000	6	" "	"	1880	105½
" 1848, "	101,000	6	" "	"	1880	105½
" 1849, "	67,000	6	" "	"	1880	105½
" 1857, (convertible)	2,480,500	6	" "	"	1886	128
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1859	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	111
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	92
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1905	----
" "	99,420	8	May & Nov.	"	1905	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1895	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	54-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----------	----------	1872	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----------	New York.	------	----
1st Mortgage (West'rn Division)	757,000	8	----------	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1559	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1880	----
Richmond and Petersburg:						
Coupon	189,000	---	----------	----------	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	67
2d Mortgage	937,500	7	" "	"	1863	28
3d Mortgage	440,000	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati						
1st Mortgage	812,000	7	Feb. & Aug.	----------	1890	----
2d Mortgage	185 000	7	----------	----------	1900	----
3d Mortgage	318 500	7	----------	----------	1875	----
Six per cents	113,228	6	----------	----------	1876	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	50
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1859	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----------	----------	1880	----
2d Mortgage	75,000	7	----------	----------	1870	----
South Carolina:						
State Loan	187,000	5	----------	----------	1868	----
Sterling	183,333	6	----------	----------	1543	----
Sterling	2,000,000	5	----------	London.	1900	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----------	----------	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----------	----------	------	----
2d Mortgage	450,000	---	----------	----------	------	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----------	New York.	------	90
St. Louis City Subscription	500,000	---	----------	----------	------	----
St. Louis County Subscription	1,000,000	---	----------	----------	------	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " (series D)	1,400,000	7	May & Nov	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	80
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----------	----------	------	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1566	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1565	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1905	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1876	"
Interest Bonds	151,830	7	----------	----------	------	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1590	80
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	208,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	50,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	102½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'76	104½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----------	----------	1868	----
Company's endorsed by State	180,000	6	----------	----------	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
30 Jun. '60	55.0	—	.....	50.6	...	...	.....	ALABAMA. *Alabama and Florida*	1,451,286	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	54.1	2	2	19	*Alabama and Mississippi*	438,505	30,991	—	335,010	102,500	21,63[illegible]	459,985	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	83.5	28.4	.....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,760	922,622	23,579	2,582,506	116.9	.....	595,150	260,200	6	.....
3 Nov. '58	18.5	—	.....	107.5	...	...	.....	ARKANSAS. Memphis and Little Rock	553,877	*	—	351,523	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
30 Dec. '60	22.5	—	.....	—	...	...	.....	CALIFORNIA. Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
31 July '63	21.8	—	1.9	—	4	7	45	CONNECTICUT. Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,988	65,909	26,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,986,740	213,876	4,204,566	122.4	281,451	408,910	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,.09	72.8	458,245	1,332,307	886,219	17	220
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,530	92,439	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	28,084	1,460,193	62.0	129,574	265,287	13,968	6	.....
29 Feb '64	67.0	—	2 6	—	8	17	25	N.Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.48	8.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,383,942	—	—	156,863	78,631	—	94
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66 6	155,916	195,655	61,236	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000 000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	152
30 Nov. '63	59.4	7.0	8.5	—	16	17	303	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	207,841	437,669	185,639	6½	120
31 Oct. '60	34.2	—	10.7	—	—	—	—	DELAWARE. Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
— — '62	154.2	—	.....	150	...	...	.....	FLORIDA. *Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,857	2,338	—	.....
— — '62	58.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
30 Jun. '60	86.7	—	—	—	16	7	124	GEORGIA. Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,507,385	86.7	.....	418,006	205,927	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	85.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	63.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	—	—	53	92	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	—	6,590,173	229.0	879,468	1,716,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,348	232.0	.....	1,159,188	528,042	8	100
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,668,976	102 5	[illegible],241	404 618	212,676	12	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	939,950	249,000	—	1,026,868	50.0	.....	302,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	83	Savannah, Albany and Gulf	1,386,034	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	238,852	11	.....
30 Sep. '59	138.0	—	.....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,543	454,541	—	.....
31 Dec. '63	220.0	—	.....	—	52	32	846	ILLINOIS. Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,416	281.0	1,002,440	1,673,706	701,866	7½	89
30 Apr. '64	240.0	206.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,539	394.0	1,955,519	3,090,211	1,350,499	8	117
1 Apr. '63	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,325,889	519,983	—	8,731,316	3,336,000	226,641	12,147,136	242.0	.....	1,063,064	448,508	—	40½
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,280,575	228.4	1,162,890	2,143,875	1,103,414	6	102
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,409	3,506,000	—	10,952,115	341.7	1,484,068	2,201,481	1,279,408	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	706.8	3,010,697	4,671,028	2,118,847	6	126½
— — '63	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	135.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	13 mos.	2,202,415	704,650	—	52
— — —	105.0	—	.....	—	...	...	.....	INDIANA. Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	103.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	—	986,061	1,219,100	51,772	2,233,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,541	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	80.8	20.2	.....	—	22	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,888	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	105
1 Dec. '63	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,843,508	*	10,000	1,299,575	998,000	11,036	2,491,368	84.0	355,887	598,092	350,525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,860	527,868	268,156	—	.....
31 Mar. '64	86.0	46.0	2.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,588,768	132.0	.....	315,172	117,941	6	100
— — '58	295.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	845,827	371.40	—	104
30 Nov. '63	75.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,670	1,517,450	94,000	—	2,326,955	73 0	357,302	774,618	307,527	13	154½
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	IOWA. *Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,766	50.0	.....	.....	.....	—	.....
31 Dec. '59	80.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,094	.....	86 0	7 mo's.	85,289	46,771	—	.....
31 Dec. '63	100.0	—	.....	259.0	10	7	150	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,531	276.197	145,889	—	.....
1 Jan. '58	85.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	—	.....	88.5	11 mo's.	455,821	21,806	—	.....
— — '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,800,000	15,000	.....	230.0	.....	.....	.....	—	55
31 Oct. '59	80.0	—	.....	—	...	...	.....	KENTUCKY. Covington and Lexington	3,743,971	276,024	—	1,592,169	2,990,000	337,532	4,375,993	111.8	.....	424,409	227,684	—	.....
30 Jun. '63	22.0	—	.....	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741.051	22.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	.....	—				Louisville and Frankfort	1,898,832	126,785	6,540	1,109,594	391,000	—	1,864,713	65.1		222,900	120,669	3	98
30 Jun. '64	185.0	82.0	18.3	80.0	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,836,430	300 0	841,558	3,261,880	1,503,958	6	.....
31 Dec. '60	80.0	—	.....	178.0	12	12	216	LOUISIANA. *N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	6,855,320	90.0	180,204	481,922	223,640	—	.....
31 Mar. '61	200.0	—	.....	206.0	46	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,282,624	555 424	—	.....
31 Aug '60	53.7	—	.....	135.2	...	...	.....	*Vicksburg, Shreveport & Texas.*	1,662,693	*	—	1,253,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....
30 Sep. '62	57.0	—	.....	—	...	...	.....	MICHIGAN. Chic. Detroit & Can.G.T.June.	built and	eqnipped	by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,370,623	647,696	—	2,950,000	4,250,000	—	9,008,360	188.0	.....	340,899	.....	—	.....
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	16,805,576	*	168,225	6,3[illegible]5,906	7,744,989	—	15,066,822	329.2	1,558,2[illegible]7	3,417,1[illegible]81	1,697,060	12	128½
31 Mar. '64	246.0	251.0	.....	—	96	110	1,186	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,239	1,663,568	10,120,400	8,287,255	—	18,407,655	527.0	2,171,477	3,284,294	1,630,777	—	68½
31 Dec. '62	14.5	—	—	508.1	2	2	10	MINNESOTA. *Minnesota and Pacific*	1,400,000	—	—	.....	1,553,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	100.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	...	...	.....	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	...	...	.....	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	236.0	—	.....	25	22	326	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,584,782	595,992	6,881,929	236.0	.....	884,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,423	—	.....
31 Dec. '58	85.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	85.2	.....	260,047	121,634	—	.....
31 Aug '63	95.5	—	13.2	—	31	24	526	MISSOURI. *Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,824	1,047,567	420,025	—	99
31 Dec. '62	266.5	—	17.7	65.0	21	26	307	*North Missouri*	6,898,779	504,983	—	2,459,207	4,250,000	—	.....	188.8	.....	444,480	182,905	—	.....
31 Dec. '62	132 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	194.0	—	14.4	87.5	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	879,956	227,398	—	.....
28 Feb. '63	77.0	—	5.9	206.0	...	...	.....	*South-Western Branch*	4,[illegible]00,986	116,885	—	71,513	4,500,000	—	.....	114.0	98,371	241,492	125,886	—	.....
31 Dec. '62	86.5	3.0	5.2	—	16	13	219	*St. Louis and Ire Mountain*	4,[illegible]00,000	344,168	—	1,971,127	3,501,000	57,361	5,990,277	90.1	232,031	243,235	60,252	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,554	757,881	56.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	887,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.6	139,963	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,022	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,640,414	51.3	154,991	350,853	188,121	6	113
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,768	*	—	169,200	566,000	.....	.....	37.0	.....	65,408	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,814,042	3,604,731	3,579,907	13,118,902	10,761,883	666,070	31,241,011	288.8	.....	3,922,203	2,306,788	6	113
30 Sep. '60	30.0	—	.....	—	7	[illegible]	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,306	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,280,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,445	620,681	—	57
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	182,348	—	1,880,000	440,000	5,629	2,275,629	70.9	372,083	508,718	167,051	6	105
30 Nov. '63	74.3	6.8	51.1	—	58	74	635	Boston and Maine	4,880,849	446,557	496,933	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	135½
30 Nov. '63	47.0	7.0	112.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	142
30 Nov. '63	44.6	24.0	80.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	53.6	573,514	1,202,654	488,357	9	145
30 Nov. '63	45.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,866	—	681,666	121,000	—	1,087,722	47.1	77,036	180,058	69,191	6½	60
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,875	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	106
30 Nov. '63	44.2	30.5	27.5	—	29	71	423	Eastern	4,007,268	315,165	264,102	3,000,000	1,337,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	106
30 Nov. '63	50.0	42.5	74.8	—	25	37	457	Fitchburg	3,189,351	360,149	—	3,540,000	—	—	3,874,507	93.4	322,758	732,262	328,043	8	119½
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,555	30,275	—	250,000	75,000	3,961	367,493	—	.....	21,780	21,278	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,356	71.0	167,154	223,794	59,077	8	130
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,707	6	102½
30 Nov. '63	33.0	—	0.7	—	4	8	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	61	506	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	127
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,499,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	242,305	225,900	1,586	471,592	—	.....	17,620	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	166,406	33,698	8	116
30 Nov. '63	6.1	—	.....	35.5	—	—	—	Troy and Greenfield	1,903,250	—	—	925,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	99.6	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,700	—	3,821,695	77.3	112,506	271,815	140,136	—	38½
30 Nov. '63	156.1	17.3	125.6	—	78	68	1,179	Western (incl. Alb.&W.S. etc.)	10,167,143	1,095,712	—	5,150,000	5,267,520	—	4,746,504	218.0	1,276,929	2,439,838	1,232,831	10	153
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	29,891	1,373,159	48.7	188,647	281,024	132,153	6	95½
								NEW HAMPSHIRE.													
31 Mar. '63	53.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,903,666	93.5	.....	247,379	124,406	—	82½
30 Nov. '63	53.0	—	8.0	—	18	16	248	Cheshire	2,475,846	322,266	—	2,085,925	683,400	—	2,969,352	53.6	238,026	382,153	130,648	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	62½
31 Mar. '63	29.2	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,345	—	—	1,000,000	12,300	20,904	operated	by	Concord R. R.	83,524	7	115
31 Mar. '63	29.8	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	56,000	—	.....	52.7	.....	87,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,546	153,718	4	85½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.7	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	*	—	997,862	1,699,400	173,982	3,201,344	76.0	.....	259,921	118,832	—	—
31 Dec. '62	61.5	32.3	.....	8.0	—	—	—	Camden and Amboy	6,070,233	*	3,971,080	5,000,000	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	152
31 Dec. '62	20.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	66,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,536	4,620,166	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,344	10	175
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,050	1,849,625	53.0	.....	293,857	103,615	7	116
31 Dec. '63	53.5	—	.....	—	—	—	—	New Jersey	3,640,516	448,573	1,461,396	4,597,800	642,500	400,017	6,739,574	33.8	.....	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	294,200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. 62	.....	.....	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,588	1,250,000	145,638	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	*	—	1,207,750	800,000	—	1,907,750	24.0	.....	239,889	154,906	6½	110
31 Dec. '62	38 5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	541,800	212,500	11,742	821,984	—	82,900	90,127	43,623	—	—
								NEW YORK.													
30 Sep. '63	15.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,027	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,222	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	616,390	1,134,256	317,218	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,061,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	93
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,296	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	118
30 Sep. '63	94.0	2.5	12.1	—	13	28	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	342,062	880,431	52,280	6	48½
30 Sep. '63	597.5	255.1	400.0	—	239	255	4,424	New York Central	27,098,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,634	3,994,999	7	119
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,662	5,722,850	6,877,518	14,260	11,614,628	163.8	1,443,670	1,412,426	471,500	—	.....
30 Sep. '62	118.0	2.8	17.8	—	25	23	441	Northern (Ogdensburg)	2,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	56.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,364	119,066	—	396,340	204,000	22,557	823,480	58.1	70,885	162,757	83,000	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	355,025	117,460	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	23	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	468,204	—	1,519,800	1,784,400	60,671	3,459,880	238.1	595,605	686,201	279,210	6½	105
30 Sep. '63	40.9	6.7	5.9	—	8	15	50	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,326	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,908,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	325,794	184,906	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,606,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.1	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	100,953	35,072	—	.....
-- --	228.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	228.0	.....	.....	.....	—	.....
-- --	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	975,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	283,900	1,130,470	1,045,000	51,500	2,984,509	171.9	.....	409,458	219,688	—	.....
30 Sep. '59	161.5	—	.....	—	24	32	144	Wilmington and Weldon	2,889,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,564	235,201	8	.....
15 Mar. '60	91.9	5.5	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	200,212	—	70,560	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	119	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	359,271	—	14
31 Mar. '64	80.5	—	.....	—	22	38	432	Cinc., Hamilton and Dayton	2,982,156	490,986	113,147	2,500,000	1,634,000	—	4,996,266	202.0	.....	1,083,328	495,691	10	134
31 May, '59	121.5	—	.....	81.0	16	10	382	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,978	.....	131.8	804,168	190,745	19,180	—	.....
31 Dec. '63	125.4	55.5	.....	—	47	87	787	Cleveland, Columbus and Cinc.	4,394,772	525,285	1,055,530	6,000,000	510,000	—	7,232,513	191.2	1,012,180	2 151,943	1,216,267	31	170½
31 Dec. '62	67.0	—	.....	18.0	18	6	310	Cleveland and Mahoning	2,553,162	248,789	22,540	1,036,065	1,752,400	125,857	2,917,322	67.0	248,387	575 209	228,681	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	728,202	500,000	3,000,000	1,503,000	—	5,103,000	98.7	1,092,396	2,066,623	1,268,785	22	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,224,805	94,329	8,251,846	203.5	.....	1,238,317	552,800	—	109
31 May '64	102.2	19.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,925	4,634,800	7,288,790	—	8,107,006	188.0	786,262	1,691,266	823,714	8	108½
31 Dec. '58	61.4	—	.....	53.0	5	5	99	Clev., Zanesville and Cincin.	1,574,698	*	—	569,675	575,250	532,456	.....	61.5	75,120	68,128	19,762	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	108	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	84.5	—	11.9	—	13	46	206	Columbus and Xenia	1,423,236	252,965	618,150	1,490,800	205,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,851	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	—	.....	142.0	.....	703,289	311,256	—	15
30 Nov. '63	83.5	—	19.0	—	26	35	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,096,620	188.0	1,002,647	1,948,778	701,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	—	—	10,379,554	373,487	51,055	11,104,320	226.6	445,157	620,025	299,030	—	.....
30 Apr. '62	192.8	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,245,550	8,870,000	4,343,042	20,549,420	192.3	.....	829,952	119,052	—	.....
31 Aug. '58	177.0	5.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,961	*	—	1,908,736	2,400,000	466,215	.....	123.0	.....	.....	.....	—	.....
30 Jun. '64	158.9	52.0	.....	—	33	29	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,885	3,260 887	1,498,728	11,190	6,189,662	205.9	188,894	600,162	133,747	—	82
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,356,156	*	—	863,671	1,299,100	127,118	2,594,894	125.6	220,717	272,202	92,253	—	.....
1 Dec. 63	242.4	—	.....	—	42	18	928	Toledo & Wabash	9,706,636	*	25,000	3,314,776	6,651,330	38,272	10,152,682	260.0	1,279,950	1,459,798	540,921	—	89

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	35.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,664,039	100.0		360,215	171,286		
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,084,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	55.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	234,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	—	17
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	116,192	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583		5,698,250	4,571,000	1,006,951	18,276,201	202.0	1,469,494	1,757,083	828,148	9	205
31 Oct. '63	25.6	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941		604,190	598,400		1,212,590	34.9	151,820	238,243	150,163	—	.....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Leas'd to	Northn. Cen.		196,907	334,790	110,306	—	32½
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.6	144,871	423,858	169,268	10	.....
31 Oct. '63	55.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*		1,184,550	700,000	.....	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	69
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,240		1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	.....
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,325,992	223,090	2,174,427	54.9	143,578	259,629	101,570	—	29½
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	3,822,008	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	—	.....
31 Dec. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,822,008	869,222		2,297,250	1,485,000	55,127	3,820,377	88.0	386,844	1,320,053	774,074	10	90
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,568	*		2,646,100	960,000	62,227	3,668,327	(Phila. & Re	ading	R. R.)		7	55
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*		4,132,935	.....	.....	4,132,935	130.0	319,102	363,367	89,991	8	80
30 Nov. '63	55.6	13.2	10.5	—	17	27	618	North Pennsylvania	5,485,709	404,764		3,147,750	3,104,287	.....	6,252,037	68.8	274 990	511,896	273,391	—	31
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048.814	3,543,484	2,883,457	13,420,250	16,949 124	.....	38,245,668	356.0	5,211,202	1,891,413	5,111,412	—	67½
31 Oct. '63	17.0	7.0	42.0	17.0	18	41	101	Phila., Germant'n & Norrist'n	1,131,079	285,439		1,267,200	405,500	.....	1,672,200	24.0	244,425	332,489	179,585	9	89½
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	.....	.....	.....	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,496	7½	31
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,480	Philadelphia and Reading	21,124.422	3,765,774	579,548	13,211,228	10,667,328	.....	26,613,528	403.0	2,721,689	6,252,902	2,706,900	7	68½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 3,882	.....	.....	999,200	250,000	.....	1,249,200	28.2	137,074	644,050	353,648	10	145
31 Oct. '63	96.9	—	51.4	—	36	95	828	Phila., Wilmington and Balt.	8,774,600	*	351,129	7,460,000	1,017,500	.....	8,477,500	200 5	647,029	2,540 248	1,602,119	10	67½
31 Dec. '63	59.5	—	6.4	29.6	11	10	61	Pittsburg and Connellsville	2,064,337	124,432		1,767,373	1,500,000	82,530	3,566,639	72.0	209,746	215,587	105,856	9	12
31 Dec. '63	468.3	—	78.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*		6,164,532	12,935,173	.....	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	102½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Leas'd to	Northn. Cen		40,476	144,728	87,112	10	40
31 Oct. '63	72.6	—	3.1	—	5	4	195	Tioga	730,967	106,563		367,300	396,500	65,206	832,000	29.6	75,358	126,693	79,976	7	41
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	256,800	.....	.....	62.0	297,700	421,757	193,146	8½	120
30 Nov. '63	15.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299		427,417	8,500	.....	.....	13.6	24,916	81,702	9,718	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	11	21	Charleston and Savannah	801,615	24,372	250,000	706,385	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,489,769	324,161		1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '59	102.0	—	.....	—	—	—	—	North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0	.....	220,014	95,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	56	700	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,157,707	47.6	.....	29,967	19,187	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407	.....	130.5	150,142	297,806	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	878,597	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	55.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	554,949	813,518	.....	59.4	69,870	177,256	80,029	—	.....
1859	47.4	—	23 —	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,350	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*		2,066,544	1,731,000	.....	.....	159.0	.....	734,116	387,384	6	.....
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	880,000	204,544	.....	45.8	57,950	127,952	67,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,218	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,566	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	869,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000	.....	3,036,338	99.7	139,877	306,850	167,430	—	67
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,706	556,275		2,233,376	3,257,471	826,219	6,366,166	112.6	442,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683		1,097,000	.....	.....	1,206,683	62.5	136,761	186,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	282,887	—	11
31 May, '63	47.0	6.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	ope	r. by Vt.	Central	.....	6	106½
30 Jun. '63	23.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612		516,164	793,200	.....	1,301,886	23.7	48,996	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,600	*		332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	.....	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.0	5.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	.....	2,969,861	775,500	118,789	.....	112.7	703,034	155,902	45,092	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	76	Norfolk and Petersburg	2,006,873	122,156	.....	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,225	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,322,150	*	.....	468,805	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,083,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	125.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,036	374,996	.....	1,365,200	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	.....	883,200	102,500	5,799	1,486,527	80.5	.....	226,554	218,852	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	.....	1,931,197	1,200,000	75 908	6,753,656	143.2	224,014	560,904	282,328	—	97
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,935,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,356	7	77
30 Sep. '59	22.2	2.8	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	.....	835,750	204,808	26,853	.....	43.5	1,084,054	163,783	79,585	6	60
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	.....	657,812	85,000	.....	.....	23.7	12,542	.....	.....	.....	.....
31 Jan. '60	80.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,489,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,063	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	35,945	3,102,754	1,480,592	52,929	4,882,929	195.0	280 968	634,051	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	50	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,459	347,057	—	.....
								WISCONSIN.													
1 Dec. '59	55.6	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	.....	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	27.8	.....	.....	.....	*Milwaukee and Minnesota*	7,400,000	*	.....	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	.....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	.....	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	49
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	.....	2,706,720	1,417,000	1,085,328	5,092,471	142.3	465,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	.....	11,750,000	188,000	.....	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,150	911,029	22,984	2,663,376	49.0	.....	242,798	117,642	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210.345	*	.....	15,122,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154,855	—	.....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,251,435	.....	26,084,180	267.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '62	96.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	15	271	European & North American	4,569,418	*	.....	4,658,706	.....	.....	4,658,706	108.0	160,421	107,640	20,005	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,285	.....	1,380,000	13,100	136,000	1,729,282	60 0	.....	132,456	86,670	.....	.....
								NOVA SCOTIA.													
Dec. '63	61.5	20.5	.....	—	20	15	160	Nova Scotia	4,276,401	*	.....	4,276,281	.....	.....	4,276,281	92.0	155,416	139,101	87,181	—	.....
								NEW GRANADA.													
31 Dec. '61	48.7	—	—	—	11	25	150	Panama	5,000,000	*	615,338	5,000,000	3,576,000	.....	10,192,789	48.7	.....	2,937,685	1,883,941	15	125

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,160,000	7	—	35½
Chemung (guarantied)	380,000	—	—	----
Cayuga & Susquehanna (guarant.)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	56
Chicago & Alton (preferred)	2,422,596	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	5½	75½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	97
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	50½
Erie (preferred)	8,535,700	7	7	104½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	46
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,103,384	7	3	55
" " (2d pref.)	3,424,164	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,500	10	10	143
Mil. & Prairie du Chien (1st prof.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	92
Milwaukee & St. Paul (preferred)	2,246,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	—	5	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	—	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7½	93
Pittsfield & North Adams (guar.)	450,000	8	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	71
Toledo & Wabash (preferred)	982,900	7	7	70
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,667,343	6	J. & J	1896	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1885	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	----	----	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,900	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,783,682	6	M. & S.	1870	104½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	485,500	6	A. & O.	1876	105
2d Mortgage	294,750	6	----	----	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	98
2d Mortgage	3,980,670	6	J. & J.	1882	87
Improvement	508,500	6	M. & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	$16,000	5	J. & J.	1885	----
Md stg. loan converted	200,376	5	" "	1885	----
Mortgage bonds	993,000	6	" "	1878	62
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18½
West Branch & Susqu'a:					
1st Mortgage, s'k g'tund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	99

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	34½
Delaware and Hudson	100	7,500,000	10	135
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	74
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	99
" (preferred)	100	1,175,000	10	123
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	32½
" " (preferred)	50	2,722,607	—	38½
Susquehanna and Tide Water	50	2,048,260	—	14½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	78

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 59 50 @ 61 —
Pig, American, No. 1 — 57 — @ 58 —
Bar, Swedes, assorted sizes (in gold) — — @ 92 50
Bar, English, Refined — 190 — @205 —
Bar, English, common — 175 — @190 —
Band, English — — @230 —
Horse Shoe — — @225 —
Rods, English — 205 — @210 —
Hoop, English — 220 — @310 —
Nail Rod — per lb. — 15 @ — 17
Sheet, Russia — per lb. — 29 @ — 35
Sheet, English, Single, Double and Treble — 10½ @ — 12½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 31 @ — 40
English Spring (1st & 2d qlty.) — 19 @ — 23
English Blister (1st & 2d qlty.) — 20 @ — 32
English Machinery — 22 @ — 24
American, Blister — 16 @ — 20
American, Cast, Hammered — 30 @ — 34
American, Cast, Rolled — 19 @ — 23
American Spring — 15 @ — 20
German — 20 @ — 23
Milan (in bond) — — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — — @ — 65
Sheathing, &c. Old (cash) — 41 @ — 42
Sheathing, Yellow — — @ — 50
Pig, Chile — — @ — —
Bolts — — @ — 65
Braziers' — — @ — 65
American Ingot (cash) — 48 @ — 49

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb. 15 50 @ 16 —
Spanish — 15 12½ @ 15 37½
German Refined — 15 12½ @ 15 37½
English — 15 12½ @ 15 37½
Bar per lb. — — @ — 18
Pipe and Sheet — — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — — @ — 65
Straits — — @ — 60
English — — @ — 60
Plates, Charcoal I. C. per box 21 50 @ 23 50
Plates, I. C. Coke — 17 50 @ 19 —
Terne, Coke — 16 — @ 16 50
Terne, Charcoal — 18 — @ 18 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d (cash) per 100 lb. 9 — @ 10 —
Clinch (cash) — 10 50 @ 11 —
Horse Shoe, Forged (cash) per lb. — 40 @ — 45
Wrought English (cash) — — @ — 70
Ausable Horse, Norway Iron, Forged — — @ — 50
Zinc Nails (6 mos) — — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb. — @ 1 15
Para, Coarse and Medium — — @ — —
Carthagena, &c — 70 @ — 72
Guayaquil — — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity — 43 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 88 @ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 69 @ — 70
Naptha, Refined, (60@63 gravity) — 50 @ — 52

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 30.

	Th 24	F 25	Sat 26	M 28	Tu 29	W 30
American Coal Co.	78	78	78	80	80	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	
California 7s	----	----	----	----	----	
Canton Co.	----	----	----	32½	33½	
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	----	89	----	89½	89½	
" " pref.	----	----	91	92	95	
" " 1 M.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	90	
Chicago, Burl. & Q.	116	116	117	----	----	
" " " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n	41½	40½	42	42½	41½	
" " pref.	81	79½	77½	77½	76½	
" " 1st M.	----	----	95	95	----	
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	----	----	
Chicago & Rock Isl.	102½	100½	103½	104½	102½	
" 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	----	----	----	----	----	
Clev. and Pittsburg	107	105½	107	108	109	
" " 1 M.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	81	----	----	----	----	
Clev. and Toledo	108	109	108	109½	108½	
" " S.F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref.	45½	44	44½	44½	44½	
Del. & Hudson Canal	198	----	----	----	----	
Del., Lack. & West.	----	----	----	----	----	
" " 1 M. 8 p.c. '71-6	----	----	----	----	----	
" " 2 M. 8 p.c. '81	----	----	----	----	----	
Erie	95	92½	93½	94	93½	
" pref.	----	100	101	----	----	
" 1 M. 7 p.c. '67	----	----	----	----	----	
" 2 M. 7 p.c. '79	----	----	118	----	----	
" 3 M. 7 p.c. '83	117	----	----	----	----	
" 4 M. 7 p.c. '80	----	----	----	111	----	
" 5 M. 7 p.c. '66	----	----	----	----	----	
Galena and Chicago	----	----	----	----	----	
" 1M. 7 p.c. '82	----	----	----	----	115	
Hann. & St. Joseph	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" " bonds	----	----	----	----	----	
Hudson River	118½	119	119	119	118½	
" scrip	----	----	----	----	----	
" 1 M. 7 p.c. '69	----	----	----	----	----	
" 2 M. S.F.	----	----	----	118	----	
" 3 M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	----	----	----	----	----	
Illinois Central	125	123½	127½	128	127	
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	117	----	
Marietta & Cin 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" " 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	33	33½	33½	33½	35½	
Michigan Central	125	128	125½	126½	128	
" S F. 8 p.c. '82	----	----	----	----	125	
" conv. 8 p.c. '69	----	----	125½	----	----	
M. S. and N. I.	70	68½	69½	70½	69½	
" " guar'd.	----	----	----	145½	----	
" " 1 M. S.F.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
Mil. and P. du Chien	----	47	----	50	49	
" " 1st pref.	115	----	----	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	85½	
Missouri 6s	60½	----	60½	----	60½	
" 1st. to H. & St. J. R.	----	----	----	----	----	
" " Pacific	65	----	66	----	66	
New York Central	120	119½	120½	120½	119½	
" " 7s, 1864	117½	----	----	----	----	
" " 7s, S.F. '76	----	----	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S.F. '83	----	----	103	----	----	
" " 6s, S.F. '87	----	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" 1M. 7 p.c. '73	----	----	----	----	----	
" 2M. 7 p.c. '64	----	----	----	----	----	
" 3M. 7 p.c. '67	----	----	----	----	----	
Ohio & Miss. cer.	36½	----	38½	38½	36½	
" " pref.	----	----	----	90	----	
Pacific Mail S.S. Co.	----	317	315	----	315	
Panama	----	----	265	----	----	
Penn's Coal Co.	----	----	----	197	----	
Phila. and Reading	137½	135	136½	136½	135½	
Pitts. Ft. W. & Chicago	102	101½	102½	104	104	
" " 1M.	----	----	----	114	111	
" " 2M.	----	----	----	----	----	
" " 3M.	----	----	----	----	----	
Quicksilver Mining Co.	84½	----	87½	87	86	
St. L., Alton & T. H.	----	----	52	----	----	
" " pref.	----	71	----	----	----	
" " 1M.	----	----	----	102	----	
" " 2M. pref.	----	----	86	85	----	
" " Inc. b'ds.	----	----	----	----	80	
Tennessee 6s, 1890	----	----	----	----	----	
Toledo & Wabash	----	----	----	53½	52	
" " Pref.	----	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 1M. ex.	----	----	----	----	100	
" " 2M.	----	----	----	----	----	
" " Int. b'ds.	----	----	----	----	----	
Virginia 6s	----	----	----	55	----	

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 30.

	Th 24	F.25	Sat.26	M.28.	Tu.29.	W.30.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	103
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	100	....
U. S. 6s, 1865, coup.	....	....	....	....	....	....
U. S. 6s, 10-40s., coup.	98	98¼	99¼	99	99	
U. S. 6s, 10-40s, reg.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	113	....
U. S. 6s, 1881, coup.	111¼	102¼	113	....	112¾	112¾
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, " ly	....	....	....	....	....	....
U. S. 6s, 1867, reg.	127	130	....	145	146	
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	97⅞	98	97⅞	97¼	97⅜	
U. S. 6s, 5-20s, coupon	105¼	106	107¼	107	106⅜	
U. S. 6s, 5-20s, new	105¼	105¾	107¼	107	106¾	
U. S. 6s, " reg.	....	....	107¼	107	107	
7.30 Notes, Feb. & Aug.	....	....	....	....	....	....
" " Ap'l & Oct.	122¼	120	119	116¾	115¾	
American Gold	219	220	232¾	232¾	226	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 29.

	W. 23	Th.24	F.25.	Sat.26.	M.28.	Tu.29.
Beaver Meadow	....	....	....	....	....	....
Cattawissa	....	....	....	....	....	17
" preferred	39¼	....	....	38¼	38¼	....
Camden & Amboy	152	....	152	....	....	152
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	102¼	....	....	....	....	....
" " 6s, '83	....	....	....	....	....	....
" " 6s, '89	....	....	....	....	....	....
" mort. 6s, '89	106	....	106	106¼	....	106¼
Ches. & Del. Canal 6s '86	103	....	103	....	....	103
Del. Div. Canal	37	....	....	....	....	36¾
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	50¼
" " 7s...107¼	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	76	....	....	....	74	....
" 6s	....	....	....	....	104¼	....
Lehigh Valley R. R.	....	....	80	....	....	....
" " 6s	....	....	....	....	104¾	....
Little Schuylkill R. R.	45¼	....	....	45	....	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	....	....	60	....	....	59
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	31	....	....	....	....	....
" " 5s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	57	....	....
Pennsylvania R. R.	67	....	67	67	67¼	....
" 1st m.	....	....	....	....	....	....
" 2d m.	....	....	....	....	103¼	....
Penn. State, 5s	....	....	94¾	....	....	94
" " 5s, coupon	....	....	....	....	....	....
" " 6s, W. L.	105¼	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" " new	....	....	....	101¼	101¼	101¾
Philad., Germ. & Nor.	....	....	....	....	....	59¾
Phila. & Reading	68¼	....	68	67¾	68	68
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	101	101
Philadelphia & Erie	....	....	31¼	31¼	30	31
" " 6s	....	....	....	....	105	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	32¼	....	....	....	32¼	....
" " pref.	....	....	....	....	39	38¾
" " 6s '82	....	....	....	....	89	87
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	107¼	....	....	....	....	107
Susq. Canal	14¼	....	....	14¼	....	....
" " 6s '78	....	....	....	....	....	62
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	78	....
" " bonds	....	....	....	....	....	99
Arch street, (Horse)	....	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	....	....	....
Spruce & Pine, "	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 29.

	W.23.	Th 24.	F.25.	Sat.26.	M.28.	Tu 29
Baltimore City 6s, 1875	....	....	103	103	....	107
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	104	....	104¼
" " 1890	110¼	....	....	109	....	108¾
Balt. and Ohio	....	....	113¼	113	....	113
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	102¼	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	108½
" " " '85	....	....	....	....	....	108
Northern Central	....	....	56	56	....	....
" " b'ds, '85	....	....	100	....	....	....
" " " 95	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 30.

	Th 24	F.25.	Sat.26.	M.28.	Tu.29.	W. 30.
Boston and Lowell	....	....	....	105	105	....
Boston and Maine	....	....	130¾	....	131	130¾
Boston and Providence	....	....	....	....	....	....
Boston and Worcest	....	145	....	144	....	145
Cheshire, pref.	....	52¼	52¾	....	55½	56
Concord	....	....	62½	....	....	62½
Connecticut River	....	....	107¼	....	108	....
Eastern, Mass.	....	....	....	....	....	106
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	....	....	119¼	....	118	119¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	....	....	85¼	85½	....	....
Old Colony and Fall R.	....	....	....	....	....	....
Ph., Wil. & Baltimore	68	68	67¼	67¾	67¼	
Portl'd, Saco & Ports.	111	....	111	....	....	....
Vermont & Canada	....	107	....	....	....	106¼
Vermont & Mass.	....	....	....	....	....	....
Western	....	153¼	153	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	101	....	....	....
Metropolitan "	....	55¼	....	54¾	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Franklin "	....	....	....	49	49	48
Isle Royale "	....	17	20	19¾	19¼	
National "	....	27¼	....	27¾	27¾	
Minnesota "	27	27	26	24¼	....	
Pewabic "	54¾	54¾	55¼	54¾	54¾	
Pittsburg "	....	84	....	84	....	
Quincy "	....	....	....	....	....	....
Rockland "	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 11th of November:

Maryland 5s	65	to	68
United States 6s, 1881	40	"	41
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	26	"	28
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1860, 7 per cent	69	"	71
Do., 2d mort., 1881	64	"	68
Pennsylvania, 1st mort., 1877	69	"	71
Do., 2d mort., 1882	65	"	67
Erie shares, $100 (all paid)	39	"	41
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	51	"	52
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82 x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, December 3, 1864.

Stock Exchange and Money Market.

The gold market continues to be the favorite resort of the speculators, who retiring from their former business of running up and running down the railway shares of the country, find they can do better, where rumors rather than facts go much better than they do any where else. If an operator circulates a false story about a railway he can be brought up and confounded with the figures. But when he asserts that a battle is lost or won, it takes some days, or certainly some hours to arrive at the truth.

The same skill of misrepresentation serves him in other ways. He buzzes about confidentially that the Government is selling gold or has resolved to sell it at a certain price, or that Mr. Belmont, or some other broker of foreign connexions has made his arrangements to ship two or three millions, and the price of gold falls or rises accordingly. In a crowded street with numerous fashionable lunch rooms to refresh the thirsty and excited dealers, it is not difficult to put wings to fables and send them flying along. The patron of a certain class of men, was by the ancients furnished in their pictures and statues, with wings to his heels. Mercury if he were among us would find innumerable imitations of his style of sandals as he passed through William or Wall street.

Seriously, however, what can be a more convincing proof of the fact that the rise and fall of gold have no other cause at present than speculation, than this, that while the paper currency of the Government has not increased one dollar for the last month, nor the circulation of the banks, but rather the contrary, or if increased by the National banks has been in some measure counteracted by the contraction of the associated and local banks, gold was a few weeks ago 60 per cent. higher than it was but a few days since. If there be any relations at present between the price of gold, and the amount of currency afloat then the latter should have nearly doubled about three weeks since, and should have been correspondingly withdrawn at the time of the fall to 117. We, therefore, insist that they raise a false issue who would attribute any consequences either one way or the other to the fact of the fluctuations in the article. We notice that the press, both in France and England inimical to us make this fluctuation the barometer by which they would read our future. And we have also among our own journals, a most remarkable example of how political and party bias can warp the judgments of their managers, and drag them from the honorable position of impartial observers into the mud and mire of unfaithfulness to the Country, and the libellous abuse of its credit, its resources and its determination.

On Tuesday the price went up and down on the most frivolous pretexts, and before these words shall have met the eyes of our readers, there is no telling where the quotations will stop long enough to be recorded.

There are general principles which will control this, however, in spite of all combinations, all contrivances, and all ingenuity. The triumph of the Union, and the restoration of the revolted States to its fold, will have their certain effect, and there are signs more visible than ever, that that consummation is at hand.

The storm appears to be subsiding, the bow of promise extending itself; the recent divisions and angry disputes which are begun in the heart of the confederacy, even in its most vital part, the bold and triumphant march of Sherman, and the general successes every where attending our armies, seem to indicate very great and surprising changes for the better. We may even claim the hand of Providence to be visibly interposed in our behalf protecting us from the last, most desperate and diabolical attempt to lay our city in ashes.

It is evident that faith in this happy termination of our difficulties is extending abroad, since within a few weeks, even in London there has been a good demand for our National securities, and in our leading railway bonds and shares.

Our Government securities at home stand very steadily and though influenced by the temper of

the market, and the speculations in gold to a certain extent, are still the prominent favorites in the market. A tendency to an advance particularly marks the 6s of 1881 and the 5-20s. The inquiry has been frequently made as to the relative values of a 5 and 6 per cent stock. We find the answer in a cotemporary of Philadelphia, and it is deserving of the attention of investers.

"A correspondent asks what are the relative values of a five and six per cent. stock. This can be fixed exactly, if the length of time they have to run is positively known, but not otherwise. For purposes of income, while they run cotemporaneously $1000 in six per cent., bring the same as $1200 in five per cent.; and if this annual difference were the only element of the calculation the sixes should go to 120 if the fives were at par. But it will be seen that the equivalent of fives, in such a case, not only represents a larger amount of capital, while they run, but will realize a larger sum when the principal is reimbursed. Thus, if a man have $10,000 in sixes, his interest is $600 per annum. Were he to change this to $12,000 in fives he would obtain no more interest; but when his principal was paid, he would receive $2000 more. The length of time to elapse before the payment of principal is a necessary element of the calculation. In the case of the new Government loans this time is uncertain. The Treasury may allow the 5-20s to run twenty years, or may redeem them in five years; so that there is no fixed method of determining the relative value of six per cent. 5-20s, and five per cent. 10-40s.

It very evident that a considerable change is taking place in the policy or the business of the associated Banks of this city within a short time. The circulation last week was reduced by the sum of $3,615,648, and the specie, $1,240,243, and while the deposits had increased by $3,268,052, their loans were increased but $2,217,228, thus showing that they are expecting some change in our financial position which will try the banks, and for which they must be prepared. Luckily for them if peace was declared to-morrow, the much censured greenbacks would be their main perhaps their only escape from bankruptcy. To resume in specie would be at first impossible.

The Bank of England as we stated in our last issue, has reduced its rate of interest 1 per cent., and for this boon, the British Press utter loud cries of gratitude. But very large and very important failures are still occurring in England, and we do not believe the crisis is over. The recent numerous captures of blockade runners by the skillful and effective arrangements of an officer of tried brains and bravery, will add to the list of failures abroad. It is certainly a remarkable and not a very agreeable subject to reflect upon, that a numerous or respectable class of foreign merchants and shippers, should make it so regular a business as this of violating the proclamation of the Royal Lady for whom they express such affection, and to prolong rebellion, a crime which England has punished with more bloodshed than any other nation in the world.

We are now looking for the President's Message, and the reports of the various departments. It is useless to speculate upon them, and a knowledge of the future plans of the Secretary of the Treasury, does not appear to be known to any clique or circle hitherto supposed to have enjoyed the advantages of special confidences. The impression seems to prevail that heavier taxes, in the direction of increased income taxes, and taxes on sales of property will be recommended. For this last method we have always been strenuous. It is the easiest borne, it rests on the actual business transactions of the country, where the parties are making bargains, and buying and selling for profit, and a belief that they are making it. From ready money passing simply from hand to hand, considerable amounts may be taken and "no body is hurt." Besides it will fall on capital more than small means, and will always be a voluntary transaction on the part of the parties themselves. The value of the goods which have the last year passed between the Northern and Western States by railways principally, have been ascertained to have been fifteen hundred millions of dollars. A small per centage on this traffic would pay the interest of the whole of the present public debt. The recent report of the Secretary of the Treasury is a most triumphant reply to those croakers whose business as whose happiness it appears to be to underrate, in fact misrepresent the wealth and resources of the country, and yet endeavor to show that the shattered bankrupt and desperate concern which they call a confederacy, has vitality and strength.

As we predicted in our last issue a considerable amount of gold went forward from certain foreign agencies by the steamers of last week. Every effort is still made by these houses to lessen our specie reserves. As long as they can sell their bills, they can remit specie. Some of these days however these operations will end in protests. Our exports in the aggregate continue in excess of our imports.

Exchange fluctuates from a fraction below par in gold to a fraction above, and affords but little if any profit to the sellers. We notice that the receipts of gold in England from Melbourne for the month ending in Sept., were small. But for the supplies obtained artifically from this Country, the London Bankers would be at there wits ends.

The balance in the Sub-Treasury on Tuesday was $26,740,852 27.

Deposits with the Government have re-commenced on a pretty large scale.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending November 28, was $1,797,990, against $2,710,276 in 1863, and $2,171,389 in 1862.

The exports from New York for the week ending November 28, were $1,880,303 against $3,251,634 in 1863, and $3,903,918 in 1862. The shipments of specie since January 1, have been $44,028,130. The exports since January 1, have been $195,675,229 against $156,885,289, in 1863, an increase of $38,789,940. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to November 26, was $63,263,272.

The value of foreign goods imported into the port of Boston for the week ending November 25, was $978,008, against $623,586 for the corresponding week in 1863. The exports were $448,994 against $345,685 for the corresponding week in 1863.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s, Water Loan, 112½; Illinois coupon bonds, 1862, 99; North Carolina 6s, 60; Illinois War Loan, 96; McGregor Western 1st mort., 79½; Hartford and New Haven R. R., 220; New Jersey Central R. R., 175; Nicaragua Transit, 5; Mariposa 1st mort., 94½; Wyoming Valley Coal, 71; Central Coal, 56; Ashburton Coal, 15; Gunnel Gold, 2¼; Smith Paramalee Gold, 9½; Bank State of New York, 110; Corn Ex. Bank, 106; Continental Bank, 100; Merchants Ex. Bank, 98½; Metropolitan Bank, 119; Shoe and Leather Bank, 100; Importers' and Traders' Bank, 105; St. Nicholas Bank, 100; Central National Bank, 100; Am. Ex. Bank, 118; Nassau Bank, 103; Bank of Commerce, 115; 4th National Bank, 96.

Philadelphia.—Reading mort. bonds, 105¼; Huntingdon and Broad Top 2d mort., 98; North Penna. scrip, 86; 5th and 6th streets, horse, 55; Walnut Island Oil, 5⅛; Dunkard, 1⅜; Perry, 4⅝; Excelsior, 2; Bruner, 2⅝; Egbert, 4¼; Allegheny and Pittsburg, 10; Hibbard, 2½; Dalzell, 9¼; Story Farm, 2¾; Mineral, 3⅛; Seneca, 8½; Oil Creek, 6½; St. Nicholas, 4⅝; Big Tank, 2½; Continental, 3⅛; Hyde Farm, 6; Black Heath, 10; McClintock, 5⅝; Pope Farm, 1⅛; Curtin, 14¾; Empire and Oil City, 2¾; Union, 2¼; Eldorado, 2¼; Olmstead, 3¾; Organic, Irwin, 10⅞; McElheny, 6; Germania, 1⅛; Howe's Eddy, 1⅛; Bull Creek, 4½; Noble and Delamater, 9¼; Corn Pl., 7¾; Krotzer, 2; Allegheny River, 1⅝; Schuylkill and Oil Creek, 2½; Venango, 1; Farrell, 2½; Phila. and Oil Creek, 1½; Hoge Island, ¾; Rock, 5; Cherry Run, 30¾; Maple Shade, 35; Tarr Homestead, 6⅜; Locust Mt. Coal, 51; N. Y. and Middle, 13; Big Mt., 5⅜; Fulton Coal, 7⅝; Shamokin, 13; Clinton, 1⅝; Swatara, 10; Penn Mining, 21; Monocacy Iron, 10½; Farmers' and Mech. Bank, 70½; Mechanics' Bank, 81½; Bank of North America, 180; Kensington Bank, 89; Union Bank, 52; City Bank, 57; Philadelphia Bank, 157; Girard Bank, 51; Manuf. and Mech. Bank, 81¼; Bank of Commerce, 70. The latest quotations are: City 6s, 99½@100; do., new, 101⅝@101¾; State 5s, 94@94; do., coupon, 95½@97; do., 6s, W. L., 105½@106; Phila., Wil. and Balt., 67½; Reading, 68@68¼; do., 6s, 1870, 100@101; do., 1886, 138@138; Camden and Amboy, 152@153; Pennsylvania R. R., 67¼@67⅜; do., 1st mort., 110@113; do., 2d mort., 108@108½; Little Schuylkill R. R., 44@45; Morris Canal, 98@100; do., pref., 133@136; do., bonds, 104@105; Wyoming Valley Canal, 78@79; do., 6s, 95@100; Susquehanna Canal, 14½@15; do., 6s, 60½@61; Sch. Nav., 32@33½; do., pref., 38¾@39½; do., 6s, 1882, 88@88½; Union Canal bonds, 18@19; Delaware Div. Canal 36@36½; do., bonds, 95@97; Elmira and Williamsport, 35@35; do., pref., 51@51½; do., 7s, 1873, 105@108; do., Chattle 10s, 75@78; Beaver Meadow, 75@87; Long Island R. R., 47@49; Lehigh Coal and Navigation, 73@74; North Pennsylvania, 30@31; do., 6s, 97¼@97¾; do., 10s, 112@115; Philadelphia and Erie, 30@31; do., 6s, 105@105; Minehill, 59¾@60; Catawissa, 17@20; do., pref. 38@39; Lehigh Valley, 79½@80; do., bonds, 102@103; Fifth and Sixth streets, (horse,) 55@56; Second and Third, 69@70; Race and Vine, 10@15; West Philadelphia, 67@70; Spruce and Pine, 34⅞@35; Green and Coates, 28@28½; Chestnut and Walnut, 40@46; Arch, 15@15¾; Thirteenth and Fifteenth, 26½@29; Girard College, 26½@27; Tenth and Eleventh, 49@49; Norristown, 59¾@60.

Boston.—Northern (Ogdensburg) 2d mort., 21; Rutland and Burlington 1st mort., 67; do., 2d

mort., 28; Western R. R. 6s, 1875, 102½; Boston and New York Air Line 6s, 52; Vermont Central 1st mort., 81; Essex R. R. 6s, 1881, 96½; Grand Junction R. R. 1st mort., 80; Cheshire R. R. 6s, 100; Eastern R. R. 6s, 1874, 102½; Mad River and Lake Erie 6s, 1900, 69¼; Boston and Lynn horse R. R., 101; do., 6s, 1886, 100; Nashua and Lowell R. R., 130; Maine 6s, 1881, 99; Massachusetts 5s, 1894, 114¾; New Hampshire 6s, 1877, 99; Rhode Island 6s, 99; Boston 5s, 1883, 117; do., 1887, 119; Gardiner 6s, 1870, 99; Augusta 6s, 1870, 99½; Calais 6s, 1876, 96; Bath 6s, 1870, 90; Boston Water Power Co., 81¾; Gilberton Coal, 75; Grand Tunnel Coal Co., 50; Mammoth Vein Coal, 33; Short Mt. Coal, 38½; Belmont Coal, 15; Essex Co., 96; Union S. S. Co., 131; Malden and Melrose Gas, 65; Boston Gas, 820; Cambridge Gas, 97; Tyson Iron Co., 9¾; Union Bank, 112½; Boston Bank, 81; Exchange Bank, 128; Merchants' Bank, 103; Market Bank, 98; Blackstone Bank, 106; Shoe and Leather Dealers Bank, 126; Mt. Vernon Bank, 101; Suffolk Bank, 236½; National Exchange Bank, 131; Bank of Commerce, 106; City Bank, 106½; Continental Bank, 101¼; Maverick Bank 90½; Albany and Boston Mining Co., 27; Allouez, 3½; Bedford, 70c.; Bay State, 21½; Boston, 4; Black River, 21c.; Chaudiere Gold, 90c.; Copper Falls, 31¾; Durham, 25c.; Great Basin Oil, 3; Hancock, 9; Huron, 11; Humbolt, 8⅝; Hanover, 2¾; Manhattan, 7¼; Macomb Lead, 1½; Madison, 4; Ottawa, 36c.; Star, 7⅛; South Side, 3½.

Baltimore.—Maryland Copper, 0.75; Mineral Hill, 1.95; Penn Oil, 7; Balt. Chrome, 1.65; Santa Clara, 24½; Laurel Cannel Coal, 5.30; Canton Co., 33; Atlantic Coal, 1.40; Am. Gas Coal, 2; Lake Chrome, 0.40; Md. Anthracite Coal, 52¾; Bare Hill, 3.35; Balt. and Cuba Smelting and Mining, 275; Springfield, 1.60; City Passenger R. R., 18; Farmers and Mech. Bank, 40½; Bank of Baltimore, 106½; Bank of Commerce, 23; Merchants Bank, 109; Union Bank, 70¼. The latest quotations are: Balt. and Ohio, 111@112¾; do., 6s, 1867, 100@102; do., 1875, 108@110; do., 1880, 108⅛@108⅛; do., 1885, 108@108; Northern Central, 54@56; do., bonds, 1885, 101@104; N. W. Va., 10@12; do., 1st mort., 107@108; do., 2d mort., 102@105; do., 3d mort., 23@35; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 97½@99; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 86@89; do., guar., 112¾@113; Maryand 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 104@105; do., 1873, 104@108; do., 1875, 107@108; do., 1886, 109@109¾; do., 1890, 109@110; do., coupon, 107@109½; do., 5s, 1888-'70, 90@98; City Passenger R. R., 17¼@18; Canton Co. 31½@33; Gardner, 0.70@0.90; Gas Coal, 2.40@2.90; Maryland, 0.75@0.80; North State, .10@.20; Springfield, 1.50@1.60; George's Creek, 120@128; Santa Clara, 23¼@24; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.50@1.60; Bare Hill, 3.10@3.35; Atlantic Coal, 1.35@1.45; Mineral Hill, 1.90@2.00; Baltimore Coal, 110.

☞ The Berlin and Doon Branch of the Grand Trunk Railway was opened for traffic on the 21st ult. There will be two trains daily.

Baltimore and Ohio R. R.

We give elsewhere the report of the Baltimore and Ohio Railroad Company for the year ending September 30, 1862, which was presented at the annual meeting of the Stockholders held in Baltimore, on the 21st ult. It is an interesting document, made so by the historical position the road occupies in relation to the rebellion, since the breaking of which it having been continually subject to the raids of rebel armies and guerilla gangs—its tracks torn up, its bridges destroyed, its culverts and tunnels rendered useless by the explosion of gunpowder, its depots burned, and its locomotives and cars stolen or disabled. From May 23, 1861, to March 29, 1862, a period of ten months, more than 100 miles of the main stem was in possession of the Confederate forces, embracing chiefly the region between the Point of Rocks and Cumberland. Occasional movements were also made, accompanied by considerable destructions upon the roads between Cumberland and Wheeling, and Grafton and Parkersburg. During this period, the destruction of the property, bridges and track of the Company was of the most serious character—42 locomotives and tenders, 386 cars, chiefly coal, 23 bridges, (including three between Cumberland and Wheeling, three on the Northwestern Virginia road, and the great bridge at Harper's Ferry,) embracing 127 spans, and a total length of 4,713 feet, were also destroyed or damaged to a great extent, by fire, and numerous engines and cars were thrown into the Potomac, the Opequon and other streams. Thirty-six and a-half miles of track were torn up, and the iron and track fixtures removed for use on Southern roads. The lines of telegraph for 102 miles, two water stations, and much other valuable property, were also destroyed.

Notwithstanding all this, the Company have been enabled to pay its usual semi-annual dividends and to fully maintain the sinking fund established for the extinguishment of its funded debt.

The report states that whenever protection has been afforded the company has, with marked rapidity, reopened its route. The entire road was restored and worked from March 29th to May 25th, and from June 15th to 5th September, 1862. From which it appears that for more than seven months of the fiscal year 1861-'62, the Company was deprived of possession of important portions of its road.

At the close of the fiscal year of 1862 the Confederate forces continued in possession of a portion of the road, upon which the tracks, bridges of the Company were geneally destroyed. Much of the region between Hancock and Harper's Ferry was thus held until the 29th of December following. At the earlist practicable moment large forces commenced the work of reconstruction, which was pressed with great vigor from the East and West. On the 6th of January, 1863, the restoration of the bridges and tracks was completed, and the entire route again reopened.

☞ The bridge which is to span the Ohio river between Cincinnati and Covington will cost a million and a half of dollars, and in length will exceed the Niagara bridge some 400 feet. It will be suspended 90 feet above high water, enabling the largest steamers to pass under without difficulty.

Vermont Central Railroad.

Under decree of Court, a second payment of three and a half per cent. is to be made in the stock of the Vermont and Canada Railroad at par value, and in cash for all fractional parts of a hundred dollars, to the holders of Vermont Central First Mortgage Bonds, at the office in Boston, from Dec. 1, to Dec 10, and afterwards at St. Albans, Vt.

McGregor Western Railway.

The McGregor Western Railway has been extended to Ossian, Iowa, 40 miles west of McGregor. This is practically an extension of the Milwaukee and Prairie du Chien Railway, one of the very best roads in the northwest, and forms the most expeditious route to points in northern Iowa. Stages run from Postville to West Union, also from Ossian to Decorah and New Oregon, and all places of importance in Northern Iowa. We rejoice at the extension of railway facilities to our western neighbors, for aside from the benefit to them and the enterprising railway companies, it is increasing the volume of trade that is pouring into our own city.—*Milwaukee Wisconsin.*

Chicago and Great Eastern Railway Co.

The Circuit Court in Chicago, Judge Williams presiding, in a suit brought in the interest of the Pittsburg, Fort Wayne and Chicago Railway Company, to test the charter of the Chicago and Great Eastern Railway Company, have decided in favor of the latter Company upon every point in the case.

Southern Minnesota Railroad.

We have seen a telegraphic dispatch this afternoon (Saturday, 19th,) from President Stoddard, Vice President Thompson and Secretary Sherwood, of the Southern Minnesota Railroad Company, dated New York, 18th, addressed to Messrs. Seely, Grant & Burke, Lloyd & Supple and others, stating that the iron for the first ten miles of the road has been secured by the favorable action of the citizens of La Crosse.—*La Crosse Republican.*

Hamilton and Port Dover Railroad.

We learn from the Hamilton *Spectator* that "the Hamilton and Port Dover Road has been finally disposed of to Messrs. Choate and Kearns. Their securities have just been reported upon by the Attorney General, and accepted. They are bound at once to put the Caledonian bridge in thorough repair, and then to repair the road. This even will be good news to a great many people, the more so as the new proprietors are eminently fitted for the duties they have assumed."

Telegraph from Red River to Westminster.

Notice has been given in the British Columbian Government *Gazette* that Dr. Rae was expected in that colony by way of the Rocky Mountains, completing his survey of the proposed line of telegraph, and that the Governor requested all magistrates and other public officers to furnish him with such aid and assistance as he might require. Accounts from the mine districts state that Dr. Rae has arrived at the mouth of the Quesnelle, having come down the Fraser from Fort George in a canoe with one Indian.

Liabilities of Express Companies.

Last week, in the Supreme Court at Baltimore, in a suit by a firm against Adams' Express Company for the loss of a package, it was decided that a common carrier may, by express stipulation, limit his liability, and that the party entrusting him with goods for carriage on the conditions expressed, enters into a special contract, by which his rights are concluded. The case is to be carried to the Court of Appeals.

Railroad Earnings—Weekly.

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the third week of November:

	1863.	1864.
Passengers	$24,383 67	$54,818 07
Freight	71,810 31	121,691 96
Express	998 39	1,433 66
Mail	1,286 12	1,405 63
Total	$98,478 49	179,349 32
Increase 82-11 per cent.		$80,870 83

For 3 weeks, from Oct. 31st to Nov. 21st, the earnings were $490,344 09, against $303,127 44 in 1863—an increase of $187,216 65.

From June 1 to November 21, 1864, (5 months and 3 weeks) the earnings were $3,454,869, against $2,271,039 02 in 1863—Total increase of $1,183,830 20—or 52-12 per cent.

The earnings of the Chicago and Alton Railroad Company for the week ending Nov. 23, were:

	1864.	1863.
Passengers	$26,481 36	$15,925 38
Freight	46,030 38	28,838 59
Sundries	1,429 35	1,709 74
Total	$73,941 04	$46,473 71
Increase 1864		$27,467 33

The traffic of the Great Western Railroad for the week ending Nov. 18, 1864, was as follows:

Passengers	$28,576 43
Freight and live stock	25,436 60
Mails and sundries	2,182 13
Total	$56,195 16
Corresponding week of 1863	58,118 43
Decrease	$1,923 27

The earnings of the Marietta and Cincinnati Railroad for the 3d week in November:

	1864.	1863.
Passengers	$8,687 74	$4,692 34
Freight	12,319 20	14,131 88
Mail, express & telegraph	1,084 48	872 00
Total	$22,091 42	$19,695 72
Total this month to date	$64,075 68	$56,613 74
Total since Jan. 1	$892,025 78	$621,212 20

The earnings of the Grand Trunk Railway for the week ending Nov. 19, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$50,197 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	66,512 00
Total	$118,833 00
Corresponding week, 1863	118,294 00
Increase	$1,539 00

Lehigh Canal Company's Railroad.

The new railroad of the Lehigh Coal and Navigation Company, on the opposite side of the Lehigh, is being energetically pushed. A large gang of workmen are engaged on the section opposite our town. This road, as most of our readers are aware, is to run from Mauch Chunk to Easton, on the east bank of the Lehigh. At Easton it will connect with a new road that is being built by the Morris and Essex Railroad Company. At Bethlehem the track will run between Fetter's hotel and the stables. It is said the company intend to bridge the Lehigh above the Allentown Furnace with a view to run a branch track on this side of the river down to the East Pennsylvania junction, where it is proposed to bridge the river for both roads.—*Allentown Democrat.*

Oganization of Railroad Corporations.—Liability of Subscribers to their Capital Stock.

The late case of The Buffalo and Alleghany Railroad Company against Cary, Administrator, &c., was on appeal from the Superior Court of the City of Buffalo, and was an action upon the subscription of the intestate to the Capital stock of the plaintiff. The plaintiff undertook to become incorporated under the general railroad act of 1850. In May, 1853, its articles of association were filed, and the intestate June 8th, thereafter, became a subscriber for one thousand dollars of the capital stock, and paid ten per cent. at the time of subscribing, and died in September, 1853. The directors, after his death, made seven calls upon the stock of one hundred dollars each, and for this seven hundred dollars, claimed to be due this action was brought.

The affidavit endorsed upon and filed with the articles of association was conceded to be defective; it containing no statement of an intention in good faith to construct or operate the road mentioned in the articles.

In 1850 a law was passed by the Legislature of this State—(New York,) authorizing the plaintiff to sell its property and effects to another railroad company; and, by the second section of the act, the plaintiff was declared to be a valid corporation, duly organized under the act to authorize the formation of railroad corporations and to regulate the same, passed April 2d, 1850, and the several acts amending the same, notwithstanding any error, informality, insufficiency, act or omission, on the part of such company or any of its stockholders in the proceedings to become incorporated, and the said corporation and all the proceedings of its stockholders and officers were thereby legalized and confirmed.

By another section it was provided that nothing contained in this act should affect any suit before then commenced in any Court.

Upon the trial, the plaintiff offered in evidence certified copies of the articles of association, filed with the County Clerk and Comptroller, and they were objected to on the ground of the defect in the affidavit. The plaintiff then read in evidence the act of 1858, and thereupon the Court overruled the objection, and the articles of association were read in evidence, and the defendant excepted. The plaintiff then gave evidence of the election of directors and officers, June 1, 1853, and the purchase of the route of the proposed road after such election, and that contracts were made for its construction, and that the contractors entered upon the work, and that money was paid on various subscriptions to the capital stock, and expended on the road, and liabilities incurred in the construction. Evidence was given of the various calls for payment upon the stock, counted upon in the complaint.

At the close of the evidence, the defendant moved for a non suit, on the ground that the plaintiff had failed to prove its corporate existence at any time prior to the passage of the act of 1858, if at all; and that the defendant was not liable on the subscription of the intestate. The motion was denied, and the defendant excepted. Judgment was given for the plaintiff for the full amount claimed, which was affirmed at General Term, and the defendant appealed to the Court of Appeals, which affirmed the judgment. The reasons for such affirmance, however, were not put in writing, but those of the Court below were delivered by MASTER, J., as follows:

The defendant contends that the plaintiff's organization is defective, because the affidavit annexed to the articles of association does not contain the allegation required by the statute, "that it is intended in good faith to construct or to maintain and operate the road mentioned in the articles of association," and that it is not therefore a corporation.

The articles of association are in due form, and the affidavit annexed to them, while it does not come up to the requirement of the statute in the particular specified, is colorable. The articles and affidavit were filed and recorded in the office of the Secretary of State; the capital stock was subscribed, and partly paid in; the route of the road was surveyed and located; the right of way obtained. A contract for the construction of the whole road entered into, and liabilities incurred which have not been satisfied. This was sufficient to constitute the plaintiff a corporation *de facto* so that neither it nor its stockholders can object that it is not strictly a corporation *de jure*.

I am of the opinion that, under this and similar general acts for the formation of corporations, if the papers filed, by which the corporation is sought to be created, are colorable, but so defective, that in a proceeding on the part of the State against it, it would for that reason be dissolved, yet by acts of use under such an organization it becomes a corporation *de facto*, and no advantage can be taken of such defect in its constitution, collaterally by any person.

Any other rule it seems to me must be fraught with serious consequences and great public mischief. Most of the persons who subscribe in good faith for the stock, do not examine to see whether all the requirements of the statute in the organization of the corporation have been complied with; and if they did examine would not probably discover a defect like the one now pointed out.

The stock is sold in market from hand to hand without any such examination. The corporation may carry on its business for years, and its stock may have entirely changed hands, when its property may be destroyed by a trespasser, and in an action against him in the name of the corporation his only defence, "you are not legally a corporation by reason of a defect in your constitution," would (upon the doctrine contended for by the defendant) be successful. The doctrine of estoppel could not be applied in that case, as it has been in some cases to counteract an erroneous decision upon the question now before us.

I am aware that there are decisions in the Supreme Court, beginning with The First Baptist Church *vs.* Rapalel, (16 Wend., 605,) upon the point now presented to us, in conflict with the opinion I have here expressed. Their error is, in not recognizing the distinction between what is sufficient to constitute a corporation *de facto*, and what is necessary to constitute one *de jure*, and how and by whom a corporation *de facto* may be shown not to be a corporation *de jure*.

The State alone can take advantage of a defect in the constitution of a corporation like the one in this case. In its action it will be governed by

public policy and considerations. And it has declared that it will not take advantage of the defect in the plaintiff's constitution.

I think the Court of Appeals has settled the principle as I have stated. Eaton vs. Aspinwall, 19 N. Y., 119.

Interest and Dividends.

The Toledo and Wabash Railway Company will pay, 20th December, a dividend of 3½ per cent. on its common stock.

The Lehigh Coal and Navigation Company have declered a semi-annual dividend of two and a half dollars per share, free of State and National taxes, payable Nov. 29.

The coupons due Dec. 1st on the legal tender five per cent. notes will be paid by the First National Bank, 140 Broadway. The notes must be presented with the coupons attached.

The interest due on the bonds of the New York and New Haven Railroad Company, December 1, 1864, will be paid at the Bank of the Republic, or at the Company's Office, corner of Twenty-seventh street and Fourth avenue.

Wealth and Resources of Wisconsin.

This is another of the great Northern States looming up above the mirror waters of Lake Michigan, saluted every morning by the beams of the Eastern sun, lighting up its beautiful shores and glistening on the spires of the flourishing city of Milwaukee. It formerly constituted a part of the North Western territory, and was for a time attached to Michigan territory. It entered the Union in 1848, after a previous unsuccessful effort, and having been originally territory chiefly purchased from the Indians, never had the folly to claim any inherent and original sovereignty, or assert the right to make a majority of the States yield on all occasions to a minority on pain of civil war. The physical geography of the State, if this was the place to speak of it, would justify an elaborate description. Its bays and rivers, its mountains and prairies, its numerous lakes, its water communications by the Mississippi with New Orleans on the one side, and with the Atlantic by the lakes and canals on the other, its fertility of soil, extensive, navigable waters, and its abundance of minerals ensure its rise to a position of the first magnitude. Already it is among the foremost of its neighbors.

Its area is 53,924 square miles or 34,511,360 acres. In 1840 the population in this area was 34,945, in 1860 it had become 775,881.

It contains thirteen principal cities and towns of which Milwaukee its chief port contains upwards of 50,000 inhabitants. The others range from 3000 to 7000. Among them are the familiar names of Racine, Madison the beautiful capital of the State, Oshkosh, Beloit, Kenosha, Green Bay, Prairie du Chien, La Crosse, Mineral Point, Columbus and Portage City all prominent points in the railway system of Wisconsin.

The agricultural condition of the State may be judged of by the fact there are 3,746,036 acres of improved land, and 4,153,134 unimproved, the value of the former being $131,117,082, and of the implements of husbandry used upon them $5,738,847. The live stock consists of 116,192 horses, 1019 mules and asses, 198,996 milch cows, 93,660 working oxen, 225,210 other cattle, 832,454 sheep, 333,957 swine. The value of this stock in 1860 was $17,807,366. The products of animals were as follows: of butter 13,651,053 lbs., cheese 1,104,459 lbs., wool 1,011,915 lbs., and the value of the animals slaughtered was $3,368,710.

The cereal crops were of wheat 15,812,625 bushels, of rye 888,534 bushels, of Indian corn 7,565,290 bushels, of oats 11,059,270 bushels, of barley 678,992 bushels, and of buckwheat 67,662 bushels.

The commercial crops were as follows: Tobacco 87,595 lbs., hops 135,587 lbs., hemp 356 tons, flax 21,644 lbs.

The miscellaneous crops were:

Peas and beans, bushels	99,804
Irish potatoes "	3,848,505
Sweet " "	2,345
Wine, gallons	9,511
Hay, tons	853,799
Clover seed, bushels	3,848
Grass seed "	26,888
Flax seed "	4,256
Maple sugar, lbs.	1,584,406
Maple molasses, gallons	83,003
Sorghum, gallons	19,253
Silk cocoons, lbs.	15

The orchard products were $76,096, those of market gardens $207,153, and of home made manufactures $128,423 in value.

The number of manufacturing establishments was 3,120 with a capital of $16,580,000, the value of the raw material annually used, $17,250,000, the number of operators about 22,000 and the annual value of the products $28,500,000.

The value of the principal articles of production in 1860 more than doubled that of 1850, as follows:

Flour and meal	$8,161,183
Lumber	4,836,159
Boots and shoes	901,944
Malt liquors (124,956 bbls.)	702,812
Agricultural implements	563,855
Leather	498,268
Steam engines &c.	384,600
Iron castings	377,301
Furniture	366,355
Lead ore	325,368
Soap and candles	187,010
Printing	180,444
Woollen goods	167,600
Spirits (531,250 gallons)	101,346
Gas	94,176
White fish	83,512
Iron ore (4,500 tons) } " pig (2,000 ") }	40,000

The total movement of imports and exports was $190,536, and that of tonnage 92,657 tons. The tonnage owned in the State was 25,020.

The length of the railways in Wisconsin was in 1850 but 20 miles, and in 1864 986, and the cost for construction, of $34,445,233.

There are 14 in all, the longest being the Chicago and North Western, from Illinois state line to Fond du Lac 147 miles; Milwaukee and Minnesota, from Milwaukee to La Crosse, 199 miles; and Milwaukee and Prairie du Chien between those two places 234 miles.

The canal system is confined at present to what is known as the Fox and Wisconsin rivers improvements, which including the Portage Canal is 296 miles in length, connecting Green Bay with the Mississippi river. The locks are 35 by 165. The lower part 175 miles is finished, and the upper part not yet completed, still permits the navigation of vessels larger than those first used on the Erie Canal. Some future day this improvement will permit the passage of steamers of considerable size.

The estimated value of the real and personal property of the State was returned in 1860 at $273,671,668, when in 1850 it was but $42,000,000. The debt of Wisconsin limited by the Constitution was but $100,000, before the rebellion. This has increased it.

Milwaukee claims to export the largest amount of wheat of any other city in the North Western States, and perhaps has a better wheat producing Country of its own than any of the neighboring States. Its population in 1870, will be a million and a half at only its present rate of increase.

New York Canals.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 22d of November, inclusive, during the years 1863 and 1864, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1863	1,304,700	19,008,000	20,532,300	2,302,100
1864	1,087,700	14,289,400	9,192,400	2,547,500
Dec.:	217,000	4,718,600	11,339,900	*245,400

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a deficiency of 1,160,720 barrels of flour. The following comparative table shows the quantity of some of the principal articles of produce left at tide water from the commencement of navigation to and including the 22d of November, in the years indicated:—

	1862	1863	1864
Canal opened.	May 1.	May 1.	April 30.
Flour, bbls.	1,523,400	1,304,700	1,087,700
Wheat, bu.	29,740,300	19,008,000	14,289,400
Corn	21,187,500	20,532,300	9,192,400
Barley	1,819,100	2,302,100	2,547,500
Oats	4,907,200	9,707,900	10,524,400
Rye	743 300	382,700	550,700
Beef, bbls	36,700	37,400	35,600
Pork	175,500	229,400	56,800
Bacon, lbs.	5,923,000	3,524,500	579,600
Butter	4,141,800	4,211,300	656,700
Lard	8,759,300	19,681,500	2,046,200
Cheese	6,597,800	7,643,600	2,662,500
Wool	1,735,800	357,600	1,222,900

The Erie Canal may now be considered as closed for the season, as we see it stated that the break near Rochester will not be repaired at present.

Re-Measurement of Vessels.

Under a recent act of Congress, it is made necessary that all American vessels shall be remeasured on or before the 1st of January, 1865, and the tonnage to be carved or otherwise permanently marked on the main beam of the vessel. The penalty for non-compliance with the provisions of this act, is the forfeiture of all claims to the protection of the United States. The new measurement will greatly increase American tonnage, and put it ahead of that of any nation in the world. The law is one of importance to shipowners, and should command their immediate attention.

☞ The City Council of Cleveland, Ohio, have given permission to the Cleveland and Toledo Railroad Company to cross the Cuyahoga River, and to use certain streets in the city in order to make a connection with the Cleveland and Mahoning road.

☞ The Pittsburg, Fort Wayne and Chicago Railway Company is at present engaged in preparing the road for a double track.

☞ Mr. John W. Garrett, has been elected President of the Baltimore and Ohio Railroad Company for the seventh term. We have before us the address made by Mr. Garrett upon taking his seat, in which it is stated, that by the day of the opening of Congress, on the 5th of December, the second track on the Washington Branch will be completed and in use between that city and Baltimore. When we remember that this road is on the line separating the armies of the North and of the South, and much of it through a region of country favoring depredations by raiders the success that has attended the efforts of the President and the other officers of the company in keeping it in operation so steadily as they have, proves not only untiring industry but an administrative ability probably unequalled in the management of any other road in the country. A double track on the line of the Branch Road, between Baltimore and Washington, and the arrangements effected by the Camden and Amboy, and the Philadelphia, Wilmington and Baltimore Railroad Companies, will so perfect the route and shorten the time of travel between New York and the National capital as to remove all just cause of complaint as to the time of passage, and ought to induce Congress to throw the proposition of any rival military road out of that body.

☞ The St. Louis *Republican* states that the repairs of the damage on the main line of the Pacific Railroad, are progressing favorably and with great rapidity. "The bridges over the Gasconade River and Bailey's Creek, will be completed and ready for travel by Saturday next, when trains will run through from this city to St. Aubert's, which is the last river station on the road. A large and powerful ferry-boat has been sent from Washington to Jefferson City, to ferry live stock, of which an immense number is said to be ready for transportation from that place to St. Aubert's. The distance between these points is only twenty miles. Above Jefferson City, the railroad is in good order, and trains are running regularly to Warrensburg. The company anticipate the re-opening of the road its entire length by the middle of next month."

☞ The Philadelphia *Ledger* says that the Wyoming Valley Canal is one of the most productive and successfully managed canals in the State, and even at the present seemingly high price of its shares, the cheapest. The par value of the shares is $50; and with a quarterly dividend of four per cent. ($2 per share) some three weeks off, is firm at 78.

☞ The track of the Metropolitan (Washington City,) Railroad was laid down during last night immediately along the front of the Baltimore and Ohio Railroad depot, on New Jersey avenue. This was rather a surprise to the hackmen who congregate for passengers at that point. The railroad company, however, claim the right, under their charter, to occupy the ground, though the Washington and Georgetown street railway was formerly ousted from it.—*Baltimore Sun, Nov.* 28.

☞ The Pottsville *Miner's Journal* says: "several propositions we learn, have already been made to unite with the Schuylkill Haven and Lizard Creek Railroad which the New York and Middle Field Coal Company propose building."

Railroad from Ottawa to Arnprior.

The Ottawa *Union* states that the Brockville and Arnprior Railway has diverted a large portion of the trade of the Upper Ottawa from Ottawa city to Brockville, and urges the building of a railway from Ottawa to Arnprior or Pembroke, so as to recover the trade and permanently secure the growing business and traffic of the upper country. It says:—

"The route from Ottawa to Arnprior is only 36 miles in length, running through a most favorable country for railroad purposes. The road could probably be constructed for £6,000 per mile. A grant of land is, we believe, yet available as a basis of operations. The Grand Trunk has now an interest in tapping the Ottawa trade, and we are not aware that it has an interest in the Brockville and Ottawa road. The Ebbw Vale Company is also interested in creating traffic for the Ottawa and Prescott road, and, as dealers in railroad iron, might be induced to assist the new undertaking."

☞ The Boston and Providence Railroad Company propose to increase their capital stock by the creation of three thousand one hundred and forty shares, for the purpose of completing a double track between Boston and Providence.

Schenectady and Athens Railroad.

Are our citizens aware that the work is rapidly progressing on this road, and that by the 1st of July next there will be a railroad connection between Schenectady and Athens, thus isolating this city from the West?—*Albany Journal.*

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American Railroad Journal.

New York, Saturday, December 10, 1864.

Krupp's Steel Works.—Essen, Rhenish Prussia.

We have received from Messrs. THOS. PROSSER & SON, a splendid photograph, 90 inches by 24, representing the Steel Works of Fried Krupp at Essen, in Rhenish Prussia. It is impossible to convey by words an idea of this establishment, a city in itself, but it is evident at a glance, that his steel manufactures are conducted on a grand scale, especially those applicable to railways. We are obliged to the gentlemen mentioned, (who are the sole agents of Mr. Krupp in this country,) for this beautiful and impressive work of art.

☞ The firm of Tillotson & Co., has been dissolved, Mr. Tillotson having retired to take charge of the Telegraph line on the Erie Railway, and a portion of the Western Union Telegraph line. By reference to the Card of J. S. KEELING, Esq., in another column, it will be seen that the business is still continued at No. 16 Broadway, where may always be found on hand, a general assortment of Railway, Telegraph and Steamship Supplies. The patronage of the customers of the old firm and others is solicited.

Commerce of the Pacific Coast.

Among the subjects treated upon in the Treasury Report on our foreign and domestic commerce (the general characteristics of which we enlarged upon last week) the section relating to the commerce of the Pacific Coast, is neither the least important nor the least interesting. It surveys the whole question of relations between our own States, and the territories of other nations bordering on that sea, minutely describing their resources, and the condition of their developement. This section we shall now proceed to reduce into the readable space of a current article.

Since the era of gold discovery in the mountain ranges which girdle the whole Pacific Coast, the United States, Great Britain and Russia, have made nearly equal advances in colonization in this part of the world. England is firmly planted in her Australian Colonies and British Columbia; Russia has annexed Chinese Manchooria and the Japanese island of Saghalien which with her possessions in America, almost constituted a dominion of the North Pacific Ocean; California and Oregon with the settlements converging to the harbors of San Francisco and Puget's Sound, have become an important section of the United States; and France probably finds a motive for Mexican intervention in the circumstance that her power in the new Pacific World is limited to the Society Islands, and her recent successful occupation of a part of Cochin China. A review of these results of Pacific colonization will be the best illustration of existing and prospective commerce.

THE AUSTRALIAN COLONIES.

The statistics of the Australian colony of Victoria, and of the State of California present many analogies. At the commencement of the golden era in Victoria (1851) that wool created colony contained 77,345 inhabitants, who owned 6,032,783 sheep, and the wool created city of Melbourne had a population of 25,000 souls. In eleven years the population of Victoria, under the gold impulse has increased to 550,000; the average imports and exports are respectively £13,000,000, ($85,000,000) and the population of the city and suburbs of Melbourne has increased to 138,000 souls.

In 1849, California had about the same population as Victoria in 1851; its industry and productions were pastoral, the chief exports being hides and cattle; and San Francisco was an insignificant seaport. In 1864 the population of California and its Colony Nevada (now a state of the Union) cannot be less than 500,000, and the average exports and imports are respectively $55,000,000 per annum.

The average exports of treasure from Victoria and California since 1854 have closely approximated, being nearly $40,000,000 annually. In both countries the aggregates have decreased with the diversion of labor to agriculture and manufactures. In Victoria the culminating point was in 1856, when the export of gold reached 2,985,696 ounces, valued at nearly $58,000,000, and the least export was in 1863, when the quantity was reduced to 1,634,377 ounces, valued at $32,000,000. In California the greatest annual export was in 1853, $57,331,034 while for the last two years California alone has not exported more than $35,000,000 per annum.

The entire gold product of Australia and New Zealand stood in 1862, as follows: Victoria 1,711,508 ounces, New South Wales 584,519 ounces, and New Zealand 445,902 ounces, making a total of 2,741,929 ounces or not quite as much as Victoria alone in 1856. So with California. When credited with the production of Nevada, Oregon and British Columbia which the course of trade brings to California for exportation to the different parts of the world, the aggregate retains and even exceeds the amount recorded in 1853. But California like Victoria has found more productive industries than gold mining.

Both countries now produce an immense number of consumable articles which they used formerly to import and pay for with gold. In 1856, the year of the greatest production of gold, the colony had only 115,135 acres in cultivation, but in 1862, 540,000 acres, and in the meanwhile the crops had increased—wheat from 1,148,000 to 4,152,000 bushels, with a saving of 60 per cent. in price, and oats from 614,000 to 2,633,000 bushels with a gain in reduction of price of $2,000,000 The same comparison extends to all agricultural production—the local supply now effecting a saving of gold export in lesser articles of $24,000,000.

Great changes may also be anticipated from the success of the vine and tobacco culture. In 1848 four acres were planted by a Swiss vigneron, near

Geelong; in 1862 there were 1,464 acres planted with 3,820,000 vines (one half bearing) from which 17,000 hundred weights of grapes were sold, and 48,000 gallons of wine manufactured. In 1862, two hundred and twenty acres were planted in tobacco and yielded 3,552 hundred weights.

The successful manufactures of Victoria are machinery for mines, iron rolling mills, carriages, refined sugar, spirits, woolens, ale, furniture, hats and caps, jewelry, leather, bricks, tiles etc.

In railroad construction Victoria is in advance of California. At the close of 1863, the colony had 351 miles of operation, yielding a revenue in 1863 of $2,160,000 against $1,489,000 in the previous year when 220 miles were open. These roads have been constructed mainly by the government, and diverge generally from Melbourne to the mines, excepting several short company lines which accommodate the immediate neighborhood of the capital and its commercial post. In the short space of ten years indeed Victoria has experienced no less than three revolutions in its means of transit—from 1862 to 1863, was the era of mud roads, from 1854 to 1858 that of macadamization and from 1859 to 1863 that of railroads. The economic effects of these roads on the progress of the colony has been very sensibly perceived, and by faciltating, shortening and cheapening travel and transportation given an impetus to every species of industry. We may liken the change to a sudden jump from the eighteenth to the middle of the nineteenth century. The proposed termini of the government railroads are the Murray and the mouth of the Goulbourne.

California has made no such progress as here represented. For several years, however, it has possessed the Sacramento Valley Railroad extending 23 miles from Sacramento towards the mining region, and within the present year has completed the first 50 miles of railroad from San Francisco, and 40 or 50 miles of the central division of the great Mississippi—Pacific project. There are also one or two city and suburban lines in and around the commercial emporium. Within the next two years it is expected that a continuous line from San Francisco to Nevada will be in operation.

The extent and population of the several colonies of the Australian group are as follows:

Colonies.	Area in sq. miles.	Populat'n by last census.
New South Wales	324,909	365,685
Victoria	87,000	548,944
Queensland	678,000	56,000
South Australia	388,000	126,830
Western Australia	978,000	15,691
Tasmania (Van Diemens L.)	26,000	90,211
New Zealand	106,000	155,070
Total	2,582,000	1,358,381

The value of the imports and exports of the same colonies, and the total revenue of each in 1860 are thus represented:

Colonies.	Value of— Imports.	Exports.	Revenue from all sources.
N. S. Wales	$37,595,000	$25,360,000	$6,545,000
Victoria	75,470,000	64,815,000	15,195,000
Queensland	3,710,000	3,550,000	895,000
S. Australia.	8,200,000	8,920,000	2,195,000
W. Australia.	845,000	445,000	305,000
Tasmania	5,030,000	5,125,000	1,340,000
New Zealand	7,740,000	2,945,000	2,325,000
	$138,590,000	$111,160,000	$28,800,000

The revenue of Victoria since 1850 has been nearly $15,000,000. In 1863 it was reduced to $13,611,000, but will reach the former point the current year. The sources of the revenue for the year ending Dec. 31, 1863, are thus presented:

Customs	$5,243,000
Excise	445,000
Public works	2,239,000
Terretorial (lands and royalties)	4,360,000
Post office	588,000
Porter and harbor dues	102,000
Miscellaneous (fees, fines, etc)	581,000
Total	$13,611,000

The expenditures of Victoria cover the whole field of what in the United States is divided into National and State expenditure. Taxation of the entire population of the Union in equal measure would produce a revenue of $800,000,000 a year.

Hittell in his "Resources of California" (1862) estimates that the inhabitants of Nevada, Oregon, Washington, the western part of New Mexico (now organized as Arizona), the north western part of Mexico, British Columbia, Vancouver's Island and the Hawaiian Islands on an aggregate population of 1,700,000 and destined to an identity of commercial interests. San Francisco and California hold the same relation to this Pacific population, which Melbourne and Victoria bear to the 1,400.000 inhabitants of the Australian group of colonies. Omitting further comparative statements it is now proposed to examine into the present nature and relations of the Pacific trade which concentrates at the city of San Francisco. This will be done chiefly by compilations showing the transactions and situation of 1863, and the two next preceding years.

Trade of San Francisco.

The distinction and value of exports from the port of San Francisco exclusive of the precious metals during the three years selected were as follows:

Exports to—	1861.	1862.	1863.
New York	$1,605,034	$2,245,633	$2,736,435
Boston	98,345	1,192,489	1,505,690
Great Britain.	2,838,004	1,855,217	1,697,822
Australia	1,056,401	332,335	489,685
Br. Columbia	1,177,152	2,195,903	1,746,801
Mexico	1,094,930	1,014,639	1,819,652
Peru	163,264	271,251	216,206
China	711,841	722,229	1,246,254
Hawaiian Is.	288,877	293,370	357,869
Japan	15,577	21,598	43,901
Other countr's.	838,647	920,630	920,584
Total	$9,888,072	$10,565,294	$12,877,399

—this table includes the productions of Oregon, British Columbia, and Northern Mexico, as well as of California. The principal articles of California production were as follows:

Productions.	1861.	1862.	1863.
Barley	$361,452	$131,282	$65,044
Bread	64,892	69,805	65,290
Copper ore	135,240	370,200	719,300
Flour	858,425	688,234	767,270
Hides	444,995	947,253	924,567
Lumber	69,981	149,560	123,084
Oats	156,879	72,045	130,602
Quicksilver	1,579,850	1,138,961	1,073,078
Silver ores	211,345	34,740	118,109
Wheat	2,702,484	1,372,572	1,754,116
Wool	519,577	1,069,194	1,119,098
—and including articles of minor importance a total of	$6,795,758	$6,211,788	$7,208,289

Including exports of treasure, the entire exports of California, productions during these three years may be classified as in the following table:

Products of—	1861.	1862.	1863.
The mine	$42,103,193	$44,105,662	$47,982,398
Agriculture	3,265,471	1,245,350	2,013,975
The herd	1,041,217	2,027,082	2,182,155
The forest	69,931	149,460	134,086
The sea	21,828	21,868	11,285
Manufactures	962,875	798,191	873,854
The vine	8,000	25,836	81,456
Total	$47,472,217	$48,773,549	$53,280,209

The following table shows the value and destination of treasure shipments from San Francisco during the years 1854 to 1863 inclusive:

Shipments of Treasure from San Francisco to—

Years.	Atlantic Ports.	England.	China.	Panama.	Other Countries.	Total.
1854	$ 46,588,166	$ 3,781,080	$ 965,887	$ 204,592	$ 560,908	$ 52,045,633
1855	38,730,564	5,182,156	889,675	280,207	128,129	45,161,731
1856	39,895,296	8,666,289	1,808,852	258,268	573,782	50,697,484
1857	35,531,778	9,347,743	2,998,264	410,929	692,978	48,976,697
1858	36,891,286	9,265,739	1,916,007	299,265	175,779	47,548,026
1859	40,146,437	3,910,930	3,100,756	279,949	202,390	47,640,462
1860	35,719,296	2,672,936	3,374,680	300,819	258,185	42,325,916
1861	32,728,011	4,081,779	3,541,279	349,769	95,920	40,676,758
1862	26,194,085	12,950,140	2,660,754	434,508	322,824	42,561,761
1863	10,389,380	28,467,256	4,206,370	2,508,296	505,667	46,071,920
Ten yrs.	341,659,147	88,306,054	24,957,524	5,267,602	3,516,010	463,706,338

The imports answering to these exports are in some measure indicated by the following statement of the tonnage arrived at San Francisco during the year 1863:

Am. vessels from domestic ports	1,516	367,980
" " foreign ports	238	214,655
" " whaling voyages	12	4,300
Foreign vessels from foreign ports	132	54,254
" " " whaling voyages	1	200
Total	1,899	641,898

By a return from the Treasury Department the total value of foreign imports at San Francisco for the year ending June 30, 1863, was as follows—in American vessels $7,348,969, and in foreign vessels $3,333,173 or a total of $10,684,142. The customs districts of Oregon and Puget's Sound made no returns, but are estimated to import from $180,000 to $200,000 yearly; and hence for the whole United States coast on the Pacific, there is indicated according to these returns and estimates an annual importation of $10,860,142 to $10,884,-142.

The present tendencies of the Pacific trade of California to the different countries are worthy of observation. To New York and Boston the leading articles are hides, wool and copper, as follows:

	1860.	1861.	1862.	1863.
Copper ore, cks.	——	11,155	72,938	109,470
Hides, number	200,116	177,998	315,751	308,189
Wool, bales	11,767	14,791	21,911	16,078

To Great Britain the exports chiefly consist of wheat and flour as follows:

	1860.	1861.	1862.	1863.
Wheat, bags...	458,495	1,022,664	590,485	844,022
Flour, barrels.	36,375	70,945	8,582	12,200

To the Sandwich Islands and Mexico, lumber is the leading export, amounting in 1863, to 772,794 feet for the former and 1,152,880 feet for Mexico. The export of lumber to Peru reach 1,936,156 feet in 1862, and 890,009 feet in 1863. China is also a considerable market for the lumber of the American Pacific coast, having taken 2,659,190 feet in 1862, and 2,709,733 feet in 1863. China also takes large quantities of flour, wheat, lumber, bacon, butter, cheese, lard, wine, etc., and is a constantly extending market.

To Australia and New Zealand the leading export is lumber; the former demand for breadstuffs being much below the exportation of 1861.

The East Indies send to California, coffee, sugar, rice, hemp, spices, etc., but taken little in return except gold and silver.

The exports to British Columbia, New Granada, Chili, Society Islands, Manilla, Japan, France, Cape of Good Hope, Central America and Russian possessions are of a miscellaneous character, flour, wheat, lumber and farm produce being the principal commodities shipped.

The table of treasure shipments indicates a great change of destination since 1861. Then the shipments to our Atlantic ports reached $32,628,011, while during 1863 they amounted to only $10,389,330. The treasure shipments to England on the contrary increased from $4,061,779 in 1861 to $28,467,256 in 1863. The cause of this revolution in the course of the carrying trade is sufficiently notorious and need not detain us by further observation in this connection. When "this cruel war is over" the whole matter will return to its normal condition.

The attention to wool-growing on the Pacific coast during the last five or six years has resulted in a very rapid increase of the crop in California. In 1857 the whole product of the State was only a million pounds. Now it is estimated at 7,600,000 pounds. The shipments of wool from San Francisco has been as follows for the four last years:

Shipments to	1860.	1861.	1862.	1863.
New York.....	11,767	13,244	13,127	9,862
Boston	....	1,547	8,784	6,216
England	315	1,193	78	319
Other countries..	....	3	626	....
Total bales.....	12,082	15,987	21,615	16,398

The export of the important article of quicksilver for the past six years is shown by the following table:

Exports to	1858.	1859.	1860.	1861.	1862.	1863.
N. Y. & Boston	3,559	250	400	600	2,265	95
Great Britain.....	....	....	....	2,500	1,500	1,032
Mexico.....	12,901	103	3,856	12,061	14,778	11,790
China.....	4,152	1,063	2,715	13,788	8,725	8,889
Peru	2,000	571	750	2,804	3,439	2,376
Chili	1,264	950	1,040	2,059	1,746	500
Central America	....	....	....	110	40	40
Japan	....	....	....	60	25	....
Australia.....	....	325	100	1,050	800	300
Panama	....	133	135	57	424	120
Victoria (Vancouver)	186	19	327	116	5	42
Total flasks (70 lbs.)	24,142	3,390	9,348	35,995	33,749	26,014

The manufactures of California are unexpectedly prosperous, and materially reduce the necessity for importations. Cordage, cement, blankets, white and colored flannels, cloths and cassimeres, gunpowder, leather, malt liquors, tar, rosin, turpentine, soap, wines, are now manufactured with a degree of success which will probably control the home market.

The California supply of coal, chiefly from the Mount Diablo mines is on the increase, reaching 3,700 tons in 1863; but the demand is so great as to warrant shipments from Vancouver Island, Bellingham Bay and Chili, and even from England and Australia.

The product of gold and silver on the Pacific coast is estimated at $55,000,000 for 1863, of which fully $7,000,000 was received from British Columbia. The total coinage at the San Francisco mint during the same year was $20,251,417 97.

It is contended by the commercial journals of San Francisco, that the currency of San Francisco, which is mostly coin is more abundant in proportion to population and wealth than that of the Atlantic States, altogether paper. The *Mercantile Gazette* of Feb. 12, 1864, represents the amount in circulation in the Pacific coast as $25,000,000; that the population of California with the adjoining State of Oregon and territories is 600,000 which gives $41.66 *per capita*. The total value of real and personal property on the Pacific coast is estimated by the *Gazette* to be $340,000,000, of which $25,000,000 is about 7 per cent. The currency of the loyal States east of the mountains, notwithstanding its expansion to meet the exigencies of the nation is below those rates to population and property. The population of the loyal States and of the insurrectionary districts which are held by our armies is about 24,000,000. If the currency was at the California standard—$41 *per capita*—its aggregate would be $984,000,00, and a proportion of 7 per centum upon the total valuation of property would give an equal aggregate.

Lake La Belle Canal.

The Lac La Belle Harbor and Improvement Company have allotted a contract for building a pier and excavating a canal to open a direct outlet from Lac La Belle to Lake Superior. The contract is to open a channel from the pier which is in 16 feet of water in Lake Superior, to 14 feet of water in Lake La Belle, the canal or channel to be 75 feet wide on bottom and 111 feet at top. The contract for the whole undertaking is $65,000. It is a stipulation in the contract that on or before September 1, 1865, the channel shall be open to a steamer drawing 10 feet of water. A steam excavator is now at work.

Peninsula Railroad.

The Peninsula Railroad is now completed a distance of sixty miles from Little Bay du Noquet towards Marquette, and trains are making regular trips. It is the design of the company to complete the road to Marquette by Christmas day, and the work is being pushed with considerable vigor. The line is now under the superintendence of Superintendent Baldwin, late of the Milwaukee and Chicago Railway. Considerable quantity of iron and copper ore are already being brought down to Escanaba, and one or two coaches have been added for the accommodation of passengers. The operation of the road renders the trip to Lake Superior, through the wilderness, speedy, easy and comfortable.

The close of navigation will not materially retard the travel by this route. Stages will form a connection between Green Bay and Escanaba through the season.—*Green Bay Advocate.*

☞ The construction of the Pacific Railroad, West of Omaha, Nebraska, is progressing rapidly. For a distance of 500 miles, there will not be a cut or a fill of five feet.

Baltimore and Ohio Railroad.

The following is the address made by Mr. Garrett upon taking his seat for the seventh time as President of the company:

Although, gentlemen, the President of the company for six years has been honored in a special degree by the support of the Board, this is the first occasion he has been so particularly honored as to receive a unanimous vote. I feel especially gratified in receiving such a vote, as evidencing that the great public interests which are directly represented in the management of this company, the city of Baltimore, and the State of Maryland, have been satisfied that the efforts made by the Executive, during a period of protracted and peculiar peril and difficulty, have been such as to meet their approval and endorsement. It is with a deep sense of the grand and onerous responsibilities and duties of the Presidency of the Baltimore and Ohio road, in the midst of the terrible war which still continues, that I again feel it my duty to accept the office.

The roads under your management traverse five hundred and fourteen miles of territory, mainly upon the border, and constantly subject to the vicissitudes and embarrassments connected with great military operations. I again accept the responsibilities, the anxieties and the labors of the position, feeling honored by your confidence and cordial co-operation and support, with the trust that, under your auspices, the company may continue to render the great services to the country, and to protect and promote the interests and prosperity of our fellow citizens, and more particularly of the community with which we are all so deeply identified, to the marked extent which has especially distinguished its recent history.

The present, gentlemen, seems to be an appropriate occasion, specially on account of the inability of the company to furnish the annual report for 1863 and 1864, in consequence of the unadjusted condition of its accounts with the Government—to sketch briefly the leading points of policy which under your management the company has pursued during the war, the results as far as accomplished, the prospects of the company, and its ability for increased usefulness in the future.

The leading and most important interest, requiring the greatest energy and effort on the part of the company, in view of the peculiar condition of the country, has been the perfection and completion of the road betwixt Baltimore and Washington. At the commencement of the war the main track of the Washington Branch road was in such condition only as suited the relatively light business of that period. The track was not of sufficient strength for the heavy traffic which the changed condition of the country threw upon it, neither was its iron sufficiently heavy, nor its organization and arrangements such as met the requirements of the crisis. Under these circumstances, and amid great difficulties under the adopted policy of the Board, the officers of the company first devoted their energies to the reconstruction of the main track for the Washington Branch road, and that light and interior track was converted, during the continuance of a heavy business, into a first class, excellent track, placed upon heavy cross ties and relaid with new iron.

I have the pleasure of stating, that, within ten days from this period, *the additional second track will be completed*, and by the day of the opening of Congress on the 5th of December next, *the entire line will be perfected and in use between Baltimore and Washington.*

It will be perfected, too, as a strictly first class double track road—a road to which there will be none superior in the country—a double track, iron bridges of the most costly and permanent character, placed upon the most solid masonry, have been constructed over Paint Branch, and over the Savage, Patuxent and Potomac Rivers. All other requisite and desirable improvements have been made of the most superior character.

At a period when accidents are common

throughout the country, in many cases in consequence of the condition of the railroad, the Baltimore and Ohio Company, in the midst of all its difficulties, presents to the public practically a *new double track* road for the business of the country. It presents this road, too, under circumstances of the most extraordinary difficulty. At four different periods the company had placed upon that track the cross ties, which had been transported 400 miles from the Western divisions of the road, and the iron and other material necessary for its construction, but in consequence of the destruction of numerous sections upon its main line by the rebel armies, this material became essential for the repair and reconstruction of the road west of Harper's Ferry, and was removed for that object. Under these circumstances, our people will appreciate the energy and determination that has enabled the company to accomplish the construction of this necessary improvement.

In that connection the Board has determined upon the construction and completion of a double track betwixt Baltimore and Cumberland, and when the double track upon the Washington Branch is finished the large force of laborers now employed thereon will be placed at the disposal of the company, and even in this difficult period the double track on the Main Stem will be prosecuted with vigor, so that the policy determined on by the Board shall be carried into the earliest practicable effect.

In the midst of the destruction of its equipment and property the company has not failed to continue its efforts, not only to maintain its strength, but to add to its equipment and power. During the past two years eleven first class ten-wheel locomotives have been built at the shops of the company, at Mount Clare, and placed upon the road; four first class locomotives have been purchased, and at this time twenty-three locomotives are under construction, all of the materials for which have been secured and are in possession of the company, and nearly two-thirds of the work on these engines is accomplished.

It is hoped that at no distant period, if the necessary mechanical force can be obtained, this large additional power will be placed upon the road.

Notwithstanding losses of train upon train of passenger cars, the company has continued effectively to supply their places, and the immense increase in the passenger business of the company has been transacted with less proportion of accidents than any road in the country, and with a result satisfactory upon the whole far beyond what could have been anticipated. At this time, too, looking to the future necessities of the company, it has under construction in its own shops and under contract, thirty large first class passenger cars, which, in the course of three months, it expects to have upon its road.

The extensive foundry which has been under construction at Mount Clare is nearly completed. This foundry is designed to enable the company to proceed with the iron bridge work upon its whole line, as well as the other bridge work which it designs to execute. It has been your determination, gentlemen, that every wooden bridge destroyed by the enemy on our road shall be substituted by a first class iron bridge. This foundry adds that additional capacity by which this result will be accomplished, and it will enable the mechanics of Baltimore to furnish at the shops of Mount Clare the immense iron structure that are to span the Ohio River at Parkersburg and Bellaire. The work upon these two great bridges has been commenced, quarries have been opened, and the largest forces that can be obtained have been engaged in quarrying the stone for these great enterprises, and thus the arrangements are being made by which the connections betwixt the Marietta and Cincinnati and Parkersburg roads, and the Central Ohio and the Baltimore and Ohio roads, will be completed at the earliest practicable period.

The surveys for the road, in which the Board decided to take an interest, to connect the Main Stem of the Baltimore and Ohio road with Hagerstown, have progressed satisfactorily. The engineers report that an admirable line of about twenty-three miles is being located *via* Antietam Creek to Hagerstown, and it will doubtless be the policy of this company, if there should prove to be some failure in regard to private subscription, that the people of Washington County and the people of Baltimore shall, within a reasonable period, have the advantages of that line.

The President regards it as important to the interests of the State and our people that the line shall be constructed, and, in this view, he believes he has the co-operation and judgment of a large majority, if not of every member of the Board.

Within the past few months a negotiation, long pending, with the city of Baltimore, has been consummated for the purchase of the interest of the city in the Northwestern Virginia Railroad. That purchase has been made on terms, and payment has been made in accordance with those terms, by which the Baltimore and Ohio Company is enabled to strengthen that corporation by giving to it the advantage of the difference betwixt the cost to the city of its interest in that road and the amount paid for that interest by the Baltimore and Ohio Company.

The reorganization of that company is progressing under the programme arranged. It has met the approval of all parties interested as far as heard from. Under those circumstances the City of Baltimore and the State of Maryland have before them the prospect of the completion, at the earliest period at which the work can be performed, of a line to the Southwest, than which none can be shorter or more advantageous to the interests of our people. The policy of the company is fixed to such arrangements as will, as rapidly as labor can be commanded, perfect that road and give it such character and importance as will cause it, in connection with the Marietta and Cincinnati line, to be the great route from the seat of National Government, and from Baltimore, to the Southwest.

During the past year, whilst rival interests were endeavoring to obtain a control of the Central Ohio Railroad—a line that was vital to the interests of the city of Baltimore and the State of Maryland, the Baltimore and Ohio has stepped forward, and, by its financial aid, has relieved that company from its embarrassments, and placed it in perfect and satisfactory relations with this company, and with our commercial interests. We have now the Central Ohio fixed as a line identified with the Baltimore and Ohio, and connecting the city of Baltimore with the capital of the State of Ohio, a point whence connections radiate in all directions to the lakes, to the West, and to the southwest.

Amidst all these grand arrangements looking to the permanent interests of our community and their prosperity, there is but a single feature of gloom. For more than a quarter of a century the most sagacious of our citizens have exhibited great anxiety and perseverance to accomplish a short and effective line to Pittsburg and the northwest. Our fathers settled that policy as the policy of wisdom, and the true policy to develop our strength and our commercial prosperity.

A line from Pittsburg to Cumberland, and a double track from Cumberland to Baltimore, assure in the future, with the routes that have been sketched, such increased business, and such effects and such impulses to the progress of our people as will cause Baltimore to leap forward in the race of prosperity, and to rival that vigor and success which have marked the progress of New York and Philadelphia.

What is necessary to accomplish this object? As was to have been anticipated, the moment the Baltimore and Ohio Company, after a period of protracted effort, and with relatively small financial ability—for you all remember that the Baltimore and Ohio road was undertaken at a period when the taxable wealth of this community was bnt $25,000,000, and the road itself has cost upwards of $30,000,000, or $5,000,000 more than the whole wealth of this community at the inception of the enterprise—had struggled on until its immediate essential objects had been realized, and then commenced to move in aid of the Connellsville road, opposition was developed.

The Pennsylvania Road and the city of Philadelphia did not touch the Pittsburg and Connellsville Railroad, felt no jealousy or apprehension regarding it, until they saw that the Baltimore and Ohio Road, with its great strength and great energy, exhibited throughout the war, under all calamities, had the ability to so arrange as to give to the people of the Northwest, and the cities of Pittsburg and Baltimore, a route that would prove a competition with the Pennsylvania Road. What then takes place? You find the Vice-President of the Pennsylvania Road, Hon. Thomas A. Scott, at the very period this Company had determined to commence by aiding the Pittsburg and Connellsville Road to the extent of one million of dollars, presenting himself at Harrisburg and doing what? Claiming that the Connellsville Road would not be built, that its charter should be rescinded because of delay in completing the road, that the Baltimore and Ohio did not intend to build it, that the city of Baltimore did not intend to build it. He desired the destruction of that charter, and asked for another charter to be granted for another line, and that same gentleman, whilst this action was taken in the Legislature of Pennsylvania, stated that he had no adverse designs to the city of Baltimore, but still stepped forward, with the enormous power and patronage of the Pennsylvania road, to destroy this right that had existed so many years. This gentleman, it is alleged, stated that he did not apprehend any difficulty from the Baltimore and Ohio Road building the Connellsville Road, and that he felt a strong interest in the city of Baltimore. How! It is asserted he stated that he would aid in building a "third" or "independent" line from Connellsville, through Hagerstown, to Baltimore. Is not this a more *ignus fatus* that is presented to our people to mislead them and destroy a right that is vital to their prosperity?

I have been struck with the interest and enthusiasm with which the friends of the Pennsylvania Road step forward to explain to the people of Philadelphia, through her leading newspapers, what they have accomplished for the interests of that city.

In the Philadelphia *Press*, during September last, the following articles appeared on this subject:

"Two railroad bills of especial significance passed last spring by the Legislature, and held unsigned by the Governor, have recently become laws under a provision in the Constitution of the State. One of these bills repeals the authority originally granted to the Pittsburg and Connellsville Railroad Company east of Connellsville, and limits their jurisdiction to the ground between Connellsville and Pittsburg.

"The other bill incorporates a new Company, with authority to build a road east from Connellsville, to connect with other roads leading to the Susquehanna and the Chesapeake. These bills, it is said, will lead to litigation, inasmuch, as it is alleged, the Pittsburg and Connellsville Railroad Company will carry the matter into the courts. But though legal issues may be invoked, the policy adopted by the State of Pennsylvania, in its legislation of last session, will, no doubt, be triumphant in the end, because its design and aim are to develop the southwestern counties of the State, a region abounding in minerals, which have been shut out from the great markets by reason of the non-completion of the Pittsburg and Connellsville Railroad.

"There is immediate and pressing need for a direct line of rail communication through the southern counties of Pennsylvania, west of the Susquehanna river, a desideratum which the new Company incorporated last session will supply, since the tail of the Pittsburg and Connellsville is now cut off at Connellsville, leaving it a serpent without rattles and without fangs. A Southern Pennsylvania Railroad across the Alleghany mountains, controlled within the State, would enhance, develop, and make available the rich coal

basins in the southwestern counties, whose better market is at the seaboard, and whose best route takes Harrisburg in its way."

Thus, gentleman, those interests denounce the Connellsville Road, when shorn of the ability to build the line to Cumberland as "the serpent without rattles and without fangs." Certainly any other system of improvement than the line to Cumberland will be harmless to Philadelphia—certainly all other systems will fail to protect the interests of Baltimore. It is astonishing when recent and continuous history constantly develops the relations of the Pennsylvania Road to Baltimore, and of the relations of the Baltimore and Ohio Company to Baltimore, that any individual interested in this community can fail to see these different relations and their effects. The Baltimore and Ohio Road is not closed by the operations of the enemy for twenty-four hours before discrimination against the city of Baltimore and discrimination against the commerce of Baltimore, on the part of Philadelphia interests and the Pennsylvania Road, commences. Rates on business to and from Baltimore are advanced, and in many cases cars cannot be furnished for transportation to Baltimore. It is well known among our merchants, especially our provision merchants, so recently as during last winter, whilst cars were offered by the Pennsylvania Road for trade to Philadelphia, no cars could be obtained for trade to Baltimore, although the Pennsylvania Road had full control of the Northern Central Road by Harrisburg to Baltimore. The Pennsylvania Road is governed by the ordinary motives of business men. The Pennsylvania Road is identified with Philadelphia as the Baltimore and Ohio Road is identified with Baltimore. Should we fail in preserving the charter of the Pittsburg and Connellsville Road, those in our community who have been in any degree instrumental in that failure will have cause for the greatest regret when it is too late. But what is the difficulty? It is stated that some parties desire an "independent" road through the territory of Pennsylvania to the Maryland line, and thence through Hagerstown to Baltimore. Shall we judge of grave business subjects by professions or by facts? What is the plain common sense of the case? are the facts not clear to the judgment of every merchant and business man?

The only hope for Baltimore in connection with the large trade of Pittsburg and the Northwest, is the completion of the Connellsville Road to Cumberland.

It is the only basis we have to obtain a position essential to the development of the future prosperity of Baltimore.

I have felt it proper in sketching the general policy of the Company, to call attention to the advantages connected with these improvements, which are in successful progress, and the difficulties in connection with a leading interest, which is threatened with destruction. This is the more important as we have found, unfortunately, that the city itself, as represented by His Honor the Mayor, does not apparently accord with these views. We have found, unfortunately, that he has yielded to the alleged statements of the Vice President of the Pennsylvania Road, identified as the latter is with the interests of Philadelphia, that a third through line shall be constructed and completed, connnecting Pittsburg with Baltimore, under the auspices of the Pennsylvania Road. If there is not coldness, if there is not worse than coldness—opposition—there is certainly no friendly or active co-operation on the part of the Mayor of Baltimore in maintaining the rights and charter of the Connellsville Road, which charter it is absolutely essential to maintain to insure the prosperity and commercial strength of our city.

At this moment the subject is about being presented up in the courts, and the Connellsville Company has been driven, in order to maintain its charter, not with the aid of the City of Baltimore, but without that aid, to rely upon its chartered rights, as a Maryland corporation, to obtain a proper *status* is the United States District Court of Pennsylvania.

It is believed that the act of the Legislature of Pennsylvania in attempting to rescind, after millions of money have been spent in constructing part of the line, the charter of the Pittsburg and Connellsville Company for the remainder will prove as illegal as it is unprecedented, and it is due to the character as well as the interests of Baltimore that efforts should be made to maintain this right and privilege, which has been viewed by many of our most thoughtful citizens as of the most vital importance.

It is believed the Legislature of Pennsylvania acted upon erroneous statements and information, and it is known that a large portion of the population of the western part of the State particularly favor the completion of the Connellsville Road.

Whilst this great danger impends it has been indicated by the Board, through its proper organs, that if the city feels any hesitation about that road being built, if it feels that its million of mortgage debt is to be lost, such is the conviction of public duty and interest on the part of the Baltimore and Ohio Road, that this Company will step forward and purchase from the city its interest in that road.

Does the Baltimore and Ohio Road desire any speculation in purchasing a lien upon a weak road that has never paid one cent of interest upon this debt? On the contrary, is it not actuated by a high sense of public duty and by a determination to maintain the interests of Baltimore, of Pittsburg, of the Northwest, and the interests of the National Capital?

If the Company succeed in its object, it will furnish a direct, superior, and convenient route for members of Congress and for all visitors to the National Capital, and will promote the interests of the whole country.

Can this Board be actuated by any but such motives when it is willing to spend more than a million of dollars in purchasing from the city this interest?

What is the inducement? Do we not know there is neither labor nor means to build that third line? Is not the very action this Board has taken in pressing forward its works under such circumstances of gloom and difficulty as the world has never seen in connection with railroad history, indicative of its high purposes? Is this Company not perfecting its line and carrying out the grandest views of its most sagacious founders and managers? Is it not pressing forward its double track? Is it not struggling when it can scarcely command the men for its present service, to build more equipments, to increase its capacity, to add to the strength and power of the city of Baltimnre and the counties upon the line, and the interests that are identified with it over its entire route? Can these potent facts be ignored? Is there any incentive to the managers of the Company in this policy but public interest? Is there aught but comprehensive views, such as should govern those entrusted with the interest of the leading institution of the State?

The facts involved in this case must be appreciated by the public, and it is to be desired that such an examination of the whole subject will occur as will produce the removal of this only shadow upon the prosperity of Baltimore and Maryland. In connection with the system of the internal improvements, it is hoped that the city will either dispose of its interest to the Baltimore and Ohio Railroad Company, or co-operate with this company in maintaining the charter and securing the construction of the Pittsburg and Connellsville Railroad. The charter is not yet out of the power of the people of Western Pennsylvania and of Maryland. The Courts are just—the ermine is unsullied. We have decided convictions that if the City of Baltimore and the other great interests connected with that work present their cases in the United States Court, that that charter, which has been wrongfully rescinded, and which can be shown to have been wrongfully rescinded, because it was rescinded on the alleged ground that there was no desire to build the road, whilst really beyond doubt the chief reason on the part of the Pennsylvania road in urging this abrogation of the charter was in the conviction that the road would be built.

Under such circumstances the hope cannot be misplaced that the city will so act as to aid in effecting the object, and that the charter of the Pittsburg and Connellsville Road will be preserved. If this anticipation be realized the Baltimore and Ohio Company can then proceed to perfect all the great lines of railway required to ensure a splendid fruition in the future of Baltimore, and in binding, with the close and cordial bands of mutual interest, the varied and extensive agricultural and commercial regions.

As the policy on which the Board has decided is broad, comprehensive and patriotic, the President will, with pride and satisfaction, give his best energies, under your auspices, and with your continued co-operation and support, to achieve the desired result.

Interest and Dividends.

The Philadelphia and Reading Railroad Company have declared a dividend of 15 per cent. on the Common and Preferred Stock, clear of National and State taxes, payable in Common Stock on 31st December next, on all Stock standing on the Books of the Company at the close of business on the 15th.

Stockholders whose names are registered on the New York Books will be paid at the Farmer's Loan and Trust Compay, No. 56 Wall street.

The Boston and Lowell Railroad Company have declared a dividend of $17 50 per share. The Northern (N. H.) Railroad Company, and the Portland, Saco and Portsmouth Railroad Company 3 per cent. each.

The Little Miami Railroad Company have declared a dividend of 5 per cent., payable on the 15th inst.

The Wyoming Valley Canal Company has declared a quarterly dividend of four per cent., or two dollars per share, payable on the 24th inst. The transfer books will be closed from the 15th to the 26th inst. There will be an issue of 1000 shares of stock at $50 per share, to stockholders, in the proportion of one share for every fourteen held by them on the 15th inst., and to be paid for on or before the 22d inst. This issue of stock is authorized for the purpose of paying off and cancelling the bonds of the Company to that amount.

☞ The Indianapolis, Pittsburg and Cleveland, and Bellefontaine and Indiana Railroads have been consolidated under the name of the Bellefontaine Railway Company. The capital stock of the joint company is stated at $3,582,500. The bonded debt at the date of their last annual report was $2,056,000.

☞ The exports of Treasure from San Francisco from October 1st to 31st, were as follows:—

Total since October 1st	$4,365,583 90
Previously this year	48,772,559 00
Total since January 1, 1864	$48,138,142 90
Corresponding period, 1863	37,661,039 79
Excess this year	$10,477,103 11

☞ Mayor Chapman, accompanied by a number of gentlemen of experience in railway matters, left this city on Wednesday for the purpose of locating the Independent Route to Cumberland, in connection with the Pittsburg and Connellsville Railroad. It is expected that he will be absent several days.—*Balt. American, Dec. 2.*

☞ The work upon the bridge over the Hudson River, at Albany, N. Y., for railroad and other purposes, is said to be progressing favorably.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ..... Ca.	100,000	5	----	1¼
Acton Vale..... Ca	50,000	5	----	65c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	25½
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	20
Annapolis..... Md.	50,000	10	----	----
Arizona..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C.....N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	3½
Bay State..... L. S.	20,000	----	3½	21
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	65c
Black River ..... "	200,000	2½	----	21c
Bohemian..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	----
Boston ..... L. S.	20,000	----	5*	4
B. and Corinth .....Vt.	20,000	10	----	----
Brooklyn..... L. S.	20,000	----	2	----
Bronze ..... Ca.	100,000	5	----	1½
Cabot ..... L. S.	20,000	----	½	----
Caledonia..... "	20,000	----	----	7
Cambridge..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	1½
Carp Lake..... L. S.	20,000	----	----	1½
Cascade..... "	20,000	----	----	----
Central ..... "	20,000	----	----	54
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	3	----	----
Chandiere ..... "	100,000	1	----	50c
Chester..... "	200,000	1	----	12c
Chetfeamp.....	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland..... Ca	100,000	5	----	----
Cliff..... L. S	20,000	----	----	----
Clifton..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian..... "	20,000	----	4½	9
Consolidated..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	27½
Copper Harbor... "	20,000	----	1	----
Copper Hill..... "	200,000	1	----	----
Copperas Hill..... "	50,000	10	----	----
Coruwall ..... Vt.	100,000	2	----	62c
Dacotah..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	2½
Deep River.....N. C.	------	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	4
Dudley ..... L. S.	20,000	----	½	4
Dunham..... Ca.	200,000	2	----	25c
Durham..... "	200,000	5	----	10c
Eagle River..... L. S.	20,000	----	3½	5
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	12½
Eureka..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff.. "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	6½
Forest City..... "	20,000	----	3	----
Forest Shepherd .. "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	43½
French Creek..... Pa.	100,000	5	----	1
Gardner City .....L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk..... Ca.	100,000	5	----	60c
Great Western.... L. S.	20,000	----	2	1½
Green Mountain....Vt.	20,000	10	----	5
Guilford ..... L. S.	20,000	----	5	2½c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	9
Hanover ..... "	20,000	----	2½	----
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	7½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	7	7
Humboldt..... "	20,000	----	2	10
Hungarian ..... "	20,000	----	1	2½
Huron ..... "	20,000	----	16	41½
Indiana ..... "	20,000	----	----	5
Inverness ..... "	200,000	2½	----	----
Isle Haute.....	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	19½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster..... "	200,000	2	----	----
Madison..... L. S.	20,000	----	1	4
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	55c
Manhattan ..... "	20,000	----	2½	7½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	------	5	----	75c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	7½
Michigan..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	------	----	----	1½
Minnesota..... L. S.	20,000	----	2½	28
Missisquoi..... Ca.	150,000	2	----	1½
Montezuma ....N. Mex.	300,000	5	----	----
Morrison..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	----	27
Native ..... "	20,000	----	5½	3
Naumkeag ..... "	20,000	----	1	2
Nelson..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	1½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic...N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton..... Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	6½
Ontonagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	36c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	22
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	2½	54½
Phila. & Boston... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20½
Pittsburg & Boston "	20,000	----	5½	84
Pontiac ..... "	20,000	----	3½	4
Prince of Wales ...Ca.	200,000	----	----	----
Providence..... L. S.	20,000	----	----	½
Quincy..... "	20,000	----	10	50
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	3
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	15
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	------	----	----	65c
St. Clair ..... L. S.	20,000	----	3	9½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley..... "	20,000	----	----	20c
Southampton..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side..... L. S.	20,000	----	3	3½
Springfield..... Md.	------	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star..... L. S.	20,000	----	7½	6½
Stark..... Vt.	100,000	2	----	----
Strafford	20,000	10	----	50c
Superior ..... L. S.	20,000	----	4	7
Sussex ..... "	20,000	----	----	----
Sutton..... Ca.	100,000	5	----	8½
Toltec..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington..... "	20,000	----	----	----
Waterloo..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	50c
Wickopee..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	4½
Wyandotte..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake..... N. Y.	50,000	50	----	3½
East River.....	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin..... Me.	3,000	100	----	----
Lake Superior.... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant..... Pa.	10,000	50	----	----
Teal Lake..... L. S.	------	----	----	2½
Tyson	20,000	10	----	9½
Lead and Zinc:				
Amenia ..... N. Y.	100,000	5	----	9½
Bucks County ..... Pa.	------	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	------	----	----	1
Crystal Lake.....	------	----	----	----
Erie	------	----	----	11
Gay's River.....	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone..... Pa.	------	----	----	2
Lancaster..... "	------	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point.....	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National.....	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston...N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay.....N. F.	------	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	------	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	------	----	----	1
Coal & Anthracite:				
American ..... Pa.	37,500	25	----	88
Ashburton ..... "	50,000	50	----	18
Atlantic & G. C ..Md.	------	----	----	1½
Baltimore ..... "	------	100	----	56
Bear Valley..... "	40,000	12½	----	27
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	15
Big Mountain ..... Pa.	------	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	------	----	----	18
Cape Briton..... N. S.	200,000	2½	----	----
Carbondale..... Pa.	------	----	----	3
Central..... "	------	----	----	60
Clinton ..... "	------	----	----	1½
Coal Brook	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	48½
Daniel Webster	5,000	100	----	----
East Mahanoy..... Pa.	------	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	55½
Fulton..... "	30,000	5	----	7½
Gilbertson	5,000	100	----	75
George's Creek.....Pa.	10,000	----	----	120
Grand Tunnel	4,000	100	----	50
Green Mountain....Pa.	------	----	----	4½
Hampton & Balt...Md.	------	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay.....	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	------	----	----	51
Loxberry ..... "	4,000	100	----	30
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	25	----	----
Metropolitan ..... "	------	100	----	----
Middle Coal Fields. "	------	----	----	18
Milford	2,500	50	----	----
Mill Creek..... Pa.	------	----	----	----
Mulgrave	2,000	----	----	----
Narragansett .....R. I.	5,000	10	----	----
New Creek..... Pa.	------	----	----	1
North. & Luzerne .. "	------	----	----	----
Penn..... "	100,000	50	----	197
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot..... Pa.	4,000	50	----	----
Port Hood.....	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	------	----	----	----
Preston..... "	------	----	----	33
Princess Alex....N. S.	5,000	100	----	----
Ridgeway.....	------	----	----	----
St. Clair ..... Pa.	5,000	100	----	24
Schuylkill Valley... "	20,000	10	----	7
Shawmut	6,000	50	----	----
Short Mountain ...Pa.	10,000	50	----	38½
Stafford.....	------	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	------	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	------	----	----	4½
Tamaqua ..... "	------	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley..Pa.	22,700	50	----	76

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.)..... N. S.	100,000	3	----	----
Albion (G.)..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	------	----	----	----
Am. Pioneer..... A. T.	------	----	----	----
Arizona (Silver) .. "	------	----	----	----
Atlantic (G.)..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.)..... "	100,000	5	----	----
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.)..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.)..... Ca.	200,000	2	----	50c
Central (G.)..... Col.	50,000	25	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.)..... Ca.	100,000	2½	----	15c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.)..... "	200,000	20	----	----
Corisannie (G.)..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.)..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.)....Nev.	100,000	5	----	----
Empire (S.)..... "	------	----	----	----
Empress (S.)..... "	------	----	----	----
Eureka (G.)..... Cal.	------	----	----	----
Excelsior (G.)..... Col.	30,000	10	----	14
Frankfort (G.).....	100,000	2	----	----
Garrison's (G.)..... Col.	100,000	5	----	----
Gilbert River (G.)...Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field.....	50,000	10	----	----
Gold Hill.....	50,000	10	----	----
Gold River.....	100,000	3	----	----
Gould & Curry (G. & S.) N.	------	----	----	----
Gunnell (G.)..... Col.	300,000	10	----	2½
Halifax (G.)..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	------	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.)..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	½
Isabella (G.) ..... Col.	------	----	----	----
Kennebec (G.)..... Ca.	100,000	5	----	----
Kent (G.)..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	------	----	----	----
Lake Major..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	------	----	----	----
Manhattan (G.)..... Col.	100,000	10	----	----
Mariposa (G.)..... Cal.	100,000	100	----	36
Massachusetts (G.)..Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ....N. S.	50,000	10	----	----
Montana (G.)..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	----
Nova Scotia (S.)... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	------	----	----	----
Palma (S.)..... "	------	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)...L. Cal.	------	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.)..... Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ..Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	87½
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)..... Col.	------	----	----	10
Sacramento (-)..Nev.	------	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)....Cal.	------	----	----	----
Santa Rita..... Ariz. T.	------	----	----	----
Scottie (S.)..... Ariz. T.	------	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	------	----	----	----
Silver Hill (S.) ... Nev.	------	----	----	----
Sonora (S.)..... Ariz. T.	------	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.)..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.)..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l't in single t'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	——	——	——	——	Boston and Chelsea	110,000	140,000	——	——	7,200	7,200	8	....	42
30 Nov. '63	4.18	——	161	26	--	Broadway, Boston	88,551	230,000	——	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	——	——	——	——	Cambridge	664,171	657,300	150,000	24	——	——	9	....	101½
30 Nov. '63	6.74	——	——	——	——	Cliftondale	95,500	70,000	24,500	4,863	——	——	——	....	....
30 Nov. '63	8.27	——	——	——	——	Dorchester	156,672	121,600	——	——	8,468	7,438	7	....	....
30 Nov. '63	1.48	——	——	——	——	Dorchester Extension	12,800	12,800	——	——	1,024	1,024	8	....	....
30 Nov. '63	1.41	——	——	——	——	Dorchester and Roxbury	18,742	12,000	——	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	——	195	25	--	Lynn and Boston	151,896	150,000	50,000	23,230	88,685	0,516	——	....	100½
30 Nov. '63	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	73,100	66,223	——	——	——	....	25½
30 Nov. '63	2.97	——	——	——	——	Medford and Charlestown	34,000	22,000	12,000	——	2,040	2,040	6	....	....
30 Nov. '63	36.88	——	762	125	--	Metropolitan (Boston)	621,602	639,300	——	297,509	388,616	65,539	10	....	54½
30 Nov. '63	7.50	——	216	41	--	Middlesex (Boston)	348,000	400,000	——	39,783	174,422	32,618	8	....	62
30 Nov. '63	5.69	——	63	9	——	Quincy	75,525	53,000	50,952	16,650	25,857	6,012	——	....	....
30 Nov. '63	5.32	——	——	——	——	Salem & South Danvers	57,100	75,300	——	1,800	9,789	1,273	——	....	....
30 Nov. '63	2.68	——	——	——	——	Somerville	50,000	50,000	——	——	2,500	2,500	——	....	32½
30 Nov. '63	2.50	——	10	2	—	Stoneham street (Boston)	31,000	32,900	——	——	5,685	1,711	5	....	....
30 Nov. '63	7.75	——	81	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,078	42,750	1,591	——	....	....
30 Nov. '63	——	——	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,086	8	....	....
30 Nov. '63	1.58	——	——	——	——	West Cambridge	12,850	12,850	——	120	642	642	5	....	47
30 Nov. '63	3.21	——	——	——	——	West Roxbury	40,568	40,400	——	——	——	——	——	....	....
30 Nov. '63	2.25	——	——	——	——	Winnisimmet	62,152	62,200	——	4,798	——	——	——	....	....
30 Nov. '63	5.00	——	——	——	——	Worcester	89,000	69,000	20,000	——	6,202	542	——	....	——
						CONNECTICUT.									
31 Jan. '64	3.0	2.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	....	....
31 Dec. '62	8.5	——	11	3	—	Hartford and Wethersfield	300,000	300,000	——	——	——	——	——	....	....
						NEW YORK.									
30 Sep. '63	10.76	——	....	——	25	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	——	——	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	——	——	——	——	100	69
30 Sep. '63	24.00	——	....	——	35	43 Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	——	....	48
30 Sep. '63	56.18	1.90	....	140	29	Brooklyn City	1,331,357	1,000,000	170,000	——	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	——	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,851	3	....	58
30 Sep. '63	——	10.00	——	——	—	Brooklyn City & Ridgewood	51,328	53,500	——	——	——	——	——	....	....
30 Sep. '63	——	——	——	——	——	Buffalo Street	——	——	——	——	——	——	——	....	....
30 Sep. '63	——	——	——	——	——	Central City (Syracuse)	——	——	——	——	——	——	——	....	....
30 Sep. '63	16.00	14.00	——	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	448,073	550,000	——	19,794	7,008	——	....	....
30 Sep. '63	17.50	——	....	——	——	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	——	——	100	69
30 Sep. '63	——	5.00	——	——	——	East & North River (N. Y.)	650	650	——	——	——	——	——	....	....
30 Sep. '63	17.33	——	——	91	--	Eighth Avenue (N. Y.)	978,534	800,000	——	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	....	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	——	——	——	....	....
30 Sep. '63	——	——	——	——	——	Fourteenth Street (N. Y.)	——	——	——	——	——	——	——	....	....
30 Sep. '63	4.52	——	——	——	——	Grand St. & Newtown (W'g)	——	——	——	——	——	——	8	....	....
30 Sep. '63	4.63	——	——	——	——	Harlem Br., Moris'a & Ford'm	——	——	——	——	——	——	——	....	....
30 Sep. '63	——	——	——	——	——	Main & Ohio St. (Buffalo)	——	——	——	——	——	——	——	....	....
30 Sep. '63	——	——	——	——	——	Niagara Street (Buffalo)	——	——	——	——	——	——	——	....	....
30 Sep. '63	19.00	——	——	84	——	Ninth Avenue (N. Y.)	447,598	795,360	57,000	——	97,241	28,479	——	100	....
30 Sep. '63	——	——	——	——	——	N. Riv. & Wall st. Ferry (N.Y.)	——	——	——	——	——	——	——	....	....
30 Sep. '63	——	11.00	——	——	——	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	....	....
30 Sep. '63	7.50	3.40	....	18	--	Rochester City & Brighton	——	81,500	66,000	6,000	7,636	3 977	——	....	....
30 Sep. '63	16.00	——	....	——	——	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	280,354	51,127	——	100	55
30 Sep. '63	5.37	——	——	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	——	412,600	99,227	10	100	115
30 Sep. '63	——	——	——	——	——	Tenth Av & 32d st. (N. Y.)	——	——	——	——	——	——	——	....	....
30 Sep. '63	16.50	——	....	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	——	682,131	233,079	12	100	240
30 Sep. '63	——	——	——	——	——	Troy and Lansingburg	——	——	——	——	——	——	——	....	....
30 Sep. '63	2.00	5.50	——	——	——	Utica City	2,160	7,080	——	——	1,693	310	——	....	....
30 Sep. '63	1.50	——	——	——	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	——	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	——	....	7	--	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	....	....
31 Dec. '62	5.05	2.50	....	8	--	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	....	....
31 Dec. '62	10.47	——	....	——	——	Jersey City & Bergen Point	——	——	——	——	——	——	——	....	....
31 Dec. '63	17.00	——	150	22	—	Orange and Newark	411,000	211,000	200,000	——	71,050	19,183	——	50	....
31 Dec. '62	5.50	——	....	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	....	....
						PENNSYLVANIA.									
31 Oct. '63	7.89	——	123	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	——	104,728	50,696	40	10	46
31 Oct. '63	8.13	——	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	29,867	30,168	20	....	....
31 Oct. '63	4.12	——	13	4	—	Delaware County	30,729	24,980	6,500	2,850	5,668	——	——	....	....
31 Oct. '63	4.38	——	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	——	2,050	63,459	14,824	7½	....	15½
31 Oct. '63	16.74	——	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,280	200,000	——	202,367	58,757	7	50	52
30 Nov. '63	24.23	——	205	35	—	Germantown	562,446	112,245	250,000	——	133,506	26,745	6	....	59½
31 Oct. '63	5.40	——	116	25	—	Girard College (Phila.)	160,000	100,000	——	——	76,430	19,682	9½	....	26
31 Oct. '63	8.73	——	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	——	124,540	50,470	19½	....	25
31 Oct. '63	11.00	——	....	....	——	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	——	——	——	——	....	....
31 Oct. '63	——	——	——	——	——	Lombard & South st. (Phila.)	——	——	——	——	——	——	——	....	16
31 Oct. '63	11.17	——	....	....	——	North Philadelphia	300,000	200,000	100,000	——	——	——	——	....	....
31 Oct. '63	12.00	——	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	——	500	32,691	——	——	....	....
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	——	24,102	1,918	——	....	....
31 Oct. '63	7.04	——	108	13	6	Pittsb., Alleghany & Manch'r	86,419	67,875	12,000	9,622	49,638	7,036	——	....	....
31 Oct. '63	4.51	——	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,399	40,526	16,184	9½	....	....
31 Oct. '63	6.16	——	128	21	--	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	——	....	12
31 Oct. '63	5.20	——	——	——	——	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	——	——	——	——	....	6
31 Oct. '63	7.78	——	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	——	——	34,549	12,231	8½	....	15
31 Oct. '63	19.46	——	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	——	279,628	96,803	36	20	69
31 Oct. '63	5.62	——	60	....	15	17th & 19th st. (Phila.)	113,699	120,000	——	——	28,447	4,917	2½	....	16
31 Oct. '63	8.38	——	120	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	159,312	15,500	——	75,066	18,417	17½	....	35
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	——	6,000	120,623	45,900	16½	20	48
31 Oct. '63	6.25	——	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	——	——	87,604	20,428	17½	....	25½
31 Oct. '63	9.31	——	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	64
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	259,059	21,058	——	....	18
						OHIO.									
31 Dec. '62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	....	....
31 Dec. '62	5.00	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	....	....
31 Dec. '62	3.81	——	——	——	——	Passenger (Cinc.)	69,837	50,000	——	——	——	——	——	....	....
31 Dec. '62	3.63	——	——	——	——	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	——	——	——	——	——	....	....
						MISSOURI.									
30 Nov. '62	5.29	——	——	——	——	Citizens' (St. Louis)	117,437	100,000	——	——	——	——	——	....	....
30 Nov. '62	5.33	——	——	——	——	Missouri (St. Louis)	76,674	70,000	——	——	——	——	——	....	....
30 Nov. '62	4.48	——	——	——	——	People's (St. Louis)	83,875	70,000	——	——	——	——	——	....	....
30 Nov '62	10.20	——	——	——	——	St Louis	298,604	298,604	——	——	——	——	——	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1893	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	——	——	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1861	100
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	——	——	....
Dorchester:					
Real Estate Mortgage	5,000	6	——	——	....
Dorchester and Roxbury:					
1st Mortgage	7,500	6	J. & J.	——	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1909	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	99
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1888	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	——	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	——	——	....
Metropolitan:					
1st Mortgage	36,625	6	——	——	....
Real Estate Mortgage	——	6	——	——	....
Middlesex:					
Malden & Melrose bonds	60,000	6	——	1870	....
Real Estate	6,210	..	——	——	....
Ninth Avenue:					
1st Mortgage	57,000	7	——	——	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1909	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1851	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	138,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1909	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	——	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	..	——	——	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1872	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 .....registered...	$9,415,250	6	Jan. & July.	1867	138½
Loan of March 31, 1848.....registered }	8,908,342	6	" "	1868	117
" " " .....coupon }		6	" "	1868	120
Texas Indemnity, of Sep. 9, 1850.....coupon..	2,052,000	5	" "	1865	217
Loan of June 14, 1858.....registered }	20,000,000	5	" "	1874	98
" " " .....coupon }		5	" "	1874	105
Loan of June 22, 1860.....registered }	7,022,000	5	" "	1871	100
" " " .....coupon }		5	" "	1871	100
Oregon War Debt of March, 1861...coupon }	1,016,000	6	" "	1881	106
" " " " " ...coupon }		6	Yearly.	1881	105
Loan of Feb. 8, 1861 .....registered }	18,415,000	6	Jan. & July.	1881	116½
" " " .....coupon }		6	" "	1881	117½
Loan of July 17, & Aug. 5, 1861 ..registered }	249,977,500	6	" "	1881	106
" " " .....coupon }		6	" "	1881	107½
Loan of Feb. 25, 1862 (5-20s).....registered }	510,756,000	6	May & Nov.	1882	103½
" " " (5-20s).....coupon }		6	" "	1882	106½
Loan of March 3, 1864, (10-40s)...registered }	81,680,000	5	Mar. & Sept.	1904	100½
" " " .....coupon }		5	" "	1904	101
Loan of March 3, 1864 (5-20s) ...registered }	40,000,000	6	May & Nov.	1884	....
" " " .....coupon }		6	" "	1884	108½
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	119
" of Mar. 3, 1864.....coupon	76,668,550	7.3	Feb. & Aug.	1867	114
Debt Certificates	236,373,000	6	At maturity.	.....	97½
One Year Treasury Notes (legal tender).....	43,585,000	5	" "	.....	....
Two Year's " " " "	15,748,000	5	" "	.....	....
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	....
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	....
" " " " " of '64	88,813,870	6	"	1867	....
STATE LOANS.					
Alabama—State bonds .....coupon	3,422,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)...coupon	899,000	6	No int'est	1868	....
" — " " (B'k of State).. "	610,000	6	paid for	1868	....
" — " " (" ").. "	38,000	5	many y'rs	1866	....
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1875	153
" — " " 1860..... "	198,500	7	" "	1880	....
" —War bonds..... "	610,004	7	" "	1872	....
Connecticut—War Fund bonds.....coupon }	2,000,000	6	Jan. & July.	'71-'72	....
" — " " " ..... " }		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1887	....
Florida—State bonds.....coupon	143,000	7	.....	.....	....
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	....
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	65
" — " " (R. R.)..... "	525,000	7	" "	'72-'77	....
Illinois—New Int. Impr. stock .....Inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,065	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ....coupon	2,137,000	6	" "	'63-'80	100
" —War bonds..... "	2,000,000	6	" "	1879	96
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .....registered	5,123,500	5	Jan. & July.	1886	86
" — " " ..... "	2,058,173	2½	" "	1936	68
" —State Int. Imp bonds (not adjusted)	391,000	....	.....	d'm'd.	....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	94
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	86
" — " " special stock "	1,216,787	5	" "	.....	....
" — " Deferred stock ..... "	1,243,000	5	" "	.....	....
" — " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1865	....
" — " " (war loan)..... "	906,000	7	" "	81-'82	....
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	....
Kansas—State bonds (sinking fund)..coupon	146,000	7	Jan. & July.	1876	....
" — " " " ... "	54,000	7	May & Nov.	1878	....
" — " " (domestic)..... "	65,000	6	July.	1885	....
Kentucky—State bonds .....coupon }	4,900,000	5	Jan. & July.	'65-'75	....
" — " " ..... " }		5	" "	'81-'91	....
" — " " ..... "		5	" "	'91-'99	....
" — " " (bank) ..... "	200,000	5	" "	1891	....
" — " " ..... "	67,500	6	" "	'91-'99	101
" — " " (war loan) .. "	2,000,000	5	" "	1871	....
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	.....	d'm'd.	66
" — " (R. R. etc.)... "	3,902,000	6	.....	'67-'99	....
" — " " (banks)..... "	5,398,555	6	.....	.....	....
" — " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5		1905	....
" — " (st'k'g conv.).. "	200,376	5		1885	....
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... Inscribed	500,000	3		1890	....
" — " " (") ..... "	100,000	4½	Chiefly	1888	....
" — " " (") ..... "	767,560	5	quarterly.	42-'58	....
" — " " (") ..... "	399,405	5		1890	....
" — " " (") ..... "	148,711	5		'89-'90	109
" — " " (") ..... "	133,689	6		plens.	....
" — " " (") ..... "	3,000,000	5		1870	107
" — " " (") ..... "	35,000	6		1885	....
" — " " (") ..... "	605,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	....
" — " " (T. & G. R. R.)... "	598,380	6	" "	'88-'90	....
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	500,000	5	" "	1893	125½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	....
" — " " (Cons. Stat ac.) "	150,000	6	" "	1870	....
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	125½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" — " " (" ") "	94,000	5	Jan. & July.	1874	....
" — " scrip..... "	200,000	6	" "	'84-'86	....
" — " ..... "	347,000	6	June & Dec.	'68-'72	....
— — " ..... "	53,000	6	" "	'65-'72	....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan... "	1,000,000	5	" "	1893	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	....
" —War Loan.....(" ") "	537,000	7	" "	1896	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'88	....
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1887	100
" — " " (Indian war). "	100,000	7	" "	1871	....
" — " " (Railroads)... "	2,275,000	7	" "	1893	....
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	'41-'71	....
Missouri—Bank Stock Loan of 1857.....	50,000	5½	Jan. & July.	1882	....
" — " " "	199,000	6	" "	1863	63½
" — " " "	100,000	6	April & Oct.	1863	....
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1883	....
" —Renewal Loan of 1853.....	200,000	6	" "	'72-'85	66½
" —R. R. Loans: Pacific R. R...coupon	7,000,000	6	" "	'87-'89	....
" — " " S. W. Branch... "	4,500,000	6	" "	'73-'87	85½
" — " " H. & St. Joseph "	3,000,000	6	" "	'72-'87	....
" — " " N. Missouri "	4,350,000	6	" "	'73-'89	....
" — " " Iron Mountain "	3,501,000	6	" "	'87-'89	....
" — " " C. & Fulton .. "	650,000	6	" "	1889	....
" — " " Platte Co. .... "	700,000	6	" "	'64-'66	....
" —Revenue bonds	431,000	9	June & Dec.	1876	100
" —State Defense warrants	780,000	.....	.....	.....	....
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1892	....
" " —Notes	200,000	6	.....	.....	....
New Jersey—State stock .....registered	98,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	....
" — " " " ("). "	200,000	6	" "	1871	....
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	....
" — " " Deficiency Loans..	348,107	5	" "	pleas.	....
" — " " " " "	900,000	5	" "	1878	....
" — " " " " "	442,961	5	May & Nov.	1868	107
" — " " " " "	1,189,781	6	Jan. & July.	pleas.	....
" — " " " " "	1,300,000	6	" "	'68-'78	119
" — " " " " "	700,000	7	" "	1870	113
" — " " Comptroller's b'nds	28,898	5	.....	d'm'd	....
" — " " " " "	11,050	5½	.....	d'm'd.	....
" — " " " " "	14,230	6	.....	d'm'd.	....
" — " " " " "	421,000	6	Jan. & July.	'63-'67	....
" — " " Railroad Loans.....	287,700	4½	J., A., J., & O.	1884	....
" — " " " " "	58,000	5	Feb. & Aug.	1876	....
" — " " " " "	28,000	5½	J., A., J., & O.	1865	....
" — " " " " "	320,000	5½	Jan. & July.	1885	....
" — " " " " "	100,000	6	" "	1867	....
" —Canal Fund Loans.....	6,922,274	5	" "	'62-'74	108
" — " " "	15,889,025	6	" "	64-'78	117
" — " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (") ..... "	1,015,000	6	" "	1865	95
" — " " (") ..... "	379,866	6	" "	1866	....
" — " " (") ..... "	2,183,532	6	" "	1870	105
" — " " (") ..... "	1,600,000	6	" "	1870	105
" — " " (") ..... "	4,085,309	6	" "	1881	103
" — " " (") ..... "	2,400,000	6	" "	1886	108
" — " " (domestic debt).....	125,680	6	" "	1903	108
" — " " (war loan).....coupon	1,500	.....	" "	1866	....
" — " " (")	279,313	6	" "	1868	....
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip	55,372	.....	.....	.....	....
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	....
" — " " "	10,780,095	5	Jan. & July.	due.	94½
" — " " "	3,886,070	5	Feb. & Aug.	due.	....
" — " " "	3,690,614	5	Mar. & Sept.	due.	....
" — " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,890	5	" "	1864	....
" — " " "	675,029	5	Feb. & Aug.	1864	....
" — " " "	1,045,629	5	June & Dec.	1864	....
" — " " "	1,558,673	5	Jan. & July.	1864	....
" — " " "	2,277,755	5	" "	1868	....
" —State bonds.....coupon	1,766,214	5	" "	1870	100½
" — " " ..... "	4,860,000	5	Feb. & Aug.	1877	98½
" —Inclined Plane Loan	428,000	5	" "	1876	....
" —State bonds.....coupon	400,000	6	April & Oct.	1879	106
" —Bank Charter Loans.....	650,000	5	Jan. & July.	1892	....
" —Relief Notes in circulation...	360,937	5	.....	.....	....
" —Military Loan bonds ...coupon	97,360	.....	.....	.....	....
Rhode Island—State bonds (war loan).coupon	3,000,000	6	Feb. & Aug.	1871	104
South Carolina—State bonds (stg).....coupon	2,000,000	6	Mar. & Sept.	1892	101½
" " —Inscribed certificates	434,444	5	.....	1868	....
" — " —State b'ds (railroads).coupon	1,708,017	6	.....	.....	....
Tennessee—State bonds (banks) .....coupon	1,310,000	6	.....	'68-'90	....
" — " " (interu. impr.) "	1,125,000	6	.....	1877	50
" — " " (railroads) ... "	2,063,606	6	.....	1892	55
" — " " (capitol) ..... "	12,799,000	6	.....	Var.	43
" — " " (Hermitage) .. "	608,000	6	.....	Var.	....
Texas—Had no debt in 1861	48,000	5	.....	1890	55
Vermont—Inscribed certificates	.....	.....	.....	1900	56
" —State bonds (war loan) .....coupon	175,000	6	.....	.....	....
" — " " (") ..... "	58,000	6	.....	'65-'64	....
Virginia—Inscribed certificates (civil).....	751,000	6	Jan. & July.	'62-'63	....
" — " " (railroad) ...	404,000	6	Various.	1870	108½
" —State bonds (railroad) .....coupon	18,264,842	5	Jan. & July.	Var.	....
" — " " (sterling)..... "	12,624,500	6	" "	'85-'95	50
West Virginia—No information	1,865,000	5	" "	1892	....
Wisconsin—State bonds (civil)..... .....coupon	.....	.....	.....	.....	....
" — " " (war) ..... "	100,000	6	April & Oct.	'67-'68	100
" — " " (domestic) .... "	200,000	6	Jan. & July.	1867	....
" — " " (") .... "	100,000	6	" "	1877	....
	1,100,000	6	" "	'78-'98	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	56,794	55,123	74,690	63,995	86,211	76,426	61,453	103,636	94,928	107,758	78,751	64,937	938,641
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,154	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,055	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,000	224,256	312,164	320,857	281,419	------	------	---- ----
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,005
1861	83,030	63,975	77,007	76,009	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,758	1,261,050
1862	120,776	90,607	75,676	76,459	102,363	138,374	119,947	117,066	146,268	161,503	138,795	135,595	1,423,430
1863	140,024	130,225	122,512	126,798	144,995	170,957	139,142	160,306	210,729	216,030	196,435	201,134	1,959,287
1864	158,735	175,482	243,150	175,838	188 565	206,800	195,103	271,141	331,494	312,049	319,816	------	---- ----
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,851	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,231	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	103,148	81,226	56,199	855,643
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	103,956	90,991	994,677
1863	69,601	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,288	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,620	------	------	------	------	------	------	------	---- ----
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,204	52,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,408	82,467	52,400	889,409
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,328	88,401	106,253	956,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,178	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	96,134	130,551	150,597	143,536	185,920	1,579,509
1864	154,058	176,105	203,329	158,977	128,000	100,000	113,515	154,245	182,110	183,649	------	------	---- ----
Erie:													
1859	304,708	319,593	372,296	380,343	240,963	330,657	361,819	359,114	455,235	465,059	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	293,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,106	963,559	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	905,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	------	------	---- ----
Galena and Chicago													
1860	60,653	62,693	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,283	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,898
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,632	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	---- ----
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	126,308	155,164	156,973	170,157	157,443	232,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	144,424	173,261	197,762	246,283	2,021,537
1862	307,330	281,568	208,963	202,346	192,442	151,427	159,760	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,769	253,049	273,726	306,596	361,600	340,900	------	------	---- ----
Illinois Central:													
1859	132,936	134,211	164,630	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,000	193,931	248,971	259,643	321,150	243,163	225,196	2,664,848
1861	321,844	279,263	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,627	181,084	191,648	206,240	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,453	437,679	424,531	4,571,023
1864	318,200	406,596	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	---- ----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,884	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	33,778	60,540	64,306	35,328	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	78,215	83,964	75,055	80 633	94,375	96,062	90,576	97,047	------	---- ----
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,511	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,687	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862	53,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,133,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,362	1 5,417	205,054	138,342	90,000	1,224,243
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,647	113,398	168,218	178,526	------	------	---- ----
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	180,495	152,172	1,754,819
1860	131,467	119,533	166,454	170,842	175,481	134,688	127,273	196,821	238,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	166,951	170,362	161,301	126,568	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	326,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,541
1864	256,600	304,445	333,058	327,204	264,818	311,717	279,129	356,264	398,330	404,568	------	------	---- ----
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,306	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,534	119,764	151,671	172,614	149,560	133,620	123,377	144,962	236,846	307,333	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	306,168	375,488	339,794	306,186	3,165,060
1864	252,435	278,846	348,302	338,276	271,558	295,780	263,244	346,781	408,445	408,866	405,510	------	---- ----
New York Central:													
1859	380,349	370,544	509,211	478,563	409,625	447,813	504,217	591,920	743,599	709,671	637,792	520,296	6,303,703
1860	387,128	402,530	561,075	555,141	551,700	495,943	544,494	692,382	868,985	811,558	780,736	523,047	7,164,623
1861	489,085	420,793	627,051	689,688	677,073	558,743	523,138	662,976	696,175	927,656	952,960	872,965	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	762,841	892,744	1,018,375	968,228	1,002,756	9,693,264
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,493	1,040,515	------	---- ----
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,863	89,239	91,100	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,361	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,066
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,153	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,022	283,646	288,619	245,977	2,735,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,316,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,835
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,828	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	609,383	------	936,188	------	------	------	------	------	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,705	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	266,785	270,675	216,501	204,778	180,429	248,031	270,086	352,071	292,780	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,240	397,525	401,289	364,334	370,983	3,745,319
1863	357,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,389	467,642	5,132,934
1864	290,676	456,211	602,603	574,630	499,547	520,942	486,687	669,102	705,974	758,560	------	------	---- ----
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	66,748	71,554	112,384	93,706	67,721	85,359	95,969	118,887	129,186	135,610	1,117,597
1863	109,806	110,063	120,310	123,115	113,798	123,949	118,077	130,278	153,470	144,738	143,748	162 921	1,554,913
1864	100,872	147,485	160,490	157,785	149,855	155,750	144,942	218,235	234,134	203,441	------	------	---- ----
Toledo and Wabash:													
1860	48,518	42,064	64,414	73,679	67,946	67,423	54,879	122,785	106,100	125,027	77,599	51,296	925 725
1861	59,639	47,043	62,561	76,274	79,278	80,074	93,464	138,722	142,527	162,855	127,686	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	108,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,790
1864	79,735	95,842	132,996	123,987	127,009	146,838	139,026	244,114	243,940	221,509	220,206	------	---- ----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$200,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1866	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	822,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,700	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	99
2d Mortgage		7	Jan. & July.	" "	1883	90½
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Comp.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850.	700,000	6	Jan. & July.	"	1880	108½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	103
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1868	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1850	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $300,000	790,800	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	102
" " $1,700,000	1,700,000	6	"	"	1883	100½
" " $2,500,000	867,000	6	"	"	1889	102½
Consolid. Mort. Loan $5,000,000			"	"		106½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,366,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3163,,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	190,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	66,000	8	March & Sept.	" "	1870	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1902	105
1st Mortgage pref. S. F.	555,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	90
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18—	
2d " "		8	" "	" "	18—	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	103
General 1st Mortgage	3,600,000	7	" "	" "	1885	95
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	97
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	90½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	93
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1863	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	655,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	500,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,139,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	81
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	502,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	0,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	107
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,000,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	259,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	101½
Guaranteed	100,000	6	" "	"	1875	103
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	109
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1860	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	844,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103½
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1873	98
3d Mortgage (convertible)	672,000	6	Feb. & Aug.	Boston.	1874	102
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	700,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennes.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	96,955					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1901	
Free Land, 2d Mortgage	1,500,000	8			1901	
Florida and Alabama:						
Internal Improvement (State)		7			1901	
Free Land, 2d Mortgage		8			1901	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7			1901	
Free Land, 2d Mortgage	300,000	8			1901	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	115
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110
Elgin and State Line	150,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85½
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	103
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	116
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	116
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	400,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	120
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	63
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	892,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	150,000	6	----	----	----	----
1st Mortgage	280,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,786,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1880	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	97
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,600,000	7	----	----	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	590,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	124½
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----	1882	122
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	122
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	102½
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	108
2d General Mortgage	2,194,500	7	" "	" "	1877	100
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8	----	----	----	----
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	112
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,000,000	7	----	" "	----	86½
2d Land Grant	700,000	---	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1885	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,880	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1906	----
Muscogee:						
1st Mortgage	349,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
***New Albany and Salem:**						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Stou'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1866	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----	----	----	----
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1856	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1899	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	109
Buffalo & Niagara F. R. R. Bds.	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	117½
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	104
" " (") B. & N. F.	73,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	166,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1884	103½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	120
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	109
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	116
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	111
5th Mortgage	1,739,500	7	June & Dec	" "	1888	107
Buffalo Branch	200,000	7	Jan. & July.	----	1891	106
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	105
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1854	100
3d Mortgage	980,300	7	Jan. & July.	----	1867	102½
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,058,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$222,000	6	Feb. & Aug.	New York.	75-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" " " "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1878	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99
2d Mortgage	3,077,000	7†	" "	" "	1861	29
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	93
Chattel Mortgage	500,000	10	" "	"	1887	114
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,060,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	66½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	------	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	105
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	112
2d Mortgage	2,621,000	6	April & Oct.	"	1875	107½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,300	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1863	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Peterab'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	366,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	406,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1886	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July.	"	1871	106
" 1843, "	1,531,800	6	" "	"	1880	105½
" 1844, "	810,000	6	" "	"	1880	105
" 1848, "	101,000	6	" "	"	1880	105½
" 1849, "	67,000	6	" "	"	1880	105½
" 1857, (convertible)	2,480,500	6	" "	"	1886	135½
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1854	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	111
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	103
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	"	1912	92
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	500,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'n Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1902	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1880	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	$324,006	6	----	----	1880	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	69
2d Mortgage	237,500	7	" "	"	1863	28½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	$22,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1886	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1858	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	------	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	50
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (I. K., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	------	85
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1897	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	205,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	558,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	67½
" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	300,000	7	March & Sept.	New York.	1890	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'53-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	102½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'76	104½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	500,000	7	May & Nov.	New York.	1866	60½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	$43,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1878	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	85.0	—	.....	50.0	.....	.....	.....	*Alabama and Florida*	1,451,386	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,806	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,686	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,820	111,282	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	506,156	202,209	6	.....
								ARKANSAS.													
8 Nov. '58	35.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	361,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '63	22.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	164,337	—	.....
31 Aug '64	61.8	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,109	72.8	458,245	1,232,307	885,219	17	220
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191.000	64,859	2,439,775	124.0	183,857	329,539	92,439	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	62.0	129,574	265,357	8	.....
29 Feb '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	172,124	212,558	—	—	117
30 Nov. '63	8.48	8.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,383,942	—	—	156.663	78,631	5½	.....
31 Dec. '63	66.0	—	5.0	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,516	195,056	61,234	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,387	117.4	570,410	1,424,772	720,482	12	150
30 Nov. '63	59.4	7.0	5.5	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	106
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	52.0	—	3.0	13.0	8	1	6	*Florida and Alabama*	532,791	30,556	—	191,485	195,000	75,894	619,112	52.0	.....	7,857	3,535	—	.....
.. .. '62	59.5	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	11.9	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	255,827	8	125
.. .. '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	40.5	—	23.7	—	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,560,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,005,650	4,156,000	312,500	.....	8,123,348	232.0	.....	1,159,188	528,048	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	.....
30 Sep. '59	136.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,200	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	24	91
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	394.0	1,955,519	3,090,211	1,850,499	8	117
1 Apr. '63	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,516	8,385,000	226,641	13,147,136	242.0	.....	1,083,054	448,503	—	43
31 Mar. '64	181.8	—	.....	—	61	69	1,196	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,580	2,143,875	1,103,414	6	106
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	526,451	6,028,400	3,506,000	—	10,962,115	341.7	1,484,06:	2,201,481	1,279,40	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Grent Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571.028	2,118,847	6	130
— — —	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,408	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	81	80	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	55
								INDIANA.													
— — —	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,090,483	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	102.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	936,061	1,219,100	51,772	2,233,748	109.0	.....	249,567	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	286	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,800	2,102,761	109.0	.....	442,893	156,541	—	72
1 Dec. '58	59.5	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25.689	1,699,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '63	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,843,508	*	10,000	1,299,571	998,000	11,086	2,491,368	84.0	355.887	598,092	360,525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,807	621,000	.....	2,175,223	103.0	312,859	527,963	268,156	—	—
31 Mar. '64	58.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,528,763	132.0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	845,827	371,40	—	364
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	.....	285,679	1,517,450	94,000	—	2,326,955	73 0	387,202	774,61:	307,527	13	150
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,766	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,044	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	180	Dubuque and Sioux City	58,200,485	65,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	84	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	438,821	21,356	—	.....
.. .. '62	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.5	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,742,971	276.024	—	1,582,169	2,930,000	387,582	4,375,993	111.8	.....	423,408	227,584	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,833	93,520	53,355	4	80
30 Jun. '63	66.1	—	.....	—				Louisville and Frankfort	1,398,332	126,735	6,540	1,109,594	301,000	—	1,663,713	66.1		222,909	120,069	3	85
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,006,834	3 930,500	236.670	11,986,430	300 0	841,658	3,261,690	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	190,204	491,922	223,849	—	.....
31 Mar. '61	208.0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	2,665,000	1,150,717	.....	.....	208.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,091	*	—	1,253,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,370,623	447,696	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '64	284.8	—	28.1	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,315,906	7,740,989	—	15,066,822	328.3	1,558,277	3,417,148	1,697,060	12	130
31 Mar. '64	246.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,668,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	73
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	203.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	206.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	458,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
Aug. '63	68.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,026	—	29
Dec. '62	298.8	—	17.7	68.0	21	26	807	*North Missouri*	6,398,779	804,983	—	2,489,207	4,350,000	.....	.....	168.8	.....	444,460	182,895	—	.....
Dec. '62	152.0	—	2.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,517	—	3,486,916	7,000,000	137,019	20,456,420	196.7	607,040	679,966	227,398	—	.....
Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4 [illegible] 80	116,883	—	71,513	4,600,000	.....	.....	114.0	98,371	241,482	128,886	—	.....
Sep. '62	86.5	5.6	8.2	—	16	18	219	*St. Louis and Ire Mountain*	.....	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	353,236	66,239	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	767,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,963	172,118	91,487	—	—
31 May, '62	99.7	9.5	.....	—	13	7	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,962	4,269,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	111
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	56,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,814,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,241,011	236.8	.....	3,922,203	2,305,788	6	112
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127⅝
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	801,395	2,260,000	4,850,000	—	10,846,232	261.0	1,012,096	2,307,443	629,581	—	55½
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	182,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	106
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,849	446,557	498,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	432,656	8	130½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	144½
30 Nov. '63	41.5	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	145
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,885	—	681,666	121,000	—	1,087,722	47.1	77,038	130,058	69,191	6½	62
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	108
30 Nov. '63	44.2	30.5	27.5	—	28	71	424	Eastern	4,007,268	815,165	264,102	3,000,000	1,837,000	56,500	4,894,100	89.0	477,753	812,556	390,594	6	106½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	119¼
30 Nov. '63	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,276	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	69,077	8	130
30 Nov. '63	20.1	1.5	1.2	—	5	5	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	8	19	N. York and Boston Air Line	1,079,887	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	81	505	Old Colony and Fall River	3,179,661	284,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	126½
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,569,228	218,182	—	1,650,000	28,000	—	1,676,000	44.4	220,461	384,612	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	881,470	82,545	—	243,305	220,900	1,286	471,592	—	—	17,520	17,262	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	89.1	8.0	8.5	—	10	13	179	Vermont and Massachusetts	3,209,557	297,343	—	2,214,225	925,760	—	3,821,698	77.3	112,508	271,815	140,136	—	38
30 Nov. '63	156.1	17.8	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,338	1,232,831	10	154½
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	162,158	6	95½
								NEW HAMPSHIRE.													
31 Mar. '63	53.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,696	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.0	—	8.0	—	18	16	246	Cheshire	2,475,346	322,266	—	2,086,925	685,400	—	2,969,352	53.5	338,025	382,183	189,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,288	7	64
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	113
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	15.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	90
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,128	*	—	997,862	2,089,500	173,932	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	53.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,283	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	152
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,396	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,886	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	573,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	512,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.0	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,557	103,645	7	116
31 Dec. '63	33.8	—	—	—	—	—	—	New Jersey	3,640,516	448,578	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	8	17	Northern New Jersey	422,297	*	—	156,850	264,200	77,798	438,798	21.2	—	90,618	29,592	—	170
31 Dec. '62	.....	—	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	145,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	.....	.....	.....	.....	Warren	1,907,750	.....	—	1,307,750	600,000	.....	1,907,750	24.0	.....	229,580	164 905	6½	110
31 Dec. '62	38.5	—	.....	17.	—	—	—	West Jersey	821,984	*	—	681,893	212,500	31,743	821,984	—	82,036	90,122	43,623	—	.....
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,858	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,096	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.5	—	14.5	—	32	27	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	266,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	95
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,718	1,844,287	7	115½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	47
30 Sep. '63	297.8	258.1	400.0	—	239	256	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	3,994 999	7	122½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	6,877,515	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	28	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	289,750	—	988,884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,297	51.8	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,278	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	51.0	—	8.0	—	12	16	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	322,794	154,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	188	Troy and Boston	1,608,558	220,906	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,958	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
-- -- '58	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,300	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,787	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,369,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	325,060	477,554	235,201	8	.....
15 Mar. '60	31.0	3.0	—	102.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	9	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	14
31 Mar. '64	50.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,063,328	496,991	10	122
31 May, '56	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	804,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.5	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	11	150½
31 Dec. '63	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,756	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	875,209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	21	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,500,000	1,503,000	—	5,103,896	96.7	562,396	2,066,623	1,268,786	23	.....
30 Nov. '62	101	102.5	.....	—	45	36	896	Cleveland and Pittsburg	7,834,004	*	—	3,832,712	4,324,606	94,529	8,251,646	203.5	.....	1,436,317	552,800	—	111½
31 May '64	103.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	58,025	4,654,800	7,288,790	—	8,707,006	188.8	756,292	1,691,266	823,714	8	110
31 Dec. '58	51.4	—	.....	58.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	869,673	575,250	222,450	.....	61.5	75,120	68,128	19,766	—	.....
31 Dec. '56	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,800,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	18	45	206	Columbus and Xenia	1,423,236	262,966	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	256,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,073	460,683	—	2,452,217	2,905,000	—	.....	142.0	.....	703,229	311,256	—	15
30 Nov. '63	83.1	—	39.6	—	25	38	413	Little Miami	4,107,139	492,979	437,113	2,951,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,302	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,437	53,095	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.5	—	.....	—	48	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,843,042	20,549,420	192.3	.....	829,952	119,082	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,216	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	152.9	52.0	.....	—	53	28	446	Sandusky, Dayton and Cinc.	5,983,573	594,400	102,886	3,280 887	1,496,728	11,190	5,159,662	205.9	388,894	600,162	133,747	—	52
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,302	92,288	—	.....
1 Dec. '63	242.4	—	.....	—	47	15	928	Toledo & Wabash	9,398,686	*	35,000	3,814,775	6,651,830	38,272	10,152,632	250.0	1,279,960	1,432,798	540,921	—	52

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,684,039	100.0		360,215	171,286		
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	306,567	11,465	—	16½
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,339	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	628,143	9	205
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	*	604,190	598,400	—	1,212,590	36.9	151,820	238,243	150,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000	Lease'd to	Northn Cen.		196,907	334,790	110,393	—	82½
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.6	144,871	423,386	169,286	10	—
31 Oct. '63	38.9	12.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,181,560	*		1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R. Co.	7	69
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,165	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*		622,345	1,325,992	223,000	2,174,427	54.0	143,578	259,629	101,570	—	29½
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	476,113	243,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,220	1,465,000	58,127	3,820,377	88.0	384,844	1,320,058	774,074	10	80
31 Oct. '63	28.5	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	45
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4,132,935	130.0	319,162	365,367	80,991	8	59½
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	66.8	274 990	511,890	273,391	—	31½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,843,484	2,883,457	18,430,250	16,949,124	—	38,245,468	356.9	5,311,202	1,891,413	5,111,412	—	67½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,500	—	1,672,200	24.0	244,425	382,498	179,595	9	59½
31 Oct. '63	230.0	—	21.5	58.0	86	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,486	7½	31½
30 Nov. '63	147.4	51.1	211.3	—	166	67	8,490	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	28,613,828	403 0	2,721,689	6,252,902	3,706,900	7	68½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	693,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	358,648	10	145½
31 Oct. '63	95.9	—	51.4	—	80	98	828	Phila., Wilmington and Balt.	8,774,500	*	381,129	7,480,000	1,017,500	—	8,477,500	200 5	647,020	2,540 248	1,602,119	10	67
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,889	72.0	209,746	215,587	105,856	9	12½
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	106
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lease'd to	Northn Cen.		40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,500	65,206	832,009	29.6	75,358	126,698	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	.....	62.0	297,700	421,757	199,155	8½	129
30 Nov. '63	15.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,200	—	437,117	8,500	—	.....	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.5	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '59	102.0	—	....	—	....	....	....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,326	102.0	.....	220,014	90,145	—	—
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,123	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,299,678	2,020,000	200,000	.....	140.0	.....	318,718	157,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	526,664	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,384	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	703,285	551,945	319,518	.....	59.4	99,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,178	83,129	44,666	—	—
1859	54.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	25,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,682,882	*	—	2,066,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	880,000	204,544	.....	45.8	57,950	127,953	67,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	37.0	—	....	158.0	....	....	....	Buffalo Bayou, Brazos & Col'd'o	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	87,000	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '64	110.2	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	189,877	306,850	167,430	—	89
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,851	423,027	112,168	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	—
31 May '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1½
31 May '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	.....	.....	1,687,500	.....	.....	1,687,500	oper. by Vt.		Central	.....	8	106
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,996	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.0	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. by		R.R. Troy	& Bost.	3	85
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	5.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	41,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	6,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,656	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,584	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	198	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,946	145,385	7	77
30 Sep. '59	22.2	2.5	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,586	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,065	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,758	541,197	55,948	3,162,764	1,480,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,235,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25 000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	190.9	—	24.9	27.8	....	....	....	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	755,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milwaukee and Prairie du Chien*	7,500,000	*	—	4,526,800	2,454,000	221,252	7,978,841	234.6	.....	1,163,734	414,741	—	54
10 May, '64	103.0	—	10.6	—	20	22	557	Racine and Mississippi	2,802,016	*	—	2,706,720	1,417,000	1,085,328	5,692,471	142.5	486,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (£ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,959	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242,708	117,842	—	15
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,760,510	7,326,405	77,210,345	1,096	.....	4,368,510	1,184,858	—	—
31 July, '63	229.0	115.5	66.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '62	95.0	1.6	....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.6	.....	.....	.....	—	—
								NEW BRUNSWICK.													
1 Oct. '62	105.0	0.9	12.0	—	14	15	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	197,640	20,005	—	—
1 July, '61	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	102,338	—	1,380,000	13,100	136,000	1,799,235	60 0	.....	134,556	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.6	....	—	20	15	160	Nova Scotia	4,273,401	*	—	4,273,261	—	—	4,273,261	92.0	155,416	139,107	37,151	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,729	48.7	.....	2,027,428	1,286,924	13	205

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	37½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	56
Chicago & Alton (preferred)	2,422,596	7	7	94
Chicago & Northwestern (pref.)	2,400,000	7	5½	77½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	67
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	51½
Erie (preferred)	8,535,700	7	7	103½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	45
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	143
Mil. & Prairie du Chien (1st prof.)	1,051,000	8	8	115
" " " (2d prof.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	93
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	74
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Bonds guar. by Virginia	200,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1565	----
Interest Certificates	161,990	6	" "	1865	----
Lehigh Navigation:					
1st Mortgage	2,736,682	6	M. & S.	1870	104½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	104
2d Mortgage	294,750	6			97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	98
2d Mortgage	3,980,670	6	J. & J.	1882	87½
Improvement	568,500	6	M. & N.	1876	90
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1895	----
Mortgage bonds	983,000	6	" "	1878	61½
Preferred Interest b'ds.	227,559	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	650,000	6	J. & J.	1878	96

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,583	—	70
Chesapeake and Ohio	100	8,224,595	---	----
Delaware Division	100	1,633,350	—	55½
Delaware and Hudson	100	7,500,000	10	205
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	2,479,950	6	73½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	97
" (preferred)	100	1,175,000	10	130
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	32½
" " (preferred)	50	2,722,607	—	38½
Susquehanna and Tide Water	50	2,048,260	—	14½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	77½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 62 —	@ 63 —
Pig, American, No. 1		57 —	@ 60 —
Bar, Swedes, assorted sizes	(in gold)	— —	@ 92 50
Bar, English, Refined		190 —	@205 —
Bar, English, common		175 —	@190 —
Band, English		— —	@230 —
Horse Shoe		— —	@225 —
Rods, English		205 —	@210 —
Hoop, English		230 —	@310 —
Nail Rod		per lb. —	15 @ — 17
Sheet, Russia		per lb. —	30 @ — 33
Sheet, English, Single, Double and Treble.		—	10½@ — 12½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb.	—31 @ — 40
English Spring	(1st & 2d qlty.)		— 19 @ — 23
English Blister	(1st & 2d qlty.)		— 20 @ — 32
English Machinery			— 22 @ — 24
American, Blister			— 16 @ — 20
American, Cast, Hammered			— 30 @ — 34
American, Cast, Rolled			— 19 @ — 23
American Spring			— 15 @ — 20
German			— 20 @ — 28
Milan (in bond)			— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(suits)	per lb.	— — @ — 65
Sheathing, &c. Old	(cash)		— — @ — —
Sheathing, Yellow			— — @ — 50
Pig, Chile			— — @ — —
Bolts			— — @ — 65
Braziers'			— — @ — 65
American Ingot	(cash)		—48½@ — 50

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb

Galena		per 100 lb.	15 50 @ 16 —
Spanish			14 75 @ 15 —
German Refined			14 75 @ 15 —
English			14 75 @ 15 —
Bar		per lb.	— — @ — 18
Pipe and Sheet			— — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb.	— — @ — 72
Straits			— 59 @ — 60
English			— — @ — 59
Plates, Charcoal I. C		per box	21 50 @ 22 50
Plates, I. C. Coke			17 50 @ 19 —
Terne, Coke			15 75 @ 16 —
Terne, Charcoal			18 — @ 18 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash)	per 100 lb.	3 50 @ 9 —
Clinch	(cash)		10 — @ 10 50
Horse Shoe, Forged	(cash)	per lb.	— 40 @ — 45
Wrought, English	(cash)		— — @ — 70
Ausable Horse, Norway Iron, Forged			— — @ — 50
Zinc Nails	(6 mos)		— — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine		per lb.	1 15 @ 1 20
Para, Coarse and Medium			— — @ — —
Carthagena, &c			70 @ — 72
Guayaquil			— — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity			— 49 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)			— 80 @ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)			— 69 @ — —
Naptha, Refined, (60@63 gravity)			— 50 @ — 52

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 7.

	Th 1.	F 2.	Sat 3.	M 5.	Tu 6.	W 7.
American Coal Co.	85	86	87	89	88	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	99	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	152	153	----	----	----	----
Canton Co.	32½	35	33½	32½	32½	34½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	89	90	----	91	----	----
" " pref.	92	93	----	94	----	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	117½	117½	118	117½	117½	117½
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	40½	41½	40½	40½	42½	44
" " pref.	76	76½	75½	75½	78	78½
" " 1st M.	----	96	----	95½	96	97
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	103½	104½	103½	104	106½	107½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	180	180½	----	----	----	----
Clev. and Pittsburg	110	112½	109½	110	111	111
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	108½	----	108	109	109	110
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	46½	47	46	----	46½	47½
Del. & Hudson Canal	----	----	----	----	200	200
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	93½	93½	92½	93½	94½	96½
" pref.	103	103	----	----	----	105
" 1 M. 7 p.c. '67	105½	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	115
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	115
Hann. & St. Joseph.	----	----	----	----	----	----
" " pref.	----	----	----	----	43	45
" " bonds	----	----	----	----	----	----
Hudson River	118	118½	117	116½	115½	117
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	128	130½	128½	128½	129½	131
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	116	----
Marietta & Cin 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	37½	37	35½	36½	36½	36½
Michigan Central	128½	129	128	128	129½	129½
" S F. 8 p.c. '82	123	122	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	69½	70	69 -	69½	72½	73½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	49	50½	53½
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	82	82	----	----	----	----
" " 1st M.	----	110	----	112	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	35	----	----
" L. G. bonds	----	----	----	----	----	----
Missouri 6s	61	61	----	----	66	64½
" 1ss. to H. & St. J. R.	----	----	----	----	----	85½
" " Pacific	67	66½	----	----	----	----
New York Central	119½	120	119½	120	120½	122½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	110	110	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" 1M. 7 p.c. '78	105	----	----	----	----	----
" 2M. 7 p.c. '84	----	----	----	----	----	----
" 3M. 7 p.c. '87	----	----	----	----	----	----
Ohio & Miss. cer.	36	36½	----	35½	36½	36½
" " pref.	90	----	----	----	----	----
Pacific Mail S.S. Co.	315	----	----	315	----	315
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	----
Phila. and Reading	134½	135	135½	136½	136½	137½
Pitts. Ft. W. & Chicago	104	104½	103½	103½	105	106
" " 1M. 111	----	----	----	----	----	----
" " 2M.	----	103	----	----	----	103
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	86½	86½	86	86½	87	87½
St. L., Alton & T. H.	----	----	----	----	51	53
" " pref.	----	----	----	----	----	72
" " 1M.	102½	----	100	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	56	56	----	----	----	56½
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	67½	69	69	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex. 100	----	100	----	100	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 7.

	Th.1.	F.2	Sat.3.	M.5.	Tu.6.	W.7.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	102	....	....	105
U. S. 5s, 1885, coup.	....	....	....	....	....	....
U. S. 6s, 10-40s, coup.	98½	99	100	99⅝	100½	101⅛
U. S. 5s, 10-40s, reg.	....	....	....	....	....	100
U. S. 6s, 1881, reg.	....	....	107x	....	104⅛	....
U. S. 6s, 1881, cou.	112⅛	113½	114	114	116½	118
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " ly.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	145	....	138½x	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 1 year certif.	97⅜	97½	97½	97⅝	97⅝	97½
U. S. 6s, 5-20s, coupon	106⅜	107½	107½	107⅝	109	110
U. S. 6s, 5-20s, new	106½	107½	....	107⅞	109	109½
U. S. 6s, " reg.	107	107½	....	....	108½	....
7.30 Notes, Feb. & Aug.	113	....	....	114	....	....
" " Ap'l & Oct.	117	117⅝	....	117	117½	118½
American Gold	225½	232½	227½	228½	230½	239

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

	W.30	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.
Beaver Meadow	....	....	....	....	....	....
Cattawissa	....	16½	....	....	16½	....
" preferred	38	....	....	37½	....	....
Camden & Amboy	152	152	152	152	152	....
" " 6s, '87	....	....	....	....	....	....
" " 6s, '70	107⅛	106½	....	....	....	....
" " 6s, '75	102	....	....	....	....	....
" " 6s, '83	102	....	....	....	....	100½
" " 6s, '89	....	....	....	....	....	....
" mort. 6s, '89	106	106½	....	....	....	....
Ches. & Del. Canal 6s '86	....	103	....	....	....	....
Del. Div. Canal	....	36⅜	....	....	36⅛	36⅛
Elmira & W'mesport	....	....	....	....	....	....
" " pref.	....	....	51½	50	....	....
" " 7s	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	73½	73½	....	73¼	....	73½
" 6s	....	....	....	....	....	104½
Lehigh Valley R. R.	80	79⅞	80	80	80	80
" " 6s	....	....	100½	....	100½	100½
Little Schuylkill R. R.	45	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	60	60	....	....	59½	....
Morris Canal	....	99	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	31½	....	....	....	....	....
" " 6s	98	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	56½	56	56½	56½	56	55½
Pennsylvania R. R.	67½	67½	....	67½	67½	67½
" 1st m.	112	....	....	....	....	....
" 2d m.	107½	....	....	....	....	107½
Penn. State, 5s	93½	93½	....	....	94	94½
" " 5s, coupon	....	....	....	96	....	95½
" " 6s, W. L.	....	....	....	....	....	104
Philadelphia City, 6s	....	....	....	98½	....	....
" " new	101½	....	....	....	....	....
Philad., Germ. & Nor.	59½	....	....	....	....	....
Phila. & Reading	67½	67½	67⅝	67½	68	68
" " 6s, '86	....	....	135½	....	....	....
" " 6s, '70	101	101	....	....	101	....
Philadelphia & Erie	....	....	....	30	30	....
" " 6s	....	103½	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	32½	32	32	32½	....
" " pref.	....	....	38½	38	....	38½
" " 6s '82	....	....	....	88	....	87½
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	107	....	....	....	....	....
Susq. Canal	14½	14½	....	....	14½	....
" " 6s '78	61½	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '82	....	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	78	....	....	....	....	77½
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	....	....	35¼	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	12	12	....	....	....	....
2d and 3d streets, "	....	....	69	....	....	....
Spruce & Pine, "	....	35	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

	W.30	Th.1.	F.2	Sat.3.	M 5.	Tu 6.
Baltimore City 6s, 1875	....	....	108	....	....	106
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	108½	108	....	....	....	....
Balt. and Ohio	111½	....	113½	....	....	112
" " b'ds, '62	....	....	....	....	....	....
" " " '67	102½	....	....	....	....	....
" " " '75	....	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	106½	....	....	....	....	106½
Northern Central	....	....	56	....	55½	56
" " b'ds, '85	102	100	....	....	....	101
" " " 93	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 7.

	Th.1.	F.2.	Sat.2.	M.5.	Tu.6.	W.7.
Boston and Lowell	....	....	....	....	106	....
Boston and Maine	130½	....	....	131	130½	130½
Boston and Providence	....	....	....	....	....	....
Boston and Worcest	144½	....	144½	144½	144½	144½
Cheshire, pref.	56	....	....	....	....	....
Concord	....	....	....	63	....	64
Connecticut River	....	....	....	108	....	....
Eastern, Mass.	106½	106½	106½	106½	....	....
Eastern, N. H.	....	....	107	....	....	....
Fitchburg	119	119½	119½	119½	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	130	....	....	....	....	....
Northern, N. H.	87	....	87½	....	....	90
Old Colony and Fall R.	126½	....	....	....	....	....
Ph., Wil. & Baltimore	67½	....	67½	67½	67½	67½
Portl'd, Saco & Ports.	111	....	....	....	....	....
Vermont & Canada	106	....	105	105	....	106
Vermont & Mass.	38	37½	....	37½	....	38
Western	155	....	154½	154½	154½	154½
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	101½	....
Metropolitan "	....	53	53	....	52½	52½
Middlesex "	....	....	60	....	62	....
Central Mining Co.	....	....	....	....	....	....
Franklin "	48½	48½	49½	....	49½	48⅞
Isle Royale "	....	19	19½	19	18½	18
National "	....	....	....	....	27	....
Minnesota "	25	....	....	....	....	28
Pewabic "	54½	54½	54	....	54½	54½
Pittsburg "	....	....	....	....	....	....
Quincy "	96	95½	....	....	....	96
Rockland "	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on the 17th of November:

Maryland 6s	65	to	68
United States 6s, 1881	40½	"	41½
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	26	"	28
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	69	"	71
Do., 2d mort., 1881	64	"	68
Pennsylvania, 1st mort., 1877	69	"	71
Do., 2d mort., 1882	65	"	67
Erie shares, $100 (all paid)	39	"	41
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	45	"	42
Do. do. $100 shares, all paid	51	"	52
Marietta and Cincinnati Railroad Bonds	70	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	..	"	..
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1885	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, December 10, 1864.

Stock Exchange and Money Market.

Congress being in session, the public look to it with great anxiety for some movement in relation to the financial condition of the country. Our military affairs are in a satisfactory position; what we now want is an arrangement by which our expenditures may be reduced to the most economical standard, compatible with perfect efficiency, our currency restored to its normal condition, and the means provided for the gradual but absolute redemption of the National debt.

The most obvious and immediate retrenchment is that which can be at once applied to the Navy Department. We have now an enormous number of vessels of war, upwards of six hundred, manned by fifty thousand seamen. We are going on building a large number more, and many of them of models and with machinery condemned by scientific and practical men. When Wilmington is taken, every harbor of the enemy will be effectually closed, and of our sea-going steamers one half will be without employment. It is therefore the evident duty of Congress to stop all further outlays in this quarter, and they can thus save the country a hundred millions a year, enough in fact to form a sinking fund to discharge the public debt, without an increase of our present taxation.

Another subject which ought to be considered by Congress is an alteration or amendment of the constitution by which export duties may be levied on certain of our great staples, which are indispensable to foreign nations, and which we alone produce in quantities enough to meet the demand. These are cotton, tobacco and petroleum. It has hitherto been the policy of most Governments to avoid the imposition of this kind of duty, since it is supposed that it checks foreign demand and raises up competition. Yet where competition cannot arise, it is deemed a legitimate measure. Russia levies an export duty on its tallow, which is an article, it almost exclusively furnishes, produced from its Kalmuck sheep; the principal continental European nations levy an export duty on rags, and Mexico has long charged it on its exports of silver. Our tobacco is enormously taxed in Great Britain, and furnishes a large amount of its revenue. Its importation is a monopoly in France and known as the Regie, also furnishing a large income to the Imperial treasury. Both these nations by their insidious conduct, and underhanded support of the rebels, have prolonged the war, and of course increased the amount of our National debt. It would be perfectly fair in us to compel them to pay for some part of their own work.

Our petroleum is suddenly become an immense interest, is rapidly extending in the production, and is being sent to all parts of the world, especially where the heat of the climate prevents the extensive use of candles, and where whale oil alone has been in use. These three articles of export, cotton, tobacco and petroleum, may be safely set down as likely to amount in value in the aggregate of two hundred and fifty millions of dollars per annum, the moment peace is restored, and a duty say, of 10 per cent., would not affect the quantity exported, would give twenty-five millions per annum to the Treasury, and be paid by foreign consumers entirely. Certainly every measure which will reduce our debt and taxation, of the character mentioned should be adopted without hesitation.

With regard to our financial measures, there is a general desire that our currency may be brought as nearly as possible to a metallic basis. This can only be done by repressing inflation. But in what quarter? Must the Government, which after all gives us the best paper we have, whose promises to pay are not only specially preferred by the people, but are actually hoarded, as the safest of all kinds of paper, must the Government borrow what it wants of the local banks, and pay them 6 per cent. for the use of their promises to pay which they do not pretend to redeem either in legal tenders or specie? They are most of them already inflated in the largest degree, and no doubt would be quite ready to in-

flate still more, if they can coax or frighten the Government to borrow a few hundred millions from them, and yield to them exclusively the money issuing power. It is of course very difficult to steer between this Scylla and Charybdis; and yet it may be done. If we could turn our National and local banks into mere institutions for loans and deposits, and they were prohibited from issuing their bills at all, or were so taxed that there would be no profit in issuing them, being confined to lending money and not paper, the Government could maintain the whole of its present issue of legal tenders without difficulty, and we should have the best National currency in the world. The number of these National banks is now 601, with an aggregate capital of $115,718,870, scattered far and wide, and an aggregate circulation of $70,507,840. They certainly have kept within the limits of their capital and the restrictions of the law, and pay a large tax besides, while the local banks have not hesitated to put out every dollar of circulation in every State where their circulation is less restricted. So far, it is evident we have not much to fear from the National banks in this respect. Just as soon as the old banks come into the system they will be compelled to curtail their circulation in conformity with the act, and one reason why so many of them are opposed to it, is because they know this will be the result.

Government securities are not only firm but on the advance, as will be seen by our quotations in another place. It is believed that no more gold interest paying securities will be put out, and this causes an additional demand for those now in the market. We think this is an apparent rather than a real change in the system, for when the war is over, currency will be the same as specie. An expectation contrary to this, pre-supposes a long war or a long disorganized currency, and we do not believe in either.

Mr. Blodget in his recent financial work on the commerce of the country, asserts with every show of truth, that there has been no real balance of trade against the United States for several years past, and this we are inclined to think is true. The difference between total imports and exports is not a criterion, for if it is, Great Britain is going behindhand by her own showing hundreds of millions every year. And if there is no real balance of trade against us as claimed by Mr. Blodget, the demand for specie made on us from abroad is either no more than we choose to spare, or it is raised by foreign houses on their credit by bills of exchange, or direct loans under instructions to do so, intended to cripple our specie reserves. It is a well-known fact for which we have the best British authority obtained through the latest arrivals, that all the specie shipped from this country to England at the present time is shipped at a loss, and this is also evident from the price in gold for exchange, which is for the greater part of the time below par. The President in his very dignified and lucid message alludes to a plan of raising money on a system allied to annuities, which shall consist of securities free from taxation, and not subject to legal process for debt. This would be quite popular with a large class of persons. Fortunes, and even a competence are very insecure in this country which is full of enterprise and risk. Unforeseen involvements break down large numbers of innocent and worthy citizens. It would be a remarkable circumstance, and in some measure compensate for the want of power to make provision for families under our existing laws, if there were allowed permanent investments in at least one kind of property, which nothing but a general break down of the Government could possibly impair. The adoption of this principle if we understand it, would give great inducements to the careful and industrious to place a portion of their surplus wealth in the securities proposed. Nor would it be injurious to trade and commerce, which ought not to be founded on the security of judgments, jails and the personal degradation of men, but on mens' character, their probity and their general conduct. He who gives credit does so at his own option. No law compels him to give it, and if there can be any method devised such as that of the President, (for it amounts to this,) by which families may be saved from poverty by a judicious and provident investment in these new Government securities, when they are in good circumstances, it will prevent a vast amount of misery, and of crime. We are therefore inclined to think the suggestion of the President is worthy of serious consideration. It would certainly give an immense amount of money to the National Treasury, for which a very low rate of interest only would have to be paid, in consequence of the advantage attached to the security.

We notice in connection with this movement of the Government securities to a higher price, that the gold coinage at the mint for the month of November was principally in double eagles, with a total of $891,971 34, and the silver in half dollars, $42,223 34, and of copper 8,755,000 pieces, of one and two cents value. Notwithstanding this enormous issue very few are in circulation, and this can only be accounted for except by the theory that they are hoarded by small tradesmen and poor working people. We are informed that the conductors of our city cars lose on each trip in making change, 50 cents on the average, so that the loss on the numerous lines, with their numerous cars and eight or nine trips each per day, must be very large to the companies, which to gain the extra penny for the fare, experience considerable difficulty in supplying the demand.

It is understood that our copper coins afford a large profit to the Government, and it is to be hoped it will continue to issue them without stint so long as they are caught up and hoarded with such little grounds for it.

The demand for the National securities on the continent continues active, and is likely to continue. Foreign correspondents assured their friends here, that nothing was wanting to place our Government, and the cause of the Union in the very highest possible credit abroad, but a nearly unanimous expression of the people in favor of the President. This has been given, and we confidently expect to hear that the prediction has been verified. Financially the President's message will be of incalculable importance to the friends of the Union throughout the world.

The railway share market remains without animation, except in cases where immediate dividends are about to be realized. Railway bonds are in good oder, and a new company, (the Adirondack,) has recently had twice as much money offered it, as it advertised for. Commercial loans are negotiated easily, and at moderate rates. The associated banks the last week increased their transactions in this line $3,683,421, and did it in perfect security as their deposits increased $4,010,742, though their specie only increased the same time by $25,203, and their circulation decreased by $45,427.

With regard to the new issue of 7-30's it is understood Mr. Fessenden intends to rely on them for a time, and we think he may very properly do so, since his receipts appear to be from taxation and customs more than two hundred millions per annum. We learn that their character is as follows:

They are all dated August 15th, 1864, and have three years to run from that date. They are in denominations of $50, $100, $500 and $1,000. Each note has five coupons payable on the 15th of February and August in each year. This interest is two cents a day on every $100, and is in currency. When the notes mature, the holder can take the money, or he can convert them into the 5-20 six per cent. gold-interest bonds. The subscriptions are increasing. The option to take the money in August, 1867, or to take the 5-20 bonds, is a privilege not to be lost sight of. These notes produce in the years they have to run, $21 90, in currency, on every $100. A 5-20 bond produces $18 in gold. Then the question is, how high will gold range or average during the three years? If gold averages 200, a $100 5-20 bond notes, in currency $36, or $14 10 more than a 7 3-10 note; but if gold shall average only 150 for the three years, then a 5-20 bond will yield in currency only $5 10 more than the 7 3-10 notes. Therefore, the premium on a 5-20 bond must be estimated according to the estimated price of gold from now to August 1867.

The financial condition of the country as appears from the documents submitted to Congress with the Message, is perfectly sound, and capable of much greater power than has yet been put forth.

We observe with great satisfaction that the Post Master General, has adopted the suggestion we have for the last two years repeatedly urged on our National authorities, of employing our surplus naval steamers in carrying mails and passengers on the Ocean. This is the most recuperative measure of a commercial character of all the others before Congress. Let us have a dozen lines of armed Mail Steam Packets, and our trade will at once revive. Private associations even with heavy subsidies could not establish them in a dozen years.

The balance in the Sub-Treasury on Wednesday was $82,484,780 08.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending December 5, was $1,278,576, against $2,386,342 in 1863, and $2,938,554 in 1862.

The exports from New York for the week ending December 5, were $3,998,585 against $3,505,610 in 1863, and $3,349,504 in 1862. The shipments of specie since January 1, have been $45,546,385. The exports since January 1, have been $199,673,814 against $160,399,889, in 1863, an increase of $39,282,915. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to December 26, was $64,137,935.

The value of foreign goods imported into the port of Boston for the week ending December 2, was $397,418, against $864,865 for the corresponding week in 1863. The exports were $518,429

against $280,243 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $167,390.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, 60; Indiana War Loan, 94; Illinois coupon bonds, 1879, 99⅞; Kentucky 6s, 101; Ohio 6s, 1881, 103; U. P. R. R., E. D., 1st mort. L. G. bonds, 35; Goshen Br. bonds, 102½; McGregor Western 1st mort., 77¾; Milwaukie and St. Paul 1st mort., 93; Cincinnati Hamilton and Dayton, 122; Hartford and New Haven R. R., 220; Rome and Watertown, 106; Sixth Avenue R. R., 115; Mariposa 1st mort., 95½; Nicaragua Transit, 5; Brunswick City Land Co., 6; Central Coal, 60; Schuylkill Coal, 7; Ashburton Coal, 18; Wyoming Valley Coal, 76; Smith Paramalee Gold, 9; Gunnel Gold, 2½; Bank of Commerce, 115; Am. Ex. Bank, 121; Metropolitan Bank, 122; Market Bank, 105; Bank State of New York, 113½; Shoe and Leather Bank, 100½; St. Nicholas Bank, 100; Merchants Ex. Bank, 98; Hanover Bank, 104; Bank of Republic, 100; 4th National Bank, 98; Central National Bank, 100.

Philadelphia.—Reading 6s, 1844–'80 105; Camden and Atlantic 7s, 97; Girard College R. R., 26; 13th and 15th streets R. R., 25½; 5th and 6th streets, 52; Green and Coates 7s, 99; Preston Coal, 33; Fulton Coal, 7⅝; Clinton Coal, 1½; Hazleton Coal, 75; Green Mt. Coal, 4⅛; Big Mt., 5¼; Monocacy Iron, 10⅜; Penn Mining, 22; Allegheny and Pittsburg Oil, 10; Alleghany and Tideoute, 1.56; Ætna, 2¼; America, 1¾; Alcon, 1; Briggs, 5½; Big Tank, 2¼; Bruner, 2⅝; Bull Creek, 4½; Caldwell, 6; Corn Pl., 7⅜; Crescent City, 2⅞; Curtin, 15; Cow Creek, 2¾; Cherry Run, 30; Continental, 3¼; Densmore, 8⅝; Dalzell, 9¼; Dunkard, 1¼; Egbert, 4⅛; Excelsior, 1¾; Eldorado, 2⅛; Franklin, 1; Great Basin, 3⅛; Globe, 1⅝; Hibbard, 2½; Hewes' River 2¼; Howe's Eddy, 1¼; Irwin, 7¾; Krotzer, 2; Keystone, 2½; Logan, ½; Maple Farm 2¼; McClintock, 5¾; McElheny, 5⅞; Miller, 1; Mineral, 3; Maple Shade, 39¾; Mingo, 4¾; Noble and Delamater, 10⅜; Organic, 1¾; Oil Creek, 8⅛; Philadelphia and Tideoute, 2¾; Phila. and Oil Creek, 1⅝; Petroleum Centre, 3¼; Pope Farm, 1; Perry, 4⅜; Revenue, 3¼; Rock, 5; Rathburn & Co., 2½; Story Farm, 2½; St. Nicholas, 4½; Seneca, 11⅛; Tarr Homestead, 6¼; Tideout and Allegheny, 1⅝; Tarr Farm, 2¾; Union Petro., 2¼; Upper Economy, 1⅛; Van Buren, 2; Venango, 1; Walnut Island, 3¼; Kentucky Bank, 110½; Girard Bank, 51; Mechanics' Bank, 34; Farmers' and Mech. Bank, 69; Union Bank, 62½; Bank of North America, 18. The latest quotations are: City 6s, 96½@97⅛; do., new, 98@98¾; State5s, 94@94; do., coupon, 95@96; do., 6s, W. L., 104½@105½; Phila., Wil. and Balt., 67½; Reading, 68⅛@68¼; do., 6s, 1870, 100¼@100½; do., 1886, 135⅛@135⅜; Camden and Amboy, 152@152¼; Penn. R. R., 67@67⅛; do., 1st mort., 111@112; do., 2d mort., 107¼@107½; Little Schuylkill R. R., 44@45; Morris Canal, 98@99; do., pref., 130@130; do., bonds, 104@105; Wyoming Valley Canal, 78@78¼; do., 6s, 95@100; Susquehanna Canal, 14@14⅝; do., 6s, 60@61; Sch. Nav., 32¾@33¼; do., pref., 38¾@39; do., 6s, 1882, 87¾@88; Union Canal bonds, 18@19½; Delaware Div. Canal 36@36¼; do., bonds, 95@97; Elmira and Williamsport, 34@37; do., pref., 50@52; do., 7s, 1873, 105@108; do., Chattle 10s, 75@77; Beaver Meadow, 75@87; Long Island R. R., 47@50; Lehigh Coal and Navigation, 72½@73; North Pennsylvania, 29½@31; do., 6s, 98@99; do., 10s, 110@120; Philadelphia and Erie, 30@30¼; do., 6s, 103½@105; Minehill, 59⅞@60; Catawissa, 16½@17; do., pref. 37@37¾; Lehigh Valley, 79¾@80; do., bonds, 100¼@100½; Fifth and Sixth streets, (horse,) 50@52½; Second and Third, 68@69; Race and Vine, 11¼@12½; West Philadelphia, 64@66; Spruce and Pine, 34⅞@35; Green and Coates, 25@25½; Chestnut and Walnut, 40@50; Arch, 15½@15¾; Thirteenth and Fifteenth, 25@26½; Girard College, 26@26; Tenth and Eleventh, 48@48; Norristown, 59@60.

Boston.—Boston and New York Air Line 6s, 55½; Eastern R. R. 6s, 1874, 102; Northern Ogdensburg 2d mort., 29; Boston, Concord and Montreal 7s, 101; Rutland and Burlington 1st mort., 69; do., 2d mort., 28½; Boston, Hartford and Erie R. R., 27¾; Connecticut and Passumpsic Rivers R. R., 69; Ogdensburg and Lake Champlain, 26; Boston and Lynn (horse) 100½; New Hampshire 6s, 1875, 97½; Massachusetts 5s, 1893, 115; Maine 6s, 1889, 98¾; Brooklyn 6s, 1891, 109; Chicago 7s, 1880, 104; Augusta 6s, 1870, 99½; Bangor 6s, 97; Boston 5s, 116¾; Albany 6s, 1876, (Western R. R.,) 102½; Boston Water Power Co., 32¾; East Boston, 10¾; Saco Water Power, 150; Cary Imp. Co., 10⅝; Essex Co., 94; Union S. S. Co., 140; Cambridge Gas, 98; Short Mt. Coal, 42; Mammoth Vein Coal, 33; Mt. Pleasant Coal, 40; National Bank, 98; Suffolk Bank, 240; Webster Bank, 106; Merchants' Bank, 105; Washington Bank, 110; Eagle Bank, 117; Shoe and Leather Dealers Bank, 139; Acton Mining Co., 1½; Arnold, 1; Albany and Boston, 25½; Bay State, 21; Bedford, 65c.; Boston, 4; Copper Falls, 27¼; Canada, 1⅝; Colorado Gold, 3¼; Canada Lead, 2½; Concord, 5; French Creek, 1; Great Basin Oil, 3⅜; Huron, 41½; Humbolt, 10; Hancock, 9; Highland, 7½; Manhattan, 7⅜; Native, 1; North Cliff, 5; South Side, 3¼; Star, 6¾; Superior, 7.

Baltimore.—Laurel Cannel Coal and Oil Co., 5.90; Virginia Coal and Iron, 4; Bare Hill Mining Co., 3.10; Mineral Hill, 1.78; Springfield, 1.35; Santa Clara, 24; Am. Gas Coal, 2,20; Atlantic Coal, 1.40; Maryland Copper, 0.75; Balt. Chrome, 1.60; Penn Oil, 1.05; People's Bank, 20; Union Bank, 73; Bank of Baltimore, 108; Farmers' and Planters' Bank, 82½; Bank of Commerce, 23; Howard Bank, 10; Farmers and Mech. Bank, 41. The latest quotations are: Balt. and Ohio, 111@113; do., 6s, 1867, 102@104; do., 1875, 108@110; do., 1880, 108⅛@110; do., 1885, 108@110; Northern Central, 54½@56; do., bonds, 1885, 100@102; N. W. Va., 10@12; do., 1st mort., 107@108; do., 2d mort., 102⅛@105; do., 3d mort., 23@35; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 97@99¾; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½@42; Western Md. bonds, 86@89; do., guar., 112¾@113; Maryand 5s, coupon, 1870, 105@112; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 104@105; do., 1873, 104@108; do., 1875, 107@108; do., 1886, 109@109¾; do., 1890, 108@110; do., coupon, 107@109½; do., 5s, 1838–'70, 90@95; City Passenger R. R., 18@18½; Canton Co. 32¼@32½; Gardner, 0.75@0.95, Gas Coal, 2.05@2.50; Maryland, 0.70@0.75; North State, .10@.20; Springfield, 1.35@1.45; George's Creek, 129@130; Santa Clara, 23½@24; Balt. Chrome, 1.50@1.65; Bare Hill, 3.00@3.25; Atlantic Coal, 1.35@1.45; Mineral Hill, 1.90@1.95; Baltimore Coal, 110; Laurel Cannel Coal and Oil Co., 5.90@5.95.

Duties on Steel.

The use of steel in railways for rails, axles and tires, is beginning to be considered an imperative duty with our railway companies. Within a few months past accidents from defective rails have frightfully multiplied, and it is now evident that the ordinary iron bars can no longer be trusted. At this critical moment, comes the discovery of the superiority of steel for this purpose, and the best methods of its production. Its superior strength was not only demonstrable a priori, but is established by actual experience.

That the steel rail would come at once into use in this country as it has in Europe, there can be no doubt except for the high duty, increased by a recent decision of the Secretary of the Treasury under the tariff of July 1, 1864.

The comparative duty now levied upon iron and steel rails, axles and tires, is as follows:

Iron rails pay	60 cents	per 100 lbs.
" tires "	3 "	per lb.
" straight axles	2 "	"
" crank "	2 "	"
Steel ditto @ 45 per cent ad val., equal to	$2.50	per 100 lbs.
" " " " " "	5½ cents	per lb.
" " " " " "	3½@4½ cents.	
" " " " " "	20@25 cts.	per lb.

Formerly and under the tariff of 1862, these articles of steel came under the title of "Steel in form not otherwise provided for." Iron rails are mentioned in the tariff and specific rates of duty are laid upon them, but those manufactured of steel are not mentioned, and so they are now taxed under the head of "Manufactures of steel.' It is contended that there is an error in the view taken of the article itself. A steel rail is but one production, and not that of several processes. The formation of the material and the bringing it into shape are one process and simultaneous. It is never in the shape of merchantable steel, and this is proved by the fact that both tires and rails of steel as now manufactured cost much less than ordinary bars of steel. It would seem therefore, that the discrimination which we have pointed out is unjust, and has two bad consequences; it lessens the import and of course the amount of revenue, and it prevents us from having the best kinds of rails upon our roads.

The attention of Congress should be immediately directed to the subject.

☞ We invite attention to the advertisement of the Ninth National Bank in another column. This institution is a fiscal agent for the Government, and one of its depositaries. It offers particular advantages to purchasers of the new 7-30s, converts the old issues into 6s of 1881, and in addition to performing the functions of a Bank, acts as a Broker in all cases of Government securities for parties wishing to exchange or invest. This new feature is of great importance, protecting those who do business with them, from the dangers and losses which so often occur to those who deal with individual brokers of whose responsibility there is not always satisfactory evidence.

The Pacific States.

On this slope of the continent State after State, emerging from the chrysalis of inactivity, begins to spread its wings and wheel into the line of independent sovereignties. We shall in a very brief period of time add seven or eight new States to the galaxy, and, when they are organized and admitted, we shall form a very important and considerable portion of the American Union. The new State of Nevada will doubtless be admitted into the Union at the approaching session of Congress. The group of Pacific States will at no distant day comprise California, Oregon, Nevada, Deseret or Utah, Idaho, Washington, Arizona, and (on our eastern boundary) the States of Colorada, Dakota and New Mexico. These ten will be entitled to choose an aggregate of twenty United States Senators, and their number of Representatives in Congress will be apportioned according to their respective populations. The State of California contains a geographical area of 188,982 square miles; Oregon, 95,274 square miles; Washington, 69,002 square miles; Utah 106,854 square miles; Nevada, 85,454 square miles; New Mexico, 120,326 square miles; Arizona, 122,737 square miles; Colorado, 105,818 square miles; Idaho, 325,659 square miles, and Dakota, 143,687 square miles; an aggregate geographical area of one million three hundred and sixty-three thousand seven hundred and ninety-three square miles; a country large enough to subsist a population greater than that of all the Atlantic States combined. These States embrace every variety of climate and soil, and an exhaustless mine of wealth. Idaho, which was last year erected into a territory of the United States, already promises to rival California in its rich mineral deposits.

The condition of these States, and the advance of the tide of population, makes us more sensible every succeeding year of the want of a continental railway—the only means of communication between the East and West which can satisfy the people. We begin to think that the act of Congress, providing for the construction of this road, which was passed only after many years of effort and labor, is a dead letter upon the statute. What the country demands is active, efficient, and practical men to be engaged; we have no time to wait for the sale of the charter to foreign capitalists, but we want the road. In six months one hundred thousand laborers might be profitably employed upon it, and in three or four years from the date of the passage of the act of Congress the first locomotive might have made the pioneer trip from St. Louis to San Francisco—*San Francisco Argus.*

Liability of Common Carriers.

A decision in regard to the liabilities of railroad companies respecting freight, and one having an important bearing on common carriers generally, was recently rendered in Cincinnati. The report is given as follows:—

The case of John C. Nye, of Cincinnati, against the Baltimore and Ohio Railroad Company, to recover compensation for loss sustained by damage to fifty-two hogsheads of bacon, valued at three thousand dollars, detained at Leesburg on their transit from Parkersburg to Baltimore, in May, 1863, by reason of the railroad being in possession of the rebel army under General Lee, was recently decided, in the United States Circuit Court, in favor of the defendant. Associate Justice Giles delivered an opinion, in which he decided that contracts for the transportation of goods by carriers had reference always to those circumstances of which both parties are assumed to have due knowledge, such as the condition of the country and the season of the year; and that the carrier undertook to transport the goods in a reasonable time, taking all such circumstances into consideration; that in the present case the circumstances of the country entered into the contract, and if the railroad company transported the goods as speedily as these circumstances permitted, they were not responsible either for damages caused by delay, as regarded time or to the goods during the delay, if such damages were not caused by the negligence of the defendants. The Court further decided that the guarantee against military seizure had reference to the seizure of the road by the enemy, whereby delay was produced. The Court having pronounced its opinion told the jury that their verdict must be for the defendant on the case which had been submitted; but the plaintiff, when called, made no answer, preferring to submit to a non-suit. This decision is regarded as very important, as a number of other cases of like character are pending in the courts.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Nov. 25, 1864, was as follows:

Passengers	$25,778 41
Freight and live stock	26,625 83
Mails and sundries	4,035 98
Total	$56,440 21
Corresponding week of 1863	63,509 86
Decrease	$6,869 65

The earnings of the Marietta and Cincinnati Railroad for the 4th week in November:

	1864.	1863.
Passengers	$12,033 61	$5,223 70
Freight	19,853 41	14,057 70
Mail, express & telegraph	1,084 48	868 71
Total	$32,971 50	$20,150 11
Total this month to date	$97,047 18	$76,763 85
Total since Jan. 1	$924,997 28	$641,362 31

The earnings of the Grand Trunk Railway for the week ending Nov. 26, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$42,139 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	84,640 00
Total	$129,903 00
Corresponding week, 1863	126,142 00
Increase	$3,761 00

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Nov. 21, 1864, were:

	1864.	1863.
Passengers	$3,173 23	$2,197 69
Freight	10,234 22	8,104 16
Express	104 16	75 00
Mails	296 58	296 58
Total	$13,808 19	$10,673 43

Receipts from January 1st to Nov. 21:

1864	$526,042 66
1863	367,581 95
Increase	$158,460 71

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of November, 1864, were $102,020 00
Corresponding week of previous year. 75,598 00
Increase $26,422 00

The earnings of the Cleveland and Toledo Railroad for the 3d week in Nov. were $44,476 00
Corresponding week of previous year.. 32,648 00
Increase $11,838 00

The earnings of the Toledo and Wabash Railroad Company for the third week of November 1864, were $54,968 00
Corresponding week of previous year. 31,810 00
Increase $23,157 00

The earnings of the Michigan Central Railroad for the 3d week in Nov., 1864, were $96,573 71
Corresponding week of previous year.. 74,446 09
Increase $22,127 62

The earnings of the Chicago and Rock Island Railroad for the 3d week in November, 1864, were $86,696 00
Corresponding week of previous year.. 48,174 00
Increase $38,623 00

Obligation of Railway Companies to Carry Goods. Restricting Coal Traffic. Common Carriers.

In the recent matter of the complaint of William Oxlade against The North Eastern Railway Company, the plaintiff obtained a rule calling upon the defendants to show cause why an injunction should not issue against them pursuant to the Railway and Canal Traffic Act, of 1854, "to restrain them from violating or contravening the said act, and enjoining obedience to the same; and to restrain the said company from subjecting the said plaintiff and his traffic respectively to undue and unreasonable prejudice and disadvantage in respect of the matters referred to in the said affidavit, and in particular enjoining the said company to forward the coals and trucks of the complainant from the Terry Hill Station, to the other stations mentioned in the said affidavit, that is to say, York, Leyburn, and Bedale respectively, in like manner and upon the same terms as they forward coals and trucks for other persons," with costs.

The motion was founded upon an affidavit of Mr. Oxlade, of which the following are the material paragraphs:

1. I carry on my business of a coal merchant at Farmer's Moat, York, England, and I sell considerable quantities of coal at York, Leyburn, and Bedale.

2. The North Eastern Railway Company are the company referred to in the North Eastern Railway Company's Act (17 and 18 Vict. CCCXI.) They are the owners of the North Eastern Railway mentioned in that act, and of various stations on that railway including a station called the Terry Hill Station, where the said railway joins with the Clarence railway, and stations at York, Bedale, and Leyburn aforesaid.

3. I have a contract subsisting with the owners of the Cox Hoe colliery, in the county of Durham, for the supply by them to me of 5000 tons of coal to be by them loaded in my trucks, and conveyed to the said Terry Hill Station, at the rate of not less than 60 tons per week, up to the 4th of November instant (1863), the said colliery owners have employed the said company to convey the said coals; but on that day the said colliery owners declined further to allow the company's charge for the conveyance of my coals to be charged to them.

4. In pursuance of the said contract, 16 trucks containing coals consigned to me were on the 4th of November instant, delivered by the said Colliery owners at Terry Hill Station. The said trucks and their said contents then were and still are my property.

5. On that day I requested the general manager of the company to forward the said trucks with their said contents to me at Leyburn, Bedale, and York stations respectively. I then produced to the said general manager the sum of 50*l.* in bank of England notes, and requested him to take the company's charge whatever it might be, for forwarding the said trucks as aforesaid. He then refused to accept any money, and refused to make

any arrangement for forwarding the said trucks, or to give any information as to when they would be forwarded.

6. On the 5th of November instant, I tendered 50*l.* to the station master of the company at the said Terry Hill Station (who manages the forwarding of traffic from that station), and requested him to forward the said trucks to the said stations as aforesaid, and to take the company's charge, whatever it might be, for so doing. He then refused to take any money, and refused to forward the said trucks, stating that he had instructions from the company not to receive or forward any of my trucks.

8. The said company have for years past conveyed and still convey coals in trucks which are similar in all respects to my said trucks, and belong in some cases to the said company and in others to the persons employing the said company from the said Terry Hill Station to the same stations and places to which I requested my said coals to be carried as aforesaid, for the owners of the said Cox Hoe colliery, the owners of Byers Green colliery, Whitworth colliery, and many others; and have also for several months next preceding November instant conveyed from the said Terry Hill Station to the said other stations coals supplied by the owners of the said Cox Hoe colliery, under the said contract, to me, in my trucks.

9. On or about the 4th of November instant, I was informed in writing by the owners of the said Cox Hoe colliery, that they had received a letter from the general manager of the said railway company, stating that, as the said colliery owners had declined to allow the carriage of coals conveyed to me to be charged in account to the said colliery owners, the said company would not in future receive or forward trucks containing my coals.

10. My said trucks were in all respects fitted for the purpose of conveying the said coals as requested by me, and the sum tendered by me as aforesaid far exceeded any charge which the said company can legitimately make, or in fact claim to make for the service required by me. No objection whatever was made to the said trucks, nor to the amount offered. The said company have ample means and conveniences for conveying my said trucks as requested by me, and have had ample time for so doing; and they have daily since the 4th of November instant, conveyed trucks of coals from the said Terry Hill Station to York, Bedale and Leyburn, and left my said trucks behind. The only reason assigned on behalf of the said company for not conveying coals for me, is, that I am not a colliery owner; and I verily believe that no other reason exists, I have been informed and believe that the object of the company is, to restrict the consignment of coals for sale at York, Bedale, and Leyburn, and other places on the North Eastern Railway, to colliery owners and their agents.

11. The Clarence Railway communicates with many collieries in the Durham coal field; and practically the only means of conveying coals from these collieries to York, Bedale, and Seyburn, is, by the said Clarence railway to the said Terry Hill Station, and thence by the said North Eastern Railway to the said York, Bedale, and Seyburn stations.

12. I have occasion for the coals contained in my said trucks, which still remain at Terry Hill Station as aforesaid for the purposes of my said business; and the further detention of the said trucks, and the refusal of the said company to convey my coals, will cause great inconvenience and damage to me."

The company now showed cause, upon an affidavit of their general manager.

ERLE, C. J.—As to the duty of the company as carriers at common law, the case of Johnson *vs.* The Midland Railway Company, 4 Exch. 367, is a distinct authority to show, that, as a general rule, railway companies are only bound to carry according to the profession they make. And I am of opinion, seeing the large amount of traffic in coals upon the North Eastern Railway,—upwards of 8,000,000 tons per annum,—there is very good reason for the company saying that they will carry coals for colliery owners only. These may wait until the company are ready to receive them; but coals belonging to others, when once afloat on the line, are not managed with the same facility. The first section of Mr. Cardwell's act provides that every railway company &c., shall afford all reasonable facilities for the receiving and forwarding and delivering of traffic, &c., and no such company shall make or give any *undue* or *unreasonable* preference or advantage to or in favor of any particular person or company, or any particular description of traffic, to any *undue* or *unreasonable* prejudice or disadvantage in any respect whatsoever.

It appears from the affidavit of Captain O'Brien, (the general manager of the company) that the company are carrying coals under the regulations which were approved of by this court in the year 1857. The question then before the court was raised upon the Traffic Act. It was considered a judgment and the reasons given by the court for the conclusion there come to are quite satisfactory to my mind. I think the company have a perfect right to say that they will carry coals only for colliery owners. For the reasons alleged by them in their affidavits, it is evident they could not have the same control over the traffic, if they carried coals, for the general public. Mr. Oxlade says to the company, "Make an exception in my favor, because you have hitherto carried my coals for the owners of the Cox Hoe colliery, and I will abide by all your regulations." The answer to that, is, that if the company do this for Mr. Oxlade they would be bound to do it for all the Queen's subjects, and so would deprive themselves of the benefit of the complicated arrangements which they have found it necessary to adopt, in order to insure the safe and convenient use of their railways.

I think the rule must be discharged, and with costs.

WILLIAMS, J.—I am quite of the same opinion, I think the principles laid down by this court in the case of Oxlade and The North Eastern Railway company C. B. (N. S.) 454, must govern our decision here. If the matter is to undergo any further discussion, it must be by way of appeal against the decision in that case, and also against the decision of the court of Exchequer in Johnson *vs.* The Midland Railway Company, 4 Exch. 367. I see nothing in the system which the company have adopted, to bring them under the control of the court for an infringement of the provisions of Mr. Cardwell's Act.

The rest of the court concurring.

Rule discharged, with costs.

Union Pacific Railroad.

The first excursion train of the Union Pacific Railroad started from Wyandotte, Kansas, the eastern terminus of the line, on the 28th ult., and ran through to Lawrence, 38 miles.

☞ A joint stock company has been formed in Michigan City, Indiana, to which the Louisville New Albany and Chicago Railroad company have already subscribed one hundred thousand dollars, expecting to increase the amount to two hundred thousand dollars, for the purpose of constructing a harbor and a good port of entry at that place. The State of Indiana will be asked to aid in the work, and the projectors appear to take hold of the matter with great energy.

☞ A special meeting of the directors of the Allegheny Valley Railroad Company, has been called to meet at the company's office in Pittsburg on the 16th inst., "for the purpose of considering a contract with the Mahoning and French Creek Railway Company for the lease and extension of the Allegheny Valley Railroad, and to ratify or reject the same."

☞ The Legislature of Louisiana has passed a bill for the issue of bonds to the amount of $2,500,000, for the purpose of carrying on the civil government of the State of Louisiana, said bonds not to be sold at a greater discount than ten per cent.

☞ The Three Rivers and Arthabaska Railway is thirty-six miles long, and has stations at Buissrode, Aston, St. Celestin, St. Gregoire, and Becancour, opposite Three Rivers. The buildings, says the *Defricheur*, would be an honor even to the main line of the Grand Trunk.

☞ The stockholders of the Hempfield Railroad Company have re-elected James C. Acheson, Thomas Sweeney, S. Brady, of Wheeling, C. M. Reed, Joseph Henderson, Wm. McKennan, of Washington, and James C. Clark, of Greensburg, as directors for the ensuing year.

☞ The Lynn and Boston Horse Railroad Company propose to increase their capital stock one hundred thousand dollars, for the purpose of procuring "dummy engines," and to extend their road.

West Virginia Oil Region.

The fact has been satisfactorily established that there are rich deposits of oil in this State, on the east bank of the Ohio River, between Marietta, Ohio, and Parkersburg, West Virginia, and south and west of the latter, principally in the counties of Wirt, Wood, Pleasants and Ritchie. The principal developments are near the banks of the Hughes River, which empties into the Ohio at Parkersburg, and upon Bull Creek, Hughes Run, and the smaller affluents of the Hughes. Further north, the line of Duck Creek, which empties into the Ohio a mile above Marietta, and upon Cow Creek, still further east, have been found rich indications of oil, and already the capabilities of the basin have been tested in that direction. The

principal towns and villages in that region are as follows:—In Pleasants County, St. Mary's, Vaucluse, Parkersburg, Claysville and Kanawha. In Wood County, Belleville and Murrayville. In Wirt County, Petroleum and Elizabethtown. The facilities which this section of the country has for transportation of the oil to market are unequalled; the Baltimore and Ohio Railroad traverses its centre, and by that means Petroleum may be sent East in unlimited quantities. At Pruntytown, the intersection of the Wheeling Branch, gives access to that town, and thence by branch railroad to Greensburg the great Pennsylvania Railroad is struck. Within a few months, says the Philadelphia *Commercial List*, numerous men of capital have resorted to this region, with the intention of working the oil fountains. Wells have been sunk on Cow Run, Calf Creek, Rawsons Run, Ducks Creek, Newell's Run, Bull Creek, Sledge Fork, Horse Neck, and on other streams, the chosen names of which are more forcible than elegant. The product of these wells is satisfactory, ranging from 20 to 200 barrels a day, but none of them have been sunk sufficiently deep to prove their utmost capacity. The whole region is alive with preparations. Derricks are being erected, engines are getting ready, and boring is labored at with the utmost energy. It is estimated that by the beginning of December two hundred engines will be in operation in this section—a portion of Virginia which was sparsely settled, and wild in its character, only two years ago.

Wealth and Resources of Iowa.

This State was admitted into the Union in 1846. So rapid is the formation of the Northern territories into States, that it is hardly possible to find their boundaries in the Gazettes of only a few years back; Iowa is, however, in the centre of a cluster composed of Illinois, Missouri, Illinois and Kansas, and contains an area of 55,045 square miles, or 35,228,800 acres. In 1840, the population on this area was but 43,111, in 1846 100,000, and in 1860 674,913. The rate of increase between 1850 and 1860 was 251 per cent. It contains 14 principal cities and towns, of which the principal is Dubuque, with a population in 1860 of 13,012, very considerably increased since that time. Davenport has a population of over 11,267, Keokuk 9,000 and upwards, the others varying from 2,000 to 7,000, and all flourishing in a surprising manner.

The land under cultivation is 8,780,258 acres, and unimproved 5,649,136. The value of the farms is $118,741,405, and of the implements of husbandry used upon them $5,190,042.

The live stock consists of 174,258 horses, 5,718 asses and mules, 188,546 milch cows, 56,563 working oxen, 291,145 other cattle, 258,228 sheep, and 921,161 swine. The value of these by the last census was $21,776,786.

The products of animals was as follows: of butter, 11,520,002 lbs., cheese, 901,220, wool, 658,030, of animals slaughtered the value was $4,403,473, and the amount of wax and honey, 952,552 lbs.

The cereal crops were as follows:

Wheat, bushels	8,433,205
Rye "	176,055
Indian corn "	41,116,994
Oats "	6,879,658
Barley "	454,116
Buckwheat "	216,524

The commercial crops were of tobacco, 312,919 lbs., hops, 1,997 lbs., and flax 28,888 lbs.

The miscellaneous crops were:

Peas and beans, bushels	$45,570
Irish potatoes "	2,700,515
Sweet " "	50,938
Wine, gallons	8,706
Hay, tons	707,260
Clover seed, bushels	1,564
Grass seed "	69,432
Flax seed "	6,130
Maple sugar, lbs.	248,951
Maple molasses, gallons	97,751
Sorghum, gallons	1,993,474
Silk cocoons, lbs.	217

The value of the orchard products was $131,234, of market gardens $141,549, and of home made manufactures $314,016.

The number of manufacturing establishments in 1850 was 522, and in 1860 1,790, with a capital of $7,500,000, consuming annually of raw material $8,500,000, employing 6,577 operatives, and producing in values $14,900,000.

The value of the leading articles so produced was of

Flour and meal	$6,950,949
Lumber	2,378,529
Boots and shoes	385,296
Agricultural implements	280,037
Malt liquors (36,588 bbls.)	221,495
Spirits (383,320 gallons)	81,880
Iron castings	187,425
Steam engines	186,720
Woollen goods	167,960
Lead ore	160,500
Furniture	157,491
Printing	140,218
Soap and candles	118,170
Leather	81,760
Gas	55,900
Coal (2,900 tons)	6,500

The length of the railways completed at the close of 1863, was 872⅕ miles, at a cost of $25,704,052.

The internal artificial navigation is that on the Des Moines, which has been made by locks and dams.

The funded debt of the State in 1850, was $79,442, and in 1862, including amounts raised for war purposes, $1,122,295.

J. U. ORVIS, Pres't. JOHN T. HILL, Cashier.

THE NINTH NATIONAL BANK,

NO. 363 BROADWAY,

Capital paid in.....$1,000,000.

Fiscal agent for the United States, and Government Depository in the City of New York.

Has on hand the Popular 7 3-10 Notes, and allows ¡ per cent. to all subscribers.

Also 10-40 Bonds which are payable, principal and interest in Gold. Also converts the old 7-30s into 6s of 1881. Collects Certificates of Indebtedness. Buys and sells Quarter-Master's Checks and gives every possible facility to parties wishing to transact financial business with Government. 3m-50

WANTED

A gentleman with a capital of $25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2287 P. O., New Haven, Ct.

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Late OGDEN & DELAFIELD,

ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We **warrant it equal in every respect** to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a **superior article** for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at their office, by **DELAFIELD & BAXTER, 104 Wall st.**

The above CEMENT is used in most of the fortifications building by government.

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NO. 19 WALL STREET,

(BASEMENT,)

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BANKERS and BROKERS,

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Gold, Government Securities, State and Railroad Stocks and Bonds, bought and sold on Commission exclusively, at the NEW YORK STOCK EXCHANGE.

CENTRAL

Petroleum Exchange Office

No. 10 Pine St., NEW YORK.

WED. W. CLARKE & CO.

OUR OFFICE IS OPEN TO THE COMMERCIAL public for the purchase and sale of Petroleum lands of the oil districts of Pennsylvania, Virginia, Ohio and Michigan, and for the sale of oil stocks, many of which are paying large dividends monthly.

We now have in hand for sale stocks of the following companies:

Blood Farm Petroleum Co., N. Y., Chas. Butler, Prest.
Home Petroleum Co., N. Y., Josiah Oakes, Prest.
Tarr Farm Petroleum Co., N. Y., Jas. Wadsworth, Prest.
Central Petroleum Co., N. Y., Jas. Bishop, Prest.
American Petroleum Co., N. Y., F. C. Clark, Prest.
Oil City Petroleum Co., N. Y., D. S. Duncomb, Prest.
Michigan Central Petroleum Co, N. Y., F. Prentiss, Prest.
Penna. Petroleum Co., Phila., John S. Young, Prest.

We have centered with us $31,000,000 of capital invested in petroleum, and can supply applicants with names and general "status," of most companies now organized, and general information of the oil market, both at home and abroad.

Special attention is called to a prospectus now offered to capitalists and others of the "United Petroleum Farms Association," which combines some of the most wonderful productions of the day, paying at this moment attractive dividends, and combining a capital of $15,000,000 in this single enterprise. Subscription list opened for a few days at this office.

This enterprise with the present development, is now paying over two and a half per cent. per month, with a positive prospective increase almost fabulous.

Marine & Fire Insurance.

METROPOLITAN

INSURANCE CO.,

No. 108 BROADWBY, N. Y.

Cash Capital, - - - - - $300,000
Assets, July 1, - - - - - $708,502

This Company insures at customary rates of premium, against all MARINE and INLAND NAVIGATION RISKS on CARGO or FREIGHT; also, against loss or damage by Fire.

IF PREMIUMS ARE PAID IN GOLD, LOSSES WILL BE PAID IN GOLD.

The assured receive 75 Per Cent. of the net Profit, without incurring any liability, or in lieu thereof, at their option, a liberal discount upon the premium.

All losses equitably adjusted and promptly paid.

SCRIP DIVIDEND declared Jan. 12, 1864.

THIRTY-FIVE PER CENT.

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John C. Goodridge, Secretary.

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American Railroad Journal.

New York, Saturday, December 17, 1864.

Commerce of the Pacific Coast.

Continued from page 1187.

VANCOUVER'S ISLAND AND BRITISH COLUMBIA.

Except Australia, British Columbia and the islands adjacent to its coast would be the only important colonial occupation of the Pacific coast by Great Britain—Mauritius, Singapore, Hong Kong and Labuan, having their chief significance in the convenience of the mercantile marine. The station of England on the northwest coast of North America will prove of great value to that nation in the future struggle for commercial if not political ascendancy in the Orient.

Vancouver's Island, with its excellent harborage on Puget's Sound, is in the latitude of Ireland, and has a nearly similar climate. But little snow falls and the frosts penetrate the soil but a few inches. In summer the temperature is milder than in England and more equable. Cattle, horses, sheep and hogs are seldom housed. The arable portions of the island constituting more than half its area have an excellent soil, in which the usual staple grains and vegetables flourish luxuriantly, and the almost evergreen turf is well suited for grazing. The country now in course of agricultural settlement is within sixty miles of Victoria, the capital of the island, and is known as the district of Cowichan. The Government price is one dollar per acre, and the terms of sale remarkably liberal as to payment, etc.

The island is the naval station of England in the north Pacific. The harbor of Esquimault, three miles from Victoria and near the Straits of San Juan is a magnificent harbor. The forests are an inexhaustible resource for shipbuilding, while the mines of Nanaimo on the sheltered navigation of the Gulf of Georgia furnish the best bituminous coal. In 1863 no less than 22,000 tons of this mineral were shipped to San Francisco alone. Behind Nanaimo a remarkable natural cleft known as Albeoni Canal leads into Barclay Sound were extensive saw-mills have been established. These details indicate the great advantages of Vancouver for the construction, repair and coaling of vessels.

Northward of Puget's Sound the coast of British Columbia is so broken with inlets and sheltered by islands as to present the greatest possible advantages for fisheries and a coasting trade. The salmon, herring, and other fisheries of this region will equal those of Norway.

British Columbia in respect of agricultural capacity may be compared with Scotland, while its mineral resources are destined to a development fully equal to the gold product of the colony of Victoria.

The progress of the colony during the first four years of its organization will be illustrated by a statement of revenue, which is raised almost entirely by customs levied at New Westminster or the mouth of the Frazer River, and by a mining license of 20 shillings per year for each man. For the year 1859 the customs duties amounted to $92,320, the receipts from other sources being quite trifling; in 1860 the customs reached $152,080, and those from other sources as land sales, port and harbor dues, licenses, etc., nearly $115,000; in 1861 the customs yielded $205,885, and other sources $190,960; and in 1862 customs $294,900, and other sources $235,250. One-third of the gross revenues is devoted to the construction of roads and bridges, which are objects of first necessity in a rugged mining country; and by the improvement of the roads the cost of transportation has already been immensely cheapened.

The land system is identical with that of Vancouver's Island, the price of land being one dollar per acre, payable on easy terms.

The mineral wealth of the colony, especially the interior district called Cariboo, which parts the waters of the Columbia, Frazer, Saskatchewan, Athabaska and Peace Rivers, to every point of the compass has lately been attested by papers read at the London Geographical Society, and is confirmed by the returns of treasure exports at New Westminster and Victoria. Allen Francis, Esq., U. S. Consul at Victoria, states that the export of gold from that port in 1863, was $2,935,170, and he computes that an equal amount is carried away in private hands. Mr. Francis communicates the following statistics of the commerce of the port.

The imports for the last three years were as follows:

Imports from—	1862.	1862.	1863.
San Francisco ..	$1,288,359	$2,345,066	$1,880,117
Washington Territ'ry & Puget's Sound	228,350	224,793	242,781
Oregon	216,603	75,370	108,603
Total U. States .	$1,733,212	$2,645,229	$2,230,501
England	$516,041	$694,278	$1,432,521
Sandwich Isl'nds	54,382	112,108	113,486
British Columbia	31,454	32,424	65,870
China	.....	22,268	45,434
Melbourne	.....	32,170	.....
Valparaiso	.....	17,000	.....
Total....	$601,877	$910,248	$1,657,311

The exports consist chiefly of coal, lumber, etc., and not inclusive of treasure are comparatively insignificant. The treasure shipment of gold by express and in freight during 1862, was $2,167,183, and during 1863 $2,935,170, and the total shipments 1858'-63, amounted to $10,200,184. By far the larger portion of this amount was carried by Wells, Fargo & Company's Express.

RUSSIA IN ASIA.

In 1858, before the British and French fleets had reached the Pei Ho, the Russians had appropriated the best results of the campaign. In May of that year Gen. Monravieff concluded a convention

at Algoor with the Chinese authorities, which enlarged Siberia almost to the absorption of Manchooria, securing to Russia a region abounding with the elements of commerce. Along the Amoor River, fed by numerous navigable tributaries and capacious enough to admit steam vessels 2,000 miles from its mouth, the Russo-Chinese treaty fixed the dividing line of the two empires, only varying from its channel by a line running to the tide waters of the Pacific, at a point which gives to Russia the best harbor on the Sea of Japan. The territory thus acquired can hardly be estimated under 300,000 square miles, rich in the products of the forest, and in mineral wealth. In securing Mantchooria or the best half of the native land of the tribes whose dynasty is dominant in China, Russia has virtually pushed her frontier to the wall of China.

In the wilderness of Central Asia west and northwest of China Proper Russia is constantly making territorial acquisitions. Even Khiva, Kokand and Khorassan are dependencies of the czar. Indeed the Desert of Gobi on the east, and the Himalayan range and the frontiers of Afghanistan and Persia on the south, are natural boundaries within which Russian influence is paramount. Mongolia, Tibet, Turkestan, are at this moment less members of the Chinese Empire than the Russian. This portion of Asia, known historically as the birthplace and scene of empire of Genghis Khan, has a considerable capacity for commerce. Stretching from the Suliman range to Siberia, from the Caspian to the sea of Okhotsk, it certainly contains a considerable population, possibly a large one which wants clothing, weapons, iron instruments, most of the appliances and some of the luxuries of civilization, and can give in exchange, hides, horns, goat's wool, camel's hair, tallow, silk, borax, gems, metals, drugs, and all that wealth which is sure to be discovered in very wide tracts of earth.

The Amoor is the true practical road to the vast regions of Northern Asia from the Pacific, and by this route only can the interior of the Russian dominion be entered. In following up the initiative of 1858, Russia has been sedulously mindful of this fact, and is now making the most of it by the establishment of a system of steam navigation and telegraphy intended ultimately to connect this remote portion of its empire with Petersburg, its capital. The telegraph already connects Petersburg with Irkutsk a distance of 5,000 miles, and will be extended to the Pacific within a single year. The colonization of the valley of the Amoor has been undertaken and already eighty steam vessels are employed in the trade with the Russian possessions of the North Pacific, while the Government extends all possible encouragement to the enterprises projected by English and American capitalists to unite the telegraph lines of the United States and British America with the Russo-Siberian line now advancing to a junction across the Behring Straits and through Russian America.

The Hawaiian Islands.

The Hawaiian or Sandwich Islands should not be omitted from the consideration of the great commercial changes which the contact of European and Asiatic civilization is destined to produce. In 1863 the external commerce of the islands had reached an aggregate of $2,201,345, and its progress is indicated by the following table:

Years.	Exports. Domestic.	Foreign.	Total.	Total Imports.
1846 ...	$301,625	$62,325	$363,750	$598,382
1856 ...	466,288	204,546	670,824	1,156,423
1860 ...	480,526	326,932	807,459	1,223,749
1861 ...	476,872	182,902	659,774	761,109
1862 ...	586,542	251,882	838,424	998,239
1863 ...	744,413	281,439	1,025,852	1,175,493

The official returns of 1863 are classified as follows by the Honolulu *Commercial Advertiser*:

	Paying Debts.	Bonded
Imports from the U. S.—Pacific Coast	$304,502	$36,617
" " " Atlantic Coast	122,770	10,327
" " Bremen	194,420	62,851
" " Great Britain	63,400	9,227
" " Vancouver	32,210	2,277
" " Sea	6,291	179,454
" " Islands of the Pacific	6,457	5,468
" " Sitka (Russian America)	-----	4,586
Total	$730,061	$241,308

Of articles exported, 3,512 pounds of cotton were sent to the United States, and the export of sugar increased from 3,000,000 pounds in 1862, to 5,292,000 pounds in 1863.

The Gold District of the Pacific Coast.

The extension of British and American settlement since 1850, expressed by the foregoing statistics of Australia, California and British Columbia is the result of gold discovery. The London *Economist* estimates the production of gold from the islands and coast of the Pacific during the fifteen years, 1849–'63, at £350,000,000 sterling, or equal to 58 per cent. upon the total computed stock of £600,000,000 sterling of gold existing in various forms in Europe and America in 1848, and conjectures that the following numerical distribution of these £350,000,000 has taken place: employed and absorbed in

Great Britain	£60,000,000	
France	110,000,000	
United States	50,000,000	
		220,000,000
Australia	£30,000,000	
California	20,000,000	
Turkey and the East	40,000,000	
Brazil, Egypt, Spain, etc.	40,000,000	
		130,000,000
Total		£350,000,000

The cheapening of the price of quicksilver and the large discoveries of silver in Nevada and Arizona have increased the annual supplies of that metal, but only to a small extent compared with gold. A larger supply may be reckoned on from the more recent discoveries of silver-lead ores in Northern Michigan.

Upon the question, now elaborately discussed, of the effect of this gold production upon its exchangeable value, the London *Economist* of Feb. 20, 1864, calls attention to the evidence afforded by comparing the average annual rates from 1841 to 1863, of the foreign exchange between England, using a gold standard, and Paris, Hamburg and Amsterdam using a silver standard, and according to this statement the fall in the value of gold as compared with silver, (the best available test at present,) in no case exceeds 2½ per cent.

Conclusion.

From the premises set forth in the foregoing summaries of the progress and present condition of the countries described, it is evident that movements of immense importance are at hand. These movements, indeed, are now in their first stages of development, and have sprung almost wholly from the gold discoveries of 1848 and 1851, since which dates the countries around the Pacific have received a civilized population and developed their resources in a wonderful degree. Co-temporaneously all the commercial States of the world have been stimulated to the utmost by the golden tide that has flowed into them, their manufactures have been extended and every interest advanced. Labor, now receives everywhere a larger reward, and generally the welfare of the human race has been enhanced. The future, however, will reap the greatest benefit. It will find yet unpeopled lands the homes of prosperous millions, and the yet unfrequented harbors the scenes of busy commerce. Gold will repay the enterprise. The relations of the several nations will also be changed. The United States, Great Britain and Russia have already divided the empire of the Pacific. These nations will probably retain their political acquisitions, but from the proximity of the west coast of America to the several countries to which we have alluded, it is more than probable that the ports of the United States will attract to them the largest share of the commerce to be developed, and thus secure to themselves commercial supremacy throughout the Pacific world. The superior energy of the immigrant population of the American shore, and their natural longing for acquisition and accumulation indicate that such will be the result of the competition for the prizes to be discovered in the new empire just rising from and circling the waste of waters we call the Pacific Ocean.

The Boonton (N. J.) Railroad.

The latest information respecting the Boonton railroad project is that the Morris & Essex Railroad Co. have decided to undertake its construction, the stock required having all been subscribed.

We learn that a new route has been surveyed, and nearly all located, starting from Denville to Boonton, and thence by way of Montville to a point near Beavertown, crossing the hill at a depression, and passing down to the Passaic river, which will be crossed above Two-Bridges, where it enters Fairfield. Then it proceeds by Little Falls and Great Notch to Bloomfield, where it will connect with the Bloomfield branch of the Morris and Essex. Near Beavertown a branch to the upper valleys of Passaic county is in contemplation.

☞ The Chaudiere Gold Company, established under the general statutes of Massachusetts, for the purpose of gold mining in Canada East, has converted all its property into cash, which it proposes to divide among its stockholders, and dissolve the corporation, as soon as a decree from the Supreme Court can be obtained.

Report of the Secretary of the Treasury.

It must be admitted that the report of Mr. Fessenden does not meet the entire expectations of the public, which looked to him for some clear well-defined system of finance for the future, founded on and justified by the acknowledged wealth and resources of the country and the patriotic willingness of the people to support every needful measure for the further support of the Government.

The report begins with a history of the origin of the present debt and its initiation by the act of

July 17, 1861, authorizing a loan of $270,000,000, that of August 5, same year levying a direct tax of $20,000,000, and an income tax of 3 per cent. These sums proving to be inadequate, Congress was called on to supply the deficiency estimated at $213,904,427, and also advised that there would be wanted for the expenses of the fiscal year commencing July 1, 1862, $475,331,245 51. The banks about this time found themselves unable to continue specie payments, (and with all their clamor as to their ability to aid the Government they have never been yet able to resume the payment of their own bills.) Various laws were then passed by Congress to meet these wants of the Government. The internal revenue act of July 1, 1862, was next passed, and on the 14th of the same month and year the tariff was largely increased. Almost cotemporaneously were passed the legal tender acts authorizing the issue of $300,000,000 of paper to be equivalent to coin, and to issue bonds to the extent of $500,000,000, subsequently increased to $511,000,000, redeemable after 5 years and payable in 20. Still further deficiencies in means being apparent, another act of March 3, 1863, authorized loans, of $300,000,000 for that year, and $600,000,000 for that ensuing, the details of which it is not necessary to state, the object of which briefly expressed was to circulate about $400,000,000, give out as much more in notes bearing interest, and to retain $50,000,000 of legal tenders to be held in reserve for the purpose of redeeming temporary deposits and for further temporary resources by the act of March 1, 1862, certificates of indebtedness were also allowed to be issued bearing 6 per cent. interest.

The report next states very frankly the difficulties of ascertaining precisely the wants of the Government from time to time, and of fixing on any policy not subject to the contingencies of the hour. The problem then is to avoid the further issue of paper money, and yet meet the indispensable necessities of the Government. It is deemed to have been wise to in order to keep a specie basis in sight, to pay interest in gold.

The expenditures for the preceding fiscal year so slightly exceeded the estimates of the department, that at the last session of Congress it was not considered necessary to increase the amount authorized to be borrowed by existing laws. Experience had shown, however, that some changes of form were advisable.

By an act approved March 3, 1864, authority was given to the Secretary to issue bonds to the amount of $200,000,000, in lieu of so much of the loan authorized by the act March 3, 1863, redeemable after any period not less than five years, and payable not more than forty years from date. At a subsequent period of the session, June 30, 1864, the authority conferred by the first section of the act of March 3, 1863, was repealed, except so far as it affected an amount of seventy-five millions then advertised, and power was given to borrow five hundred millions of dollars in bonds redeemable after five years, and payable not more than forty years from date. By the second section of the same act, authority was conferred to issue in lieu of the same amount of bonds two hundred millions in Treasury notes, which might be made a legal tender on their face value, bearing interest at a rate not exceeding 7 3-10 per centum, payable in lawful money and convertible at the pleasure of the Secretary into bonds issued under the authority of said act.

The Secretary was further embowered to substitute for Treasury notes, issued under former acts, an equal amount of notes, such as were therein authorized.

A table is appended to this report showing the amounts issued under the several acts hereinbefore referred to, to the beginning of the present fiscal year, from which it appears that by the laws in force on that day the Secretary had authority to borrow on the credit of the United States the amounts following, viz:

First—Under the act of March 3, 1863, so much of $75,000,000 advertised previously to June 30, 1864, as had not been awarded to bidders, $32,459,700.

Second—Under the act of March 3, 1864, so much as had not been subscribed for and paid into the Treasury, viz: $127,603,520.

Third—Under the act of June 30, 1864, $400,000,000.

Fourth—Amount of Treasury notes issued under former acts, which had been redeemed and cancelled, and which the Secretary was authorized to replace by notes issued under the act of June 30, 1864, $62,191,400.

Total available resources under laws authorizing loans, $622,284,625.

To this may be added the actual balance in the Treasury July 1, 1864, $18,842,588 71.

Total, $641,127,213 81.

A statement of the receipts and expenditures, estimated and actual, for the year ending June 30, 1863, will show this balance in the Treasury is obtained and the increase of the public debt during the year, viz:

RECEIPTS.

	Estimated.	Actual.
Customs	$72,562,018 42	$102,916,152 99
Lands	436,102 09	588,333 29
Miscellaneous	5,641,154 20	47,511,548 10
Direct tax		475,648 96
Internal revenue	77,599,718 59	109,741,184 10
Total	$156,239,456 17	$210,632,717 44
Add bal'nce, July 1, 1863	5,329,044 21	5,329,044 21
Aggregate	$161,568,500 35	$265,961,761 65
Estimated rec'pts from loans	594,000,000 00	618,114,884 92
Total	$755,668,500 35	$884,076,646 57

EXPENDITURES.

	Estimated.	Actual.
Fiscal service	$34,267,811 52	$2,755,599 46
Pensions & Indi'ns	7,840,314 81	7,517,930 97
War Department	385,479,511 11	690,791,842 97
Navy department	112,799,186 60	85,733,292 77
Interest on debt	59,165,136 38	53,635,421 69
Total	$1,099,731,960 42	$865,234,087 56
Deduct estim'd	360,000,000 00	
	$749,731,960 42	
Estim'ted bal'nce	5,826,539 83	$18,842,558 71
From actual receipts from loans		$618,114,884 92
Deduct balance on hand July 1, '64		18,842,558 81
It shows the amount received from loans supplied to the service of the year ending June 30, 1864		599,276,326 21

The statement may be more intelligible in another form, as follows:

Actual expenditures for the fiscal year	$865,234,087 86
Deduct receipts from ordinary sources and balance from preceding year	265,961,761 65
Balance provided from loans applied to the service of the year	$599,272,326 21

The amount derived from loans specifically stated, is as follows:

Five-twenty bonds, Act Feb. 25, 1862	$321,557,253 31
Fractional currency exceeding amount redeemed	2,702,421 25
Six per cent. bonds, Act July 11, 1861	30,565,875 35
Ten-forty bonds, Act March 3, '63	7,337,600 00
Twenty years' six per cents, Act March 3, 1863	4,140,771 05
U. S. notes, Act Feb. 25, 1862	43,859,821 46
One year six per cent. notes, Act March 3, 1863	44,520,000 00
Two year five per cent. notes, Act March 3, 1863	152,864,809 00
Three year six per cent. compound interest notes	15,000,000 00
Certificates of indebtedness exceeding amount redeemed	4,098,758 35
Whole amount	$730,642,410 97
Of which amount there was applied to repayment of public debt	112,527,526 05
Which deducted, it leaves applicable to expenditures	$618,114,884 92
Deduct balance July 1, 1864	18,842,558 71
Balance applied to the service of the year	$599,272,326 21

THE PUBLIC DEBT.

The public debt, as stated by my predecessor in his report of Dec. 10, '63, was	$1,098,793,131 87
To this amount should be added amounts paid into the Treasury previous to July 1, 1863, for which evidences of debt were subsequently issued	23,782,423 20
Amount of debt July 1, 1863	$1,122,575,604 57
Add amount of loans applied to actual expenditures as above, and balance in the Treasury July 1, 1864	618,114,884 92

MISCELLANEOUS RECEIPTS.

It gives the amount of public debt July 1, 1864	$1,740,690,489 49
The very large comparative receipts from miscellaneous sources require explanation. They are accounted for as follows, viz:	
From captured and abandoned property	$2,146,715 00
Premium on gold shipped from San Francisco to London	2,799,920 64
Sales of prizes due to captors	4,088,111 42
Internal and coastwise intercourse fees	5,800,287 20
Premium on sales of gold coin	16,498,975 49
Commutation money	12,451,896 18
All other sources	3,716,342 11
Total	$47,511,448 10

The Secretary is of the opinion that not over $25,000,000 can be safely calculated upon as likely to accrue from similar sources during the current year.

The corrected estimate of the receipts and expenditures for the present year is given as follows:

Actual unexpended balances	$380,387,050 23
For the war department	625,945,741 65
For the navy department	110,647,459 96
For the civil service	21,796,572 50
For pensions and Indians	6,590,689 12
Indefinite appropriations	9,152,007 11
Total	$1,153,818,920 57
Add interest on public debt	91,810,215 18
Total	$1,245,729,135 75

Add public debt matured and maturing during the year, viz:	
Certificates of indebtedness	$160,729,000 00
Texas debt	2,149,000 00
Loan of 1842	196,808 45
Treasury notes under Act of Mar. 2, '61, and prior thereto.	278,511 64
Total	$1,409,082,455 84

The available probable resources for the current year may then be stated as follows:

From customs	$70,272,091 98
From lands	641,185 84
From internal revenue	249,562,859 92
From miscellaneous sources	24,020,171 44
From direct tax	16,079 86
From certificates of indebtedness.	75,000,000 00
Total	$419,512,389 02
To this should be added probable unexpended balance June 30, 1864	350,000,000 00
Balance of cash July 1, 1864	18,842,558 71
Total resources	$788,354,947 73
Which deduc'd from expenditures, leaves balance to be provided for by loans	$620,727,508 11
If, however, an additional sum of fifty millions should be realized as proposed by the Commissioner, from internal duties, the amount to be raised by loans would be	570,727,508 11
From this should be deducted the public debt redeemed	88,353,320 09
Leaving as increase of public debt at the close of the year	482,374,188 02

The Secretary believes that fifty millions may be added to the receipts from the interest revenue.

The public debt on the 1st of July, 1865, is estimated to amount to $2,223,064,677 81, if the amounts to be raised correspond with the estimates.

Three hundred millions are expected to be raised from the internal revenue, and $70,000,000 only from customs, although the past year were produced as much as $103,260,320 57. Increased taxation is recommended, and an alteration in the income tax so as to include all classes, and an augmentation in the rate in proportion to their amount. The mineral lands are also suggested as a basis of credit in some form to be devised by Congress, also the permanent establishment of a sinking fund. The resort to a foreign loan is discouraged. The total amount of interest bearing loans circulating as money is stated at $210,222 70. The National banks have obtained bills for circulation to the extent of $65,160,210. The circulation of the State banks in the loyal States was at latest returns $126,796,606 72. The Secretary at some length describes his embarrassments on entering upon the duties of his office, in meeting the calls in the Treasury and how far he has succeeded; and what advantages may be offered to the public for its future subscriptions to new loans, such as an increased rate of interest and an exemption from public burdens. He leaves this to the wisdom of Congress. The premium on gold is attributed to the unpatriotic and criminal efforts of speculators, and to guard against its continued rise he proposes issuing securities, the interest payable in currency, but hereafter convertible into 5-20 bonds. The 7-30's are stated to be a valuable and reliable security as they stand. The National bank system is approved, and discrimination against the local banks is recommended so as to make the former system general. The remaining portions of the report allude to the Sub-Treasuries, the prevention of smuggling, commercial intercourse with the rebel States, which as yet appears to be arranged on no permanent basis, on the missing Treasury bonds, none of which have come into circulation, being incomplete, the mint, coast survey, the bureaus, and a recommendation for the purchase of the New York Custom House at one million of dollars.

Common Carriers.—Agency.—Special Contract Limiting Liability of Carriers.—"Empties."—Dealings between Railway Companies.

The recent case of Aldredge *vs.* The Great Western Railway Company, was an action against the defendants, as carriers, for the loss of certain tubs, packages, and baskets of the plaintiff which had been delivered to them to be carried "for reward," as the complaint alleged, for the plaintiff, from Hereford to Tiverton, England, but which were lost through the defendants' negligence.

The defendants pleaded, among others, that the goods were not delivered to them to be carried on the terms in the complaint mentioned; as to the loss and detention, a special contract in writing under the Railway and Canal Traffic Act, 1854, signed by the person delivering the goods, and containing a just and reasonable condition, viz: that the defendants should not be liable for any loss or detention of or damages to goods destined for any place beyond the limits of the defendants' railway, after they should have been delivered by the defendants to another railway; that the goods in question were destined for a place beyond the limits of the defendants' railway; and that the loss and detention occurred after they had been delivered over to another carrier. Upon these, the plaintiff joined issue. The cause was tried before Byles, J., at the sittings in London after Trinity Term, (1862.)

For the defendants it was submitted, that, according to the conditions upon which they received the packages, they were not liable for any loss or detention which occurred off their own line; that they were mere gratuitous bailees, and therefore all that was incumbent on them, was to carry the goods on their line, and deliver them with reasonable care to the next line; and, further, that the plaintiff should have given some affirmative proof of negligence on the part of the company's servants—of which there was none whatever beyond the mere fact of the detention of the packages for three weeks.

For the plaintiff, it was insisted that she was not bound by the conditions, Smith & Co., who signed them, not being her agents, but the agents of the company. And it was further insisted that the conditions were not just and reasonable, and therefore not binding on the plaintiff. A verdict was found for the plaintiff, damages £20; leave being reserved to the defendants to move to enter the verdict for them, if the Court should think that under the circumstances they were not liable.

In Michaelmas Term, 1862, the defendants' counsel accordingly obtained a rule *nisi* to enter a verdict for the defendants. In Hilary Term, 1863, the plaintiff's counsel showed cause.

The facts sufficiently appear in the opinion and judgment of the Court, which were now delivered by

Williams, J.—On the trial, it appeared that the plaintiff was a fruit dealer, and had sent the tubs and baskets which were the subject of the action, full of fruit to Hereford. It was the understanding and the practice between the plaintiff and defendants that the baskets or tubs which had been delivered to the defendants *full*, should when *empty* be returned, or despatched by the defendants as "empties," without further charge. Accordingly, from Hereford, the tubs, packages, and baskets were sent by the plaintiff as "empties," and directed to the Tiverton Junction. They were delivered to the railway, and booked at Hereford for Bristol, only, by a person of the name of Smith, a general carrier who appears to have acted for both parties, and who was alleged to be the common agent of the plaintiff and defendants. He signed in the plaintiff's name a printed contract containing amongst other conditions the following:

1. "The company will not be answerable for the loss or detention of, or damage to, wrappers or packages of any description charged by the company as 'empties.'

2. "Nor in respect of goods destined for places beyond the limits of the company's railway; and as respects the company, their responsibility will cease when such goods shall have been delivered over to another carrier in the usual course for further conveyance. Any money which may be received by the company as payment for the conveyance of goods beyond their own limits, will be so received only for the convenience of the consignors, and for the purpose of being paid to the other carrier.

3. "The company will not be liable for any loss of or injury to articles, except on proof that such loss or injury was occasioned by the neglect or default of the company or its servants."

The goods were duly carried and forwarded as far as Gloucester, where the defendants' railway ends. From Gloucester to Bristol, they were carried on the Midland Railway, and from Bristol to Tiverton Junction on the Bristol and Exeter Railway. The damage and detention happened after the goods had left the defendants' line. It was not contended that the defendants were not common carriers, but it was contended that they were not in this case carriers *for reward*.

All amendments were left in the discretion of the Court, who were to draw any inferences of fact, consistent with the finding of the jury as to the amount of damages.

After argument, the Court suspended its decision until the publication of the judgment of the House of Lords in the case of Peek *vs.* The North Staffordshire Railway Company, since reported. The result of that decision, so far as it is applicable to the present case is this, that any condition limiting the liability of a railway company as carriers must be a condition just and reasonable in the judgment of the Court, and must be set out in a written contract signed by or on behalf of the consignor. The first question, therefore, which arises is, whether either the first condition, that the company will not be liable for packages charged as empties, or the second condition, that they will not be liable in respect of goods lost or damaged beyond the limits of the company's railway, be just and reasonable. Either of these two conditions, if legal, would suffice to protect the defendants.

It will be unnecessary to discuss the first condi-

tion, if the second is legal. But as to the first condition, we may observe that we are by no means prepared to accede to the suggestion, that, because no charge is made for the return of empty packages, therefore the company necessarily convey them on their own line gratuitously. The company may justly be considered as having had the carriage of the empties prepaid in the shape of the previous payment for the carriage of the same packages when full, including an obligation on the railway to carry the empties back without further charge.

We are, however, of opinion, that the second condition is legal, and does protect the defendants. The railway company do not thereby attempt to protect themselves from injuries or delay happening on their own line, or through the negligence of themselves or of their own servants, or even on a further line where they have received any compensation for carriage on that further line. Even if the full carriage down to their ultimate destination had been paid on these empties, it would by the express words of the condition, (so far as regards the excess over and above the amount of carriage on the defendants' own line,) have been received for the purpose of being handed over to the further carrier. The company therefore, when they forward goods on a further line have no control, and receive no payment. To stipulate that under these circumstances they shall not be responsible for loss or delay on the further line, seems to us just and reasonable.

It may be objected as above suggested, that the company do in the case of empties receive and retain payment for the whole transit, because payment has been previously received by them in the shape of the carriage paid for the conveyance of the packages when full, and also for the obligation on the railway company to carry or send the empties to their ultimate destination without charge. But suppose the further railway had been paid in money by the defendants for carrying the empties, then the defendants, though they might have received, yet they would retain no value for the transit on the further line. It makes no difference, if instead of paying the further railway in money, they pay by reciprocating the service, and carrying on their own line empties coming from the further line, or by any other arrangement onerous to themselves and beneficial to the further line.

The evidence in this case affords no information as to the dealings between the railways. But as we cannot assume that an ordinary tradesman furnishes goods or labor in the way of his trade gratuitously, so neither can we assume without proof that one railway is in the habit of carrying empties for another railway without any reciprocation of the benefit, or any compensation of any kind. Therefore the company in the case of empties forwarded on another line cannot be taken, either directly or indirectly, to receive for their own benefit any portion of the carriage on the further line.

The remaining question is, whether the special contract in this case was duly signed. Smith seems to have been a carrier employed both by the plaintiff and the defendant, and employed by the plaintiff in this particular instance to cart and deliver the empties to the railway. He signs the contract in the name of the plaintiff. We can discover no good reason why his signature should not bind the plaintiff. The utmost that can be said is, that the plaintiff had little choice but to employ him, and that he was agent for both parties. But the plaintiff did *in fact* employ him; and in general, the signature of a common agent binds either party. It has been repeatedly so held.

There was, therefore, in this case a protection afforded to the defendants by a reasonable condition contained in a signed contract within the true meaning of the Railway and Canal Traffic Act, as interpreted by the House of Lords.

The rule to enter a non-suit must be made absolute.

Rule absolute.

Railroad Earnings--Monthly.

The traffic of the Cincinnati and Chicago Air-Line Railroad Co. earned upon the Line from Richmond to Valparaiso, for the month of November was:

	1864.
Freight	$31,098 50
Passengers	55,882 75
Mail	1,062 50
Express	3,698 50
Total	$91,742 25
November, 1863	$51,364 15
Jan. to Nov. 30, 1864	$765,800
Jan. to Nov. 30, 1863	416,000
Gain	$349,800

The earnings of the Pittsburg, Fort Wayne and Chicago Railroad for the month of November, 1864, were $743,751 16
Corresponding month of 1863 466,299 70

Increase $277,451 46

Earnings from Jan. 1 to Nov. 30:
1864 $6,336,132 59
1863 4,645,292 15

Increase $1,690,840 44

The earnings of the Michigan Central Railroad for the month of Nov., 1864, were $405,509 77
Corresponding month of previous year 339,793 70

Increase $65,716 07

The earnings of the Chicago and Rock Island Railroad Company for the month of Nov., 1864, were $319,816 00
Corresponding month of previous year 196,435 00

Increase $123,381 00

The earnings of the Toledo and Wabash Railroad for the month of Nov., 1864 $220,208 00
Corresponding month of 1863 134,563 00

Increase $85,645 00

The earnings of the Chicago and Northwestern Railroad in Nov., 1864 $705,496 00
Same period last year 435,945 00

Increase $269,551 00

The earnings of the Cleveland and Toledo Road for the month of Nov., 1864, were $184,614 00
Corresponding month of previous year 143,836 00

Increase $40,778 00

Earnings of the Mississippi and Missouri Railroad for the month of November, 1864 $74,621 14
Corresponding month of previous year 38,159 12

Increase $36,462 02

The business of the Illinois Central Railroad for the month of November, 1864:

LAND DEPARTMENT.

Acres construction lands sold	10,865.32	for	$127,446 86
Acres Interest Fund Land sold	681.24	"	10,300 84
Acres Free Lands sold	2,212.09	"	27,118 81
Total sales during month of Oct. 1864	13,758.65	for	$164,866 51
To which add town lot sales			1,930 65
Total of all			$166,797 16
Acres sold since Jan. 1, 1864	245,562.46	for	$2,674,627.84
Cash collected in November			$263,218 71
Cash collected since 1st Jan., 1864			$2,288,901 33
Construction bonds canceled			$3,748,000 00

TRAFFIC DEPARTMENT.

Receipts from passengers	$209,467 83
" freight	391,885 00
" mails	6,358 33
" rent of road	4,000 00
" other sources	6,000 00
Total receipts in month of Nov., 1864	$617,711 16
Total receipts in month of Nov., 1863	437,679 51
Total receipts since Jan. 1, 1864	$5,657,289 94
Total receipts in correspond'g period of 1863	$4,146,497 73

The traffic receipts of the European and North American Railway for the month of Nov., 1864, compared with the corresponding month last year, is as follows:

	1864.	1863.
Passengers	$4,933 66	$4,855 50
Freight	7,246 94	6,760 06
Mails and Sundries	466 00	393 00
Total	$12,646 60	$12,008 56
Increase in 1864		$638 04

Interest and Dividends.

The New York and New Haven Railroad Company has declared a dividend of $3, free of Government tax, payable January 8, to those who shall be stockholders on the 24th day of December inst.

The Hartford and New Haven Railroad Company has declared a quarterly dividend of $3 per share, payable January 8. The transfer books will be closed December 24.

The Lynn and Boston Railroad Company will pay a dividend of four dollars per annum, free of Government tax, Jan. 1, 1864.

New York and Boston Railroad.

The New York and Boston Railroad Company will petition the Legislature of Massachusetts at its coming session, for authority to increase their capital stock to the amount of one hundred thousand shares, for the purpose of enabling them to connect their road by extension, from the main line in Newton or Brighton through the north part of Brookline and Cambridge, to the Union or Grand Junction Railroad. They will also ask power to construct a portion of a railroad extending from some convenient point in their line in Brookline in a northeasterly direction, or near to or upon the bed of the Brookline Branch Railroad, and through Roxbury and Cambridge, and parallel to or on the bed of the Grand Junction Railroad, and so by either mode to the company's line in Somerville, and to some convenient point on the Eastern and Boston and Maine railroads. Also power to acquire any property or rights in connection with the proprietors of the Grand Junction Railroad.

MINING STOCKS---GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	1¼
Acton Vale ..... Ca	50,000	5	----	65c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	25½
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	30
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C. ..... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	3½
Bay State ..... L. S.	20,000	----	3½	23
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	75c
Black River ..... "	200,000	2½	----	16c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	4½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1½
Cabot ..... L. S.	20,000	----	----	½
Caledonia ..... "	20,000	----	----	7
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	1½
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	5¼
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp ..... "	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	¼
Collin ..... "	20,000	----	----	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5a.
Copper Falls ..... "	20,000	----	24½	35
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	2½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	4
Dudley ..... L. S.	20,000	----	½	4
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	4½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	----	5*
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	5½
Forest City ..... "	20,000	----	½	----
Forest Shepherd ... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	5½	57
French Creek ..... Pa.	100,000	5	----	1½
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	8½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	69c
Great Western ... L. S.	20,000	----	2	1½
Green Mountain ... Vt.	20,000	10	----	5
Guilford ..... L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	9
Hanover ..... "	20,000	----	----	3
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	7½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	¼	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	10½
Hungarian ..... "	20,000	----	1	2½
Huron ..... "	20,000	----	16	44
Indiana ..... "	20,000	----	----	5
Inverness ..... "	200,000	----	2½	----
Isle Haute ..... "	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	19½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	5
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	7½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	75c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	7½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill ..... "	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	27½
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	27½
Native ..... "	20,000	----	3	1
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	1½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	6½
Ontonagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	35c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	22
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	59½
Phila. & Boston.. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	20
Pittsburg & Boston "	20,000	----	5½	84
Pontiac ..... "	20,000	----	3½	4
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	102
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	3
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	15
Roscoe ..... Ca	200,000	1	----	15c
Rudisell ..... "	----	----	----	15c
St. Clair ..... L. S.	20,000	----	3	9½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	1	----	----
Sharon Consol ..... "	20,000	----	3	----
Sheldon ..... "	20,000	----	16	----
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	4
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	8
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	10
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	87½
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	21
Wickham ..... Ca.	200,000	5	----	55c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	5½	4½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2½
Tyson ..... "	20,000	10	----	9½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	2½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2
Lancaster	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	67c.
Wallkill ..... N. Y.	----	----	----	1
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	55
Ashburton ..... "	50,000	50	----	18
Atlantic & G. C .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	56
Bear Valley ..... "	40,000	12½	----	27
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	12½
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler	----	----	----	50½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	60
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	78½
Cumberland (pref.) Md.	50,000	100	----	48½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	69½
Fulton ..... "	60,000	5	----	7½
Gilbertson	5,000	100	----	82½
George's Creek ..... Pa.	10,000	----	----	129
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4
Hampton & Balt .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	5½
Locust Mountain ... "	----	----	----	51
Lorberry ..... "	4,000	100	----	30
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	13
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn ..... "	100,000	50	----	205
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	33
Princess Alex ... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	24
Schuylkill Valley .. "	20,000	10	----	9½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	41½
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	25	----	----
Susq. Coal & C. Mt. "	----	----	----	41
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	24,750	50	----	75

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¼
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	½
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	1	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ..... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) ..... "	200,000	20	----	----
Corisannie (G.) ..... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	3½
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) .... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	2½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	½
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	36½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	½
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	40,000	25	----	9½
Quicksilver ..... Cal.	40,000	25	----	95
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	10
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Col.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—				Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	—	42
30 Nov. '63	4.18	—	161	26	--	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,196	9½	—	55
30 Nov. '63	32.96	—				Cambridge	664,171	657,300	150,000	94	—	—	9	—	107½
30 Nov. '63	6.74	—				Cliftondale	95,500	70,000	24,500	4,863	—	—	—	—	—
30 Nov. '63	8.27	—				Dorchester	156,672	121,600	—	—	8,468	7,438	7	—	—
30 Nov. '63	1.48	—				Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	—	—
30 Nov. '63	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	—	46
30 Nov. '63	11.75	—	105	25	--	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	—	95
30 Nov. '63	3.41	—				Malden and Melrose	60,246	200,000	73,100	66.223	—	—	—	—	25½
30 Nov. '63	2.97	—				Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	5	—	—
30 Nov. '63	56.86	—	762	125	--	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	—	55
30 Nov. '63	7.50	—	216	41	--	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	—	60
30 Nov. '63	5.69	—	63	9	--	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	—	—
30 Nov. '63	5.32	—				Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	—	—
30 Nov. '63	2.68	—				Somerville	50,000	50,000	—	—	2,500	2,500	—	—	32½
30 Nov. '63	2.50	—	10	2	--	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	—	—
30 Nov. '63	7.75	—	61	14	--	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	—	—
30 Nov. '63	—	—	311	50	--	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	—	—
30 Nov. '63	1.58	—				West Cambridge	12,850	12,850	—	120	642	642	5	—	47
30 Nov. '63	3.21	—				West Roxbury	40,553	40,400	—	—	—	—	—	—	—
30 Nov. '63	2.25	—				Winnisimmet	62,152	62,200	—	4,798	—	—	—	—	—
30 Nov. '63	5.00	—	—	—	--	Worcester	89,000	89,000	20,000	—	6,202	542	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	89
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	894,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	55	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,458	7,881	3	—	55
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Central P'k, N. & E. Riv. (N.Y.)	994,655	443,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,300	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	—	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	--	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	--	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.65	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	51,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	15	--	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	110
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,060	19,133	—	50	—
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	46
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	64,200	5,860	89,867	30,168	20	—	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	—	17
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	52
30 Nov. '63	24.25	—	305	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	50½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	—	26
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	—	25
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,438	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,500	5,369	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	128	21	--	Race and Vine (Fairmount)	121,613	180,000	125,000	57,546	72,437	5,983	—	—	12
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	—	15
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,802	20	20	69
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gir'd F.)	173,010	159,312	15,500	—	75,066	18,417	17½	—	35
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	128,623	45,960	16½	20	48
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	25½
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	70
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,050	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	8.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	5.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.35	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov '62	10.20	—	—	—	—	St Louis	225,604	298,904	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	—
Real Estate	22,900	7	—	—	—
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1887	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	—
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	—
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1902	—
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	90
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	—	—	—
Metropolitan:					
1st Mortgage	36,625	6	—	—	—
Real Estate Mortgage	—	6	—	—	—
Middlesex:					
Malden & Melrose bonds	60,000	6	—	1870	—
Real Estate	6,210	—	—	—	—
Ninth Avenue:					
1st Mortgage	57,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsburg, Allegheny and Manchester:	64,200				
1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	—
Quincy:					
Pisin bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	—
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	—
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	—
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	—
Real Estate bonds	60,000	—	—	—	—
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	137
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	130
" " " ..... coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1865	231
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	102
" " " ..... coupon		5	" "	1874	106
Loan of June 22, 1860 ..... registered	7,022,000	6	" "	1871	104
" " " ..... coupon		6	" "	1871	106
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	110
" " " " ..... coupon		6	Yearly.	1881	112
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	109½
" " " ..... coupon		6	" "	1881	116
Loan of July 17, & Aug. 5, 1861 ..... registered	249,977,800	6	" "	1881	109
" " " ..... coupon		6	" "	1881	116
Loan of Feb. 28, 1862 (5-20s) ..... registered	510,756,000	6	May & Nov.	1882	108½
" " " (5-20s) ..... coupon		6	" "	1882	109½
Loan of March 3, 1864, (10-40s) ..... registered	81,680,000	5	Mar. & Sept.	1904	101½
" " " ..... coupon		5	" "	1904	102
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	108½
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	120
" " of Mar. 3, 1864 ..... coupon	76,668,550	7.3	Feb. & Aug.	1867	114
Debt Certificates	236,373,000	6	At maturity.	.....	97½
One Year Treasury Notes (legal tender)	43,585,000	5	" "	.....	----
Two Year's " " " "	15,748,000	5	" "	.....	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	83,813,870	6	"	1867	----
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	899,000	6	No int'est	1868	----
" " " (B'k of State) .. "	610,000	6	paid for	1868	----
" " " (" ") .. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	103
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " ..... "		6	" "	'81-'82	105½
" " " " ..... "	1,000,000	6	" "	1887	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) .. "	2,078,750	6	" "	'53-'80	65
" " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	96
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" " " (dollar) ..... "	1 969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	86
" " " ..... "	2,058,173	2½	" "	1886	66
" —State Int. Imp bonds (not adjusted)	391,000	---	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1851	94
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	55
" " " special stock "	1,216,787	5	" "	.....	----
" " Deferred stock ..... "	1,243,000	5	" "	.....	----
" " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	300,000	7	Jan. & July	1868	----
" " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund .. "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..... coupon	146,000	7	Jan. & July.	1876	----
" " " " " " "	54,000	7	May & Nov.	1878	----
" " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " ..... "		5	" "	'81-'91	----
" " " ..... "		5	" "	'93-'96	----
" " " (bank) ..... "	600,000	5	" "	1891	----
" " " ..... "	67,500	6	" "	'91-'96	101
" " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	.....	d'm'd.	66
" " " (R. R. etc.) ..... "	3,902,000	6	.....	'67-'99	----
" " " (banks) ..... "	5,398,533	6	.....	.....	----
" " " (war loan) ..... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	5	Mar. & Sept.	'63-'77	100
" " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5	.....	1865	----
" " " (st'k'g conv.) ... "	200,376	5	.....	1865	----
" " " (st'k'g) ..... "	5,585,555	5	.....	'89-'90	104½
" " " (st'k'g conv.) ... "	2,490,569	5	.....	'89-'90	108
" " " (dollar) ..... inscribed	500,000	3	.....	1890	----
" " " (") ..... "	100,000	4½	Chiefly	1885	----
" " " (") ..... "	767,500	5	quarterly.	'42-'68	----
" " " (") ..... "	299,405	5	.....	1850	----
" " " (") ..... "	148,711	5	.....	'89-'90	103
" " " (") ..... "	133,680	6	.....	pleas.	----
" " " (") ..... "	3,000,000	6	.....	1870	107
" " " (") ..... "	35,000	6	.....	1885	----
" " " (") ..... "	603,333	6	.....	'89-'90	114
Massachusetts—State b'ds (Western R.R.) stg.	5,995,555	6	April & Oct.	'68-'71	----
" " " (T. & G. R. R.) ... "	503,380	6	" "	'88-'90	----
" " " (" " ") .. dollar	416,500	6	" "	'90-'91	121
" " " (" " ") .. "	500,000	5	" "	1893	123½
" " " (East'rn R. R.) "	500,000	6	Jan. & July.	'66-'71	110
" " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	125½
" " " (" " ") "	245,000	5	April & Oct.	'65-'74	----
" " " (" " ") "	200,000	5	May & Nov.	'65-'72	----
" " " (" " ") "	94,000	5	Jan. & July.	1874	----
" " " scrip	200,000	6	" "	'64-'66	----
" " "	247,000	6	June & Dec.	'68-'72	----
" " "	66,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" " " " " ..... "	800,000	5	" "	'77-'78	116½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd)	100,000	6	" "	1879	----
" —War Loan ..... (" ")	567,000	7	" "	1886	100
" —Redemption Fn (" ")	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" " " (Indian war) .. "	100,000	7	" "	1871	----
" " " (Railroads) .... "	2,275,000	7	" "	1881	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1563	----
" " " "	199,000	6	" "	1863	64½
" " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...	7,000,000	6	" "	'72-'88	68
" " " S. W. Branch ..	4,500,000	6	" "	'87-'89	----
" " " H. & St. Joseph	3,000,000	6	" "	'73-'87	85
" " " N. Missouri ..	4,350,000	6	" "	'72-'87	----
" " " Iron Mountain	3,501,000	6	" "	'75-'89	----
" " " C. & Platte ..	650,000	6	" "	'87,'89	----
" " " Platte Co.	700,000	6	" "	1669	----
" —Revenue bonds	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	.....	.....	.....	----
New Hampshire—State bonds ..... coupon	555,100	6	Feb. & Aug.	1870	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	511,220	6	" "	'65-'71	----
" " " " (") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	119
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " " Comptroller's b'nds	25,698	5	.....	d'm'd.	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'87	----
" " — " " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " ..	68,000	5	Feb. & Aug.	1870	----
" " — " " " " ..	23,000	5½	J., A., J., & O.	1855	----
" " — " " " " ..	320,000	5½	Jan. & July.	1865	----
" " — " " " " ..	100,000	6	" "	1867	----
" " —Canal Funds	6,922,274	6	" "	'62-'74	106
" " — " " " " ..	15,889,025	6	" "	'64-'76	117
" " — " " " " ..	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,506	6	Various.	Var.	60
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" " " " (" ") ..... "	1,015,000	6	" "	1865	96
" " " " (" ") ..... "	379,566	6	" "	1868	----
" " " " (" ") ..... "	2,183,532	6	" "	1870	105
" " " " (" ") ..... "	1,600,000	6	" "	1875	105
" " " " (" ") ..... "	4,096,302	6	" "	1881	108
" " " " (" ") ..... "	2,400,000	6	" "	1886	106
" " " (domestic debt)	125,680	6	" "	1863	108
" " " (war loan) ..... coupon	1,500	---	" "	1856	----
" " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	85,372	.....	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" " " "	10,780,095	5	Jan. & July.	due.	94½
" " " "	3,886,070	5	Feb. & Aug.	due.	----
" " " "	3,090,614	5	Mar. & Sept.	due.	----
" " " "	3,241,808	5	June & Dec.	due.	----
" —Interest Certificates	210,293	6	Feb. & Aug.	1867	107½
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1892	104½
" —State Stock Loans	1,177,890	5	" "	1864	----
" " " "	675,020	5	Feb. & Aug.	1864	----
" " " "	1,045,629	5	June & Dec.	1864	----
" " " "	1,558,673	5	Jan. & July.	1865	----
" " " "	2,277,765	5	" "	1868	----
" " " "	1,766,214	5	" "	1870	100½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	99½
" " " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	380,937	5	.....	.....	----
" —Relief Notes in circulation ...	97,360	.....	.....	.....	----
" —Military Loan bonds ... coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	101½
South Carolina—State bonds (stg) ..... coupon	454,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'66-'90	----
" " —State b'ds (railroads) .. coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1883	55
" " " (intern. impr.)	2,083,666	5	.....	Var.	48
" " " (railroads)	12,799,000	6	.....	Var.	----
" " " (capitol)	603,000	6	.....	1890	55
" " " (Hermitage) ..	45,000	6	.....	1890	56
Texas—Had no debt in 1861	.....	.....	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ..... coupon	55,000	6	.....	'62-'63	----
" " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" " " (railroad)	18,264,642	5	Jan. & July.	'85-'95	50
" —State bonds (railroad) ..... coupon	12,624,500	5	" "	'85-'95	----
" " " (sterling) ..... "	1,855,000	5	" "	1892	----
West Virginia—No information	.....	.....	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" " " (domestic) .... "	100,000	6	" "	1877	----
" " " (") .... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,256	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,809	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,164	320,857	281,419	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,052	126,000	100,440	82,252	984,577
1860	72,834	66,703	77,408	80,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,796	125,596	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	25,066	24,526	25,536	51,540	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,955	39,560	49,571	80,819	108,737	74,331	53,554	675,764
1861	48,325	48,651	50,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,038
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,210
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,886	66,573	84,603	94,406	82,467	89,499	889,499
1861	85,239	76,918	85,663	90,324	85,302	63,137	52,269	60,285	84,040	98,528	88,401	105,252	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,500
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	456,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,336,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	965,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,782
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	160,359	200,276	221,326	172,700	122,709	1,730,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	185,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,191,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,303	155,164	156,973	170,157	157,443	222,093	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,880	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,383	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	506,802	270,676	244,771	202,222	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	556,626	278,540	281,759	263,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,511	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,222	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,161	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	159,280	268,983	289,862	284,020	243,249	224,401	2,869,612
1862	190,180	236,537	181,084	191,648	206,246	209,282	261,079	352,756	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	52,668	29,384	37,271	56,087	46,452	81,229	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	85,326	40,706	58,704	52,864	77,112	83,059	76,764	68,853	710,225
1864	56,540	77,874	90,756	78,215	83,964	75,055	89 533	94,375	96,062	90,576	97,047	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	57,429	60,229	139,761	163,615	80,900	44,895	799,541
1861	54,246	44,027	43,687	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,906	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	105,907	111,260	71,587	69,352	156,417	203,054	138,342	99,000	1,324,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	129,547	113,395	168,218	178,526	157,099	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,778	235,690	276,181	231,266	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,823
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	306,106	376,567	332,500	348,048	3,302,541
1864	256,600	304,445	323,058	327,208	264,818	311,717	279,129	355,204	396,330	404,505	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	195,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,214
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,631	2,650,702
1863	242,073	245,858	236,432	238,495	226,453	206,221	193,328	215,449	308,168	375,483	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,806	405,510	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	687,792	520,896	6,955,763
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,984	811,458	739,736	523,047	7,154,022
1861	489,065	420,793	627,051	589,688	677,073	558,743	523,138	562,076	696,175	927,636	952,960	572,985	7,996,782
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,992,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,795	94,564	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,176,708
1861	103,496	88,201	88,790	94,639	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,085
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	256,619	245,977	2,755,396
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,966	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	259,987	265,358	294,456	276,209	291,763	278,219	2,905,829
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	446,994	463,573	466,557	454,526	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	481,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,553	245,938	286,544	231,253	191,138	2,335,954
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	461,299	364,221	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	360,763	407,077	483,509	505,814	496,300	487,642	5,132,924
1864	290,676	456,211	602,603	574,690	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,743	71,854	112,384	93,765	67,721	85,350	95,909	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	71,599	81,256	926 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,454	138,722	142,527	162,958	137,686	92,674	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,006	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,561	111,330	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	146,538	139,626	244,114	242,940	221,569	220,208	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$400,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1903	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,706	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	693,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	966,000	7	" "	" "	18-2	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	98
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	454 000	6	Nov. & May.	London.	1878	86
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850.	700,000	6	Jan. & July.	"	1880	108½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	108
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1966	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	559,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	280,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $800,000	790,800	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	102
" " $1,700,000	1,700,000	6	"	"	1883	100
" " $2,500,000	867,000	6	"	"	1889	102½
Consolid. Mort. Loan $5,000,000			"	"		105
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1868	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	115
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	100
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,500	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	123
" " " inconvertible	3165,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1990	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	66,000	8	March & Sept.	" "	1870	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (U. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & O.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	[illegible]	1904	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	106
General 1st Mortgage	3,500,000	7	" "	" "	1885	97½
Bonds issued for coupons of do.	750,000	7	May & Nov.	" "	1883	97
2d Mortgage	2,000,000	6	" "	" "	1880	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	784,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1873	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1904	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	225,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1879	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,069,925	6	" "	" "	1886	83
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1854	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1895	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,302,000	7	Jan. & July.	" "	1885	108
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,060		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,000	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	299,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	108
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	108
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	500,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'65-'54	103½
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,500	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,502,000					
Endorsed by State of Tenness.	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,985					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	140,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	200,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var ," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	114
2d Mortgage (S. F.) Coupon	1,338,000	7	May & Nov.	" "	1875	107
Elgin and State Line	190,000		Jan. & July.	" "	1879	----
Great Western, Ill. :						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1858	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102¼
Hannibal and St. Joseph :						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85½
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster :						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven :						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic :						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central :						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	106
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	116
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	118
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central :						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	'20
Income	20,500	---	----------	----------	----	----
Indianapolis and Cincinnati :						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1868	68
Ind., Pittsburg and Cleveland :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville :						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland :						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	----	----
1st Mortgage	260,000	7	----------	----------	----	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	----	----
3d Mortgage	680,000	7	----------	----------	----	----
Guaranteed by Covington	200,000	6	----------	----------	----	----
Cincinnati (exchanged)	100,000	6	----------	----------	----	----
Keokuk, Ft. D. Moines and Minn. :						
City of Keokuk, 20 years	400,000	8†	----------	----------	----	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	----	----
Keokuk, Mt. Pleas't and Musca. :						
Lee County	150,000	8	----------	----------	----	----
City of Keokuk	200,000	8	----------	----------	----	----
La Crosse, Viroqua & Mineral Pt :						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	101
La Crosse and Milwaukee :						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	----	----
Unsecured Bonds	1,785,000	†	----------	----------	----	----
Lexington and Frankfort :						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island :						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co. :						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort :						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville :						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'85-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1855	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester :						
State [Tenn.]	372,000	6	----------	----------	----	----
Mortgage	24,000	7	----------	----------	----	----
Mortgage	10,000	6	----------	----------	----	----
Marietta and Cincinnati :						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	97
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston :						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,500,000	7	----------	----------	----	----
Memphis, Clarkesv. and Louisv. :						
State [Tenn.] Loan	910,000	6	----------	----------	----	----
Memphis and Ohio :						
State [Tenn.] Loan	$1,340,000	6	----------	----------	----	----
Michigan Central :						
1st Mortgage Sterling	487,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1909	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1909	124
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	124
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	124
Mich. Southern and N'n Indiana :						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	89
Goshen Air Line	693,000	7	" "	" "	1868	102½
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1886	106
2d General Mortgage	2,194,500	7	" "	" "	1877	96
*Milwaukee and Beloit :						
1st Mortgage	630,000	8	----------	----------	----	----
*Milwaukee and Horicon :						
1st Mortgage	420,000	8	----------	----------	----	----
2d Mortgage	600,000	8	----------	----------	----	----
Milwaukee and Prairie du Chien :						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	105
Minnesota and Pacific :						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central :						
1st Mortgage	1,007,362	7	----------	----------	----	----
Mississippi Central and Tenn. :						
State (Tenn.) Loan	529,000	6	----------	----------	----	----
Mississippi and Missouri :						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----------	" "	----	----
Oskaloosa Division	500,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,000,000	7	----------	" "	----	61
2d Land Grant	700,000	---	----------	" "	----	----
Mississippi and Tennessee :						
Tennessee State Loan	98,000	6	----------	----------	1895	----
Mississippi State Loan	202,799	6	----------	----------	----	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio :						
City (Mobile) Tax Loan	400,000	6	----------	----------	----	----
Tennessee State Loan	674,860	6	----------	----------	----	----
Alabama State Loan	389,410	6	----------	----------	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,979	6	----------	----------	----	----
Montgomery and West Point :						
Alabama State Loan	122,622	---	----------	----------	----	----
Mortgage (due 1860, '65 and '85)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1886	----
Muscogee :						
1st Mortgage	249,000	7	----------	----------	----	----
Nashville and Chattanooga :						
Mortgage (State endorsed)	1,500,000	---	----------	----------	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	----	----
*New Albany and Salem :						
Crawfordsville	175,000	7	----------	----------	----	----
1st Mortgage	500,000	10	----------	----------	----	----
1st Mortgage	2,285,000	6	----------	----------	----	----
N. Hav., N. Lond. and Ston'gton :						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton :						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------			
New Jersey :						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern :						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North. :						
State (Miss.) Loan	255,000	5	----------	----------	'63 '78	----
1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West. :						
Louisiana State Loan	641,000	6	----------	----------	----	----
New Orleans City Subscription	1,500,000	5	----------	----------	----	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1880	----
New York Central :						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	106
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	118
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	104
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103½
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	125
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	108
New York and Erie :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	119
3d Mortgage	6,000,000	7	" "	" "	1883	116
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	107
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	106
Buffalo Branch	200,000	7	Jan. & July.		1891	103
New York and Harlem :						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	106
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100
3d Mortgage	980,300	7	Jan. & July.		1867	102
New York and New Haven :						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$282,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1886	----
Md. State Loan (Irredeemable).	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract.	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1850	99
2d Mortgage	3,077,000	7†	" "	" "	1861	30½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	99½
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	92
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & Ju'y.	New York.	'71-'87	66½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	112
2d Mortgage	2,621,000	6	April & Oct.	"	1875	106½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1850-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,800	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	105½
" 1844, "	810,000	6	" "	"	1880	104
" 1848, "	101,000	6	" "	"	1880	104
" 1849, "	67,000	6	" "	"	1880	104
" 1867, (convertible)	2,480,500	6	" "	"	1886	135½
" 1850, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	112½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	94
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1875	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	69
2d Mortgage	937,500	7	" "	"	1863	28½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318 500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1856	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1850	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1566	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	79
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1860	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1885	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1885	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	84
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,136,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	104½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	89½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	----
Sterling, issued in 1855	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	55.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,236	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb '59	50.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,63*	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	238,791	76,773	21,006	—	.....
1 May, '61	469.8	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	[illegible]	6	.....
								ARKANSAS.													
8 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—					.....
								CALIFORNIA.													
30 Dec. '60	77.5	—	.....	—	...	...	.....	Sacramento Valley	1,498,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,394	.....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,200	23.8	48,928	65,909	36,666	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,*10	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3 260,908	254,000	137,036	2,350,000	927,000	—	4,280, 00	72.8	458,245	1,232,307	885,219	17	220
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439 775	*	—	2,000,000	191,000	64,859	2,439 775	124.0	183,367	329,539	92,439	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	395,050	26,084	1,460,193	62.0	129,574	265,387	18,968	8	.....
29 Feb '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,124	212,553	—	—	117
30 Nov. '63	8.48	5.9	0 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—		156,*63	78,631	3½	.....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66 0	155,916	195 055	61,236	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,933	764,877	—	3,572 800	2,000 000	—	6,612 367	117 4	570,410	1,424,772	720,462	12	150
30 Nov. '63	59.4	7.0	8.5	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	434,559	180,539	6½	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	741,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,927	8	125
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	83	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,178	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	...	...	.....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,*58,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026 868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770 425	*	—	2,921,900	396,500	19.913	3,822,913	228.8	.....	.....	388,855	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.		138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	91
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,539	394.0	1,955,519	3,090,211	1,350,499	8	118
1 Apr. '63	242.0	—	29.0	36	23	705	Chicago and Northwestern	12,325,899	510,983	—	3,731,316	8,345,000	226,641	13,147.13	242.0	.....	1 083,654	443,503	—	44
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6.000.000	1,402,748	—	8,380,575	228.4	1,162,850	2,143,875	1,103,414	6	105
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,144	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341 7	1 484,06.	2,201,481	1,279,40*	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	130½
— — —	148.0	—	.....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,789,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	55
								INDIANA.													
— — —	108.0	—	.....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1.254.500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,699,900	1,347,284	140,699	3,458,106	110.0	.....	448,858	230,834	9	100
1 Dec. '63	84.0	—	.....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,548,508	*	10,000	1,299,573	998,000	11,086	2,491,368	84 0	355,887	598,09*	350 525	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	.....
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,484,347	*	—	819,000	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73.0	357,202	774,618	307,527	13	150
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	869,000	369,044	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	2,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	84	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
— — '62	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,900	15,000	.....	239.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,977	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,634	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	.....	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,664,713	65 1		222,909	120,069	3	90
30 Jun. '64	185.0	83.0	18.3	38.5	52	47	529	Louisvill'e and Nashville	9 730,101	*	—	5,605,834	3,930,500	225,670	11,886,420	300 0	841,558	3,261,690	1,803,953	6	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	228,649	—	.....
31 Mar. '61	204.0	—	.....	205.0	45	37	515	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	58.7	—	.....	135.8	...	...	—	*Vicksburgh. Shreveport & Texas.*	1,662,891	*	—	1,253,015	248,000	108.434	1,710,819	43.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada								
30 Jun. '62	188.0	—	.....	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,960,000	4,250,000	—	9,008,269	188.0	.....	340,898	.....	—	.....
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6.3 5,906	7,740,989	—	15,066,822	329.3	1,558,2*7	3,417,1*5	1,697,060	12	130
31 Mar. '64	246.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	74
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	25	22	220		*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,650	—	.....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	29
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,953	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	.....
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	4 20	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	127,019	20,455,420	196.7	507,040	679,956	227,396	—	.....
28 Feb. '63	77.0	—	5.9	106.0	—	—	—	*South-Western Branch*	4,*35,586	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,886	—	.....
30 Sep. '62	56.5	3.0	8.2	—	16	18	215	*St. Louis and Ire Mountain*	...	344,168	—	1,971,127	3,501,000	67,961	5,996,277	90.1	232,631	363,235	65,260	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	16.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	367,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	5.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,237,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	26	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,082	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	111
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	23,404	—	—
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,814,042	3,604,731	3,579,907	13,118,902	10,781,833	866,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	112
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,508	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	56
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	193,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,058	503,718	167,051	6	106
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	132
30 Nov. '63	47.0	7.0	32.5	—	25	41	288	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	307,729	8	144
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,593	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	145
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	981,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	108
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	59.0	477,758	812,556	390,594	6	108½
30 Nov. '63	60.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	121
30 Nov. '63	12.4	—	2.3	—	2	4	28	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	—	21,780	21,275	6	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	553,919	96,684	—	500,000	—	—	704,336	71.0	167,154	223,794	89,077	8	127½
30 Nov. '63	20.1	1.5	1.2	—	5	10	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,600	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	367,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	126½
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	92,549	—	243,206	226,900	1,386	471,592	—	—	17,620	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	83,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	18	179	Vermont and Massachusetts	3,809,557	207,343	—	2,214,225	925,700	—	3,821,695	77.3	112,606	271,815	140,186	—	39½
30 Nov. '63	156.1	17.8	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,838	1,232,831	10	154
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,273,159	45.7	188,647	251,024	132,153	6	95½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,902,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,296	—	2,085,925	655,400	—	2,969,852	53.6	322,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.5	.....	470,078	125,286	7	64
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,066,245	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	113
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,558	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,249,214	52.0	.....	366,846	153,718	4	91
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	18,183	—	—
								NEW JERSEY.													
31 Dec. '62	44.2	—	3.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	78.0	.....	259,921	113,533	—	—
31 Dec. '62	68.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,099,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	154½
31 Dec. '62	50.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	50.2	.....	144,350	65,128	—	15
31 Dec. '63	54.0	—	45.0	100	51	29	574	Central of New Jersey	5,901,636	778,000	609,636	4,620,160	2,000,000	—	7,708,800	54.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	55.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	55.0	—	293,857	103,645	7	116
31 Dec. '63	55.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	443,573	1,461,396	4,597,800	642,500	400,017	5,739,574	55.8	—	1,286,600	694,914	10	155
31 Dec. '62	21.2	—	—	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	—	90,618	29,592	—	170
31 Dec '62	.....	—	.....	—	—	—	—	Raritan and Delaware Bay	2 450,417	*	—	1,208,553	1,250,000	143,698	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,908	6½	110
31 Dec. '62	58.5	—	—	47	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,036	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	54,558	—	978,670	120,000	34,888	1,257,087	—	.....	329,223	176,095	—	—
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,685	—	2,587,725	48.9	.....	1,184,256	317,213	5	108½
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,569,088	160.3	618,390	1,184,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,209,928	516,576	149,000	2,051,750	1,149,000	—	3,600,000	86.0	596,428	1,691,944	835,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,431	3,511,414	7½	94½
30 Sep. '63	144.0	—	125.5	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,718	1,844,287	7	118
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,568	692,911	—	1,852,716	732,462	—	2,928,474	100.5	242,062	360,431	52,250	6	47
30 Sep. '63	297.8	258.1	400.0	—	239	256	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	234,411	42,859,880	664.9	5,692,223	10,897,631	3,994,999	7	120½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,683	5,722,850	5,877,518	14,200	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.8	17.8	—	25	25	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	578,512	153,969	—	15
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,240	204,000	22,667	823,480	38.1	70,535	162,757	83,090	8	—
30 Sep. '63	25.2	—	2.5	—	10	35	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	161,198	355,025	117,450	7	—
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	—	565,668	685,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.8	110,055	187,551	51,335	—	—
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	54,275	—	72,286	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,180	1,621,037	97,371	2,918,538	81.0	213,931	323,794	154,908	—	—
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,990	—	600,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	5.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
— —	'58 223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	—
— —	'59 97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	222,900	1,130,470	1,045,600	51,300	2,954,509	171.9	.....	439,458	219,688	—	—
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,240,213	791,055	102,391	3,114,954	171.0	525,069	477,554	235,291	8	—
15 Mar. '60	51.0	5.0	.....	192.5	.....	.....	.....	Western North Carolina	2,000,000	*	4,700	200,212	—	70,860	554,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	—
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,679	106,133	1,628,350	3,673,000	1,126,458	6,810,432	141.0	853,028	857,701	360,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,155	499,066	113,147	2,500,000	1,674,000	—	4,996,265	202.0	.....	1,063,825	495,691	10	123
31 May, '59	131.5	—	—	51.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,832,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '63	136.4	55.5	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	525,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	130
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,788	25,840	1,036,065	1,752,400	128,857	2,917,322	67.0	348,887	375,208	228,651	—	45
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	788,202	500,000	3,000,000	1,593,000	—	5,103,000	90.7	562,396	2,066,623	1,268,785	25	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,665	94,329	8,251,646	203.5	.....	1,436,317	552,900	—	112½
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	695,257	55,025	4,654,800	7,286,790	—	8,107,006	188.6	786,262	1,691,266	623,714	8	111½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,675	575,250	632,455	.....	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	.....	51.0	6	9	108	Columbus and Indianapolis	2,555,000	*	—	750,000	1,500,000	206,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	202,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	15	—
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	—	.....	142.0	.....	703,230	311,256	—	15
30 Nov. '63	53.5	—	39.6	—	26	28	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	701,562	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	85,066	11,164,820	226.6	445,157	620,025	299,630	—	—
30 Apr. '62	192.3	—	.....	—	45	54	628	Ohio and Mississippi	16,863,614	746,478	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,952	119,052	—	—
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	—
30 Jun. '64	163.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	5,983,573	595,400	102,855	3,260 887	1,496,728	11,190	5,139,662	205.9	288,934	600,162	133,747	—	32
31 Dec. '62	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,335,156	*	—	802,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	—
1 Dec 06	242.4	—	.....	—	47	18	928	Toledo & Wabash	2,706,636	*	25,000	8,314,775	6,651,289	28,272	10,162,632	250.0	1,279,960	1,429,798	540,921	—	52

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,886,000	———	5,634,039	100.0	———	360,215	171,286	———	———
31 Oct. '63	24.5	———	24.9	———	19	8	1,303	Beaver Meadow	1,064,230	400,560	———	1,983,900	1,000	———	1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	———	6.0	———	———	11	359	Catawissa	3,634,000	*	———	3,500,000	284,000	3,868,380	3,852,380	146.0	328,612	308,567	11,465	———	16
31 Oct. '63	82.0	———	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	———	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	104½
31 Oct. '63	110.7	2.8	47.2	———	74	20	4,889	Del., Lackawanna and West'n	7,018,294	2,160,583	———	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,088	828,143	9	205
31 Oct. '63	35.5	1.1	3.2	———	7	4	65	East Pennsylvania	1,161,430	104,941	———	604,190	598,400	———	1,212,590	36.9	151,820	238,243	150,162	———	———
31 Dec. '63	78.0	———	8.5	———	16	7	647	Elmira and Williamsport	2,083,607	*	———	1,000,000	1,000,000	Lease'd to Northn Cen.		196.907	334,700	110,368	———	32	———
31 Oct. '63	18.6	———	4.6	———	———	———	———	Erie and Northeast	700,000	*	———	600,000	100,000	———	1,000,000	18.6	144,871	423,358	169,288	10	———
31 Oct. '63	36.9	18.6	17.0	———	———	———	———	Harrisburg and Lancaster	1,882,560	*	———	1,182,550	700,000	———	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	69
31 Oct. '63	32.0	———	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	———	1,809,565	500,000	100,000	2,409,565	32.3	27,600	87,047	4,163	———	———
31 Oct. '63	31.3	14.5	10.5	———	14	2	100	Huntingdon and Broad Top	1,927,246	*	———	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	———	29½
31 Dec. '63	80.0	———	17.0	———	15	7	1,068	Lackawanna and Bloomsburg	2,805,846	*	———	710,000	1,929,085	68,833	2,707,896	80.0	335,700	478,112	242,838	———	———
31 Oct. '63	46.0	34.0	32.0	———	29	12	1,209	Lehigh Valley	3,822,008	869,222	———	2,297,250	1,465,000	58,127	3,820,377	88.0	886,844	1,320,058	774,074	10	80½
31 Oct. '63	28.3	5.5	8.0	———	10	———	61	Little Schuylkill	1,371,868	*	———	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	44½
31 Oct. '63	24.5	106.0	65.5	———	31	———	51	Mine Hill and Schuylk. Haven	3,311 613	*	———	4,132,935	———	———	4,132,935	130.0	319,162	363,367	89,991	8	60
30 Nov. '63	55.6	13.2	10.5	———	17	27	613	North Pennsylvania	5,485,709	404,764	———	3,147,750	3,104,287	———	6,252,037	68.8	274 990	511,896	273,391	———	29
31 Dec. '63	300.8	56.1	319.0	———	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	18,480,250	16,949,124	———	38,345,668	356.9	5,211,202	1,891,413	5,111,413	———	67½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	———	1,267,200	405,500	———	1,672,200	24.0	244,425	332,489	179,505	9	68½
31 Oct. '63	230.0	———	21.5	55.0	55	5	530	Phila. and (Sunbury) Erie	———	———	———	5,010 944	8,528,000	80,151	13,619,096	230.0	428,759	699,300	193,486	7½	28
30 Nov. '63	147.4	61.1	211.3	———	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	———	35,613,828	403 0	2,721,689	6,252,902	3,706,900	7	66
31 Oct. '63	28.2	———	1.9	———	———	———	———	Philadelphia and Trenton	633,882	———	———	999,200	250,000	———	1,249,200	28.2	137,074	644,050	353,648	10	145
31 Oct. '63	96.9	———	51.4	———	26	98	823	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	———	8,477,500	200.5	647,020	2,540 248	1,602,119	10	67½
31 Dec. '63	59.5	———	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	———	1,767,573	1,500,000	82,530	3,565,639	72.0	209,746	215,587	106,356	9	12
31 Dec. '63	468.3	———	71.8	———	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	———	6,164,532	12,935,178	———	19,932,741	468.3	3,472,914	5,132,934	2,106,623	———	105½
31 Dec. '63	28.6	———	6.2	———	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	———	500,000	791,597	Lease'd to Northn Cen.		40,476	144,725	87,112	10	40
31 Oct. '63	29.6	———	3.1	———	5	4	195	Tioga	730,967	106,553	———	367,300	396,500	65,206	832,009	29.6	75,358	126,686	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	———	2.0	———	12	17	103	N. Y., Providence and Boston	2,158,000	*	———	1,808,000	256,500	———	———	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	———	0.5	———	4	3	7	Providence, Warren & Bristol	424,945	13,299	———	437,917	8,500	———	———	13.6	24,916	31,702	9,718	———	———
								SOUTH CAROLINA.													
31 Dec. '58	54.9	———	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,385	195,266	197,905	1,099,536	51.9	———	———	———	———	———
31 Dec. '58	109.6	———	.....	———	15	9	176	Charlotte and South Carolina	1,719,045	*	———	1,201,000	354,000	———	———	109.6	———	283,263	161,536	6	———
1 Jan. '59	142.2	21.3	.....	———	———	———	———	Greenville and Columbia	2,439,769	324,161	———	1,429,008	1,145,000	345,546	———	164.5	———	341,190	126,871	———	———
28 Feb. '59	102.0	———	.....	———	———	———	———	North-Eastern	2,011,662	*	———	955,742	960,410	108,172	2,057,325	102.0	———	220,014	96,145	———	———
31 Dec. '60	136.0	106.0	.....	———	62	59	790	South Carolina	———	———	———	———	2,645,533	———	———	———	———	1,499,636	701,943	7	———
								TENNESSEE.													
30 Sep. '60	47.6	———	.....	———	———	———	———	Central Southern (Tenn.)	1,021,439	68,133	———	605,214	514,000	99,110	1,137,707	47.6	———	29,867	19,187	———	———
1859	80.0	———	1.8	———	12	10	171	East Tennessee and Georgia	3,637,367	*	———	1,289,673	2,020,000	200,000	———	140.6	———	318,718	187,466	———	———
1859	140.0	———	8.0	———	10	10	128	East Tennessee and Virginia	2,310,033	156,264	———	536,554	1,902,000	190,407	———	130.3	160,142	297,806	149,167	———	———
1860	271.6	19.4	20.0	———	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,509,949	2,659,000	260,112	7,627,797	291.0	———	1,636,096	873,597	———	———
1859	271.6	16.0	20.0	3.9	9	8	242	Memphis and Ohio	2,259,267	141,144	———	670,000	1,361,000	145,000	———	———	———	———	———	———	———
1859	100.0	———	30.6	55.8	———	———	———	Memphis, Clarksv. & Louisv.	2,000,000	100,500	———	298,721	740,000	———	———	———	———	———	———	———	———
1859	59.0	———	———	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	———	795,595	554,949	519,518	———	59.4	69,870	177,256	60,029	———	———
1859	47.4	———	2.3	———	4	5	46	Mississippi Central and Tenn.	892,710	82,908	———	317,447	632,500	22,569	———	47.4	54,175	83,129	44,666	———	———
1859	84.2	———	7.0	———	12	2	81	McMinnville and Manchester	533,807	56,816	———	144,894	406,000	5,000	———	34.2	30,065	23,808	13,892	———	———
30 Nov. '60	149.7	44.0	7.9	———	39	17	819	Nashville and Chattanooga	3,532,882	*	———	2,000,544	1,731,000	———	———	150.0	———	———	———	———	———
1859	———	———	———	———	———	———	———	Nashville and Northwestern	———	———	———	———	———	———	———	———	———	———	———	———	———
1860	45.8	———	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	———	595,922	860,000	204,544	———	45.8	87,950	127,962	87,243	———	———
1859	30.0	———	0.6	8.0	———	———	———	Winchester and Alabama	———	———	———	216,962	413,000	408,477	———	30.0	———	1,248	———	———	———
								TEXAS, (*all aided by State*).													
— — '58	32 0	———	.....	158.0	———	———	———	Buffalo Bayou, Braz. & Col'r'do	———	———	———	———	———	———	———	32.0	———	———	———	———	———
— — '58	56 0	———	.....	184.0	———	———	———	Galvest., Houst. & Henderson	———	———	———	———	———	———	———	56.0	———	———	———	———	———
— — '60	50.0	———	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	———	———	275 000	240,000	171,560	———	50.0	21,300	32,670	———	———	———
1 May '60	70.0	———	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	———	455,000	975,000	389,000	———	70.0	102,200	252,846	196,568	———	———
— — '59	25.0	———	.....	110.0	———	———	———	San Antonio & Mexican Gulf	———	———	———	———	———	———	———	25.0	———	———	———	———	———
								VERMONT.													
31 May '64	110.3	———	6.6	———	9	15	202	Connect. & Passumpsic Rivers	2,842,741	*	———	1,650,000	800,000	———	3,036,338	90.7	189,877	308,850	167,420	———	69
31 Aug. '63	119.6	———	16.0	———	28	25	558	Rutland and Burlington	3,991,706	556,275	———	2,233,276	3,257,471	595,219	6,386,166	119.6	449,351	423,027	112,163	———	———
31 Aug. '63	62.5	2.0	4.9	———	10	9	240	Rutland and Washington	950,000	256,583	———	1,097,000	———	———	1,206,683	62.5	136,761	185,474	67,785	———	———
31 May, '63	117.0	2.0	21.0	———	42	46	841	Vermont Central	8,402,055	*	———	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,289	941,045	262,887	———	1½
31 May, '63	47.0	5.5	4.1	9.7	———	———	———	Vermont and Canada	1,687,500	———	———	1,687,500	———	———	1,687,500	oper. by Vt.		Central		8	100
30 Jun. '63	23.7	———	0.9	———	4	6	39	Vermont Valley	1,212,274	89,612	———	516,164	793,200	———	1,301,886	23.7	48,996	64,267	26,451	———	———
30 Jun. '63	59.0	5.5	3.6	———	———	———	———	Western Vermont	1,083,500	*	———	332,000	700,000	———	———	oper. by Troy		& Bost.	53,852	———	———
								VIRGINIA.													
1 Aug. '59	41.5	———	———	127.1	———	———	———	Alex., Loudoun & Hampshire	1,492,194	42,000	———	1,403,018	56,186	88,131	1,564,194	———	———	———	———	———	———
30 Sep. '59	77.8	5.0	5.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	———	2,969,861	775,500	118,789	———	113.7	703,034	126,302	43,062	———	———
30 Sep. '59	79.2	———	4.8	———	5	2	75	Norfolk and Petersburg	2,006,873	122,156	———	1,500,124	590,610	156,161	9 months	79.2	47,702	84,121	16,382	———	———
30 Sep. '59	103.5	———	.....	———	8	———	———	Northwestern Virginia	5,222,150	*	———	455,806	5,719,229	———	———	103.5	345,427	248,004	loss	———	10
30 Sep. '60	85.5	65.4	10.0	———	16	16	175	Orange and Alexandria	———	———	———	2,063,655	2,517,500	500,056	———	167.7	270,846	450,427	221,214	———	———
30 Sep. '59	123.3	10.1	.....	———	19	13	279	Petersburg and Lynchburg	3,040,656	374,996	———	1,365,300	1,851,500	292,842	4,745,256	133.4	———	410,166	201,244	———	———
30 Sep. '59	59.2	21.3	.....	———	14	17	131	Petersburg and Roanoke	1,223,526	*	———	883,200	102,500	5,799	1,486,527	80.5	———	626,554	213,852	7½	———
30 Sep. '60	140.5	7.7	12.0	———	28	30	418	Richmond and Danville	3,726,037	*	———	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,228	———	57
30 Sep. '59	75.1	———	4.5	———	11	10	198	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	———	75.6	159,951	279,945	143,385	7	77
30 Sep. '59	22.2	2.8	5.1	———	10	7	188	Richmond and Petersburg	1,222,522	*	———	835,750	204,808	26,853	———	43.5	1,058,054	163,753	79,568	6	80
30 Sep. '59	23.7	———	0.2	14.6	2	———	23	Richmond and York River	704,840	20,554	———	667,812	85,000	———	———	23.7	12,542	———	———	———	———
31 Jan. '60	80.0	———	.....	———	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	———	240,446	121,053	7	———
30 Sep. '60	178.2	———	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,180	5	70
30 Jun. '60	204.7	9.4	10.6	———	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,266,000	571,958	10,233,271	214.9	480,193	740,489	347,967	———	———
								WISCONSIN.													
1 Dec. '59	55.0	———	2.6	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	———	800,000	700,000	25,000	———	55.0	———	———	———	———	———
31 Dec. '61	199.9	———	24.9	27.5	———	———	———	*Milwaukee and Minnesota*	7,400,000	*	———	4,940,000	2,460,000	———	———	199.9	———	756,476	329,589	———	———
31 Dec. '62	191.9	42.5	28.3	———	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	———	4,826,800	2,454,000	221,282	7,978,841	234.4	———	1,163,734	414,741	———	55
10 May, '64	103.9	———	10.6	———	20	22	557	Racine and Mississippi	3,802,016	*	———	2,705,720	1,417,000	1,086,328	5,692,471	142.3	466,043	490,597	138,210	———	———
								CANADA.													
31 Jan. '63	161.0	———	.....	———	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	———	11,750,000	188,000	———	11,938,000	16.10	———	236,796	67,652	———	———
31 Dec. '62	49.0	———	.....	———	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	811,029	22,984	2,663,376	49.0	———	342,796	117,842	———	15
30 Jun. '63	1,096	157.0	.....	78.0	204	150	2,399	Grand Trunk	77,210,345	*	———	15,123,480	54,750,510	7,336,405	77,210,345	1,096	———	4,368,510	1,154,868	———	———
31 July, '63	229.0	115.0	63.0	———	92	125	1,689	Great Western	25,903,750	*	1,250,000	16,802,745	9,281,435	———	26,084,180	357.0	———	3,011,880	1,649,510	1½	———
31 Dec. '62	95.0	1.6	.....	———	17	20	337	Northern (O. S. & H.)	———	———	———	———	———	———	———	96.6	———	———	———	———	———
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.0	12.0	———	14	18	271	European & North American	4,569,418	*	———	4,468,708	———	———	4,468,708	108.0	160,421	107,840	20,000	———	———
1 July, '61	60.0	———	.....	———	———	———	———	New Brunswick and Canada	1,402,748	102,583	———	1,380,000	13,100	136,000	1,709,252	60 0	———	134,556	36,670	———	———
								NOVA SCOTIA.													
Dec. '62	51.5	30.5	.....	———	20	18	180	Nova Scotia	4,273,401	*	———	4,273,281	———	———	4,273,281	92.0	158,416	139,107	37,181	———	———
								NEW GRANADA.													
31 Dec. '63	48.7	———	———	———	11	23	190	Panama	8,000,000	*	615,658	5,000,000	3,375,000	———	10,763,723	48.7	———	2,027,438	1,286,924	13	205

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	37½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	56
Chicago & Alton (preferred)	2,422,596	7	7	94½
Chicago & Northwestern (pref.)	2,400,000	7	5½	76½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	69½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	---	---	52
Erie (preferred)	8,535,700	7	7	10½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	51
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,162	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	145
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,245,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	93
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	74
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1896	103
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson: 1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan: *See* Camden & Amb BR.	----	--	-------	-----	----
Erie and Penn.: 1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1865	----
Lehigh Navigation: 1st Mortgage	2,784,682	6	M. & S.	1870	104
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	465,500	6	A. & O.	1876	104
2d Mortgage	294,750	6	-------	-------	97
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	96
2d Mortgage	3,980,670	6	J. & J.	1882	87½
Improvement	568,500	6	M. & N.	1876	85
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60
Preferred Interest b'ds.	227,589	6	" "	1878	27
Union, (Pa.) 1st Mortgage	2,500,000	6	M. & N.	1885	21
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley. 1st Mortgage	650,000	6	J. & J.	1878	90

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	70
Chesapeake and Ohio	100	8,224,595	——	----
Delaware Division	100	1,633,350	——	36
Delaware and Hudson	100	7,500,000	10	200½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	——	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	73½
" " (scrip)	50	1,903,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	97
" (preferred)	100	1,175,000	10	130
North Branch	100	----------	——	----
Sault Ste Marie	100	----------	——	----
Schuylkill Navigation (consolid.)	50	1,932,457	——	33½
" " (preferred)	50	2,722,007	——	39½
Susquehanna and Tide Water	50	2,048,260	——	14½
Union (preferred)	50	2,750,000	——	8
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	78½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ....(cash) ..... per ton 60 — @ 65 —
Pig, American, No. 1 ..... 57 — @ 58 —
Bar, Swedes, assorted sizes ..(in gold)..... — @ 92 50
Bar, English, Refined ..... 190 — @205 —
Bar, English, common ..... 175 — @190 —
Band, English ..... — — @230 —
Horse Shoe ..... — — @225 —
Rods, English ..... 205 — @210 —
Hoop, English ..... 230 — @310 —
Nail Rod ..... per lb. — 15 @ — 17
Sheet, Russia ..... per lb. — 30 @ — 33
Sheet, English, Single, Double and Treble. — 10½ @ — 12½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast ....(1st & 2d qlty.) ..... per lb. — 32 @ — 40
English Spring ..... 1st & 2d qlty.) ..... — 19 @ — 23
English Blister ..... (1st & 2d qlty.) ..... — 22 @ — 33
English Machinery ..... — 23 @ — 26
American, Blister ..... — 16 @ — 20
American, Cast, Hammered ..... — 30 @ — 34
American, Cast, Rolled ..... — 19 @ — 23
American Spring ..... — 15 @ — 20
German ..... — 22 @ — 25
Milan (in bond) ..... — @ —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New ..... (suits) ..... per lb. — — @ — 65
Sheathing, &c. Old ..(cash) ..... — — @ — —
Sheathing, Yellow ..... — — @ — 50
Pig, Chile ..... — — @ — —
Bolts ..... — — @ — 65
Braziers' ..... — — @ — 65
American Ingot ..... (cash) ..... — 49½ @ — 50

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena ..... per 100 lb. 15 50 @ 16 —
Spanish ..... 15 25 @ 15 50
German Refined ..... 15 25 @ 15 50
English ..... 15 25 @ 15 50
Bar ..... per lb. — — @ — 18
Pipe and Sheet ..... — — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca ..... per lb. — — @ — 72
Straits ..... 60½ @ — 61
English ..... 60 @ — 60½
Plates, Charcoal I. C ..... per box 22 — @ 23 —
Plates, I. C. Coke ..... 18 — @ 20 —
Terne, Coke ..... 16 — @ 16 50
Terne, Charcoal ..... 18 50 @ 18 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d ....(cash) ..... per 100 lb. 3 50 @ 3 —
Clinch ..... (cash) ..... 10 — @ 10 50
Horse Shoe, Forged ..... (cash) ..... per lb. — 40 @ — 45
Wrought English ..... (cash) ..... — — @ — 70
Ausable Horse, Norway Iron, Forged ..... — — @ — 50
Zinc Nails ..... (6 mos.) ..... — — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine ..... per lb. 1 15 @ 1 20
Para, Coarse and Medium ..... — — @ — —
Carthagena, &c ..... — 70 @ — 72
Guayaquil ..... — — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity ..... — 55 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test). — 95 @ — —
Refi'd, in bd. L.S. to pr. Wh. (110@120 test). — 74 @ — 75
Naptha, Refined, (60@63 gravity) ..... — 52 @ — 54

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 14.

	Th 8.	F. 9	Sat. 10.	M. 12	Tu. 13	W. 14.
American Coal Co.	----	85	84	85	85	
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	
Buffalo, N. Y. & E., 1M. 104	----	----	----	104	----	
California 7s	----	----	----	----	----	
Canton Co.	34½	35	35½	36½	36½	
Central Am. Transit	----	----	----	----	----	
Chicago & Alton	----	----	----	----	92½	
" " pref.	94	94½	----	----	----	
" " 1 M.	----	----	----	----	----	
" " Inc. b'ds	----	----	----	----	----	
Chicago, Burl. & Q.	118	117½	----	118	----	
" " " 8 p.c.	----	----	----	----	----	
Chic. & Northwest'n.	44½	43½	42½	43½	42½	44
" " pref.	77½	77	76½	76½	76½	76½
" " 1st M.	97	----	----	97	97½	97
" " 2d M.	----	----	----	----	----	
" " S. F.	----	----	----	----	----	
" " A. B.	----	----	----	----	----	
" " I. B.	----	----	----	----	----	
Chicago & Rock Isl.	107	106½	105½	107	107½	108
" " 1st M. '70	----	----	----	----	----	
Clev., Col. and Cin.	182	----	----	----	----	
Clev. and Pittsburg	111½	111½	111	111½	112	113
" " 1 M.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	
" " 3 M.	----	----	----	----	----	
" " 4 M.	----	87	----	83	----	
Clev. and Toledo	107	111	110½	109½	----	
" " S. F. 7 p.c.	----	----	----	----	----	
Cumberland Coal, pref.	48½	50½	52½	53½	52	50½
Del. & Hudson Canal	205	208	210	215	218	206½
Del., Lack. & West	----	----	225	----	----	
" " 1 M. 8 p.c. '71-5	----	----	114	----	----	
" " 2 M. 8 p.c. '81	----	----	----	----	----	
Erie	96	95½	94	94	94	94½
" pref.	103½	103½	----	102½	----	
" 1 M. 7 p.c. '67	----	----	----	----	105	
" 2 M. 7 p.c. '79	----	----	----	----	119	
" 3 M. 7 p.c. '83	116	----	----	----	----	
" 4 M. 7 p.c. '80	----	----	105	107	----	
" 5 M. 7 p.c. '88	107	----	----	----	----	
Galena and Chicago	----	----	----	----	----	
" 1 M. 7 p.c. '82	----	----	----	----	----	
Hann. & St. Joseph	----	----	----	----	----	
" " pref.	50	----	----	----	50½	
" " bonds	----	----	----	----	----	
Hudson River	116½	115½	115	119	118½	117½
" scrip	----	----	----	----	----	
" 1 M. 7 p.c. '69	----	----	----	----	108	
" 2 M. S. F.	120	----	----	----	----	
" 3 M. 7 p.c. '75	----	----	----	----	----	
" conv. bonds	101	----	----	----	----	
Illinois Central	131½	130½	129½	130	130	131
" Can. bd. sc.	----	----	----	----	----	
" bonds	----	----	----	----	120	
Marietta & Cin. 1st pref.	----	----	----	----	----	
" " 2d "	----	----	----	----	----	
" 1st mort.	----	----	----	----	----	
Mariposa Mining Co.	36½	36	35½	35½	36½	35½
Michigan Central	130	130	----	131	134	133
" S F. 8 p.c. '82	----	----	----	124	----	
" conv. 8 p.c. '69	----	----	----	----	----	
M. S. and N. I.	74½	73½	72½	74	73½	73½
" " guar'd.	----	----	----	----	142	145
" " 1 M. S. F.	----	----	----	----	----	
" " 2 M.	----	----	----	----	----	97
Mil. and P. du Chien	54½	54	53½	52	54½	54½
" " 1st pref.	----	----	----	----	----	
" " 2d pref.	----	----	----	----	----	
" " 1st M.	----	----	----	----	----	
Minnesota Mining Co.	----	----	----	----	----	
Miss. & Mo.	----	----	----	----	----	
" L. G. bonds	----	----	----	----	----	
Missouri 6s	63½	63½	----	63½	63½	
" iss. to H. & St. J. R.	----	----	----	85½	85	
" " Pacific	----	----	----	----	----	
New York Central	122½	121½	121	121	121	120½
" " 7s, 1864	----	----	----	----	----	
" " 7s, S.F. '76	117½	----	----	----	----	
" " 7s, conv. '76	----	----	----	----	----	
" " 6s, S.F. '83	109	----	----	108	----	
" " 6s, S.F. '87	----	----	----	----	----	
N. York & Harlem	----	----	----	----	----	
" " pref.	----	----	----	----	----	
" 1 M. 7 p.c. '73	----	----	----	----	----	
" 2 M. 7 p.c. '64	----	----	----	----	----	
" 3 M. 7 p.c. '67	----	----	----	----	----	
Ohio & Miss. cer.	37	36½	35½	36	35½	36
" " pref.	----	----	----	----	----	
Pacific Mail S.S. Co.	315	----	----	----	----	315
Panama	205	----	----	----	----	
Penn'a Coal Co.	197	----	----	200	206	
Phila. and Reading	137	136½	135½	137	137½	137
Pitts. Ft. W. & Chicago	106½	105½	104½	105½	105	105½
" " 1M.	112	----	112	112½	----	
" " 2M.	----	----	----	----	----	
" " 3M.	96	----	----	----	----	
Quicksilver Mining Co.	87½	88½	91½	86	95½	94½
St. L., Alton & T. H.	55	----	----	55	54½	
" " pref.	----	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 2M. pref.	----	----	----	----	----	
" " Inc. b'ds.	78	----	----	----	----	
Tennessee 6s, 1890	----	----	57½	----	----	56
Toledo & Wabash	----	----	----	----	----	
" " Pref.	69	----	----	----	----	
" " 1M.	----	----	----	----	----	
" " 1M. ex.	----	----	----	----	----	
" " 2M.	----	----	----	85	----	
" " Int. b'ds.	----	----	----	----	----	
Virginia 6s	----	----	----	----	----	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	110		----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	101⅛	101⅛	100⅝	102	102	101⅛
U. S. 5s, 10-40s, reg.	100⅛	----	----	----	----	101⅛
U. S. 6s, 1881, reg.	110	----	----	----	----	----
U. S. 6s, 1881, coup.	117⅛	116⅞	116⅛	116⅛	117⅛	118
U. S. 6s, '81, O.W.Ly.	----	----	----	----	112	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	133	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97⅛	97⅛	97⅛	97⅛	97⅛	97⅛
U. S. 6s, 5-20s, coupon	108⅛	108⅛	109⅛	109⅛	109⅛	108⅛
U. S. 6s, 5-20s, new	109	108⅛	109⅛	109⅛	109⅛	108⅛
U. S. 6s, " reg.	----	----	----	----	----	108⅛
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	119	120⅛	120	122	122	119
American Gold	242	239⅛	224	233⅛	234⅛	237

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	----	----	----	16⅛
" preferred	----	----	37⅛	37⅛	----	37
Camden & Amboy	152	----	152	152	151	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	100	100	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	----
Ches. & Del. Canal 6s '86	108	----	----	----	----	103
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	32⅛	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	106	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	72⅛	73	73⅛	73⅛	----	73⅛
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " 6s	----	----	101	----	----	101
Little Schuylkill R. R.	44⅞	45	45	44⅞	4⅞	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	59½	59	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	30	----	----
" " 6s	----	----	----	----	99⅛	----
" " 10s	----	----	----	----	----	110
Northern Central	----	----	56	56⅛	----	----
Pennsylvania R. R.	67⅛	68	67⅞	67⅛	67⅛	67
" 1st m.	112	112	----	----	----	112
" 2d m.	107⅛	107	107	----	----	----
Penn. State, 5s	93⅛	94	----	93⅛	----	94
" " 5s, coupon	95⅛	----	93⅛	95⅛	----	----
" " 6s, W. L.	----	----	----	----	----	105⅛
Philadelphia City, 6s	98	----	----	----	99⅛	99⅛
" " new	----	----	----	----	----	----
Philad., Germ. & Nor.	58	----	----	----	----	58⅛
Phila. & Reading	68⅛	68⅛	68⅛	67⅞	68⅛	68
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	30	----	----	----	----	30
" " 6s	----	----	----	----	101	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	32⅛	33⅛	----	33	33⅛	33⅛
" " pref.	39	40	40	39⅛	39⅛	40
" " 6s '82	87⅛	87⅛	----	----	87⅛	87⅛
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	15
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	19⅛	20	22	----	----	21
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal. 7s	78	78	78	----	79	79
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	18
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	112	----
2d and 3d streets, "	----	----	67	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.
Baltimore City 6s, 1875	108	108⅛	----	----	----	108⅛
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	109	----	109	109⅛	----	----
Balt. and Ohio	111	----	----	----	----	112
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	102⅛	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	108⅛	----	----	----	102	----
Northern Central	56	----	----	----	----	----
" " b'ds, '85	101	----	----	----	----	----
" " " 93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14.
Boston and Lowell	108	----	----	----	----	----
Boston and Maine	----	131	----	----	132	----
Boston and Providence	144	144	----	----	----	144
Boston and Worcest.	145	145	145	145	----	----
Cheshire, pref.	55	----	----	56	----	56
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	103	----	----	108⅛	----
Eastern, N. H.	108⅛	----	----	----	109	----
Fitchburg	120⅛	----	----	----	121	----
Manchester & Lawrence	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	90	90	90⅛	----	----	91
Old Colony and Fall R.	127	126⅛	----	----	----	----
Ph., Wil. & Baltimore	67⅛	67⅛	67⅛	67⅛	67⅛	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	106	106	106	----	106⅛	----
Vermont & Mass.	38	38⅛	----	----	----	38⅛
Western	----	----	154⅛	----	154	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	106	108	----	----	----	107⅛
Metropolitan "	52⅛	52	53	53⅛	----	55
Middlesex "	----	----	60	----	----	----
Central Mining Co.	----	----	----	----	----	----
Franklin "	49	49⅛	50	52	56	57
Isle Royale "	----	----	19⅛	----	----	19⅛
National "	27⅛	----	27⅛	----	----	----
Minnesota "	----	27	----	----	----	27⅛
Pewabic "	54⅛	55	55⅛	56⅛	59	59⅛
Pittsburg "	----	----	----	----	84	84
Quincy "	96	97	97	99	100	102
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 26th of November:

Maryland 6s	65	to	62
United States 6s, 1881	40	"	41
Do. 5s, 1874	48	"	50
Virginia State 5s	38	"	42
Do. 6 per cent.	26	"	28
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	69	"	71
Do., 2d mort., 1881	64	"	68
Pennsylvania, 1st mort., 1877	69	"	71
Do., 2d mort., 1882	65	"	67
Erie shares, $100 (all paid)	39	"	40
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	50	"	51
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, December 17, 1864.

Stock Exchange and Money Market.

The news from abroad by the last arrivals in relation to United States securities, is that in the principal monied centres on the continent, they stood from 3 to 4 per cent higher than they do in New York, and the supply was short. There is no doubt that the clear headed German bankers especially in the Free towns comprehend this matter perfectly, and at a distance take in the whole proportions of the war, and the great strength of the loyal states with more accuracy of vision than those who are in the turmoil and confusion of immediate and surrounding events.

It is evident from Mr. Fessenden's report that a large loan in Europe has at any time been practicable, but it has been for the best that the money wanted to defend the country should be provided by the country itself. The people of the North are now their own principal creditors, and their interests are homogeneous and permanent. This is a strong security for the full liquidation and payment of the National debt in due season.

The Government has paid out seventeen hundred millions to the people in various forms, and it is idle to say that they cannot afford to lend a large portion of it back again, or that a fair per centage of it may not be returned from year to year in the shape of taxes.

It is now stated that the Secretary of the Treasury reserved his plans of finance for a proper opportunity, and that they will when presented to Congress, be found of a most decisive and efficient character. All the rumors of late origin as to his intentions put afloat to influence operations in the street are now positively contradicted. We can afford to await the truth.

There is no doubt that if the present military movements in the South are successful, our system of finance will be a very simple one. If Richmond with its "insurgent leader," and his Congress representing nobody but themselves, are captured, our National debt will never be very much larger, while the revenues which it is now believed, can under the present system be increased to three hundred millions per annum, will very soon place the finances of the Government on an impregnable basis. And is this expectation a visionary one? We think not. In Richmond lies all the remaining power of the Confederates, both of brains and men, and both these seem to be on the decline.

Never did the loyal states stand in a grander position. They were dragged into this war, they were reluctant combatants, they had no vindictive feelings against the South, they would gladly receive back their "erring sisters" even now, but they are resolved that the causes of all future disturbances shall be thoroughly removed. The value of the Union, the success of industry, the pursuits of commerce can alone be established in a permanent manner by the overthrow of every combination which can hereafter disturb the body politic. We cannot have two nations between the Gulf and the lakes with hostile systems. The will of the majority is in fact the security of minorities, otherwise the latter would have an unsafe power of disturbance, and this is precisely the difficulty which has always menaced us from the South. It is not possible to anticipate the future greatness of this nation when it is once more united. And financially we shall find that our present burdens will be easily borne and in a few years will not be felt.

The money market is easy, and offers large opportunities for speculation. Innumerable projects are continually offered to the public. Petroleum wells are still favorites with a numerous class of speculators, and many companies continue to pay monthly dividends on a large scale. We notice also that gold companies are again attracting attention, and the recent accounts from Montana, Idaho and Colorado, are awaking operators to a sense of their permanent value. Large lumps of gold are exhibited as proofs of what may be expected, and even the attention of Government is being directed to the mineral wealth of our Territories, as a resource which may be aptly and promptly brought to the aid of the Treasury. On

a former occasion we have made the suggestion that Gold mine warrants might be made like land warrants, articles of value and be disposed of in large amounts.

Gold has again fluctuated during the past week with its usual caprice. If the public at a distance believe that there is any reality in most of the reported transactions in the street, they are mistaken. On repeated inquiry we learn that they are mostly speculative and carried on by means of margins. Any one who can raise a hundred dollars as a margin may buy or sell a thousand, and so in proportion any larger sum. To call this a legitimate commercial transaction is to mistake terms. The real value of gold is one thing, but a broker's option is another. It is nothing but gambling, and depends not on the laws of trade, but on men's credulity or audacity. It is this view of the subject which no doubt leads such men as Mr. Stevens to propose restraining laws, such as areestablished against any other practices on the welfare) and security of life and property. But as experience shows that no laws can reach certain classes of offences, they must be left to punish themselves.

And it is a curious fact that the men who do most to keep up the speculations in gold are soonest obliged to leave the street. The few who succeed are like those who indulge in faro. If they win too much they invariably break the bank. When large profits are made out of any party in gold, the latter is sure to go under.

Exchange is not in very brisk demand. Good merchant bills may be bought at from 2 to 3 per cent. below par. Those who ask par and above par, act on the same principle as those who sell a fancy brand of flour, and always find some purchasers. Otherwise the quotations would be constantly below par, a most suggestive fact and demonstrative of a position we have frequently taken, that many of the shipments of specie abroad are unprofitable, and purely part of a scheme to injure the National currency, and to produce disorder in our finances.

It is stated with some show of sincerity that we are to have in this city a Bullion Bank, and that the Bank of New York is to be the depositary, where specie is to be deposited and drawn for, exclusively. The expense of the operation is to be paid through voluntary subscription by its customers.

Certainly it is a most ludicrous as it is a most unsafe practice, of shouldering bags of coin every fifteen minutes and rushing with them through the streets in order to make an eighth per cent. for the broker and to deliver to a customer, who as many more minutes afterwards has to go through the same process. If the entire business of the city had to be transacted in this way, the most profitable employment a man could engage in would be to carry these bags.

The associated banks are just now great lenders. During the past week their depositors lent them $3,516,646, and thereupon the banks loaned out $6,108,342, which is quite like inflation. Their own circulation was $3,516,372, a slight diminution from the previous week. The whole amount of specie on hand is returned at $20,743,208, about one dollar for eight of their whole deposits which were $161,916,344. Certainly these institutions are not competent to take the National finances into their keeping.

The operations at the clearing house to which we sometimes allude, continue to give evidence of immense activity in the money transactions of the city. The clearances for the week ending December 3, amounted to $549,927,689, and on the 10th, to $557,185,959. Here in a week an amount of money equal to one-third of our whole National debt is handled and transferred without the least difficulty. On every check drawn for the component sums, the Government gets a share to swell its revenue.

It has been attempted in unfriendly quarters to show that we are losing our specie faster than it comes to us. This would not seem to be the case if the figures can be relied on. In this city on the 1st of December, 1861, the banks held $18,541,762, and the Sub-Treasury $3,702,751. On the 1st of December, 1864, the amounts held respectively were $20,273,919 and $8,687,349. Total $28,961,268. Increase $6,716,755.

When these people talk about our exports of gold, they always choose to leave California and the territories out of the question as producers, just as if they were alien or foreign States. But it happens they are all in and parts of the United States, and we can count them in.

Now taking what they have produced the present year and what we have parted with, it is found there is a gain of $18,185,638, the total amount remaining in the country up to December 1. And this is more than England has been able to gain for herself during the same period of time.

Our export trade continues large and the imports are light. Foreign goods which have been forced on the market for foreign account do not go off as well as expected, and are sold at a decline. This circumstance is another favorable symptom for the country and will tell in due time.

The exports for the last week for New York were $3,998,585, and the imports $2,014,944.

The balance in the Sub-Treasury was on Monday last $32,328,787 07, and on Tuesday $31,460,007 91.

Government securities are in active demand on advancing rates, and railroad securities are firm. They seem to be entirely lost sight of except for permanent investments, yet they bear a high premium. An Illinois Central bond will bring 120; Hudson River bonds of 1865 sell at 120; New York Central 6s of 1883 bring 109, and the 7s of 1876, 117½; convertible ditto 120; New York and Erie 7s of 1879, bring 118; Milwaukie and Prairie du Chien 7s, 1891, 112; Pittsburg, Fort Wayne and Chicago 7s of 1912, 111; Reading 6s of 1886, bring 135½. All the principal railway bonds rule above par. Shares are steady, and the best of these are above par as will be seen by our quotations.

On the whole the market is fair and promising, and public expectation is buoyant in consequence of the apparent caving in of the great cause of all our difficulties.

It is stated very authoritatively that the remainder of the 10-40's 5 per cent. gold interest stock, being about one hundred millions is to be withdrawn from the market.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending December 12, was $1,706,340, against $3,278,562 in 1863, and $1,032,562 in 1862.

The exports from New York for the week ending December 12, were $3,444,886 against $2,908,444 in 1863, and $3,938,353 in 1862. The shipments of specie since January 1, have been $46,628,893. The exports since January 1, have been $203,118,700 against $168,294,348, in 1863, an increase of $39,824,357. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to December 10, was $65,036,935.

The value of foreign goods imported into the port of Boston for the week ending December 9, was $398,046, against $401,768 for the corresponding week in 1863. The exports were $437,234 against $625,756 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $718,781.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chemung R. R., 95½; New Jersey R. R., 165; New Jersey Central, 175; Cincinnati, Hamilton and Dayton, 123; Milwaukee and St. Paul 1st mort., 93; McGregor Western 1st mort., 68; Evansville and Crawfordsville R. R. bonds, 105; Illinois coupon bonds, 1870, 101; North Carolina 6s, 60; Illinois War Loan, 99⅞; Ohio 6s, 1875, 100; do., 1881, 102; Second Avenue R. R., 60; Sixth Avenue R. R., 110; Nicaragua Transit, 7; Brooklyn P. P. bonds, 100; Smith Parmalee Gold, 9; Quartz Hill Gold, 9¾; Atlantic Mail S. S., 165; Schuylkill Coal, 9¾; Central Coal, 63; Wyoming Valley Coal, 76¼; Copake Iron, 3½; Western Union Telegraph, 90; Metropolitan Bank, 107; Am. Ex. Bank, 125; Bank of Commerce, 118; 4th National Bank, 95; Bank of Republic, 104; Merchants' Bank, 113; Mechanics' Bank, 115.

Philadelphia.—Huntingdon and Broad Top 1st mort., 100; West Chester 7s, 105; Allegheny Co. coupon 5s, 78; Spring Garden 6s, 96; West Philadelphia R. R., 70; Harrisburg 6s, 100; Elmira chattle 10s, 75; Delaware R. R. 6s, 100; Big Mt. Coal, 5½; New Creek, 1; Green Mt., 4; Clinton, 1; Buck Mt., 65; Fulton, 7⅝; Shamokin, 14¼; Black Heath, 7¾; Mineral Oil, 2⅞; McClintock, 5⅜; Densmore, 8½; Corn Pl., 7; St. Nicholas, 4⅛; Briggs, 5; Tarr Farm, 3; Seneca, 7; McElheny, 7⅝; Bruner, 1⅞; Dunkard, 1¼; Egbert, 4; Walnut, 2⅝; Petroleum Centre, 3⅞; Cow Creek, 2½. Hibbard, 2½; Oil Creek, 1; Union Petro., 2¼; Globe, 1½; Irwin, 40½; Big Tank, 2; Mingo, 4; Howe's Eddy, 1½; Curtin, 18¼; Story Farm, 2⅞; Venango, 1; Excelsior, 1⅝; Eldorado, 2; Feeder Dam, ⅞; Phila. and Oil Creek, 1⅝; Krotzer, 2; Continental, 2⅞; Hyde Farm, 5½; Organic, 1½; Keystone, 1½; Germania, 1; Pope Farm, ¾; Union, 1¼; Cherry Run, 29¾; Caldwell, 6; Bull Creek, 3¾; Philadelphia and Tideoute, 4; Dalzell, 9⅛; Noble and Delamater, 11; Tarr Homestead, 6. Great Basin, 3; Allegheny and Tideoute, 1⅝; Maple Shade, 40; Penna. Petroleum, 2⅛; Logan, ¾; Olmstead, 2½; Phillips, 5½; Upper Economy, 1; Farmers' and Mech. Bank, 69¼; Kentucky Bank, 118½; Commercial Bank, 57; City Bank, 60; Philadelphia Bank, 156; NorthAmerica Bank, 185; Girard Bank, 51; Mechanics' Bank, 33; Manuf. and Mech. Bank, 30. The latest quotations are: City 6s, 96@97; do., new, 99½@99½; State 5s, 98¾

@98⅞; do. coupon, 95@95½; do., 6s, W. L., 105 @105¼; Phila., Wil. and Balt., 67½; Reading, 68⅛@68½; do., 6s, 1870, 100½@101; do., 1886, 135⅛@135½; Camden and Amboy, 151½@151¾; Penn. R. R., 67¼@67½; do., 1st mort., 112@ 12¼; do., 2d mort., 107¾@107¼; Little Schuylkill R. R., 44@45; Morris Canal, 95@97¾; do., pref., 125@130; do., bonds, 104@105; Wyoming Valley Canal, 78½@79; do., 6s, 95@100; Susquehanna Canal, 14⅞@15; do., 6s, 60@61; Sch. Nav., 33⅜@33½; do., pref., 38¼@39⅞; do., 6s, 1882, 87½@88; Union Canal bonds, 21@21¾; Delaware Div. Canal 36@36¼; do., bonds, 95@ 97; Elmira and Williamsport, 31@37; do., pref. 50@52; do., 7s, 1873, 105@107; do., Chattle 10s, 75@78; Long Island R. R., 47@48; Lehigh Coal and Navigation, 73½@74; North Pennsylvania, 29@30; do., 6s, 99½@100; do., 10s, 110@115; Philadelphia and Erie, 28½@29½; do., 6s, 100 @103; Minehill, 59⅞@60; Catawissa, 16@16¼; do., pref. 37@37½; Lehigh Valley, 80½@81½; do., bonds, 101@101¼; Fifth and Sixth streets, (horse,) 50@51⅛; Second and Third, 68@69; Race and Vine, 11@12; West Philadelphia, 70@ 70¼; Spruce and Pine, 33@35; Green and Coates, 25@25½; Chestnut and Walnut, 40@48; Arch, 17@18; Thirteenth and Fifteenth, 25@30; Girard College, 25@26; Tenth and Eleventh, 46@48; Norristown, 58½@59.

Boston.—Boston, Hartford and Erie 7s, 77; Vermont Central 1st mort., 81; do., 2d mort., 20; Boston and New York Air Line 6s, 65; Northern (Ogdensburg) 2d mort., 30½; Eastern R. R. 6s, 1874, 102¼; South Shore R. R., 6s, 1880, 96¾; Grand Junction 1st mort., 84; Old Colony and Fall River R. R., 5s, 1867, 95; Western R. R., 6s, 1875, 105¼; Boston and Lynn (horse) R. R., 95@ 100; Connecticut and Passumpsic Rivers pref., 69½; Nashua and Lowell R. R., 127¾; Bear Valley and Summit Branch R. R., 25½; New Hampshire 6s, 1874, 98; do., 1884, 99⅞; Vermont 6s, 1876, 99¾; Rhode Island 6s, 1882, 99¼; Bangor 6s, 1872, 98½; Portland 6s, 1877, 98¾; Augusta 6s, 1870, 99; Charleston 6s, 1874, 100⅞; Boston Water Power Co., 43; East Boston, 10¾; Boston and Roxbury Mill Co., 54; Essex Co., 95; Mammoth Vein Coal, 35½; Short Mt. Coal, 41¾ @42¼; Franklin Coal, 69½@70; Gilberton Coal, 82½; Butler Coal, 50½; Locust Dale Coal, 84; Belmont Coal, 12⅞; Newport Coal, 67¼; Boston Gas, 765@770; Mt. Vernon Bank, 105; Merchants' Bank, 110; Boston National Bank, 102; Maverick Bank, 100; 3d National Bank, 100; Eagle Bank, 135; Bank of Commerce, 111; Bank of North America, 107¼; Bunker Hill Bank Charlestown, 140; State Bank, 78; Eliot Bank, 108; Washington Bank, 120; Globe Bank, 128; Blackston Bank, 103¾; Exchange Bank 150; Columbian Bank, 131; Continental Bank, 101¼; Shoe and Leather Dealers Bank, 156¼; Suffolk Bank, 237; Traders Bank, 91¾; Shawmut Bank, 105½; 1st National Bank, 121¼; City Bank, 123; Acton Mining Co., 1½; Arnold, 1; Bay State, 23; Boston, 4¾; Bedford, 75c.; Black River, 16c.; Copper Falls, 35; Canada, 1¾; Durham, 25c.; Eagle River, 4½; French Creek, 1¾; Great Basin Oil, 3¼; Hanover, 3; Humbolt, 10⅜; Huron, 14; Hancock, 9; Highland, 7¼; Madison, 3¼; Manhattan, 7½; Mesnard, 7¾; Native, 1½; Ottawa, 35c.; Phœnix, 20; Pittsburg and Boston Oil, 2¾; South Side, 4; Star, 8; Superior, 10; Tremont, 3⅛; West Minnesota, 2¾.

Baltimore.—Western Maryland bonds, 90; City Passenger R. R., 18¼; Baltimore and Cuba Smelting and Mining Co., 230; Bare Hill, 3.20; Balt. Chrome, 1.75; Atlantic Coal, 1.35; Am. Gas Coal, 215; Laurel Cannel Coal and Oil Co., 5.55; Santa Clara, 25½; Mineral Hill, 1.70; Springfield, 1.35; Maryland Copper, 0.70; Penn Gil, 1.90; Virginia Coal and Iron, 4; Union Bank, 75; Farmers' and Merchants Bank, 41½; Bank of Baltimore, 108. The latest quotations are: Balt. and Ohio, 111@113; do., 6s, 1867, 101@ 104¼; do., 1875, 109@110; do., 1880, 109⅛@ 110; do., 1885, 108@110; Northern Central, 54@ 55½; do., bonds, 1885, 100@102; N. W. Va., 10@12; do., 1st mort., 109@110; do., 2d mort., 101@105; do., 3d mort., 23@35; do., guar., 100 @112; Marietta and Cincinnati 7s, 1891, 98@100; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857–'60, 40½ @42; Western Md. bonds, 90@93; do., guar., 108@110; Maryand 5s, coupon, 1870, 105@112; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 104@105; do., 1873, 104@108; do., 1875, 108@108⅛; do., 1886, 109@109¾; do., 1890, 107¾@110; do., coupon, 107@109½; do., 5s, 1838–'70, 98½@100; City Passenger R. R., 17 @18¼; Canton Co. 34@36½; Gardner, 0.75@ 0.95, Gas Coal, 2.05@2.20; Maryland, 0.65@0.75; North State, .10@.20; Springfield, 1.30@1.40; George's Creek, 120@127; Santa Clara, 23½@ 26; Balt. Chrome, 1.55@1.75; Bare Hill, 3.15@ 3.20; Atlantic Coal, 1.35@1.40; Mineral Hill, 1.45 @1.80; Baltimore Coal, 110; Laurel Cannel Coal and Oil Co., 5.25@5.80.

Goodyear Brothers & Durand.

We publish in another place the card of a new banking house at No. 18 Broad street, composed of the above named gentlemen, founders and partners. Their references are of the very best character; and in addition to those named in their advertisement are Thomas Olcott, Esq., of Albany, L. Candee, Esq., President of the New Haven Company Bank, E. D. Tiffany, Esq., President of the 1st National Bank of Hartford, and Benj. E. Bates, Esq., President of the National Bank of Commerce, Boston. We are assured that their capital is large, and that their ability as financiers is of the very highest order.

New Telegraph Line and Railway.

We learn from a published communication from the citizens of Phillipsburg, C. E., to those of Montpelier, that a telegraph line and the Montreal and Vermont Junction Railway have been completed, connecting the two places. The Canadians in their telegraphic dispatch express the hope that they will more "closely unite in the bonds of fraternal intercourse, the people on either side of the border."

☞ The Central Railroad Company of New Jersey is constructing a third track, from their depot in Elizabeth up town to the sound, for the especial accommodation of city passengers, and to prevent any interference with coal and other trains.

☞ A rich mine of nickel and plumbago has been discovered in Morris Co., N. J., and is about to be worked by New York capitalists.

Mississippi and Missouri Railroad.

The Mississippi and Missouri Railroad is completed and running one hundred and seventy-five miles. Earnings of last quarter of year 1864, compared with same time in 1863:—

	1863.	1864.	Increase.
September..	$30,240 69	73,612 00	43,371 31
October	33,177 68	71,811 74	38,634 06
November ..	38,159 12	74,621 14	46,462 02
Total .	$101,577 49	220,044 88	118,467 39

—or 117 per cent.

INDEBTEDNESS.

First division first mortgage bonds	$1,000,000
First division second mortgage bonds..	400,000
Oskaloosa first mortgage bonds	590,000
Land grant first mortgage bonds..	2,740,000
Land grant second mortgage bonds ...	650,000
Income bonds	511,000
Capital stock	3,000,000
Total	$8,891,000

The company has on hand one thousand tons of iron, owns one million one hundred thousand acres of land granted by the Government, a large portion containing coal and iron of great value. The road, when completed to Council Bluffs, will be three hundred and thirty miles long. About fifteen miles more will be opened in about ten days, and the road completed to Des Moines early in the spring. The President of the United States has fixed the eastern terminus of the Union Pacific Railroad at Omaha, on the Missouri River, directly opposite the western ending of the Mississippi and Missouri Railroad, where a bridge is to be built connecting the two roads.

☞ The annual meeting of the stockholders of the Cleveland and Pittsburg Railroad Company will be held in Cleveland on the 4th of January next for the election of directors; also to vote upon a proposition to lease that portion of the railroad known as the Tuscarawas Branch for a term of years; also to vote upon a proposition to purchase the half interest in the late Cleveland, Zanesville and Cincinnati Railroad (formerly known as the Akron Branch of the Cleveland and Pittsburg Railroad;) also whether to increase their capital stock under the acts of April 11th, 1858, and April 9th, 1863.

☞ We invite attention to the advertisement of GEORGE QUACKENBUSH, Esq., Stock Commission Broker, No. 30 Broad street. Mr. Quackenbush has been about twenty years with the Bank of State of New York, twelve years as paying teller, and has acquired an experience in financial affairs which will be of great value to him in his present enterprise. Is well known in the street.

☞ From eight hundred to nine hundred men are constantly at work on the Hoosac Tunnel. The dam which is building across the Deerfield river on the east side of the mountain, in order to furnish power to keep the tunnel supplied with pure air, will cost $100,000.

☞ The extension of the track of the Chicago, Alton and St. Louis Railroad, between Alton and St. Louis, is nearly completed, and trains will probably run over the new track to East St. Louis before the end of December.

☞ Contracts have been awarded for grading nearly the whole line of the Dighton and Somerset Railroad.

Report of the Postmaster General.

By the annual report of Mr. Dennison, Postmaster General, it appears that the postal revenues for the year ending the thirtieth of June last were $12,438,253 78, and the expenditures of the department during the same period were $12,644,-786 20, showing an excess of the latter of $206,-532 42. The excess of receipts in 1864 over 1861, the first year of the rebellion, was $4,088,957 38. Although the proportion of receipts against the expenditures has doubtless been increased on account of the suspension of the postal service in the insurrectionary States, the exhibit furnishes the evidence of an improving financial condition of the department.

The increase of expenditure in 1864, compared with those of 1863, is 11⅝ per centum, and the increase in the revenue for the same year 11⅜ per cent. The estimates for 1865 are expenditures of all kinds, $14,098,500; gross revenue, including foreign postage and miscellaneous receipts, is estimated at an increase of six per centum on the revenue of 1864 making $13,184,547 79. Estimated deficiency of revenue compared with estimated expenditures, $913,952 21. From this sum must be deducted the amount of the permanent appropriations to compensate the department for crrryiug free mail matter, under acts of March 3, 1847, and March 3, 1851, $700,000. By which the estimated deficiency is reduced to $213,952 21.

During the fiscal year 334,054,610 postage stamps of the value of $10,177,327; 26,644,300 stamped envelopes, amounting to $765,512 50, and 1,574,500 newspaper wrappers, amounting to $31,-490 were issued. The total value of these issues was $10,974,329 50, which, compared with the issue of the previous year ($10,338,750) shows an increase of $635,569 50, or about 6⅛ per cent. The value of the stamps and stamped envelopes sold was $10,776,589 58, and the amount used in the prepayment of postage was $9,878,155 61. Notwithstanding this enormous issue, the losses of stamps in the mails amounted only to $1,206, and of envelopes to $31 80.

The report gives a table of the service as it stood on the 30th day of June last in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, West Virginia, Michigan, Indiana, Illinois, Wisconconsin, Iowa, Missouri, Minnesota, Kentucky, California, Oregon, Kansas, and the territories of New Mexico, Utah, Nebraska, Washington, Colorado, Dakota, and Nevada, at which time there were in operation in those States and Territories 6083 mail routes, the number of contractors being 1853. The length of these routes was 139,173 miles, and the service as follows:—Railroad 22,616 miles; steamboat 7278 miles; "celerity, certainty and security," 109,278 miles—costing $5,818,469, divided as follows:—Railroad 23,301,942 miles of transportation, at $2,567,044, about 11 cents a mile; steamboat, 2,112,134, at $253,274, about 12 cents a mile; "celerity, certainty and security," 30,901,281 at $2,998,151, about 9 7-10 cents a mile.

The length of routes was decreased 425 miles, while there was an increase in the annual transportation of 89,342 miles, and in the cost of $77,-893.

The Postmaster-General says that notwithstanding an express provision of law, but few of the railroad companies engaged in carrying the mails are under contract. Attention has been called to this subject by his predecessors for the purpose of securing additional legislation, investing the head of the department with power to compel compliance with the law by prohibiting payments except on executed contracts. The matter is discussed by Postmaster-General Holt in his report of December 3, 1859, and again alluded to December 1, 1860, and also by his immediate predecessor in his reports of December 2, 1861, and December 1, 1862; but believing that the law is sufficiently explicit as it now stands, Postmaster-General Dennison does not propose further legislation, in the hope that the several railroad companies will no longer refuse to enter into the obligations assumed by all other persons contracting with the government. Should he be disappointed in this reasonable hope, he will not fail to call upon Congress for such legislation as the necessities of the service require.

The Postmaster-General says upon the subject of "Overland Mails;" that under an advertisement dated March 22, 1864, inviting proposals for service from Atchison, Kansas, or St. Joseph, Missouri, to Folsom City, California, John H. Heistand of Lancaster, Pennsylvania, was the lowest bidder at $750,000 per annum; but his bid having been subsequently withdrawn, contracts have been made with Ben Halladay of New York for the service between Atchison or St. Joseph, and Salt Lake City, at $365,000, and with Wm. B. Dinsmore, president of the Overland Mail Company, also of New York, from Salt Lake City to Folsom City at $385,000, making an aggregate of $750,000 per annum. These parties are believed to be able to fulfil their obligations. The contracts are from October 1, 1864, to September 30, 1868; the trips to be made in sixteen days eight months in the year, and in twenty days the remaining four months; to convey through letter mails only, mail matter prepaid at letter rates, and all local or way mails. Paper and document mails for the Pacific coast are to be carried by sea, *via* New York and Panama, temporary arrangements having been made for their conveyance within the sum named in the law of March 25, 1864, viz.;—$160,000 per annum, making the whole expense of territorial and Pacific mails not over $910,000 per annum, or $90,000 less than under the former contract.

The contract for the California and Oregon route—Sacramento to Portland—terminating September 16, 1864, proposals were invited for the continuance of the service to 1866 and 1868. But one bid was received, that of the California Stage Company, at $250,000 per annum, which was deemed extravagant for the service required, and accepted to June 30, 1865, only, with a view to again invite competition, which has been done.

Inquiry has been made of Lieutenant-General Grant relative to the existing arrangements for supplying our armies with mails, with the assurance of the earnest purpose of the Postmaster-General to co-operate with him in carrying into effect any desired improvements of that service; and he is gratified to learn from his reply that the system of receiving and forwarding mails now in operation is entirely satisfactory; and that "our soldier's receive their mail matter with as much regularity and promptness as is possible for armies in the field, and with, perhaps, as much celerity and security as the most favored portions of the country." General Grant also informs the Postmaster-General that the policy originally adopted of excluding civilians from the mail service within the lines of the army, and detailing for that duty enlisted men of intelligence and reliability, will be continued.

The Postmaster-General speaks at some length of the experiments commenced with railway or travelling post offices, and suggests that in order to make them effective, a change in the mode of mailing letters is necessary. Additional clerks as well as superintendents and traveling postmasters will be required, for whom he recommends provision be made by law.

THE FOREIGN MAIL SERVICE.

It appears from the statistics for the fiscal year ending June 30, 1864, that the aggregate postage (sea, inland and foreign) upon the correspondence exchanged with Great Britain, Prussia, France, Hamburg Bremen, and Belgium, amounted to $1,399,605 69, being an increase of $174,-930 48, as compared with the last year, and $21,-458 37 in excess of the largest amount realized in any previous fiscal year. The collection in this country amounted to $881,730 68, and in Europe to $517,875 01; excess of collections in the United States $363,855 67. The result is significant and gratifying, showing a largely increased correspondence with Europe, notwithstanding the civil troubles agitating the country and the interruption of postal communications with the Southern States.

To protect the postal revenues from losses incident to the unauthorized conveyance of letters by private ships or vessels departing from the United States for foreign countries, the Postmaster-General recommends the passage of a law requiring as a condition of clearance that the master or commander of any steamship, or other vessel departing for a foreign port or ports, shall make oath or affirmation that he has not received on board, and has not under his care or within his control, any letters addressed to a foreign country which have not been received directly from the post office at the port of departure, except such as are directed to the consignee of the ship or vessel.

The provisions of article three of the United States and Canada postal Convention have been so modified by agreement between the respective post departments, as to abolish the international letter postage of fifteen cents per single rate, heretofore levied upon letters passing between Canada and California, Oregon and Washington Territory, thus establishing a uniform international postage for letters of ten cents the single rate, prepayment optional between Canada and all parts of the United States, without regard to distance or route of conveyance; and the benefit of the same uniform international rate of ten cents has also been extended to the correspondence exchanged with the province of New Brunswick. Our arrangement with Canada adopts the principle of optional prepayment, in both countries, of the combined rate of international postage, each country retaining all the postage which it collects.

With the view of securing uniformity in our postal relations with those provinces, a recent effort was made to obtain the concurrence of New-

foundland in a like arrangement, which the Postmaster General regrets to say was unsuccessful; the British post department declining to give its assent to the measure, on account of the additional British packet postage of four pence sterling, which is levied for the sea service to and from the island, and accrues to Great Britain. The initiatory steps taken to conclude similar postal arrangements with the colonies of Vancouver's Island and British Columbia have not as yet been attended with the success anticipated. Additional articles to the United States and British postal convention have been agreed upon, constituting the British packet agency at Colon an office for the exchange of mails with the post office of New York, by means of the United States packets plying between those ports; the object being to prevent the delay to correspondence forwarded from the United States to ports and places on the Atlantic coast and interior of New Granada, previously caused by its transit across the isthmus to and from Panama.

An arrangement has also been concluded for expediting the transmission to destination of unpaid letters addressed to the United States, received at Panama by British packets from countries on the west coast of South America, this department agreeing to collect and account to Great Britain, through the office of the British Packet Agency at Panama, for the unpaid postage charged thereon. An additional article to the United States and Bremen, and to the United States and Hamburg Conventions, respectively, was executed on the 28th of March last, authorizing the conveyance of the international correspondence in time of war, or threatening war, by steamships sailing under neutral flag, wherever the same cannot be safely conveyed by United States, Bremen, or Hamburg steamships. In view of the apprehension then felt that the war pending in the north of Europe might interrupt the mail service so long and advantageously performed by the Bremen and Hamburg lines of mail packets, steps were taken to ascertain whether the neutrality of the said steamers might not be secured by means of diplomatic correspondence, but the Post Office Department has been advised of the result.

Our postal conventions with Great Britain and Mexico, respctively, recognize the principle that even in time of war between the contracting parties their respective mail packets shall continue their navigation without impediment or molestation until six weeks after a notification given by either of the two governments, and delivered to the other, that the service is to be discontinued, and as all governments have a common interest in claiming exceptional treatment for mail packets in case of war, to the end of maintaining regularity in international postal communication, it is a subject worthy of consideration, whether by treaty stipulations between nations or otherwise, like principle might not be established between all governments, with proper safeguards against the transportation of persons or articles contraband of war.

A correspondence has been opened with several of the post departments represented by Commissioners at the Paris international postal conference, on the basis of the Paris resolutions, with those countries on the continent of Europe with which the United States has hitherto sustained no direct postal relation, as well as for the revision and amendment of existing postal conventions, so as to make them conform as nearly as possible to the liberal principles of postal progress recommended by that conference as the basis of international arrangements. Favorable responses have been received from the several post departments interested in this subject.

The Postmaster-General's Report contains additional interesting facts in relation to the establishment of new lines of packets and kindred subjects; in which it is stated the contract for ocean mail steamship service between the United States and Brazil was awarded to the New York, Nuevitas and Cuba Steamship Company, at the sum of $240,000 per annum, to be divided equally between the two governments. The act authorizing the establishment of this line of American steamships was the beginning of a new era in the history of our ocean mail service, which is being performed principally by steamers sailing under foreign flags.

There are other ocean routes besides the one to Brazil, which can be safely and profitably occupied by American lines of mail steamers, among which the route between San Francisco, Japan and China, at present unoccupied by foreign mail packets, is perhaps the most important in a commercial point of view, and may be made available in securing to us a large participation in the commerce of the East, the greater portion of which is now enjoyed by Great Britain through her mail steamship connections, *via* Suez, in the Indian ocean and China seas. The central position of the United States between Eastern Asia and Western Europe, affording routes but little longer, if any, than those now traversed between these distant regions, aided by the superior expedition of railway transportation between the Atlantic and Pacific coasts, will furnish such facilities as will make their adoption a practical necessity for the commercial intercourse between Europe and the populous countries of Eastern Asia. These considerations and others which will readily suggest themselves, render it important that the Pacific routes, properly belonging to us, should be occupied by American mail steamers, the profits of which, with the addition of a small subsidy for mail service, would justify the establishment of one or more steamship lines, which would be remunerative to the proprietors.

The number of dead letters of every description received and examined during the year was 3,508,825, being an increase of 958,409 over the preceding year, attributable mainly to the return of large numbers of army and navy letters, which it was found impracticable to deliver.

In speaking of the postal money order system, the Postmaster-General says, its establishment in this country will no doubt lead to arrangements for the interchange of international money orders with the several foreign countries with which we have direct postal relations.

Washington County Railroad.

The engineers engaged in locating this proposed important branch of the Baltimore and Ohio Railroad from Weverton to this place, arrived here on Tuesday last, the same day that we noticed the appearance in our midst of the engineers of the Western Maryland project. This is the second survey of the Washington County road, this time bringing it through Boonsboro. The other surveys passed through Keedsville. We hear it stated that this last survey is deemed the most practicable route, but of this fact we are not positive. At all events pass through what particular neigborhood it may, we should like to see the road constructed, and wish it every success.—*Hagerstown Mail.*

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Dec. 9, 1864, was as follows:

Passengers	$22,176 25
Freight and live stock	32,999 89
Mails and sundries	4,037 58
Total	$56,613 72
Corresponding week of 1863	60,329 30
Decrease	$3,715 58

The earnings of the Grand Trunk Railway for the week ending Dec. 3, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$40,884 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	79,926 00
Total	$123,934 00
Corresponding week, 1863	125,873 00
Decrease	$1,939 00

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the first week of December:

	1863.	1864.
Passengers	$28,198 40	$35,770 13
Freight	74,842 66	95,239 17
Express	1,851 52	1,433 66
Mail	1,286 12	1,405 62
Total	$106,178 70	133,848 58
Increase 26-05 per cent.		$27,669 88

From June 1 to December 7, 1864, (6 months and 1 week) the earnings were $3,803,870 60, against $2,510,035 29 in 1863—increase $1,293,835 31—or 51-54 per cent.

The earnings of the Michigan Central Railroad for the 1st week in Nov., 1864, were $89,395 18
Corresponding week of previous year 72,070 60
Increase $17,324 58

The earnings of the Chicago and Rock Island Railroad for the 1st week in November, 1864, were $71,375 00
Corresponding week of previous year 57,931 00
Increase $13,444 00

The earnings of the Toledo and Wabash Railroad Company for the first week of December 1864, were $50,661 00
Corresponding week of previous year. 28,773 00
Increase $21,888 00

The earnings of the Cleveland and Toledo Railroad for the 1st week in Dec. were $44,733 00
Corresponding week of previous year 39,321 00
Increase $5,414 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of December, 1864, were. $91,306 00
Corresponding week of previous year. 75,693 00
Increase $15,713 00

The receipts of the Racine and Mississippi and Northern Illinois railroads during the week ending Nov. 30, amount to $14,840, against $11,454 for the same time in 1863.—Increase, $3,396.

Boston, Hartford and Erie Railroad.

AN ACT to consolidate the Boston, Hartford and Erie, the Boston, Hartford and Erie Extension, and the Boston, Hartford and Erie Ferry Extension Railroad Companies. Passed April 25, 1864.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

SEC. 1. The Boston, Hartford and Erie Extension Railroad Company, and the Boston, Hartford and Erie Ferry Extension Railroad Company, may both, or either, sell and convey to the Boston, Hartford and Erie Railroad Company the franchise and property of said several corporations, upon such terms as may be mutually agreed upon; and whenever certificates, under oath, of said Boston, Hartford and Erie Railroad Company, and a like certificate, under oath, of the other contracting corporation shall be lodged in the office of the Secretary of State, showing such sale and conveyance, and containing a full description of the rights and property conveyed, then, and in such case, such sale and conveyance shall be effectual in law to pass title to the franchise and property sold, conveyed and described in such certificate, without other or further registry of the instrument of conveyance. And on the leaving of such certificate as above provided, the Secretary of State shall file and record the same, and said Boston, Hartford and Erie Railroad Company shall become possessed of the rights of charter and property sold, conveyed and described in said certificates, and may have, hold and use the same in their own name and right as a portion of their railway line and property, and have all the rights the corporation making sale and conveyance had at the time of such conveyance, to construct and operate a railway within the terminal points designated in the charter of the company making the conveyance, and subject to the laws of this State, passed, or that may be passed, concerning railroad corporations.

SEC. 2. This act shall take effect immediately, and may be altered, amended or repealed at the pleasure of the legislature.

The Hoosac Tunnel.

The Joint Special Legislative Committee, to which was referred the subject of the Troy and Greenfield Railroad and the Hoosac Tunnel, met in Boston on the 6th inst. In accordance with the vote of the committee, Gen. Herman Haupt submitted his claims on his memorial substantially as follows: 1st, asking the payment in full of certain claims embraced in Schedule C, House Doc. 212, amounting to $166,148 21, of which eighty-five per cent. has been paid, and that he be released from further liabilities; 2d, that the claims of J. A. Griswold for cash advanced for day laborers at the time of the suspension of work, amounting to $20,000, more or less, but upon which no payment has been made, shall be paid in full; 3d, that the suit against Herman Haupt to recover the amount of an alleged over-issue of State scrip to the Troy and Greenfield Railroad Company, be withdrawn, and the attachment of $100,000 be released; 4th, that the shaft at the west end of the Hoosac tunnel, which is the property of Herman Haupt & Co., and located on and owned by them, shall be paid for, cost and interest, amounting to $32,000.

Another Air Line Railroad.

The citizens of the upper Districts of Baltimore county were, a few days ago, thrown into quite an excitement in consequence of the appearance of a party of engineers &c., in their midst, surveying or running out a route for a railroad from the city of New York to Washington city, as direct or as near an air line as the surface of the country will admit. The route enters Maryland between the village of New Market, in the Seventh District, and Freedom, immediately above the Pennsylvania line, and crosses the Northern Central between Freedom and Freeland's Station, thence to the village of Middletown in the Sixth District, passing through about the centre of the village, thence through the Fifth district, also the Fourth, Third, Second and First Districts to Howard county, &c. Where the route runs after entering the Fifth District we have not been informed. We feel assured that should a railroad be made through the upper Districts of our county the enterprising people in the vicinity of the road would avail themselves of advantages arising from it more than any class of people through whose neighborhood such improvements might be made, they being for some years greatly in advance, in the way of energy and improvement of their country, of their brethern of the Districts surrounding or adjoining Baltimore city.—*Towsontown American.*

Finances of Vermont.

From a report of the Senate Committee on Finance of the Vermont Legislature, it appears that the debt of Vermont amounts to $1,640,845, or $5.21 for each person in the State. A claim of $90,000 against the general government, if collected and paid, will reduce the debt by that sum. The debt is principally funded, and is payable in 1871, 1874 and 1876. The total expenditures last year, including interest on the debt and war expenses, were $1,228,998, and the receipts were $931,853, making the increase of the State debt for the year $238,447. Upon an examination of the financial resources of the State, it is found that, in increase of population and in many of the branches of industry, Vermont is far behind the other New England States. The last census shows that the ratio of increase in population is only 0.31 per cent. while the other New England States range from 2.65 to 42.10 per cent. In manufactures Vermont also compares unfavorably with the other New England States, but makes a better record in flour, meal and lumber. The valuation of the State was increased but 32.83 per cent. In the other States the increase has been from 42 to 185 per cent. The committee attribute this unfavorable condition of affairs to the laws of Vermont, which do not encourage business enterprise. They allow the seizure of property by attchment and afford no relief to the unsuccessful man of business by laws of insolvency. Hence many of the enterprising business men of the State have sought homes elsewhere.

Western Maryland Railroad.

We are gratified to learn that there is some earnestness on the part of the Western Maryland Railroad Company to have this road extended from its present termination to this place. We learn that the preliminary surveys have been completed, and that Mr. Joseph S. Gitt, the chief-engineer of the road, with his assistants, the Messrs. McCrery, are actively engaged on the permanent location, and that they will complete it this week, as they have already passed Hagar's Mill, and by this time, no doubt, have gained the depot grounds, back of the court-house.

We learn from Mr. Gitt that a good location has been obtained from Union Bridge to Mechanicstown, and from that point to the summit of the mountain the location remains to be made, but all of which will be completed by New Year. From Mount Zion summit the line runs around what is called Buzzard's Knob and down Raven Rock Hollow to Smithsburg. From this place to Cavetown and Chewsville; thence touching the Antietam at Horine's Mill and following it to Mr. Joseph Ground's house, where it crosses that stream and following it again as far as Stonebraker & Co.'s paper mill, where it leaves the stream. The line then crosses the Smithsburg and Hagerstown turnpike at Samuel Gollinger, and again strikes the Antietam following it to Hager's lower mill, and passes close by the upper mill, crossing the Shaapsburg turnpike at the old Fulling Mill, thence to the old Show Ground in the rear of the court house. A location and connection with the Franklin Railroad is intended and will be made before the party leaves here. We may have some thing more to say on this subject when the entire location is completed.—*Hagerstown Mail.*

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HON. JOHN J. CISCO, late Assistant U. S. Treasurer,
JACOB RUSSELL, Esq., Cashier U. S. Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 24, 1864.

Two New Railroads in Nova Scotia.

On St. Andrew's day the people of Pictou, N. S., inaugurated with a celebration the work of building the road which is to connect Pictou with Truro. There is a railway already existing between Truro and Halifax. This is an important matter, as the Pictou coal will be loaded into cars at the mines, and delivered at the wharves in Halifax without transhipment, saving a long, circuitous, and generally difficult water journey that is now performed from Pictou to Halifax *via* Belleisle.

At the inauguration, the Hon. Provincial Secretary, Dr. Tupper, announced it as the policy of the present administration of Nova Scotia, to build a new road 85 miles long in another direction, viz., from Halifax southwest to Annapolis. To secure this they proposed to give a bonus of $84,000 a year for 20 years. This road will shorten the St. John route to Halifax some forty to fifty miles, as Annapolis is directly opposite St. John, on the Bay of Fundy, and on a fair day St. John can be distinctly seen across it. The country around Annapolis is the richest and most fertile in the province.

New York Central Railroad.

The annual statement of the operations of this company for the fiscal year ending September 30, 1864, was submitted at a meeting of the stockholders held on the 14th inst. The following is an abstract:

EARNINGS AND RECEIPTS.

From through passengers		$1,128,101 48
" way "		2,795,050 32
" through freight		5,711,896 24
" way "		2,758,074 31
" express		95,790 00
" rents, storage, etc		435,577 48
Total		$12,997,889 83

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz:

For passenger business	$3,060,234 51	
" freight "	6,285,949 85	
	$9,346,184 36	
For interest including interest on Debt Certificates held for the sinking fund	$1,026,765 38	
For sinking funds	111,182 38	
For rent of Niagara bridge and Canandaigua railroad	60,000 00	
For U. S. Tax on earnings	84,959 88	
		1,282,907 64

For dividends, viz:

No. 20, Feb., 1864, 5 per cent.	$1,218,450 00	
No. 21, Aug., 1864, 4 per cent.	975,400 00	
U. S. tax on same	85,323 50	
		2,279,173 59

The transportation expenses for the year ending September 30, 1864, were 71.91 per cent. of the gross earnings for the same period.

The net earnings for the year ending September 30, 1864, were $2,368,797 88, equal to 9.25 per cent. (and U. S. Tax thereon) on the amount of the capital stock of the company.

SUMMARY *of all transportation expenses for the year ending September* 30, 1864, *as shown by the following tables:*

	Amount.	Allotted to Passenger Transp.	Allotted to Freight Transp.
Maintaining roadway and real estate	$3,170,750	$1,212,782	$1,957,968
Repairs of machinery	2,672,635	726,970	1,945,665
Operating the road	3,502,799	1,120,483	2,382,316
Total	$9,346,184	$3,060,235	$6,285,949

COST OF OPERATING THE ROAD.

	Amount.	Allotted to Pass. Transp.	Allotted to Fg't Transp.
Office exp., stat'ery, etc.	$33,937 48	$17,817 11	$16,120 37
Agents and clerks	293,623 84	113,807 82	179,816 02
Handling freight	486,105 64		486,105 64
Porters, watchmen, etc.	241,983 55	92,558 71	149,424 84
Wood and water station attendance	59,009 74	22,571 23	36,438 51
Conductors, etc.	229,070 96	98,162 59	130,908 37
Engtnemen and firemen	311,907 84	104,235 81	207,672 03
Fuel and preparing	1,300,359 01	216,931 25	497,387 32	802,971 69
Oil and waste			82,975 80	133,955 45
Loss & damage of goods	103,859 79	318 13	103,541 66
Damages for injuries of persons	15,718 94	11,789 20	3,929 74
Damages to property including damages by fire and cattle killed	6,260 71	2,347 77	3,912 94
Gen'l superintendence	75,794 39	28,422 89	47,371 50
Contingencies	128,238 23	48,088 59	80,147 64
Totals	$3,502,799 37	1,120,482 97	2,382,316 40

MAINTENANCE OF ROAD AND MACHINERY.

	Amount.	Allotted to Pass. Transp.	Allotted to Fg't Transp.
Repairs of road, etc.:			
Repairs of road bed and railway, except'g cost of iron	$1,159,214 53	$439,957 17	$719,257 36
Cost of iron (including the cost of chairs and spikes) used in repr's	1,144,214 12	437,661 90	706,552 22
Repairs of buildings	525,217 10	200,895 54	324,321 56
Rep'rs of fences & gates	20,633 63	7,872 37	12,761 26
Taxes on real estate	327,884 80	125,386 81	203,447 99
R'p'rs of Mob'k turnp.	2,635 83	1,008 20	1,627 63
Totals	$3,170,750 31	1,212,781 99	1,957,968 32
Repairs of machinery:			
Rep. of eng'es & tend'rs	$652 241 90	$244,590 71	$407,651 19
Do. pass. and bag. cars	418,399 35	418,399 35	
Do. freight cars	1,481,381 48		1,481,381 48
Do. mach'y, etc., in shops	83,833 27	31,437 48	52,395 79
Incidental expenses	86,778 68	32,542 01	54,236 67
Totals	$2,672,634 68	726,969 55	1,945,665 13

Comparative statement of the funded debt and capital stock on the 30th September, 1863 and 1864.

	1863.	1864.
Debt certificates less am't of sinking fund	$7,146,104	$6,917,598
Bonds payable in 1864	2,949,200	.....
Debts of the former companies outstanding	253,569	224,920
Bonds for fund'g the debts of the former companies	1,448,000	1,398,000
Bonds for railroad stocks	563,000	663,000
Bonds for real estate	165,000	165,000
Bonds to Buffalo and Niagara Falls Railroad Company	78,000	78,000
Bonds of Buffalo and Niagara Falls Railroad Company	24,000	.....
Bonds and mortgages	235,775	235,823
Convertible b'nds, payable in 1876	781,000	604,000
Bonds payable in 1887	86,000	2,925,000
Total am't of funded debt.	$13,779,648	$13,211,341
Capital stock	24,209,000	24,386,000
Total	$37,988,648	$37,597,341

COST OF ROAD AND EQUIPMENT.

	By last report.	To present time.
For graduation & masonry	$6,777,107	$6,777,107
Bridges	808,068	808,068
Superstructure, including iron	10,470,353	10,470,353
Passenger and freight stations, buildings, etc.	1,411,521	1,411,521
Engine and car houses, machine shops, machinery and fixtures	1,310,280	1,310,280
Land damages and fences	4,504,211	4,643,395
Locomotives and fixtures, and snow plows	2,351,466	2,351,466
Passenger & baggage cars	851,128	851,128
Freight and other cars	2,443,483	2,443,483
Engineering and agencies	603,529	603,529
Construction account of the Rochester and Lake Ontario Railroad Co	150,000	150,000
Construction account of the Buffalo and Niagara Falls Railroad Co	658,922	658,921
Construction account of the Lewiston Railroad Co	400,000	400,000
Totals	$32,740,068	$32,879,251

INCOME ACCOUNT.—*For the year ending September 30th, 1864.*

To expenses of maintaining and operating road		$9,346,184 36
Coupons and interest		1,026,765 38
Divid'd No. 21, Feb.'64, 5 per cent	$1,218,450 00	
Dividend No. 22, Aug. 1864, 4 per cent	975,400 00	
U. S. Tax on same	85,323 50	
		2,279,173 50
Future income: Am't of one year's contribution to debt certificate sinking fund, transferred to current income account		111,182 38
Rent of the Niagara Bridge & Canandaigua Railroad		60,000 00
U. S. Tax on earnings		84,959 88
Balance, September 30, 1864		3,854,867 68
		$16,763,133 18
By balance, September 30, 1863		$3,765,243 35
Passenger receipts	$3,923,151 80	
Freight "	8,543,370 55	
Mail "	95,790 00	
Miscellaneous	435,577 48	
		12,997,889 83
		$16,763,133 18

STATEMENT *of earnings from passengers, freight and all other sources, for the years ending Sept. 30, from 1852 to 1864, both inclusive:*

	Passengers.	Freight.	Other Sources.	Total.
1858	$2,829,669	$1,835,572	$122,279	$4,787,520
1854	3,151,514	2,479,821	287,000	5,918,335
1855	3,242,229	3,189,603	131,749	6,563,581
1856	3,207,378	4,328,041	171,928	7,707,348
1857	3,147,637	4,559,276	320,339	8,027,251
1858	2,532,647	3,700,270	295,496	6,528,413
1859	2,566,370	3,337,148	297,331	6,200,849
1860	2,569,265	4,095,934	292,042	6,957,241
1861	2,315,933	4,664,449	328,660	7,309,042
1862	2,389,724	6,607,331	359,773	9,356,828
1863	2,930,341	7,498,509	468,781	10,897,631
1864	3,923,152	8,543,371	531,367	12,997,890
	$31,976,190	53,003,753	3,484,466	88,464,409

BALANCE SHEET.

From General Ledger, September 30, 1864.

Railroad and equipment		$32,879,251 38
Cash in banks	$135,131 38	
Passenger and freight ag'ts, balances, since remitted	848,134 43	
		983,265 81
Buffalo and State Line R. R. Co. stock	$542,300 00	
Troy Union R. R. Co. stock	62,150 00	
Hudson River Bridge Co. stock	108,495 00	
		712,945 00
Future income: Proportion of debt certificates, &c., chargeable to the income of the company, pursuant to the consolidation agreement, from September 30, 1864, to May 1, 1883		6,995,597 83
Fuel and supplies; surplus beyond $1,000,000		491,756 04
Bills receivable	$150,046 91	
General P. O. depart	23,923 89	
Real estate (Buffalo and N. F. R. R. Co.)	32,500 00	
Real estate (Oliver Lee and Co.'s Bank	6,712 50	
		213,183 30
		$42,275,999 36
Capital stock		$24,386,000 00
Funded debt—		
Albany and Schenectady R. R. Co	$100,000 00	
Schenectady and Troy R. R. Co.	100,000 00	
Buffalo and Rochester R. R. Co.	24,920 59	
	$224,920 59	
Debt certificates	6,917,597 83	
Bonds for R.R. stocks	663,000 00	
Bonds for real estate.	165,000 00	
B'ds for fund'g debts of old Co.'s	1,398,000 00	
Bonds to Buffalo and N. F. R. R. Co.	78,000 00	
Bonds, conv. due 1876	604,000 00	
Bonds and mortgages	235,823 15	
Bonds due 1887	2,925,000 00	
		13,211,341 57
Bills payable		52,568 26
Unclaimed dividends		5,140 76
Expenses of operating the road; paid in October		380,824 14
Coupons and interest; accrued to September 30th		349,041 50
United States, tax account		86,215 45
Income account; balance September 30, 1864		3,854,867 68
		$42,275,999 36

The following is a detailed statement of the funded debt:

Debt certificates, or premium bonds, issued to stockholders in 1853, under the consolidation agreement, payable May 1, 1883, with interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$8,892,600 00	
Deduct the amount of the sinking fund provided for their payment under the consolidation agreement, consisting of $1,591,100 in said certificates, duly cancelled, $243,000 in U. S. 6 per cent. bonds, and $140,902 17 in U. S. indebtedness for which certificates are due	1,975,002 17	
		$6,917,597 83
Amount outstanding of the debts of the former companies, assumed under the consolidation agreem'nt		224,920 59
Bonds for funding the principal of the debts assumed for the former companies, at consolidation, payable August 1st, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st February and August	$1,680,000 00	
Less in S. F., cancelled	282,000 00	
		1,398,000 00
Bonds to stockholders in Buffalo and Niagara Falls Railroad Company, under the lease of that company's road, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$110,800 00	
Less in S. F., cancelled.	32,800 00	
		78,000 00
Bonds for railroad stock, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$817,000 00	
Less in S. F., cancelled.	154,000 00	
		663,000 00
Bonds for real estate purchased, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$235,000 00	
Less in S. F., cancelled.	70,000 00	
		165,000 00
Bonds and mortgages, for real estate purchased, with interest at 7 per cent. per annum, excepting $45,550 50, the interest upon which is at 6 per cent. per annum		235,823 15
Bonds of August, 1859, payable August, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st February and August, with convertible privilege, at par, for ten years	$990,000 00	
Less converted into capital stock	386,000 00	
		604,000 00
Bonds of October, 1863, payable December, 1887, interest at 6 per cent. per annum, payable semi-annually on 15th June and December—issued in renewal of 7 per cent. Bonds, due 15th June, 1864*	$3,000,000 00	
Less in S. F.† cancelled	75,000 00	
		2,92
Total amount of funded debt, September 30th, 1864		$13,211,341 57

* Of these Bonds $247,300 in amount had not been presented for payment at the close of the fiscal year—the funds to meet them having been appropriated, they are not included in the statement of debt.

† The contribution to be made to this sinking fund is 2 per cent. per annum upon the whole amount of bonds issued.

The company has no floating debt.

During the year acceptances have been given as heretofore; those outstanding at the close of the fiscal year (amounting to $52,568 26), have all been paid before the verification of this Report, at the date of which the company has none outstanding.

The average rate per annum of interest on funded debt, is 6.15 per cent., and all interest, except on mortgages, is payable in the city of New York.

ADDITIONAL STATEMENTS.

During the year there has been charged to construction account, for land for additional freight and cattle accommodations, principally at Albany and Buffalo, $139,183 36.

All the other expenditures during the year have been charged to transportation expenses, and include, besides the ordinary items of general repairs, the following:

The addition of 2 locomotive engines and 601 cars to the equipment. The addition of 6.36 miles to the second track between Syracuse and Rochester, and 3.92 miles to the sidings and turnouts at various points along the line. The cost of erections and improvements at cattle yards at Buffalo and Suspension Bridge. Enlargements and improvements to depot buildings at Rome, Buffalo and Niagara Falls. The substitution of an embankment and culvert for the wooden bridge (five spans of 109 feet each) at Allen's Creek. The completion of a stone arch and earth filling over Canal Basin at West Troy. The construction of an iron bridge over the Erie Canal at Rome, and material for and part construction of iron bridge over the Erie Canal at Schenectady.

The length of iron bridging now upon the line, reduced to single track, amounts to 5,299.8 feet.

The renewal of iron rails, during the year, amounted to 13,308 tons, equal to 133.43 miles of single track; the number of ties renewed during the same period was 284,894.

The amount of income used for the construction and investment accounts, to the close of the year, was $2,990,452 64, as shown by the following statement:

Construction account		$32,879,251 38
Investment		712,945 00
		$33,592,196 38
Capital stock	$24,386,000 00	
Funded debt, less debt certificates and bonds to Buffalo and Niagara Falls Railroad Co., for premiums allowed at consolidation	6,215,743 74	
		30,601,743 74
		$2,990,452 64

The amount of fuel and supplies not included in the assets of the company, as shown by the inventory and balance sheet herein contained, is $1,000,000 00.

The capital stock has been increased during the year $177,000, by the conversion of an equivalent amount of 7 per cent. bonds due in 1876. In 1863, $209,000 of these bonds were converted, making the amount to date $386,000. During the year, the funded debt of the company has been reduced $568,306 79. Deducting increase of capital stock, as above, will make a net decrease of stock and debt of $391,306 79. The total decrease of indebtedness since 1861 has been $1,015,663 93.

The increase in gross earnings over the previous year has been $2,100,258 45; with an increase in expenses of $2,616,258 58—making the decrease in net earnings $516,000 13. The decrease of fuel and supplies on hand is $28,072 66.

The equipment of the road consists of 241 locomotives; 188 first-class passenger cars; 68 second-class and emigrant cars; 78 baggage, mail and express cars; 4,596 freight cars; and 360 cars for gravel and other service.

Miles run by passenger trains, 2,123,580; by freight trains, 3,452,275; by other trains 414,353, total, 5,990,208, an increase over 1863, of 296,985. Aggregate miles run by passenger cars in passenger trains, 8,434,547. Do. by baggage, mail and express cars, 3,132,980. Aggregate miles run by all cars in passenger trains, 11,567,527; an increase over the previous year of 2,306,827.

Number of passengers carried eastward, 1,826,597; of which 96,245 were through and 1,730,352 way. Do. carried westward 1,727,657; of which 105,115 were through and 1,622,542 way. Aggregate both ways 3,554,254; of which 201,360 were through and 3,352,894 way. Total miles travelled by passengers 193,447,735, an increase over the previous year of 46,209,767.

Tons of freight carried eastward 1,144,162; of which 588,207 were through and 555,955 way. Do. carried westward 412,986; of which 178,362 were through and 234,624 way. Aggregate both ways 1,557,148; of which 766,569 were through and 790,579 way. Total movement of freight, or number of tons carried one mile, 314,081,410, an increase over the previous year of 1,885,614.

Length of main line from Albany to Buffalo, 297.75 miles; length of side or parallel branch lines, 258.13—total length of first track, 555.88 miles; length of second track on main line and branches 262.86; length of sidings, turnouts and switches 145.43—total length of equivalent single track 964.17 miles.

Length of Niagara Bridge and Canandaigua railroad (leased) 98.46 miles; branch line to Elevator at Tonawanda, 1.63 miles; sidings, turnouts and switches 3.42 miles—total length of equivalent single track 103.51 miles.

Finances of Ohio.

The following is a recapitulation of the receipts and disbursements of the State Treasury for the fiscal year ending November 15, 1864:

RECEIPTS.

General revenue fund	$1,450,663 17
Canal Fund	36,742 84
Sinking fund	2,127,378 34
State common school fund	1,279,571 39
Soldiers' Allotment Fund	2,376,716 20
Military fund	451,632 47
Volunteer Relief fund	955,966 52
National road	26,977 49
Bank redemption	928 25
District school library	83 15
Canal bank, Cleveland	890 07
Seneca county bank	971 08
City Bank, Cincinnati	1,618 85
Total	$8,710,139 82

DISBURSEMENTS.

General revenue	$824,152 27	
Canal fund	14,175 25	
Sinking fund	1,407,542 04	
State common school fund	1,220,841 70	
Soldiers' allotment f'd.	1,622,850 46	
Military fund	680,520 50	
Volunteer relief fund.	916,078 05	
National road	19,538 88	
Canal Bank, Cleveland	342 30	
Seneca County Bank	360 79	
City Bank, Cincinnati.	69 46	
		$6,706,471 70
Balance in Treasury, Nov. 16, 1864.		$2,003,668 12

The amount of the increase in receipts over 1863 is $2,896,525 82; in the disbursements, $1,344,784 70: and in balance on hand at the close of the fiscal year, $1,051,741 12.

The following funds present an increase in receipts, as compared with last year:

General revenue	$199,780 36
Sinking fund	210,538 76
State common school	62,341 11
Soldiers' allotment	1,334,514 45
Military	152,937 43
Volunteer relief	437,964 28
National road	1,682 82
	$2,399,759 21

There is a decrease in receipts as follows:

Canal	$2,302 08	
Bank redemption	25 50	
District school library	102 14	
Canal Bank, Cleveland	589 48	
Seneca County Bank	50 03	
City Bank, Cincinnati	164 16	
		3,233 39
Making the net increase as stated above		$2,896,525 82

The disbursements from the following funds are larger than they were in 1863:

State common school	$80,197 94
Soldiers' allotment	705,814 45
Military	381,825 47
Volunteer relief	427,109 90
Seneca county Bank	310 76
	$1,595,258 52

The decrease in the disbursements are as follows:

General revenue	$2,943 63	
Canal	11,733 49	
Sinking	234,979 93	
National road	347 25	
Bank redemption	25 50	
District school library	102 14	
Canal Bank, Cleveland	247 18	
City Bank, Cincinnati	94 70	
		250,473 82
Net increase, as stated above		$1,344,784 70

The receipts and disbursements during the past five years have been as follows:

	Receipts.	Disbursements.
1860	$4,031,147	$3,950,701
1861	5,657,727	5,524,514
1862	6,512,807	6,027,566
1863	6,313,614	5,361,687
1864	8,710,139	6,706,471

Raritan and Delaware Bay Railroad.

At the annual meeting of this company, held at Red Bank, N. J., on the 14th inst., the following gentlemen were elected directors: H. M. Alexander, N. Y.; Samuel G. Wheeler, Jr., N. Y.; H. H. Boody, N. J.; Elisha Riggs, N. Y.; John Humphrey, N. Y.; Jos. C. Potts, N. J.; Wm. Torrey, N. J.; F. B. Chetwood, N. J.; Robt. Campbell, N. Y.; Z. W. Scriven, N. J.; W. C. Patterson, N. J.; Ezra Nye, N. J., and H. A. Bowen, N. Y.

☞ A "monster improvement" is nearly completed at Chicago by the Dock Company, who have planned a magnificent system of docks, embracing a water front of five miles, the whole connected by seven ship canals cut at right angles with the river. These canals are 100 feet wide, 12 deep, and average 1,760 feet in length. By the same plan, a connection is made with a complete railway system. The capital of the company is $650,000.

Continental Railroads.

A GRAND PERSPECTIVE OF NATIONAL DEVELOPEMENT.

The Government of the United States has assured the construction of a central Pacific railroad, by gifts of public lands along its route, and by pledges of the public credit as the great work advances. We perceive in the closing pages of the report from the Treasury Department upon the Foreign and Domestic Commerce of the United States, that the population of Nebraska, Kansas, Colorado, Utah, Nevada, and Northern California, has advanced in such a ratio since 1850, with corresponding increase of internal trade and transportation, as to render it highly probable that those great interior States, threaded upon the Union Central railroad, will, by the year 1870, be sufficient for its support—vindicating the gigantic enterprise in a financial sense. Statistics are given of the rapid self-support of railways in India, and particularly in Australia, which fully justify the American scheme. The people of the United States thus far have constructed and sustained railway construction at the rate of one mile to every thousand of population, and there is no reason to doubt that the communities organized over the great plains and mountains between the Missouri river and the Pacific will demand and support continental railways in the same proportion.

The author of this branch of the Report (James W. Taylor of Minnesota), assuming that emigration, the encouragement of loyal governments in the South, and the progress of Western commerce, will require an early recognition of a Southern Pacific railway when peace is again reached, proceeds as follows:

When, in 1853, the initiative of Pacific railroad exploration was presented to the United States Senate, resulting in a Congressional appropriation of $150,000 for the purpose, attention was directed to three routes—the northern, the central, and the southern. Legislation has followed in behalf of one—the central—not so much so from any demonstration of greater feasibility, but because the mineral discoveries of the interior, followed by population, suggested the selection. The same causes are now active on the two other routes. Discoveries, not only of gold and silver, but of coal, iron, lead, and salt, diversify the map of the Rocky mountain region everywhere within our boundaries; and an emigration from the Pacific coast meets the Atlantic column even upon the great plains which are drained by the Missouri, the Platte, and the Rio Grande.

The necessity of more than one route between the Mississippi States and the Pacific coast will appear from an enumeration of the railroad lines which are indispensable to the commerce between the Atlantic and interior States. These are seven well-defined thoroughfares: (1) From Portland, by the Grand Trunk, to Detroit, and thence, with a traverse of the State and Lake of Michigan to Milwaukee and La Crosse; (2) by the New York Central, the Great Western, of Canada, and the Chicago and Northwestern railroad, to Prairie du Chien; (3) by the New York and Erie, the lines of Ohio and Indiana south of the great lakes, and the Illinois Central, to Galena; (4) the Pennsylvania Central, and its western connections, to Rock Island; (5) the Baltimore and Ohio, by way of Cincinnati, to St. Louis; (6) from Richmond, through the Cumberland valley, to Memphis; and (7) from Charleston and Savannah, traversing the States of Georgia, Alabama, and Mississippi to Vicksburg and New Orleans. All these highways are thronged and prosperous, and, with a wonderful impulse to colonization and commerce induced by mining investments, a period of twenty-five years will probably witness the completion of four great continental communications within the limits of the north temperate zone, and upon the following lines:

1. Through the southern tier of States, on or near the parallel of 35 deg., which is central to the region of cotton, the sugar cane, and the vine, and which will be supported by the populations of Louisiana, Arkansas, Neosho (or the territory occupied by the Cherokee and Choctaw Indians), Texas, New Mexico, Arizona, Sonora and Southern California. This may be called the Gulf route, from its relation to the Gulfs of Mexico and California.

2. The central, which is now in course of construction, on the average latitude of 40 deg. With its present prestige and aid from the Federal Government, soon to be increased by the intervention of State Governments in its behalf, the speedy construction of this road may be anticipated. If in operation at the present moment, the road would be financially successful. All the resources of Kansas, Nebraska, Colorado, Utah, Nevada, and in a great degree, of Missouri and California, are pledged to such a result.

3. The Lake route, hitherto designated in Congressional debates as the Northern Pacific route, connecting the western coast of the great lakes, and the navigable channel of the Columbia river, by the most direct and feasible communication with which the Territories and future States of Dakota, Montana, Idaho and Washington, as well as the States of Minnesota and Oregon, are identified.

4. The international route, or an extension of the Canadian railway system across the Peninsula of Michigan, and through Wisconsin and Minnesota, to the English colony of Selkirk in latitude 50 deg., and thence, through the valleys of the Saskatchewan and upper Frazer rivers, to the Pacific coast in latitude 54 deg.

The prediction is hazarded that the year 1890 will witness the consumation of the 8,000 miles of interior railroad above indicated. A more accurate statement would be, that whenever, along either of these routes, a population shall be assembled of two millions of souls, then will follow, by an irresistible social law, the construction and support of two thousand miles of railroad. The probability of that aggregate of population by the year 1870 has been considered on the central line. The situation of the more southern communication has been also referred to, and some space will now be given to the probabilities that, by the year 1890, the great lakes will be connected by railroad with the Columbia river and Puget's sound, while 1880 is likely to witness the completion of the international railroad upon the average latitude of 52 deg. north.

THE NORTHERN OR LAKE ROUTE.

The latitude of 45 degrees north, extended west of Minnesota, is not only central to the lake coast and the railroads of Northern Illinois and Iowa, Wisconsin and Minnesota, but in its traverse of the Great Plains and the Rocky Mountains it is most accessible from the mining districts now developed, or soon to be occupied, in the Territories of Dakota, Montana, and Idaho. Other conditions being favorable, the future emigrant route will follow the parallel of 45 or 46 degrees, and, when population warrants, that will be the general direction of the northern or lake railroad route.

Explorations by officers of the General Government, and publications of their reports, have made the general features of this route quite familiar. Fully nine-tenths of the area between the 100th meridian of longitude and the Cascade range of Oregon will never be available for agriculture, although districts far more extensive will support herds and flocks. The climate, owing to the reduced altitude, is not more severe than in the corresponding districts of Colorado and Utah. The Great Plains are characterized geologically by a development of the cretaceous formation, which is observed over large Asiatic areas, and, concurring with aridity, constitutes the American desert. Population would have been slowly attracted to those localities, except for the discovery of gold. The "northern mines," as they are termed, upon the sources of the Columbia and Missouri, were discovered not more than two years since, and now have a population of 30,000, of which 12,000 are east of the mountains.

In addition to the Salmon River mines of Idaho, and the Missouri and Yellowstone mines of Montana, under the average longitude of 108 degrees, it is now well ascertained that the black hills of Dakota Territory, situated on the 44th parallel of latitude, and between the 103d and 105th meridians of longitude, are rich in gold and silver, as well as coal, iron, copper, and pine forests. With the pacification of the Sioux nation, and the establishment of emigrant roads, Dakota will be the scene of great mining excitement, as the gold field of the Black hills is within two hundred miles of the steamboat navigation of the Missouri River, at the intersection of its channel with the 45th parallel of latitude. Admitting the general sterility of the Great Plains, and the physical difficulties of the mountains, yet the great productiveness of the northern mines warrants the opinion that the Territories of Idaho, Montana, and Dakota will advance in population in a ratio fully equal to that observed in Nevada and Colorado since their first settlement. The discoveries at Washoe and Pike's Peak date from 1859. Five years is the whole period of the settlement and progress of Nevada and Colorado, and within that period each Territory has reached a permanent population of 60,000. Both have been subject to the mutations of a mining population, but each has increased at the rate of twelve thousand souls per annum. So with the Salmon River district, twenty months of productive gold mining having assembled 20,000 people, while East Idaho, or Montana, at the expiration of twelve months from the first discovery of gold on the Jefferson fork of the Missouri, had a population of 12,000. If such a rate of accretion is accepted, the result in the year 1890 will be indicated as follows:

	1863.	1870.	1880.	1890.
Idaho	20,000	104,000	224,000	344,000
Montana	12,000	96,000	216,000	336,000
Dakota	10,000	94,000	214,000	334,000
	42,000	294,000	654,000	1,014,000

An estimate of the increase of population in Oregon and Washington is annexed. Oregon in 1850, had a population of 13,294, which was increased in 1860 to 52,465, or a ratio of increase of 294.65. Assuming a ratio of increase from 1860 to 1870 of 200 per cent.; for the decade closing with 1880, of 100 per cent., and of 50 per cent. from 1880 to 1890, the population of Oregon during and at the expiration of twenty-seven years will be as follows:

1860	52,465
1870	157,395
1880	319,490
1890	472,185

The population of Washington is estimated on the hypothesis that the ratio of increase during the first decade will be 300 per cent., (or about the same as that of Oregon from 1850 to 1860;) then 200 per cent. for ten years closing with 1880, and 100 per cent. for the decade of 1890, as follows:

1860 (by census)	11,168
1870 (assumed)	44,672
1880 "	134,016
1890	268,032

The ratio of increase registered as to Michigan and Wisconsin, from 1830 to 1860, far exceeds these estimates.

	1830.	1840.	1850.	1860.
Michigan	31,639	211,560	397,654	749,113
Wisconsin	....	....	30,945	305,391	775,881

An American railroad from the west border of Minnesota to the Columbia River may be anticipated by the year 1890, on the following basis of population, ascertained as above:

Dakota	334,000
Montana	336,000
Idaho	344,000
Oregon	472,185
Washington	268,032
	1,724,217

THE INTERNATIONAL ROUTE.

Public sentiment in Canada and England has long demanded measures for the colonization of Central British America, as that fertile belt of territory is now called, which extends from Canada and Lake Superior to the Rocky Mountains. It includes the valleys of the Red River of the North and the Saskatchewan River, which belong to the hydrographical system of Hudson's Bay, and are covered by the charter of the Hudson Bay Company.

Selkirk settlement, on the Red River of the North, was founded in 1812, and has a population of 10,000—an industrious, moral, and well-ordered community. Fort Garry, in this settlement, is the North American headquarters of the Hudson Bay Company. The posts of this company, more than fifty in number, occupy very commanding situations over the immense area bounded by Hudson's Bay and Lake Superior on the east, the Rocky Mountains on the west, and the Arctic Ocean on the north. The fur trade of this immense territory concentrates its annual product on the Red River of the North at Fort Garry, from which point, by the annual voyages of brigades of batteaux, merchandise and supplies are distributed to the most distant post. Prior to 1858 the imports and exports of the Hudson Bay Company were principally transported by the difficult and dangerous route of Hudson's Bay and Nelson's River, or over the numerous obstacles intervening from Lake Superior to Red River, on the British side the international line. In 1858, however, materials were transported from the navigable waters of the Mississippi River to construct a steamer on the Red River, and in 1862 two such vessels navigated that stream. The trade previously existing between St. Paul and Selkirk has been greatly increased in consequence. The imports of Central British America for the use of the Hudson Bay Company and the Selkirk settlers amount to $500,000 annually, while the average annual exports, almost exclusively furs, amount to $1,000,000.

It is now well known that, northwest of Minnesota, the country reaching from the Selkirk settlement to the Rocky Mountains, and from latitude 49 deg. to 58 deg. on the longitude of 94 deg., and to latitude 55 deg. on the Pacific Coast, is as favorable to grain and animal production as any of the Northern States; that the mean temperature for spring, summer and autumn, observed on the 42d and 43d parallels, in New York, Michigan, and Wisconsin, has been accurately traced through Fort Snelling and the valley of the Saskatchewan, to latitude 55 deg. on the Pacific Coast, and that from the northwest boundary of Minnesota, this whole district of British America is threaded in all directions by the navigable water lines which converge to Lake Winnipeg.

These facts, however favorable to agricultural settlement, would have failed to revolutionize the policy of the Hudson Bay Company, except for the violent excitement of gold discovery. The year 1858 directed a column of adventurers to the channel and sources of Frazer River; the organization of British Columbia followed, and it was soon ascertained that the richest and most extensive gold fields of northwest British America—the Cariboo mines—are so far within the Rocky Mountains, so far up to the utmost sources of Frazer River, as to be practically more accessible from Selkirk than from the coast of Puget's Sound. At length, in 1862, the tributaries of the Saskatchewan and Peace Rivers, on the eastern flank of the Rocky Mountains, were discovered to be auriferous; while eastward stretched, towards Canada and Lake Superior, not less than 100,000,000 acres of fertile lands destined to cereal cultivation, whenever reached by emigration. English and Canadian exploration also established, in favor of this district, that its average elevation above the sea was far less than in American territory; that the Rocky Mountains were diminished in width, while the passes were not difficult; that the supply of rain was more abundant, and the carboniferous and silurian formations were of greater extent than further south; and, owing to the greater influence of the Pacific winds through the mountain gorges and the reduced altitude, that the climate was no material obstacle to civilized occupation.

The Hudson Bay Company, in 1863, was reorganized to meet the exigencies of imperial and provincial policy in Central British America, "in accordance (to quote the circular of the new directory) with the industrial spirit of the age, and the rapid advancement which colonization has made in the countries adjacent to the Hudson's Bay territories."

While the present most effective organization of the fur trade will be continued and even extended, the company now proposes to avail itself of all possible agencies for the rapid colonization of the Saskatchewan basin and the gold districts at the sources of the Columbia, Frazer, Saskatchewan, and Peace Rivers. A telegraph line from St. Paul to Pembina, and thence through Selkirk and the Rocky Mountains to the Pacific Coast, is first announced as the special enterprise of 1864. Then a connexion of the Selkirk settlement by railroad with St. Paul, and by a direct emigrant road with Fort William, on the British coast of Lake Superior, will receive effective aid, concurrently with the prosecution of American and Canadian enterprises. Steamboat navigation is to be extended upon Lake Winnipeg and the Saskatchewan River. The systems of land survey and gratuitous allotments of land to colonists which prevail in the United States are proposed, the company reserving alternate blocks or sections to support future railroad construction, since, at the earliest practicable moment, a railroad will be undertaken traversing the colonies of Central British America and British Columbia. It is in the power of the modernized Hudson Bay Company, and it is its well-defined purpose, to connect Lake Superior and the Pacific Coast by a cordon of settlements, and to carry forward the construction of two thousand miles of railroad simultaneously with the advent of population, and as the sure means to encourage the settlement of Northwest British America, or the interval which separates the lake coast of Canada from the coast of the North Pacific ocean.

This international railroad (as it may properly be called, until the development of British America warrants a direct communication with Canada) will be the favorite object of English capitalists on this continent, as the Union Pacific Railroad will combine in its behalf the energies of the Government and citizens of the United States. These two enterprises will therefore precede the construction of railroads on the gulf and lake routes, but only by a decade of years. All four routes will be demanded by the wants of 8,000,000 of people, which the next twenty-five years will witness permanently seated on the average latitudes of 35, 40, 45, and 50 degrees, between longitude 95 degrees and the Pacific Ocean.

Interest and Dividends.

The Chicago and Northwestern Railway Company give notice that the dividend of three and one half per cent., subject to Government tax, declared payable on and after the first of December instant, on the preferred stock of the Chicago and Northwestern Railway Company, will also be paid on and after this date, at the Company's office in New York or Chicago to the parties in whose name the unconverted shares of the Galena and Chicago Union Railroad Company, now stands, upon the presentation of the certificates at either of said offices for the indorsement thereon of the payment of the dividend, such unconverted shares amounting to 3,186 out of 60,264 shares, and much of which is understood to be held in trusts or by agents and persons not as yet enabled to convert the same.

The Pittsburg, Fort Wayne and Chicago Railway Company, have declared a dividend of 2½ per cent. (free of Government tax) on the capital stock, for the quarter ending Dec. 31 inst., and of 3½ per cent (less the Government tax) on the Third Mortgage Bonds, for the six months ending Dec. 31, inst.; the latter in anticipation of that due April 1, 1865, both payable on and after Jan. 17, 1865, at the Company's Office in Pittsburg, and by the Transfer Agents, Winslow, Lanier & Co., No. 52 Wall street, New York, to the holders as registered at the respective offices. The Transfer Books will close on the 31st inst., at 2 o'clock p. m., and will re-open on the 17th day of January thereafter.

The Michigan Central Railroad Company have declared a dividend of $6 per share, free of U. S. tax, payable in New York, Boston and Detroit, on the 3d of January next.

The interest due January 1, 1865, on the Preferred Certificates of the Ohio and Mississippi Railroad Company (Eastern Division), will be paid on the 3d prox. at the office of the company in this city.

The Northern Central Railroad Company has declared a dividend of 2 per cent., clear of National and State taxes, for the quarter ending December 31st payable to the stockholders on the 20th Jan.. 1865.

The Boston and Worcester Railroad Company have declared a semi-annual dividend of 5 per cent. payable December 31.

The Western (Mass.) Railroad Company have declared a dividend of 5 per cent., payable January 2.

The Boston and Providence Railroad Company has declared a dividend of 5 per cent., free of Government tax, payable Jan. 2.

The Old Colony and Newport Railroad Company has declared a dividend of $4 per share, payable Jan. 2.

The Boston and Maine Railroad Company has declared a semi-annual dividend of 5 per cent.

The interest warrants due January 1, 1865, on the bonds of the Sandusky, Mansfield and Newark Railroad Company, will be paid at maturity by E. T. H. Gibson, 54 William street.

Interest on the public debt of Illinois will be paid by the Treasurer of the State at the American Exchange Bank, this city, from the 2d to the 16th of January, and thereafter at his office in Springfield, Ill.

The New Bedford and Taunton Railroad Company have declared a dividend of 4 per cent. payable January 2.

The Connecticut River Railroad Company have declared a dividend of 4 per cent.

☞ The following is a statement of the movement of specie at New York during the month of November, 1864:

Specie in banks and Sub Treas. Nov. 1	$33,955,867
Received from California in Nov.	882,276
Imported from foreign ports in Nov.	161,627
Gathered in from hoards in Nov.	1,229,160
Supply	$36,228,930
Exported in Nov	7,267,662
Leaves in banks and Sub Treas. Dec. 1	$28,961,268

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton ..... Ca.	200,000	5	----	1¼
Acton Vale ..... Ca.	60,000	5	----	65c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	25½
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	30
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C. ..... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	3½
Bay State ..... L. S.	20,000	----	3½	20
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	1
Black River ..... "	200,000	2½	----	15c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	----
Boston ..... L. S.	20,000	----	5*	4½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	1½
Cabot ..... L. S.	20,000	----	----	----
Caledonia ..... "	20,000	----	----	7
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	1½
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	64
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca.	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Collin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	2½	2½
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	60c
Ducotah ..... L. S.	20,000	----	----	5
Dana ..... "	20,000	----	2½	2½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	1½	2
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	4
Dudley ..... L. S.	20,000	----	½	8
Dunham ..... Ca.	200,000	2	----	20c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	4½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ..... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	5½
Forest City ..... "	20,000	----	3	----
Forest Shepherd ..... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	5½	54
French Creek ..... Pa.	100,000	5	----	1
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencos ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ..... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ..... L. S.	20,000	----	2	1½
Green Mountain ..... Vt.	20,000	10	----	5
Guilford ..... L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	8½
Hanover ..... "	20,000	----	½	3
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	7½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	½	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	10
Hungarian ..... "	20,000	----	1	2½
Huron ..... "	20,000	----	16	43½
Indiana ..... "	20,000	----	----	5
Inverness ..... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20 000	5	16	18½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Kewoenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... Me.	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	7½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	75c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	----
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	26
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	6	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	28
Native ..... "	20,000	----	3	1
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	----
Nevada (Silver) ..... "	20,000	----	----	----
New England ..... "	20,000	----	2	1½
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic ..... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake ..... "	20,000	----	----	----
North State ..... "	20,000	----	3	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western ..... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	6½
Ontonagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	30c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	22
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	57
Phila. & Boston ..... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	22
Pittsburg & Boston "	20,000	----	5½	84
Pontiac ..... "	20,000	----	3½	4
Prince of Wales ..... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	99
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	3
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	12
Roscoe ..... Ca.	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	9½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	4
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	8
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	8
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3
Union (L. & M.) ..... "	20,000	----	----	----
Vernon	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ..... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	55c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	4
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	4
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	5,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	2½	----
Tyson ..... "	20,000	10	----	9½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	9½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2
Lancaster	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston ..... N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	28
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	1
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	84½
Ashburton ..... "	50,000	50	----	18
Atlantic & G. C. ..... Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Bear Valley ..... "	40,000	12½	----	27
Beaver Meadow ..... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	12½	----
Big Mountain ..... Pa.	----	----	5½	15c
Blackhall ..... N. S.	8,000	25	----	1
Boston & Pictou	100,000	5	----	10
Bridgeport ..... Pa.	50 000	10	----	----
Broad Mountain ..... "	30,000	10	----	----
Butler	----	----	----	50
Cape Briton ..... N. S.	200,000	2½	----	30c
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	90
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	45
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	70
Fulton ..... "	60,000	5	----	7½
Gilbertson	5,000	100	----	85½
George's Creek ..... Pa.	10,000	----	----	125
Grand Tunnel	4,000	100	----	50
Green Mountain ..... Pa.	----	----	----	4
Hampton & Balt. ..... Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ..... "	----	----	----	51
Lorberry ..... "	4,000	100	----	30
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	13
Middle Coal Fields	----	----	----	----
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narraganesett ..... R. I.	5,000	10	----	1
New Creek ..... Pa.	----	----	----	----
North. & Luzerne	----	----	----	----
Penn.	100,000	50	----	195
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	33
Princess Alex. ..... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	26
Schuylkill Valley ..... "	20,000	10	----	9½
Shawmut	6,000	50	----	----
Short Mountain ..... Pa.	16,000	50	----	40
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	44
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley ..... Pa.	22,750	50	----	73

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) ..... N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) ..... "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	----
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) ..... "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ..... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	21c
Colorado (G.) ..... Col.	50,000	10	----	35
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinshe (G.) ..... "	200,000	20	----	----
Corisannie (G.) ..... "	100,000	10	----	9
Corydon (G.) ..... "	100,000	25	----	35
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ..... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) ..... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300 000	10	----	2½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Hohnan (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	1
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	33½
Massachusetts (G.) ..Ca.	500,000	1	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ..... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	½
Nova Scotia (S.) ..... "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	40,000	25	----	9½
Quicksilver ..... Cal.	40,000	25	----	95
Renfrew (G.) ..... Ca.	120,000	2½	----	55c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	50,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	16,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.50	—				Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	42
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	220,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—				Cambridge	664,171	657,300	150,000	94			9	....	105
30 Nov. '63	6.74	—				Cliftondale	95,500	70,000	24,500	4,863				....	
30 Nov. '63	8.27	—				Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	
30 Nov. '63	1.48	—				Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	
30 Nov. '63	1.41	—				Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	196	25	—	Lynn and Boston	151,396	150,000	50,000	28,230	88,285	0,516	—	....	95
30 Nov. '63	3.41	—				Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	....	25½
30 Nov. '63	2.97	—				Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	
30 Nov. '63	36.88	—	702	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	66,559	10	....	53
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	61
30 Nov. '63	5.69	—	65	9	—	Quincy	75,525	53,000	50,932	16,650	25,857	6,012	—	....	
30 Nov. '63	3.52	—				Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	
30 Nov. '63	2.65	—				Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,600	32,900	—	—	5,685	1,711	5	....	
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,891	—	....	
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	....	
30 Nov. '63	1.59	—				West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—				West Roxbury	40,558	40,400	—	—	—	—	—	....	
30 Nov. '63	2.25	—				Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	89,000	20,000	—	6,202	542	—	....	
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	2	....	
31 Dec. '62	6.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	—	....	
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	60
30 Sep. '63	24.00	—	—	—	35	Brooklyn Central & Jamaica	894,870	492,150	327,150	44,778	146,218	7,216	—	....	45
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,367	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	53
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	446,073	350,000	—	19,794	7,008	—	....	
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	65,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	....	
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris'a & Ford'm	—	—	—	—	—	—	—	....	
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	—	—	—	—	—	—	—	....	
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	
30 Sep. '63	7.50	0.40	—	18	—	Rochester City & Brighton	—	81,500	60,000	6,000	7,636	3 977	—	....	
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	60
30 Sep. '63	9.27	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	16	100	110
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,030	—	—	1,693	310	—	....	
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	82,000	500,000	5,000	5,150	4,582	752	—	....	
						NEW JERSEY.									
31 Dec. '62	5.12	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,500	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	
31 Dec. '62	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	50,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,695	40	10	45
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,560	89,867	30,168	20	....	
31 Oct. '63	4.12	—	12	4	—	Delaware County	30,729	24,950	6,500	2,850	5,668	—	—	....	
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	....	18½
31 Oct. '63	10.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	52
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	....	59
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	....	20
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	....	25
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	70,000	81,500	—	500	32,691	—	—	....	
31 Oct. '63	10.57	0.32	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	....	
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	....	
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,524	16,184	9½	....	
31 Oct. '63	0.16	—	198	21	—	Race and Vine (Fairmount)	121,618	180,000	125,000	57,545	72,437	5,983	—	....	11½
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	6
31 Oct. '63	7.78	—	54	16	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	....	12
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	208,757	172,100	—	279,628	96,803	35	20	68½
31 Oct. '63	5.62	—	60	—	16	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'nP.)	173,010	159,312	15,500	—	75,066	18,417	17½	....	55
31 Oct. '63	7.65	1.51	175	36	3	16th & 11th st. (Citizens.)	171,776	192,750	—	6,000	126,623	45,960	16½	20	48
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	....	28
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	....	71
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	81.549	239,050	21,058	—	....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,912	150,000	—	—	—	—	—	....	
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	....	
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	....	
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	....	
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	....	
30 Nov. '62	8.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	....	
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,575	70,000	—	—	—	—	—	....	
30 Nov '62	10.20	—	—	—	—	St Louis	398,604	396,604	—	—	—	—	—	....	

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1882	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	—	—	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1887	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:	$				
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	12,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	90
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1860	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	—	—	—
Metropolitan:					
1st Mortgage	36,625	6	—	—	—
Real Estate Mortgage	—	6	—	—	—
Middlesex:					
Malden & Melrose bonds	60,000	6	—	1870	....
Real Estate	6,210	—	—	—	—
Ninth Avenue:					
1st Mortgage	57,000	7	—	—	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1882	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1870	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton:					
1st Mortgage	66,000	7	J. & J.	—	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	—	—	—
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	137
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	135
" " " ..... coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1865	231
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	103
" " " ..... coupon		5	" "	1874	106
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	103
" " " ..... coupon		5	" "	1871	106
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	110
" " " " " ..... coupon		6	Yearly.	1881	112
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	108½
" " " ..... coupon		6	" "	1881	116
Loan of July 17, & Aug. 5, 1861 ..registered	249,977,500	6	" "	1881	109
" " " ..... coupon		6	" "	1881	116½
Loan of Feb. 25, 1862 (6-20s) ..... registered	510,756,900	6	May & Nov.	1882	108½
" " " (5-20s) ..... coupon		6	" "	1882	108½
Loan of March 3, 1864, (10-40s) ... registered	81,680,000	5	Mar. & Sept.	1904	101½
" " " ..... coupon		5	" "	1904	101½
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	----
" " " ..... coupon		6	" "	1884	108½
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	122
" " of Mar. 3, 1864 ..... coupon	76,668,550	7.3	Feb. & Aug.	1867	114
Debt Certificates	236,373,000	6	At maturity.	.....	97
One Year Treasury Notes (legal tender)	43,585,000	5	" "	.....	----
Two Year's " " " "	15,748,000	5	" "	.....	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	88,813,370	6	" "	1867	----
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State) .. "	610,000	6		1868	----
" — " " (") . "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	153
" " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" " " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	65
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	104
" —War bonds ..... "	2,000,000	6	" "	1879	96
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,897	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	86
" — " " ..... "	2,068,173	2½	" "	1886	68
—State Int. Imp. bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	94
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	86
" — " special stock "	1,216,787	5	" "	.....	----
" — " Deferred stock ..... "	1,243,000	5	" "	.....	----
" — " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July.	1863	----
" — " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ... coupon	146,000	7	Jan. & July.	1876	----
" — " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	6	Jan. & July.	'65-'75	----
" " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'95-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	101
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	.....	d'm'd.	66
" — " " (R. R. etc.) ... "	3,902,000	6	.....	'67-'99	----
" — " " (banks) ..... "	5,895,533	6	.....	.....	----
" — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1885	----
" — " (st'k'g conv.) .. "	200,376	5		1885	----
" — " " (st'k'g) ..... "	5,586,565	5		'89-'90	104½
" — " " (st'k'g conv.) .. "	2,490,569	5		'89-'90	103
" — " " (dollar) ..... inscribed	500,000	3		1893	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,680	3		plens.	----
— " " (") ..... "	3,000,000	6		1870	107
— " " (") ..... "	35,000	6		1885	----
— " " (") ..... "	603,333	5		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") . "	300,000	5	" "	1893	123½
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat. ac.) "	150,000	3	" "	1870	----
" — " " (Buildings ac.) "	200,000	6	June & Dec.	'68-'77	128½
— " " (" ") "	345,000	5	April & Oct.	'65-'74	----
— " " (" ") "	200,000	5	May & Nov.	'65-'72	----
— " " (" ") "	94,000	5	Jan. & July.	1874	----
— " " scrip	200,000	6	" "	'64-'66	----
— " "	947,500	6	June & Dec.	'68-'72	----
— " "	53,000	5	" "	'69-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'78	120½
" — " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan ..... "	500,000	6	May & Nov.	1893	119
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	100
" —Redemption Fu (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" — " (Indian war) "	100,000	7	" "	1871	----
" — " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1868	----
" — " " "	199,000	6	" "	1863	66½
" —Capitol Loan of 1857	100,000	6	April & Oct.	1863	----
" —Renewal Loan of 1858	40,000	6	Jan. & July.	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	200,000	6	" "	1891	----
" — " " S.W. Branch ... "	7,000,000	6	" "	'72-'88	60
" — " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" — " " N. Missouri ... "	3,000,000	8	" "	'73-'87	85
" — " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" — " " C. & Fulton ... "	3,501,000	6	" "	'73-'89	----
" — " " Platte Co. ..... "	650,000	6	" "	'87-'89	----
" —Revenue bonds ..... "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds ..... coupon	780,000	.....	.....	.....	----
" —Notes	535,100	6	Feb. & Aug.	1876	100
New Jersey—State stock ..... registered	200,000	6	.....	.....	----
" —State bonds (war loan) .coupon	96,000	6	Jan. & July.	Var.	----
" " " (" ") . "	631,820	6	" "	'65-'71	----
New York—General Fd: Astor Debt	200,000	6	" "	1871	----
" " — " " Deficiency Loans ..	561,500	6	Jan. & July.	pleas.	----
" " — " " " " ..	343,107	5	" "	pleas	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1888	107
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'85-'78	119
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	25,698	5	.....	d'm'd	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " Railroad Loans	421,003	6	Jan. & July.	'65-'67	----
" " — " " " " ..	287,700	4½	J., A., J., & O	1864	----
" " — " " " " ..	68,000	5	Feb. & Aug.	1876	----
" " — " " " " ..	25,000	5½	J., A., J., & O.	1865	----
" " — " " " " ..	320,000	5½	Jan. & July.	1865	----
" " — " " " " ..	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	106
" " — " " " " ..	15,889,025	6	" "	64-'76	117
" " — " " " " ..	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) ..... coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,016,000	6	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	105
" — " " (" ") ..... "	1,600,000	6	" "	1875	105
" — " " (" ") ..... "	4,095,209	6	" "	1881	103
" — " " (domestic debt)	125,680	6	" "	1886	106
" — " " (war loan) ..... coupon	1,500	----	" "	1863	108
" — " " (" ") ..... "	279,313	----	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	.....	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	93
" — " "	3,886,070	5	Feb. & Aug	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,893	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1904	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1894	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" —State bonds ..... coupon	1,766,214	5	" "	1870	100½
" — " " ..... "	4,880,000	6	Feb. & Aug.	1877	94½
" —Inclined Plane Loan	428,000	5	" "	1878	----
" —State bonds ..... coupon	400,000	6	April & Oct.	1879	106
" —Bank Charter Loans	650,000	6	Jan. & July.	1882	----
" —Relief Notes in circulation ...	360,937	5	.....	.....	----
" —Military Loan bonds ... coupon	97,360	.....	.....	.....	----
Rhode Island—State bonds (war loan) .coupon	3,000,000	6	Feb. & Aug.	1871	104
South Carolina—State bonds (stg) ..... coupon	2,000,000	6	Mar. & Sept.	1852	101½
" " —Inscribed certificates	484,444	5	.....	1868	----
" " —State b'ds (railroads) .coupon	1,708,017	6	.....	'68-'90	----
Tennessee—State bonds (banks) ..... coupon	1,310,000	6	.....	1877	50
" — " " (Intern. impr.) "	1,125,000	6	.....	1882	55
" — " " (railroads) ... "	2,083,666	5	.....	Var.	48
" — " " (capitol) ..... "	12,799,000	6	.....	Var.	----
" — " " (Hermitage) .. "	608,000	5	.....	1890	55
Texas—Had no debt in 1861	48,000	6	.....	1890	56
Vermont—Inscribed certificates	.....	.....	.....	.....	----
" —State bonds (war loan) ..... coupon	175,000	6	.....	'63-'64	----
" " " (" ") ..... "	58,000	6	.....	'62-'65	----
Virginia—Inscribed certificates (civil)	751,000	6	Jan. & July	1870	103½
" — " " (railroad) ...	404,000	5	Various.	Var.	----
" —State bonds (railroad) ..... coupon	18,264,642	6	Jan. & July.	'52-'93	50
" — " " (sterling) ..... "	12,624,500	6	" "	'85-'93	----
West Virginia—No information	1,865,000	5	" "	1892	----
Wisconsin—State bonds (civil) ..... coupon	.....	.....	.....	.....	----
" — " (war) ..... "	100,000	6	April & Oct.	'67-'68	100
" — " (domestic) ... "	200,000	6	Jan. & July.	1867	----
" — " (") ..... "	100,000	6	" "	1877	----
	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	78,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	130,897	141,174	122,487	104,254	80,296	1,096,464
1862	73,169	93,591	110,936	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,301	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	182,301	145,542	149,187	157,948	170,044	170,910	156,980	153,294	1,673,706
1864	100,991	154,417	195,502	162,722	178,785	206,090	224,256	312,161	320,857	281,419	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,896	139,049	134,500	145,939	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,064	152,587	123,319	118,753	1,261,060
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	136,795	135,596	1,423,439
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,821	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,560	49,571	80,819	108,787	74,331	63,564	675,764
1861	48,325	48,851	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	64,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	165,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	51,791	72,389	79,673	76,304	82,229	780,236
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	880,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	108,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	104,876	1,167,644
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	160,397	143,836	185,920	1,579,509
1864	164,058	176,105	208,329	158,977	125,000	100,000	113,515	154,245	182,110	183,649	184,614	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,236,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,943	719,354	734,108	714,211	6,214,182
1862	699,097	601,695	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,809	8,400,334
1863	845,695	859,949	956,445	948,069	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,221	10,469,481
1864	984,637	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,589	1,294,908	------	------
Galena and Chicago													
1860	60,662	62,628	80,703	93,254	115,505	93,449	80,705	166,341	219,528	252,103	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,399	150,359	200,276	221,328	172,700	122 309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,617	163,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	169,577	177,251	196,872	230,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,032	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,022,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	468,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,000	340,909	------	------	------
Illinois Central:													
1859	132,936	134,811	154,600	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	198,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	221,844	279,263	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,536	372,593	359,463	3,445,527
1863	299,944	271,035	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,454	767,363	664,299	617,711	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,806	35,328	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	78,215	83,964	75,055	89 533	94,375	96,062	90,576	97,047	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,511	59,052	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,453	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,769	130,218	144,915	108,721	76,163	109,661	154,360	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	165,417	205,054	138,342	90,600	1,224,343
1864	102,748	116,135	88,222	140,417	186,747	212,226	139,547	113,398	168,218	178,526	157,099	------	------
Michigan Southern & Northern Indiana:													
1859	104,845	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,464	170,842	175,481	134,988	127,278	196,821	233,861	273,722	203,492	134,972	2,068,899
1861	140,925	116,934	163,170	186,951	170,362	161,391	126,558	178,773	235,690	276,161	231,265	189,077	2,199,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	326,818	305,284	279,539	2,647,883
1863	248,784	230,508	557,227	268,613	264,985	241,236	189,145	238 012	308,106	375,567	332,760	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	284,818	311,717	279,129	355,264	398,330	404,563	444,523	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	122,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,922	2,025,142
1861	142,334	119,764	161,671	172,614	149,550	133,620	123,277	144,982	236,844	307,383	242,089	200,134	2,124,214
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,188	376,488	339,794	306,196	3,168,065
1864	252,435	278,848	348,902	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	------	------
New York Central:													
1859	330,240	370,544	509,211	478,568	409,628	447,513	504,217	591,920	743,596	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,582	868,985	811,458	730,736	523,047	7,154,822
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,986	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,683,244
1863	920,272	790,167	867,590	911,397	839,128	841,165	815,512	840,450	1,079,451	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,425	1,029,786	1,056,793	1,272,117	1,450,076	1,203,764	1,189,142	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,854	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,958	91,111	90,371	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	120,775	128,706	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,554	131,204	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	220,377	248,862	241,695	264,622	283,646	283,619	245,977	2,735,395
1860	168,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	368,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,686	361,834	396,771	429,929	505,517	464,909	461,884	574,486	714,802	815,902	746,955	526,009	6,324,083
1864	436,741	532,756	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,082	203,853	245,938	286,844	231,253	191,138	2,335,254
1861	217,262	202,071	265,785	270,676	216,501	204,778	180,429	248,031	270,086	352,071	292,790	301,958	3,081,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,880	397,525	401,299	364,331	370,963	3,746,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	505,814	466,300	457,642	5,132,964
1864	290,676	455,211	602,603	574,090	499,547	420,942	486,687	669,102	705,974	758,880	743,751	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,743	71,854	112,384	93,766	67,721	85,359	95,909	118,887	129,166	125,610	1,117,597
1863	109,808	110,603	120,310	123,116	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,654,918
1864	100,872	147,485	160,495	157,785	149,855	156,730	144,942	218,235	234,134	203,441	202,966	------	------
Toledo and Wabash:													
1860	42,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	126,027	77,590	51,296	926 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,527	162,858	137,656	92,574	1,172,100
1862	32,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,370	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,896	151,052	134,563	111,389	1,439,799
1864	79,735	95,842	132,896	122,987	127,000	166,538	139,626	244,114	243,940	221,569	220,208	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$500,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	----
2d Mortgage	693,500	7	" "	" "	1881	----
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	----
2d Mortgage	956,000	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1892	----
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	98
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	925,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'69-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1933	----
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850.	700,000	6	Jan. & July.	"	1880	108¾
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	109
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102¼
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111¼
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1868	101¼
2d Mortgage	130,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1895	102½
1st Mortgage	300,000	7	" "	New York.	1895	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	103
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	520,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----	----	'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1850	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $300,000	790,600	6	"	"	1870	106½
" " $375,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	100½
" " $2,500,000	867,000	6	"	"	1889	100
Consolid. Mort. Loan $5,000,000	----------	---	"	"	------	106
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1905	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'85-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	115
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	800,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	123½
" " " inconvertible	3163,,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort a.M.	1890	----
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1907	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1903	----
" " " Plain	65,000	8	March & Sept.	" "	1870	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1862	85
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18...	----
2d " "	----------	8	" "	" "	18...	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1904	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage	3,600,000	7	" "	" "	1885	99
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	97
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
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Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1882	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,139,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,069,923	6	" "	" "	1886	80
River Line bonds	20,000	7	----	----------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	167,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	125,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,302,000	7	Jan. & July.	" "	1885	108
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	205,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1873	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	99½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1907	114
2d Mortgage	2,005,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	106
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	108
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	108
2d Mortgage	2,616,500	---	March & Sept.	" "	1891	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1893	----
Dubuque Western:						
1st Mortgage	344,000	†	----	----------	------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103½
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----	----------	----	----
Endorsed by State of Tennessee	150,000	---	----	----------	----	----
Mortgage (ordinary)	700,688	---	----	----------	----	----
East Tennessee and Virginia:						
State, 1st Lien	1,502,000	---	----	----------	----	----
Endorsed by State of Tennes.	200,000	---	----	----------	----	----
1st Mortgage (after State)	100,000	---	----	----------	----	----
Redeemable in Stock	66,955	---	----	----------	----	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----	----------	1891	----
Free Land, 2d Mortgage	----------	8	----	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	350,000	7	----	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----	----------	1891	----

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1892	114
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1876	107
Elgin and State Line	189,000		Jan. & July.	" "	1879	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'75-'87	55
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1566	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	106
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	110
Convertible	1,002,000	7	"	" "	1867	100
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	
Construction	11,432,500	7	April & Oct.	London.	1875	
Construction	2,896,500	6	" "	New York.	1875	113
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	
2d Mortgage	364,000	10	" "			113
Income	20,500					
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	100
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	250,000	6†	" "	Augusta.	1861	
3d Mortgage	250,000	6†	" "	"	1862	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	8				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	101
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	905,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Luxington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6		Lexington.	'64-'74	
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000		Jan. & July.	New York.	1881	
1st Mortgage	201,000		" "	" "	'63-'75	
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1833	
Lebanon Branch 1st Mortgage	41,000	7			var.	
Memphis Branch 1st Mortgage	300,000	7			var.	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	97
1st Mortgage sterling	1,000,000	7	" "	" "	1891	
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	
1st Mortgage	1,800,000	7				
Memphis, Clarksev. and Louisv.:						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	124
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	127
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	127
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1865	102½
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	106½
2d General Mortgage	2,194,500	7	" "	" "	1877	98
*Milwaukee and Beloit:						
1st Mortgage	620,000	8				
*Milwaukee and Horicon:						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	108
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	
Mississippi Central:						
1st Mortgage	1,007,363	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oakaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		57
2d Land Grant	650,000			" "		
Income bonds	511,000					
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	389,410	6				
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Sterling	878,055	6			1883	
Mississippi State Loan	290,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622					
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	450,000	8			1886	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
*New Albany and Salem:						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1881	
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500		Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '475	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1536	
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	106½
D'bts of former Co's outst'ding.	224,920					
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	118
Exchanged St'k's (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	104
" " (") B. & N. F.	78,000	6	" "	" "	1883	
Real Estate (S. F.) Bonds	155,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	101
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	125
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	108
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	115
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	108
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	107½
Buffalo Branch	200,000	7	Jan. & July.		1891	103
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	106
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	989,500	7	Jan. & July.		1867	102
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1868	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1876	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1939	89
2d Mortgage	3,077,000	7†	" "	" "	1961	30
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	99½
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	92
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	09
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1905	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	112
2d Mortgage	2,621,000	6	April & Oct.	"	1875	107
2d Mortgage Sterling	2,283,840	6	" "	London.	1876	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1863	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1850-'70-'75)	565,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	878,000	6	----	----	var.	----
Special Mortgage (1865-'65)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	115,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	405,000	5	Jan. & July.	Philadelphia.	1847	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July	"	1871	100
" 1842, "	1,531,800	6	" "	"	1880	105½
" 1844, "	810,000	6	" "	"	1880	104
" 1848, "	101,000	6	" "	"	1880	104
" 1849, "	67,000	6	" "	"	1880	104
" 1857, (convertible)	2,480,800	6	" "	"	1886	135½
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	114½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	94
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	55
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	800,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6	----	----	1880	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	69½
2d Mortgage	937,500	7	" "	"	1862	26½
3d Mortgage	440,000	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,223	6	----	----	1876	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1900	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1888	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1905	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	79
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1900	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1905	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1905	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	12
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	63
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	104½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	99½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	180,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	597,500	105,285	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	235,010	109,500	21,637	518,906	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,096	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	—	—	—	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,701	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	—	—	—	—	—	—	1,402,858	695,370	—	.....
29 Feb. '60	88.5	28.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	250,269	6	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,377	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,804	.....	.....
								CONNECTICUT.													
31 July '61	23.8	—	.....	1.9	—	4	7	45 Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,668	5	.....
31 Jan. '64	122.4	—	.....	15.5	75.1	16	29	247 Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,201,666	122.4	281,451	408,810	154,337	—	.....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,709	72.8	458,245	1,232,807	685,219	17	220
31 Dec. '63	74.0	—	.....	8.9	—	10	17	24 7 Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,539	92,439	—	.....
31 Dec. '63	57.0	—	.....	1.3	—	7	15	177 Naugatuck	1,460,193	*	—	1,031,800	395,050	26,084	1,460,193	62.0	129,574	265,387	13,966	8	.....
29 Feb '64	62.0	—	.....	2.6	—	5	17	25 N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	166.429	1,644,967	62.0	172,124	212,553	—	—	117
30 Nov. '63	8.48	8.8	9.3	—	—	3	—	New Haven and Northampton	2,306,294	28,748	—	1,010,000	650,000	—	2,393,942	—	—	156,863	78,631	34	.....
31 Dec. '63	60.0	—	5.0	—	—	8	12	84 New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,056	61,245	7	90
31 Mar. '64	61.3	1.0	62.3	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	156
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,843	432,559	180,839	6½	106
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,562,257	—	—	406,132	870,000	271,877	1,607,634	84.5	136,631	128,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	4.0	.....	27,283	10,290	9	.....
								FLORIDA.													
-- -- '62	154.2	—	.....	160	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,455	195,000	75,894	619,112	32.0	.....	7,857	3,035	—	.....
-- -- '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
-- -- '62	100.0	3.5	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	86.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,507,385	86.7	.....	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	93.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	—	—	—	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	.....
30 Apr. '60	43.5	—	23.7	—	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,466	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	—	—	—	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	5,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,553	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,543	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	816	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,418	281.0	1,002,440	1,678,706	701,966	2	92½
30 Apr. '64	240.0	000.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,081	—	14,837,539	394.0	1,955,519	3 090,211	1,350,499	8	117½
1 Apr. '63	242.0	—	.....	29.0	56	23	705	Chicago and Northwestern	12,325,849	510,983	—	3,731,316	8,336,000	225,641	13,147,136	242.0	.....	1,683,054	448,503	—	40½
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,880,575	228.4	1,102,880	2,143,875	1,108,414	6	104½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,066	2,201,481	1,279,404	8	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	277,476	—	65½
31 Dec. '63	454.5	252.5	.....	—	116	101	2,976	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,116,847	6	125
-- -- --	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	.....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	64½
-- -- --	108.0	—	.....	—	.....	.....	.....	INDIANA.								108.0					
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,483	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
1 Dec. '58	89.8	20.2	.....	—	23	19	313	Indiana Central	1,667,039	274,081	23,641	611,050	1,254,500	15,000	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '63	84.0	—	.....	—	.....	.....	.....	Indianapolis and Cincinnati	2,497,952	540,045	25,689	1,539,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,934	9	100
1 Dec. '62	78.0	—	11.0	—	15	14	201	Ind., Pittsburg and Cleveland	1,848,508	*	19,000	1,299,571	998,000	11,036	2,491,388	84.0	355,587	598,092	350,525	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,865	268,156	—	.....
-- -- '58	288.0	—	.....	—	.....	.....	.....	Indianapolis and Madison	1,464,847	*	—	819,900	640,000	—	1,588,743	132 0	.....	315,172	117,941	6	100
30 Nov. '63	73.0	—	.....	—	21	17	415	Louisv., N. Albany & Chicago	6,000,000	*	*	2,500,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	364
								Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	367,302	774,618	307,527	13	154½
								IOWA.													
1 Jun. '58	75.5	—	.....	201.5	—	—	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	60.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,360,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85 220	46,771	—	.....
31 Dec. '63	100.0	—	.....	100.0	10	7	189	Dubuque and Sioux City	53,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,531	276.197	165,889	—	.....
1 Jun. '58	33.5	—	.....	101.3	4	1	64	Kook., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	459,821	21,356	—	.....
-- -- '62	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	2,7eC,000	4,000,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	337,552	4,375,998	111.8	.....	426,406	227,534	—	.....
30 Jun. '63	29.0	—	.....	—	13	5	100	Lexington and Frankfort	597.950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	.....	—				Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,900	120,039	3	66
30 Jun. '64	186.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,161	*	—	5,605,834	3,930,500	235,670	11,886,450	300 0	841,558	3,261,690	1,303,963	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954.420	505,260	—	3,242,315	586,000	339,297	5,355,320	80.0	180,204	451,922	223,649	—	.....
31 Mar. '61	206.0	—	.....	206.0	45	37	515	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,686,000	1,150,717	.....	206.0	—	1,232,624	555 434	—	.....
31 Aug '60	53.1	—	.....	135.8	--	—	—	*Vicksburgh, Shreveport & Texas*	1,962,891	*	—	1,153,015	248,969	108,434	1,710,819	53.1	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and		equipped by G	r. T'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,370,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,595	.....	—	.....
31 May '64	284.8	—	23.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3 5,906	7,740,989	—	15,066,822	329.3	1,565,277	3,417,1 8	1,697,060	12	116
31 Mar. '64	245.0	281.0	.....	—	96	110	1,125	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,566	10,120,400	8,287,256	—	18 407,656	527.0	2,171,477	3,384,294	1,630,777	—	71
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	265.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	800,000	—	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	356	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	595,992	6,831,899	286.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	795,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,669	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.5	579,234	1,047,567	490,028	—	30
31 Dec. '62	208.8	—	17.7	68.0	21	26	307	*North Missouri*	6,396,779	804,933	—	2,459,207	4,850,000	—	.....	188.8	.....	444,480	182,895	—	.....
31 Dec. '62	152.0	—	5.0	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,484,420	196.7	507,040	679,956	227,598	—	.....
28 Feb. '63	77.0	—	5.9	200.0	—	—	—	*South Western Branch*	4,[illegible]80	116,883	—	71,513	4,000,000	—	.....	114.0	98,271	941,482	126,856	—	.....
30 Sep. '62	83.5	5.5	3.2	—	18	18	210	*St. Louis and Ire Mountain*	-	344,164	—	1,971,127	3,601,000	57,501	5,998,277	99.1	322,621	612,225	85,229	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	56.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*		151,833	444,633	236,534	757,381	38.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	6,788,205	867,754		2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	—	271,143	2,990,998	109.5	189,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,262	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.8	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	164,991	350,853	188,121	6	108
31 May, '59	37.0	—	.....	—	—	—	—	Somerset and Kennebec	783,763	*		169,200	556,800	—	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,004,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.5	.....	3,922,203	2,305,788	6	113
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,325	2,250,000	4,850,000	—	10,346,252	261.0	1,012,096	2,307,448	620,581	—	55
								MASSACHUSETTS.													
30 Nov. '62	25.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,245		1,830,000	440,000	5,629	2,275,629	70.9	372,058	503,718	167,051	6	106
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	128
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400		3,160,000	87,720	—	3,247,720	61.8	428,901	853,727	397,729	8	145½
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	93.6	573,514	1,202,654	488,357	9	138
30 Nov. '63	48.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	122,865		681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568		1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	110½
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,288	315,165	254,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	108½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149		3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	123
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275		200,000	75,000	3,961	367,496	.....	.....	21,780	21,275	6	.....
30 Nov. '63	14.6	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684		600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	127½
30 Nov. '62	29.1	1.5	1.2	—	5	16	99	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	26.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222		357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	.....	—	10½
30 Nov. '63	79.5	7.5	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503		3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	124½
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182		1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543		243,305	220,900	1,286	471,692	.....	.....	17,620	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727		250,000	—	—	298,962	11.7	51,675	165,405	38,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—		923,942	979,308	—	1,903,250	.....	.....	.....	.....	—	40½
30 Nov. '63	69.3	8.0	8.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343		2,214,225	925,700	—	3,821,695	77.3	112,506	271,815	140,136	—	42
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W. S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,538	1,232,851	10	155
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	105,700	39,891	1,078,159	45.7	188,647	261,024	132,153	6	98
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*		1,800,000	1,050,000	—	2,997,656	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,256	—	2,055,925	655,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,606	61.3	.....	470,078	125,286	7	65½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,500	20,004	operated	by	Concord	R. R.	83,524	7	113
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	87,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	93
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	3.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,562	2,089,500	173,982	3,261,344	76.0	.....	259,921	118,532	—	—
31 Dec. '62	63.9	32.3	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,060	5,099,200	8,820,181	—	.....	124.2	.....	3,040,148	1,728,548	10	152
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,583	1,037,376	117,098	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	63.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,536	4,620,100	2,000,000	—	7,708,800	84.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,297,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	165
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,796	21.2	.....	90,618	29,592	—	170
31 Dec '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec '62	24.0	—	.....	—	.....	.....	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	259,899	154,908	6½	110
31 Dec. '62	38.5	—	.....	—	.....	.....	.....	West Jersey	871,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	35	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	54,388	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,222	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	5,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	28.2	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	205,922	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,431	3,511,414	7½	89
30 Sep. '63	144.0	—	123.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	115
30 Sep. '63	94.0	2.5	12.1	—	13	28	100	Long Island	2,305,665	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	62,250	6	47
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,899	3,506,745	9	114
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,668	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	673,512	143,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,886	162,757	83,099	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	229,750	—	988,884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water't'n & Ogdensb'g	3,091,576	568,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,608	585,201	279,210	6½	106
30 Sep. '63	45.5	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,586	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,275	—	72,256	200,000	66,500	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	322,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,808,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '63	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '63	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	261.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	282,900	1,130,470	1,045,000	51,300	2,994,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	325,066	477,554	235,201	8	.....
15 Mar. '60	81.0	8.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	164,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	127.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	380,271	—	14
31 Mar. '64	90.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,891	10	122
31 May, '59	131.5	—	51.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	.....	131.5	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,294,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,216,257	11	180
31 Dec. '62	67.0	—	.....	18.0	15	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,695	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	46
31 Oct '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,608	94,329	8,251,646	203.5	.....	1,436,317	562,800	—	93
31 May '64	103.5	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	58,625	4,564,800	7,288,790	—	8,107,606	188.6	786,202	1,691,266	323,714	8	112
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,698	*	—	569,573	575,250	532,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	44.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,955	618,150	1,490,800	205,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	—
31 Mar. '64	142.0	—	7.9	—	16	8	378	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	85.5	—	39.6	—	26	38	413	Little Miami	4,107,189	492,979	487,113	2,981,267	1,400,000	—	5,096,520	135.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,995	11,164,829	226.6	445,157	620,026	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,960	9,870,000	4,243,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	—	—	—	—
30 Jun. '64	153.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 887	1,498,728	11,190	5,139,662	205.9	588,894	600,162	133,747	—	82
31 Dec. '63	114.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,235,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	229,717	272,202	92,285	—	—
1 Dec '63	242.4	—	.....	—	47	19	928	Toledo & Wabash	9,906,526	*	25,000	3,314,770	4,451,250	53,272	10,102,852	260.0	1,279,950	1,439,799	540,921	—	50

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passengers.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286		
31 Oct. '63	24.6	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,964,900	24.5	247,080	683,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*		3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	—	16½
31 Oct. '63	82.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*		986,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,588	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	250
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,243	150,163	—	.....
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Lea's'd t	o Northn	Cen.	196,907	324,790	110,268	—	32
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	.....
31 Oct. '63	54.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,560	700,000	—	1,882,560	55.5	oper. by	Penn.	R.R.Co.	7	69
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,240	—	1,809,565	600,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	.....
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,579	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,805,846	*	—	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,538	—	.....
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	(386,844	1,320,055	774,074	10	81
31 Oct. '63	28.3	6.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phi	la. & Re	ading	R. R.)	7	44½
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	60
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,784	—	3,147,750	3,104,237	—	6,252,037	68.8	274 900	511,896	278,391	—	29½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	13,430,250	16,949.124	—	38,245,668	356.9	5,211,202	1,891,413	5,111,412	—	65½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,000	—	1,672,200	24.0	244,425	332,439	179,505	9	58
31 Oct. '63	230.0	—	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,486	7½	28½
30 Nov. '63	147.4	51.2	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	26,613,828	403 0	2,721,689	6,252,902	3,708,900	7	57½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	633,882	—	—	999,200	250,000	—	1,249,200	28.2	187,074	644,050	353,648	10	145½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200 5	647,027	2,540,248	1,602,119	10	68½
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,629	72.0	209,746	215,587	105,356	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,985,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,622	—	101½
31 Dec. '63	28.0	—	6.2	—	5	1	454	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Lens'd t	o Northn	Cen.	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	296,500	66,206	832,000	29.6	75,388	128,083	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	1,764,800	62.0	297,700	421,757	199,155	8½	130
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,200	—	437,>17	8,500	—	.....	13.6	24,916	31,702	9,718	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	885,743	960,410	108,172	2,067,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '60	136.0	106.0	.....	—	62	59	790	South-Carolina	.....	.....	.....	.....	2,043,833	.....	.....	.....	.....	1,499,688	701,943	7	.....
								TENNESSEE.													
30 Sep. '59	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	805,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	556,554	1,902,000	390,407	.....	130.3	150,142	297,808	149,167	—	.....
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,559,000	260,112	7,027,797	291.0	.....	1,635,098	875,897	—	.....
1859	271.6	16.0	20.0	5.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	870,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
1859	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	219,518	.....	59.4	60,870	177,256	66,029	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	817,447	632,500	22,369	.....	47.4	54,175	85,129	44,006	—	.....
1859	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,066	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	754,118	337,384	6	.....
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	800,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	418,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— —	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— —	56.6	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— —	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	278-000	240,000	171,560	.....	50.0	31,300	32,670	.....	.....	.....
1 May	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,348	*	—	455,000	975,000	360,000	.....	70.0	102,200	262,846	196,558	.....	.....
— —	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,877	305,850	167,430	—	70
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,633	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	536,269	941 045	282,887	—	1½
31 May, '63	47.0	11.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	oper	r. by Vt.	Central	.....	8	107
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	43,996	64,267	26,451	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,033,500	*	—	832,000	700,000	—	.....	ope	r.b.Troy	& Bost.	58,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	83,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,943,648	210,680	—	2,909,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	76	Norfolk and Petersburg	2,008,873	122,166	—	1,500,124	500,000	166,161	9 months	79.2	47,702	64,121	16,382	—	.....
30 Sep. '59	103.5	—	.....	—	8	—	—	Northwestern Virginia	5,222,150	*	—	468,606	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.8	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	590,056	.....	167.7	270,846	450,427	222,214	—	.....
30 Sep. '59	123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,630	374,996	—	1,365,800	1,851,500	292,542	4,745,256	133.4	.....	410,166	201,344	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,862	7½	.....
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,666	143.2	224,014	560,904	282,328	—	87
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.2	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,885	.....	43.5	1,068,064	163,783	79,585	6	60
30 Sep. '59	22.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	.....	.....	—	.....
31 Jan. '60	90.0	—	.....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,848	80.0	.....	240,446	121,053	7	.....
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,763	541,197	83,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	259,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,818	3,265,000	571,968	10,223,271	214.9	480,193	740,489	347,967	—	.....
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
31 Dec. '61	199.9	—	24.9	27.8	—	—	.....	*Mitwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	.....	199.9	.....	756,476	229,880	—	.....
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	.....	1,163,734	414,741	—	48
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,828	5,692,471	142.3	466,043	490,597	138,210	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	.....
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,268,510	1,184,856	—	.....
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '62	95.0	1.0	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	.....	.....	.....	.....	.....	96.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	169,421	107,840	20,006	—	.....
1 July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,232	60 0	.....	152,455	56,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.1	20.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,161	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,555	5,000,000	3,275,000	—	10,788,728	48.7	.....	2,027,428	1,255,924	13	270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	37½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	57
Chicago & Alton (preferred)	2,422,696	7	7	94½
Chicago & Northwestern (pref.)	2,400,000	7	5½	70
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 85,200	10	10	69½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,514	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	52
Erie (preferred)	8,535,700	7	7	100
Hannibal & St. Joseph (preferred)	5,253,856	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	53
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,189	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	145
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	93
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	5	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,178	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	75
Toledo & Wabash (preferred)	992,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1836	103
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson: 1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan: *See* Camden & Amb. RR.	----------	----	----------	----------	----
Erie and Penn.: 1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation: 1st Mortgage	2,786,682	6	M. & S.	1870	104
Monongahela Navigation: 1st Mortgage	126,000	6	J. & J.	1855	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	466,500	6	A. & O.	1876	104
2d Mortgage	294,750	6	----------	----------	97
North Branch: 1st Mortgage	890,000	6	M. & N.	1876	40
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	98
2d Mortgage	3,980,670	6	J. & J.	1882	84
Improvement	568,500	6	M. & N.	1876	85
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	995,000	6	" "	1878	60
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.) 1st Mortgage	2,500,000	6	M. & N.	1883	21
West Branch & Susq'a: 1st Mortgage, sk'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley. 1st Mortgage	650,000	6	J. & J.	1878	90

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	364
Delaware and Hudson	100	7,500,000	10	213½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	2,479,950	6	73½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	125
North Branch	100	———	———	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	33½
" " (preferred)	50	2,722,807	—	39½
Susquehanna and Tide Water	50	2,048,280	—	15½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	126
Wyoming Valley	50	700,000	10	78½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash)	per ton	60	@ 65 —
Pig, American, No. 1		57	@ 58 —
Bar, Swedes, assorted sizes (in gold)		—	@ 92 50
Bar, English, Refined		180	@195 —
Bar, English, common		165	@180 —
Band, English		225	@ — —
Horse Shoe		220	@ — —
Rods, English		200	@210 —
Hoop, English		230	@310 —
Nail Rod	per lb.	—	15 @ — 17
Sheet, Russia	per lb.	—	30 @ — 33
Sheet, English, Single, Double and Treble		—	10½@ — 12½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb, or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.)	per lb.	—30	@ — 37
English Spring (1st & 2d qlty.)		— 18	@ — 21
English Blister (1st & 2d qlty.)		— 20	@ — 31
English Machinery		— 20	@ — 24
American, Blister		— 16	@ — 20
American, Cast, Hammered		— 30	@ — 34
American, Cast, Rolled		— 19	@ — 23
American Spring		— 15	@ — 20
German		— 21	@ — 23
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits)	per lb.	—	@ — 65
Sheathing, &c. Old (cash)		—	@ — —
Sheathing, Yellow		—	@ — 50
Pig, Chile		—	@ — —
Bolts		—	@ — 65
Braziers		—	@ — 65
American Ingot (cash)		—	49½@ — 50

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	14	@ 15 50
Spanish		14 25	@ 14 50
German Refined		14 25	@ 14 50
English		14 25	@ 14 50
Bar	per lb.	—	@ — 18
Pipe and Sheet		—	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca	per lb.	—	@ — 72
Straits		—	@ — 60½
English		—	@ — 60½
Plates, Charcoal I. C	per box	20	@ 21 50
Plates, I. C. Coke		17 50	@ 18 —
Terne, Coke		15 50	@ 16 —
Terne, Charcoal		18 —	@ 19 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash)	per 100 lb.	8 50	@ 9 —
Clinch (cash)		10 —	@ 10 50
Horse Shoe, Forged (cash)	per lb.	40	@ 45
Wrought, English (cash)		—	@ — 70
Ausable Horse, Norway Iron, Forged		—	@ — 50
Zinc Nails (6 mos.)		—	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine	per lb.	1 15	@ 1 20
Para, Coarse and Medium		—	@ — —
Carthagena, &c		70	@ — 72
Guayaquil		—	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		—	56 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		—	94 @ — 95
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		—	74 @ — 75
Naptha, Refined, (60@63 gravity)		—	52 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th 15.	F. 16.	Sat. 17.	M. 19.	Tu 20.	W 21.
American Coal Co.	86	----	85½	86	85	86
At. & Gt. W. (O) 1st m't.	----	----	----	98	----	----
Buffalo, N. Y. & E., 1M.	104	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	36½	36½	36½	38	36½	35½
Central Am. Transit.	----	----	----	----	----	----
Chicago & Alton	----	----	----	92½	----	----
" " pref.	94½	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	118	117½	117½	117½	----	----
" " " 5 p.c.	123	122½	----	----	----	----
Chic. & Northwest'n.	44	43½	43	41½	42	41½
" " pref.	76½	77	76	74	73½	71½
" " 1st M.	97½	98	99	97	98	99
" " 2d M.	----	----	----	----	----	----
" " S. F.	106	----	107	----	----	----
" " A. B.	----	----	----	----	----	----
" " L. B.	----	----	----	----	----	----
Chicago & Rock Isl.	108½	107½	107½	106	107	106½
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	130	----	----	----	----	----
Clev. and Pittsburg	112½	109	108	106½	105½	103½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	100	----	----	----	----	----
" " 4 M.	----	----	----	----	----	82
Clev. and Toledo	112	112½	112	----	112	----
" " S. F. 7 p.c.	----	----	108	----	----	----
Cumberland Coal, pref.	50½	48½	48½	48	48	46½
Del. & Hudson Canal	218	217	215	210	208	217
Del., Lack. & West	----	----	----	----	----	230
" " 1M. 8 p.c. '71-6	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	94½	93½	94	91½	91½	90½
" pref.	104	102½	----	101	----	101
" 1 M. 7 p.c. '67	104½	105	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	118	----
" 3 M. 7 p.c. '83	----	----	----	----	----	115
" 4 M. 7 p.c. '80	107½	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph.	----	----	----	30	----	----
" " pref.	51	----	----	----	50	----
" " bonds	----	----	----	----	----	----
Hudson River	118	117½	116	115½	116½	115½
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	108	----	----	----	106	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	130½	130	129½	127½	127½	126½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	118	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	99	----
Mariposa Mining Co.	36½	35½	34	35	34½	
Michigan Central	130	129	129	126x	120	118
" S F. 8 pc. '82	----	127	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	74	72½	72½	71½	73	72
" " guar'd.	146	146	146	----	----	145
" " 1M. S. F.	----	----	106	----	106½	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	55	54½	53	52	53	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	111½	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds	56	57	----	----	56	----
Missouri 6s	64½	----	----	66½	64	63½
" les. to H. & St. J. R.	----	----	85	----	----	----
" " Pacific	68	----	----	----	69	69
New York Central	120½	117½	117	116	116	115½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S. F. '76	----	----	----	----	----	118
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	107	106½
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '75	106	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss'ppi.	36	35½	35½	34½	34½	33½
" " cer.	----	----	----	----	----	----
Pacific Mail S.S. Co.	317	320	----	----	----	----
Panama	----	270	----	----	----	----
Penn'a Coal Co.	205	----	195	195	----	----
Phila. and Reading	137½	119½	118½	116	116½	115½
Pitts. Ft. W. & Chicago	105	104½	104½	102½	103½	102
" " 1M.	----	----	----	112	114½	----
" " 2M.	104	104	104	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	95	94	94½	93½	94½	95
St. L., Alton & T. H.	64½	----	----	----	----	----
" " pref.	----	----	----	75	73	----
" " 1M.	----	----	101	----	101	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	80	----
Tennessee 6s, 1890	----	56	----	57½	56	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	69½	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	102¼	102½	102½	102½	102½	101½
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	109½	----	----	----	----	----
U. S. 6s, 1881, coup.	116¼	117	117½	117½	117½	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	137	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97½	97½	97½	97½	----	97
U. S. 6s, 5-20s, coupon	109½	109½	109½	109½	109	108½
U. S. 6s, 5-20s, new	109	109½	----	109½	108½	108½
U. S. 6s, " reg.	109	----	----	109	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	120	120	120	123	123	122
American Gold	237	233½	224½	216½	224½	223

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	W. 14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	16	----	----	16	16½	16½
" preferred	----	37½	38	----	37½	37½
Camden & Amboy	151½	151½	151½	----	151	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	99	----
" " 6s, '83	100½	----	----	101	100½	----
" " 6s, '89	----	----	----	----	----	100
" mort. 6s, '89	106	----	----	----	----	----
Ches. & Del. Canal os '86	----	----	----	----	----	----
Del. Div. Canal	----	36½	----	----	39	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	107	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	73½	----	----	----	----
" 6s	----	----	101½	101	----	----
Lehigh Valley R. R.	81	----	----	----	----	81
" " 6s	----	----	101	----	----	----
Little Schuylkill R. R.	----	44½	44½	44½	44½	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	95	----	----	----
" " pref.	----	----	125	----	----	----
" " 6s '75	----	----	----	----	----	----
North Pennsylvania	29½	----	----	----	----	----
" " 6s	----	99½	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	54½	----	54½	55	----
Pennsylvania R. R.	67½	67½	67	66½	66	65½
" 1st m.	112	----	112	----	----	----
" 2d m.	----	----	107	----	----	----
Penn. State, 5s	----	93½	93½	93½	93½	93
" " 5s, coupon	----	95	94½	----	----	----
" " 6s, W. L.	105½	----	----	----	----	----
Philadelphia City, 6s	99½	----	----	98½	----	96
" " new	----	----	----	----	99	96½
Philad., Germ. & Nor.	----	----	----	----	58	58
Phila. & Reading	59	58½	60x	59	57½	58
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	101	----	----	----	101	----
Philadelphia & Erie	----	----	28½	----	----	----
" " 6s	102	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	33½	33½	33½	33½	33½	----
" " pref.	39½	40	39½	39½	----	----
" " 6s '82	88	88	84x	----	----	84
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	107	----
Susq. Canal	14½	15	15½	----	----	15½
" " 6s '78	----	----	61	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	21	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	18	----	----	18½	----	----
Chestnut & Wal. "	----	----	48	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	11½	----
2d and 3d streets, "	----	----	----	----	----	68½
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	W. 14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875	----	----	----	----	108½	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	109
Balt. and Ohio	112	----	----	----	----	113
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	54	54½	----	56½	56	
" " b'ds, '85	----	----	----	----	----	
" " " 94	----	----	----	----	----	

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W. 21.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	132	----	132	----	----	x128
Boston and Providence	144	145½	----	----	----	----
Boston and Worcest.	----	----	135½x	----	----	138
Cheshire, pref.	----	----	57	----	----	----
Concord	----	----	65	65	----	65½
Connecticut River	----	----	110½	----	----	----
Eastern, Mass.	----	----	----	----	----	----
Eastern, N. H.	----	----	100	----	----	----
Fitchburg	----	----	----	122½	----	123
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	91	----	93½	----	----	93
Old Colony and Fall R.	127	----	122x	----	----	124½
Ph., Wil. & Baltimore	67½	----	68	68	68½	68½
Portl'd, Saco & Porta.	----	----	103	----	----	103
Vermont & Canada	----	107	107	107½	107½	107
Vermont & Mass.	40	40½	----	42	42	----
Western	----	155	----	----	155	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	106½	----	105	106½	----	105
Metropolitan "	55	54	52½	53	53	53
Middlesex "	62	----	62	----	----	61
Central Mining Co.	----	----	----	----	----	----
Franklin "	56½	55½	----	53½	53½	54
Isle Royale "	19½	----	18½	18½	----	----
National "	----	----	----	----	----	28
Minnesota "	27½	----	27½	26	25½	26
Pewabic "	59½	58½	57½	55	57	57
Pittsburg "	84	----	----	84	----	84
Quincy "	----	----	----	99	----	99
Rockland "	----	----	----	----	12	12

London Stock Exchange.

The following were the closing prices for American Securities on the 2d of December:

Maryland 6s	65	to	67
United States 6s, 1881	42½	"	43
Do. 5s, 1874	48	"	50
Virginia State 5s	40	"	45
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	70	"	72
Do., 2d mort., 1881	66	"	68
Pennsylvania, 1st mort., 1877	70	"	72
Do., 2d mort., 1882	67	"	69
Erie shares, $100 (all paid)	39½	"	40½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	56	"	60
Do. do. $100 shares, $90 paid, dis.	48	"	42
Do. do. $100 shares, all paid	51	"	52
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	----	"	----
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	100	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, December 24, 1864.

Stock Exchange and Money Market.

The gold operators during the past week have received a very severe shock. The victorious march of Sherman, the defeat and route of Hood, and the probabilities of other results still more decisive, let in a flood of light upon the speculators, and they began to think that gold was not going up as high as many of them had so confidently predicted. There was quite a scramble on Monday to sell before a further fall could take place, and the pressure was so strong that a decline of 15 per cent. was submitted to.

That gold has been selling above its relative value for some time past no one coversant with values or prices, has any doubt. That combination has had much to do with the advance cannot be denied, and it is asserted that foreign houses unfriendly to the Union have taken an active part in keeping up the premium, in the hope of further deranging the National currency.

There has been another element at work in this business which has not been generally understood. It is a fact that almost all classes of retailers, tradesmen and manufacturers have been anxious to keep up the price of specie. It has constantly given them an excuse for raising the prices of the articles they themselves have to dispose of. If gold went up 2 or 3 per cent., then every article of prime necessity could be put up, not merely 2 or 3 per cent., but from 5 to 10 per cent. Every man who sold a pound of butter, or cheese, or coffee, every retail dry goods man who had a yard of cotton or silk to dispose of, added what he pleased, and excused himself by saying gold had gone up, and there is not much doubt that these persons have been using in a small way a portion of their means to keep gold up as long as possible. This system has worked hard on consumers, who have had to submit to extortion in every form in consequence, and to none therefore have the recent successes of our arms been more grateful. It is an unpleasant task to censure those who ordinarily bear the character of good citizens, but it is a melancholy fact that too many of them have been pleased with disaster, since it enabled them through the fluctuations in the gold market, to realize profits wholly illegitimate and unjust.

It is to be hoped, however, that in a few weeks more this business will be effectually brought to a conclusion. One striking example of the unfairness of which we complain in regard to the article of coal is worthy of being noticed. The very best Nova Scotia coal is brought to this city by the importing houses, and sold by wholesale at from $13 to $15 per chaldron. The retailers ask from $25 to $35 for this very article!! In one respect at least, the reciprocity treaty with Canada has been of great service to our principal cities and towns. The Nova Scotia mines are largely owned by Americans, and it is their capital and enterprise which work them. One house in this city has imported no less than 126,000 chaldrons during the present year, and the price of gas has been kept down by this means alone. The companies supplying us are monopolists of a necessity to our comfort, and though they make large dividends and their stock bears an enormous premium, they show little desire to lessen their charges or increase their accommodation. We may be thankful that we are not charged $5 per 1000 feet.

The great question of the day is the financial one. By this, we mean the condition of the public debt and the National currency. The people feel strong and confident in themselves and their resources, and they look to the Government for corresponding action. The general opinion appears to be that no more securities of a gold interest paying character should be issued. Greenbacks are believed in and are acceptable to every one. Let peace be restored, and the difference between them and gold will rapidly disappear. The revenue will then be equal to all the wants of the Government. Three hundred millions a year may be collected even on the present basis of taxation and imposts. One year's absorption of legal tenders without any further issues would take up all the floating circulation. Millions, however, will be hoarded and kept out of sight

for years, just as is the case with gold. And that peace is close at hand is scarcely to be doubted. There now remains but one port to be closed and one army to be captured. After that, little more of the rebellion will be left.

Our foreign relations gives us but little anxiety. We have again from Lord Russell a fresh assurance of strict neutrality, and though expressed in his usual *gauche* manner, it is nevertheless to be depended on. Our Canadian affairs are already in the way of a peaceful solution. We personally know that the Canadian ministers are grieved at the course of the Magistrate and Police Chief of Montreal, and efficient steps have been taken by the Government to do us justice. We are also pleased to observe the conservative and statesmanlike conduct of Mr Sumner in relation to this subject. War is a weapon costly and bloody. We were forced into the present one, and have no call to engage in another. We have no doubt but that in "sixty days" time the Border difficulties will have passed away, and we shall be ready to arrange a new treaty with the British provinces which will be mutually beneficial, and in conformity with the requirements of commerce.

The censures so freely bestowed on the present as well as late Secretary of the Treasury, are often without justice. Nor do they emanate always from sources entitled to very great consideration.

Commercial editors talk very loudly and dogmatically sometimes, but are they all men of experience, talent, and influence? On the contrary are they not generally mere professional writers, and with but temporary employment? Certainly their opinions are no better than those of whose remarks they catch up and disseminate. The writers most of them would be very soon nonplussed, if the finances of the nation were left to their management.

The balance of the 10-40's is supposed to be taken, and the subscriptions to the 7-30s will probably re-commence on a large scale.

The National Banks are found to be active supporters of the National credit, as it was foreseen they would be, and not its enemies, as too many of the local banks have been. The continued efforts of the former may be calculated upon to carry through all the future loans of the Government, and especially the 7-30s when they are again set afloat with fresh vigor.

From the last week's report of the operations of the associated Banks of this city it appears they have increased their loans $2,008,167, and their specie reserves $150,500. At the same time their deposits have decreased $2,851,009 and their circulation $59,333.

The Africa which brings us late dates from Liverpool, puts us in possession of some interesting facts. The failures abroad continue, and there is every probability of a continental war owing to the Danish and Italian difficulties, an opinion prevailing generally in the German diplomatic circles. It is really wonderful to see with what docility the people of Europe submit to the aggressive ambition of a few reigning families.

We learn that the Atlantic and Great Western Railroad Company has placed its late issue successfully on the London market to the extent of $14,000,000, and that they already bear a premium of 2 per cent. This large sum is of course to be expended in this country for labor and materials, and will have a beneficial influence. If that amount is realised by exchange, it should have a decided effect on the price of exchange, which is even now below par.

The Money market is active and the price rules on the best class paper at 7½ per cent.

Railway securities are dull but stand very firmly. Governments have a general tendency towards a rise, foreign orders still coming in, and an active inquiry for them is arising in the London Market.

The balance in the Sub-Treasury was on Tuesday $33,056,147 62.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending December 19, was $1,085,768, against $1,732,359 in 1863, and $1,831,410 in 1862.

The exports from New York for the week ending December 19, were $5,012,979 against $2,606,118 in 1863, and $3,457,636 in 1862. The shipments of specie since January 1, have been $47,857,728. The exports since January 1, have been $208,131,679 against $165,900,456, in 1863, an increase of $42,231,223. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to December 17, was $65,680,935.

The value of foreign goods imported into the port of Boston for the week ending December 16, was $430,290, against $645,437 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $428,771.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s, Water Loan, 112; Illinois coupon 6s, of 1879, 102½; do., 1862, 98; North Carolina 6s, 58; Stonington R. R., 130; Central R. R. of New Jersey, 175; Mariposa 1st mort., 98; Sixth Avenue R. R., 110; Second Avenue R. R., 60; Schuylkill Coal, 8; Ashburton Coal, 18; Consolidation Coal Co., of Md., 60; Wyoming Valley Coal, 73; Central Coal Co., 90; Smith Parmalee Gold, 7; Copake Iron, 4; Nicaragua Transit, 7; Am. Ex. Bank, 129½; 4th National Bank, 99; Continental Bank, 104; Bank of Commerce, 118; Central National Bank, 105; Union Bank, 120; Merchants' Ex. Bank, 105; Ocean Bank, 95; Market Bank, 110; Bank State of New York, 122; Metropolitan Bank, 120; Phœnix Bank, 110.

Philadelphia.—Huntingdon and Broad Top R. R., 30¼; do., 1st mort., 100; Harrisburg bonds, 95; Allegheny Co. coupon 5s, 79; Ridge Avenue R. R., 12; West Philadelphia 71; 13th and 15th streets, 28; Dalzell Oil, 8⅝; Tarr Farm, 3½; Curtin, 16; Egbert, 3¾; Noble and Delamater, 10; Organic, 1⅛; Oil Creek, 8; Perry, 4⅝; Story Farm, 2⅜; St. Nicholas, 4¼; Excelsior, 1½; Feeder Dam, ⅞; Mingo, 5¾; Walnut, 3; Continental, 2⅞; Corn Pl., 7; Maple Shade, 38⅛; Mc-Elheny, 5⅜; Caldwell, 6¾; Hibbard, 2⅛; Allegheny and Tideoute, 1½; Philadelphia and Tideoute, 3; Atlas, 1⅞; Big Tank, 2⅛; Bruner, 1¼; Briggs, 4¾; Eldorado, 2; Germania, 1⅛; Howe's Eddy, 1⅝; McClintock, 5⅛; Krotzer, 4⅛; Rock, 4; Mineral, 2¾; Phillips, 5; Union, 2; Seneca, 6⅜; Pope Farm, ¾; Dunkard, 1¼; Great Basin, 3⅛; Densmore, 8; Franklin, 1½; Great Western, 3; Crescent City, 2; Cow Creek, 2⅛; Irwin, 11; Hyde Farm, 5; Watson, 3; Cherry Run, 30; Petroleum Centre, 3½; Big Mt. Coal, 5⅞; New Creek, 1; Swatara Falls, 6¼; N. Y. and Middle Coal Fields, 10¼; Fulton, 7¼; Shamokin, 14; Preston, 80; Girard Bank, 51; Mechanics' Bank, 34; Bank of North America, 185½; Farmers' and Mech. Bank, 69; Commercial Bank, 50¼; Consolidation Bank, 46; Philadelphia Bank, 56¼. The latest quotations are: City 6s, 95@96; do., new, 98½@98¾; State 5s, 93@93¼; do. coupon, 95@95; do., 6s, W. L., 104½@105; Phila., Wil. and Balt., 68¼; Reading, 57⅝@58; do., 6s, 1870, 101@102; do., 1886, 135½@135½; Camden and Amboy, 150½@151; Penn. R. R., 65@65; do., 1st mort., 111¾@112; do., 2d mort., 106@107; Little Schuylkill R. R., 44½@45½; Morris Canal, 93½@95½; do., pref., 125@128; do., bonds, 104@105; Wyoming Valley Canal, 70@70; do., 6s, 95@100; Susquehanna Canal, 14@14¾; do., 6s, 60¼@61; Sch. Nav., 33@33½; do., pref., 39½@39½; do., 6s, 1882, 84@85; Union Canal bonds, 21@22; Delaware Div. Canal 35¾@36; do., bonds, 95@97; Elmira and Williamsport, 31@32; do., pref., 50@51; do., 7s, 1873, 105@107; do., Chattle 10s, 75@78; Long Island R. R., 47@48; Lehigh Coal and Navigation, 70@74; North Pennsylvania, 29@30; do., 6s, 98@100; do., 10s, 110@115; Philadelphia and Erie, 27@27½; do., 6s, 108@102; Minehill, 57¼@57¼; Catawissa, 15@18; do., pref. 37@37½; Lehigh Valley, 81@81; do., bonds, 100¾@101¼; Fifth and Sixth streets, (horse,) 45@50; Second and Third, 68@68½; Race and Vine, 10¾@12; West Philadelphia, 70@71; Spruce and Pine, 33@35; Green and Coates, 20@26; Chestnut and Walnut, 40@50; Arch, 18@19½; Thirteenth and Fifteenth, 25@50; Girard College, 25@25; Tenth and Eleventh, 46@47; Norristown, 57¼@58.

Boston.—Northern (Ogdensburg) 2d mort., 30; Boston and New York Air Line 6s, 60; Connecticut and Passumpsic Rivers R. R., 70; do., 6s, 99¼; Vermont Central 1st mort., 80; do., 2d mort., 28; Rutland and Burlington 1st mort., 69½; do., 2d mort., 26; do., 3d mort., 8; Boston, Hartford and Erie, 25; do., 7s, 1884, 77; Connecticut River R. R. 6s, 1878, 103¼; Eastern R. R. 6s, 1874, 102¼; Grand Junction 1st mort., 85½; Cheshire R. R., 6s, 1860, 99½; Worcester and Nashua R. R., 98; Troy and Greenbush R. R., 58¾; Massachusetts 5s, 1894, 115¼; New Hampshire 6s, 1884, 97⅜; Northern R. R. 6s, 1884, 101¾; Hallowell 6s, 1870, 97; Portland 6s, 1870, 98⅞; Bangor 6s, 1874, 98¼; Augusta 6s, 1870, 98½; Boston 5s, 1886, 117⅜; Charlestown 6s, 101⅛; Hartford 6s, 1875, 104½; St. Louis 6s, 1883, 90; Boston Water Power Co., 37½; East Boston Co., 11¼; Essex Co., 96; Cambridge Water Works, pref., 101½; Short Mt. Coal, 40; Mammoth Vein Coal, 34; Franklin Coal, 70; Butler Coal, 50; Belmont Coal, 9¾@12½; Mt. Pleasant Coal, 34@40; Gilberton Coal, 85½; Boston Gas, 782; Am. Telegraph Co., 175½; Boston Bank, Ex. div., 81; State Bank, 90; Washington Bank, 124; 3d National Bank, 100¼; Suffolk Bank, 236¾; Bank of Commerce, 115¼; Exchange Bank, 150; Union Bank, 140; Merchants' Bank, 111¼; North Bank, 92½@94¼; do., rights, 18; Rockland Bank, Roxbury, 107¾; Traders' Bank, 93½; Bunker Hill Bank, Charlestown, 140;

Maverick Bank, 105¼; Railroad Bank, Lowell, 90½; Howard Bank, 105; Shoe and Leather Dealers Bank, 150; Mt. Vernon Bank, 104; 1st National Bank, 125; Acton Mining Co., 1⅛; Almada Silver, 5; Arnold, 1; Albany and Boston, 25½; Bay State, 22; Bedford, 1; Buckingham Plumbago, 1⅛; Boston, 4⅛; Black River, 15c.; Concord, 5; Clarendon Gold, 21; Copper Falls, 29½; Canada, 1⅞; Dudley, 3; Eagle River, 4⅜; Escott, 20c.; French Creek, 1; Great Basin Oil, 3¼; Hancock, 8¾; Humbolt, 10; Huron, 43½; Highland, 7½; Hanover, 3; Manhattan, 7¾; Mesnard, 7½; Madison, 3¾; Native, 1; Ottawa, 30c.; Pittsburg and Boston Oil, 2½; Phœnix, 22; Renfrew Gold, 50c.; Star, 8; Superior, 8; South Side, 4; Sutton, 85c.; Tremont, 3; Toltec, 2⅝; Winthrop, 4.

Baltimore.—N. W. Va. 1st mort., 108; Maryland Copper Co., 0.65; George's Creek, 125; Canton Co., 36; Laurel Cannel Coal and Oil Co., 5.00; Penna. Oil, 0.85; Balt. Chrome, 1.75; Am. Gas Coal, 2.05; Bare Hill Mining Co., 3.05; Santa Clara, 26; Atlantic Coal, 1.30; Springfield, 1.40; Farmers' and Merchants' Bank, 41½; Franklin Bank, 13⅜; Bank of Baltimore, 107½; Farmers Bank of Maryland, 35½; Union Bank, 75½. The latest quotations are: Balt. and Ohio, 111@111½; do., 6s, 1867, 102@104¼; do., 1875, 109@110; do., 1880, 109@110; do., 1885, 108@109; Northern Central, 54¼@56; do., bonds, 1885, 101½@102; N. W. Va., 00@06; do., 1st mort., 107@109; do., 2d mort., 101@105; do., 3d mort., 28@30; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 98@100; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 89½@91; do., guar., 108@110; Maryand 5s, coupon, 1870, 105@112; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 103@105; do., 1873, 104@108; do., 1875, 108½@109; do., 1886, 109@109¾; do, 1890, 109@110; do., coupon, 107@109½; do., 5s, 1838-'70, 98½@100; City Passenger R. R., 17@18¼; Canton Co. 34¾@36½; Gardner, 0.50@0.90, Gas Coal, 1.95@2.00; Maryland, 0.65@0.75; North State, .10@.20; Springfield, 1.35@1.50; George's Creek, 120@125½; Santa Clara, 26@26¾; Balt. Chrome, 1.50@1.80; Bare Hill, 3.00@3.15; Atlantic Coal, 1.25@1.30; Mineral Hill, 1.50@1.80; Baltimore Coal, 110; Laurel Cannel Coal and Oil Co., 4.90@4.95.

The Albany Bridge in Congress.

On the 12th inst., Mr. Davis, of New York, introduced a bill in the House of Representatives, declaring it lawful for the Hudson River Bridge Company at Albany, to construct and maintain a bridge over the Hudson River at Albany, and that in accordance with an act of the New York Legislature, and that when said bridge is constructed it shall be a lawful structure and also a post route for the transmission of the mails of the United States.

The bill was referred to the committee on post-offices and post roads.

☞ Mr. Chas. Minot has resigned as superintendent of the Erie Railway, and will be succeeded by H. F. Sweetzer, Esq., the present superintendent of the Atlantic and Great Western Railway.

☞ Hon. Dudley S. Gregory has resigned his position as Controller of the Erie Railway.

Allegheny Valley Railroad

A meeting of the stockholders of the Allegheny Valley Railroad Company was held at Pittsburg on the 15th inst., for the purpose of considering a contract with the Mahoning and French Creek Railroad Company, for the lease and extension of the Allegheny Valley Railroad, with a view of ratifying or rejecting the same. Mr. F. R. Brunot, the President of the road, made a few remarks in explanation of the object for which the meeting had been called, and then read the proposed contract to the stockholders. He also read a resolution adopted by the Board of Directors favoring the proposed lease and calling the meeting. The contract was then discussed at length by Messrs. Brunot, and others, and the ground taken that it was better not to act finally on a matter so important without further consideration. A resolution, was adopted, that the contract be published, and a copy placed in the hands of each stockholder; and that the meeting adjourn to assemble again on the first Thursday of January next. There was a very large attendance, and much interest in the proceedings was manifested.

Erie Railway.

The earnings of this road for the fiscal year ending September 30, 1864, were:

From passengers		$2,523,005
" freight		9,885,087
" miscellaneous		133,388
		$12,551,480
Operating expenses	$8,318,085	
Rents, taxes, etc.	739,668	
		9,057,753
		$3,493,727
Interest on bonds	$1,237,605	
Dividends on common stock	1,090,136	
Dividends on preferred stock	596,897	
		2,924,638
Surplus income		$569,089
Capital stock Sept. 30, 1864		$24,228,800
" " " 1863		19,973,200
Increase		$4,255,600
Bonded debt Sept. 30, 1864		$17,822,900
" " 1863		19,831,500
Decrease		$2,008,600
Total stocks and bonds:		
September 30, 1864		$42,051,700
" 1863		39,804,700
Increase		$2,247,000

New York Central Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Dean Richmond, Buffalo; Richard M. Blatchford, New York; Erastus Corning, Albany; John H. Chedell, Auburn; Alonzo C. Paige, Schenectady; John V. L. Pruyn, Albany; Nathaniel Thayer, Boston; Livingston Spraker, Palatine Bridge; Cornelius L. Tracy, Troy; Charles H. Russell, New York; Hamilton White, Syracuse; Henry H. Martin, Albany; James H. Banker, New York.

Inspectors of next Election—George Dexter, Albany; Rufus G. Beardslee, New York; Stephen Groesbeck, Albany.

☞ The directors of the Pennsylvania Railroad Company have given the stockholders the privilege of subscribing to their stock at par to the amount of ten per cent. on their respective interest.

Mining Intelligence.

Products of Lake Superior Mines for October.

	Tons.	lbs.
Quincy	140	1,530
Pewabic	85	563
Franklin	81	560
Isle Royale	33	104
Grand Portage	25	939
Huron	25	1,753
Douglass	2	1,459
Sheldon and Columbia	7	523
National	50	625
Total, 9 mines	451	8,056

At 48 cents per pound, a net ton of copper (2,000 pounds) brings $960, making the October product of these mines worth $432,960.

Iron Business of Lake Superior.

The increase of the iron business in the Lake Superior region furnishes a gratifying exhibit of the prosperity of that section of the country. The shipments of iron ore from Marquette for ten years past compare as follows:

Year.	Tons.	Year.	Tons.
1855	1,447	1860	116,998
1856	8,567	1861	45,430
1857	26,184	1862	115,721
1858	31,035	1863	208,787
1859	65,674	1864	225,119

Atlantic and Great Western Railway.

The following is the traffic of the Atlantic and Great Western Railway since Jan. 1, 322 miles being opened:

	Passengers, &c.	Freight.	Total.
January	$38,615	$168,683	$207,298
February	50,189	178,852	229,041
March	60,518	166,215	226,733
April	63,992	133,275	197,267
May	57,193	157,486	214,679
June	73,654	240,867	314,521
July	82,665	249,433	332,098
August	95,077	310,999	406,076
September	135,502	310,542	446,044
October	103,121	288,726	396,847
November	107,814	273,996	481,810
Total	$868,340	$2,479,074	$3,352,414

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburg Railroad for the month of Nov., were $220,062 63
Corresponding month of 1863 177,652 97
Increase $42,409 66

The earnings of the Erie Railway for the month of Nov., 1864, were $1,204,908 00
Corresponding month last year 1,024,649 00
Increase $180,259 00

The earnings of the Norwich and Worcester Railroad for the month of November, 1864, were $53,726 00
Corresponding month of previous year. 43,623 00
Increase $10,103 00
From June 1, to Nov. 30, 1864, are $344,283 00
Same time in 1863 262,771 00
Increase $81,512 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Nov., 1864, were $444,522 61
Corresponding month of previous year 332,360 00
Increase $112,162 61

The earnings of the St. Louis, Alton and Terre Haute Railroad for Nov., 1864, were $202,966 34
Corresponding month of previous year 143,747 82
Increase $59,218 52

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Dec. 16, 1864, was as follows:

Passengers	$20,541 18
Freight and live stock	38,813 24
Mails and sundries	1,851 34
Total	$61,205 76
Corresponding week of 1863	54,323 71
Increase	$6,882 05

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Dec. 7, 1864, were:

	1864.	1863.
Passengers	$2,675 53	$2,127 71
Freight	6,048 61	6,816 79
Express	104 16	104 16
Mails	296 58	296 58
Total	$9,124 88	$9,345 24

Receipts from January 1st to Dec. 7:

1864	$550,008 15
1863	388,381 48
Increase	$161,626 67

The earnings of the Marietta and Cincinnati Railroad for the 1st week in December:

	1864.	1863.
Passengers	$7,938 11	$4,134 18
Freight	10,140 99	11,154 07
Mail, express & telegraph	1,079 58	907 00
Total	$19,208 68	$16,195 25
Total since Jan. 1	$944,205 96	$657,557 56

The following is a comparntive statement of the earnings of the Chicago and Northwestern Railway for the second week of December:

	1863.	1864.
Passengers	$21,025 60	$34,640 29
Freight	69,609 41	77,754 37
Express	1,851 52	1,433 66
Mail	1,286 12	1,405 62
Total	$93,772 65	115,233 94
Increase 22-88 per cent.		$21,461 29

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of December, 1864, were $80,365 00
Corresponding week of previous year. 74,379 00
Increase $5,986 00

The earnings of the Michigan Central Railroad for the 2d week in Dec., 1864, were $76,344 63
Corresponding week of previous year. 70,454 42
Increase $5,790 21

The earnings of the Cleveland and Toledo Railroad for the 2d week in Dec. were $45,312 00
Corresponding week of previous year. 42,786 00
Increase $2,526 00

The earnings of the Toledo and Wabash Railroad Company for the second week of December 1864, were $50,089 00
Corresponding week of previous year. 21,328 00
Increase $28,761 00

The earnings of the Grand Trunk Railway for the week ending Dec. 10, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$40,363 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	76,988 00
Total	$120,470 00
Corresponding week, 1863	120,978 00
Decrease	$508 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in November, 1864, were $75,183 00
Corresponding week of previous year. 45,020 00
Increase $30,163 00

Department of the Interior.

REPORT FROM THE PENSION OFFICE.

Hon. Joseph H. Barrett, Commissioner of Pensions, has made an interesting report of the transactions of his office, from which we take the important passages, and make a synopsis of what could be conveniently abbreviated.

REVOLUTIONARY PENSIONERS.

On the 1st of last January there were but twelve of these pensioners remaining. An act of April, 1864, provided an additional hundred dollars to each of them, to be paid on and after the 1st of January, 1864. Since then seven are known to have died.

The number of original applications on behalf of widows of Revolutionary soldiers, admitted during the last fiscal year was 10, with a yearly amount of pensions equal to $932 21.

ARMY PENSIONS.

There were added to the invalid rolls, almost exclusively under the Pension Act of July 14th, 1862, during the year, 16,770 pensioners, at an aggregate yearly rate of $1,224,340 20. The rates of pension of 192 invalids, previously enrolled, were increased during the same period by an aggregate yearly amount of $6,143 60.

The total number of original applications of widows, orphan children, dependent mothers and dependent sisters, also, with few exceptions, under the last named act, admitted during the year, was 22,198, at an aggregate annual rate of $2,333,222. The pensions of five widows, previously enrolled, were increased at an aggregate annual rate of $30.

The whole number of army pensioners who had been paid within the fourteen months preceding June 30th, 1864, was as follows:

Class.	Number of Pensioners.	Yearly am't of Pensions.
Invalids	22,767	$1,624,388 80
Revolutionary pensioners	1,430	115,217 43
Widows, (other than Revolutionary,) mothers and orphans	25,433	2,676,579 00
Total	49,630	$4,416,185 23

The actual payments of army pensions during the last fiscal year were as follows:

Invalids	$1,409,943 01
Revolutionary pensioners, (including expense of disbursing agencies)	166,757 89
Widows, mothers and orphans	2,763,667 70
Total	$4,340,368 60

NAVY PENSIONS.

The number of navy invalid pensioners added to the rolls during the year, was 271, at an aggregate annual rate of $17,702. Of the pensioners of this class previously enrolled, 7 had their pensions increased during the year, by an aggregate annual sum of $225.

Original applications of widows, orphan children, dependent mothers, or dependent sisters, of deceased officers or seamen of the navy, were admitted to the number of 248, at an aggregate annual rate of $33,762.

The total number of navy pensioners who had been paid within fourteen months, preceding the close of the fiscal year, was as follows:

	Number of Pensioners.	Yearly am't of Pensions.
Invalids	712	$46,173 10
Widows, orphans & mothers	793	133,018 00
	1,505	$179,191 10

The whole amount of navy pensions paid during the year was as follows:

Invalids	$30,578 26
Widows, orphans and mothers	133,215 66
Privateer invalids	454 00
Total	$164,247 92

GENERAL AGGREGATE.

The total number of army pensioners inscribed on the rolls during the year was 39,068, at an aggregate annual rate of $3,558,494 41.

The total number of army pensioners on the rolls was 49,630, at an aggregate annual rate of $4,416,185 23.

The total number of navy pensioners inscribed on the rolls during the year was 519, at an aggregate annual rate of $50,464. The total number of navy pensioners on the rolls was 1,505, at an aggregate annual rate of $179,191 10. Whole number of pensioners, 51,135, at an aggregate annual amount of $4,595,376 33.

COMPARISON WITH PREVIOUS YEARS.

The following table shows the number of pensioners, of the several classes, during the last three years:

Class of Pensioners.	1862.	1863.	1864.
Revolutionary soldiers	30	18	12
Widows of "	1,850	1,573	1,418
Army invalids	3,878	7,248	22,767
Widows, orphans & mothers, (army)	1,485	4,820	25,433
Navy invalids	421	544	712
Widows, orphans & mothers, (navy)	483	577	793
Total	8,417	14,780	51,135

The annual aggregates and total yearly payments during the same years were as follows:

	Annual Aggregate.	Total am't paid.
1862	$921,076 69	$790,384 76
1863	1,371,716 40	1,025,139 91
1864	4,595,376 33	4,504,167 92

BOUNTY LAND.

During the year ending September 30th, 1864, there were 1,812 land warrants issued, granting, in the aggregate, 286,960 acres of public land, as follows;

Under the act of February 11th, 1847:

20 warrants, 160 each				3,200 acres.
Under the act of March 3d, 1855, and supplementary act:				
1,740 warrants, 160 acres each				278,400 "
30 "	120	"		3,600 "
22 "	80	"		1,760 "
1,792				283,716 "

The whole number of acres of bounty land granted during the last three years was 635,900.

THE PENSION ACT OF JULY 14TH, 1862.

During the first quarter of the current fiscal year, the admissions under this act have been as follows:

	July.	Aug.	Sept.	Total.
Invalids (army)	972	878	822	2,672
Widows, orphans and mothers, do.	1,634	1,849	2,382	5,865
Navy pensioners, during the same months,				108
Aggregate				8,645

Assuming the admissions of this quarter as a basis, and taking the average rate per annum of these three classes from those on the rolls during the last fiscal year, we have the following results for the current year:

Class.	No.	Av'ge rate per annum.	Amount.
Invalids, (army)	10,688	$73 00	$780,224 00
Widows, &c., do	23,380	105 00	2,454,900 00
Navy pensioners	432	99 16	42,837 12
Total	34,500		$3,277,961 12
Add amount on rolls June 30, 1864.			4,595,376 33
Total apparent amount for year ending June 30, 1865			$7,873,337 45

Carriers of Luggage.—Construction of Statute, Excursion Trains.—Contract.—Carrier's Lien.

The late case of Ramsey against the The North-Eastern Railway Company, was an action brought against that company for the alleged unlawful detention of a portmanteau, containing personal luggage and samples belonging to the plaintiff, a commercial traveller.

The facts which appeared in evidence were as follows:

The North Eastern Railway Company are in the habit of running excursion trains to and from the various watering places on the coast, for which, besides the ordinary tickets, they issued others at a lower rate of charge on the condition (advertised by placards and handbills,) that persons availing themselves of these tickets should carry with them no luggage. Towards the end of October (1862) the plaintiff, who wished to go from Scarborough to Whitby and thence to York, went to the railway station at Scarborough with a portmanteau containing the articles before mentioned. Having got a porter to place the portmanteau in the luggage-van, the plaintiff proceeded to the booking office, and there obtained from the clerk a ticket—a first-class day-ticket, having the word "Excursion," printed upon it,—for which he paid five shillings; the price of an ordinary day-ticket for the same journey being nine shillings. The course of the journey was from Scarborough to Rillington, thence to Malton, where those passengers who are going to Whitby, get out and proceed by another train. When the train arrived at Malton, the plaintiff asked the guard to take the portmanteau out of the van, intending to leave it at Malton, in order that it might on his return from Whitby, go on with him to York. The guard declined to do this, telling him, that, as it was not booked for York, it must go on with him to Whitby. On his arrival at Whitby, the plaintiff went to the Commercial Inn, whence he sent the boots to the station for the portmanteau. The station-master refused to give it to him unless he paid three shillings and one penny for the carriage, 2 shillings from Scarborough to Malton, and 1 shilling and a penny from Malton to Whitby.

On his cross-examination, the plaintiff denied that he had seen the company's placards announcing that no luggage was allowed to be carried by passengers travelling with excursion tickets; but he admitted that he had seen a smaller hand-bill containing the same announcement.

On the part of the plaintiff reliance was placed upon the 39th section of the company's consolidation act of 17 and 18 Vict. C. CCXI, which enacts that "passenger travelling upon the said railways may take with him his ordinary luggage, not exceeding 150 pounds in weight for first-class passengers, and 100 pounds in weight for second and third-class passengers, without any extra charge being made for the carriage thereof;" and it was insisted that this provision was imperative upon the company under all circumstances.

On the part of the defendants it was submitted that the 39th section of the statute applied to passengers travelling in the ordinary way, and did not extend to prevent the company from making special bargains for the exclusion of luggage from excursion-trains, which from that nature required special arrangements which would be frustrated by the trouble and delay necessarily attendant upon the conveyance of luggage.

The cause was tried before Baron Martin and a jury, at the last Spring (1863) Assizes at York. The Baron, however, ruled that the act of parliament entitled every passenger to carry with him the stipulated quantity of personal luggage, and that no regulation of the company could deprive him of that right, and consequently that the plaintiff was entitled to a verdict.

The jury, accordingly returned a verdict for the plaintiff, damages 40 shillings.

The defendants' counsel in Easter Term last (1863) obtained a rule *nisi*, for a new trial, on the ground of misdirection on the part of the learned judge in "telling the jury that the company's act of 1854 entitled the plaintiff to have his luggage carried with him free."

Erle, C. J. I am of opinion that this rule should be made absolute.

The learned judge who tried the cause having before him the 39th section of the company's act, 17 and 18 Vict. C. CCXI. which enacts that "every passenger travelling upon the said railways may take with him his ordinary luggage, not exceeding 150 pounds in weight for first-class passengers and 100 pounds in weight for second and third-class passengers without any extra charge being made for the carriage thereof," thought that the words "every passenger" were to be taken in their literal sense, and therefore that one who came, and in consideration of a reduced fare renounced the right to carry luggage with him, but who had surreptitiously put his luggage into the train, might still at the end of the journey insist upon the right which that section gives to a first-class passenger. Such was the opinion of that very learned judge. But with all deference to him, I cannot assent to the proposition. I think the 39th section must be taken to mean every passenger choosing to claim that right in the first instance, not every passenger who by a pretended renunciation of the right induces the company to carry him at a reduced rate. It is undoubtedly competent to any man to renounce a privilege which is given to him by a statute. The plaintiff is, as it seems to me, in the same situation as he would have been in if, having got a 9 shilling ticket he had gone back to the clerk and got him to exchange it for a 5 shilling excursion-ticket, on his agreeing to go without luggage, and had then, without the knowledge of the company's servants, put his portmanteau into the van again. I think it is of great importance that no encouragement should be given to those who consider the laws of truth and honesty not obligatory upon them when dealing with railway companies. If, then, it was competent to the plaintiff in this case to renounce his right to have his luggage carried with him, do the circumstances create a right in the company to charge him for the carriage of it? Although he intended to have it carried gratis, do the facts raise an implied promise on his part to pay them a reasonable sum for the carriage of it? I am of opinion, that, although the circumstances created no obligation on the company to carry the portmanteau safely so as to render them liable if it had been lost on the journey—as in the case where a passenger has palmed off merchandise as personal luggage—still it by no means follows that a party who thus uses the services of the company is not bound to pay for them what they are reasonably worth. I take it to be a wide general principle that you need not have an express contract to create an obligation to pay for goods delivered or services performed; but, where these have been obtained by means of deception, the law will imply a contract to pay what is usual and reasonable. In Chitty on Contracts, 7th edit. 19, it is said: The general rule as to the sufficiency of the consideration seems to be, that it may arise either—first by reason of a benefit resulting to the party promising, or to a third person, by the act of the promise, or secondly by reason of the latter sustaining any loss or inconvenience, or subjecting himself to any charge or obligation, however small the benefit, charge, or inconvenience may be; provided such act be performed, or such inconvenience or charge incurred, with the consent, express or implied, of the promiser or, in the language of pleading, at his request." That is sound law. Under ordinary circumstances, the charge for the carriage of a package like this from Scarborough to Whitby would be 3 shillings and a penny. The plaintiff caused that service to be performed for him, although he intended to have it performed without payment. According to the law which is clearly laid down in Scarfe *vs.* Morgan, 4 M and W. 270, I think the company were entitled to insist upon that lien. But it is said that they claimed too much, and that the excessive claim is a waiver of their right. They claimed 3s, 1d., being 2s. for the carriage from Scarborough to Malton and 1s. 1d. from the latter place to Whitby; and, inasmuch as the portmanteau was carried the latter distance against the plaintiffs will, it is said that the company are not entitled to charge for it. But I am of opinion that these may be considered as two separate claims; and the plaintiff was not entitled to have back his portmanteau until he had tendered what the company were lawfully entitled to claim. Further, am opinion that, when the train arrived at Malton, the guard did his duty to the company when he refused to allow the portmanteau to be left there at the risk of the company, and told the plaintiff, that, as he had brought it as luggage, I must go on with him. On the arrival of the portmanteau at Whitby, I think the company were perfectly justified in detaining it until paid for its carriage the whole distance.

The rule must be absolute for a new trial.

Rule absolute.

Lynn and Boston Horse Railroad.

A dummy engine has been contracted for by the Lynn and Boston Horse Railroad, to be ready for delivery on or about the 1st of January. Should the experiment prove successful, it will not only effect a large reduction of expenses, but afford a great saving of time and add much to the comfort of passengers. The receipts of the road for the year ending Nov. 30, 1864, were $129,926 62, being an increase of $41,241 37 over those of the year previous. The road has been kept in good condition, the usual four per cent. semi-annual dividend will be paid free of State and Government taxes, and a surplus of $8,000 will be left in the Treasury.

☞ The Western Railroad Company has increased its fares about 10 per cent.

Tramway on Mt. Cenis.

The work of tunnelling the Alps for railroad purposes is so slow compared with the necessities of internal trade and travel between France and Italy, that it is contemplated to build a railroad 48 miles long over the mountains on one of the military roads constructed by the first Napoleon. The tunnel will not be completed in less than twelve years, but the railroad can be built in two. When it is remembered that the summit of the pass through the mountains is seven thousand feet above the level of the sea, with gradients at some points of one in twelve, the descent equally rapid, the difficulties of the undertaking may be imagined. A locomotive expressly for such ascents and descents has been constructed. The railway will be covered with galleries of wood, iron and stone, to protect it from avalanches and snow drifts. The project has been favorably received by the Italian government, and English capitalists propose to build it. It will shorten the overland route to India five hundred miles.

Finances of the Sanitary Commission.

The Sanitary Commission has issued a financial report, giving an account of its receipts and disbursements from June 1, 1861, to October 1, 1864. The full exhibits is as follows:

Total amount of receipts..... .....$3,083,124 58

EXPENDITURES.

Supply department...	$1,742,383	17
Medical inspection ...	119,935	69
Special relief.....	251,100	68
Hospital directory....	47,564	94
Statistical department.	14,241	98
Publications	38,800	37
Expense	124,279	03
Cash in hands of ag'ts.	64,027	90
Miscellaneous	65,624	79
Total amount of expenditure	$2,467,958	55
Bal. of cash in hands of G. T. Strong, Esq., Treasurer, N. York, October 1, 1864....	615,166	03
	$3,083,124	58

The heavy expenditures since the 1st of October had on the 1st of December reduced this balance of $615,166 to $351,921.

The Three Years Treasury Notes.

Secretary Fessenden gives notice of the readiness of the Treasury Department to redeem on presentation, by payment in lawful money or by conversion into bonds as authorized by law; the Three Years Treasury Notes, bearing interest at a rate of seven and three-tenths per centum, issued under the act of July 17, 1861. Interest will cease on all such Treasury notes after three months from this date, at which time, under the law, the right of conversion ceases. Holders will therefore govern themselves accordingly.

☞ The transfer books of the Milwaukee and Prairie du Chien Railway Company will stand closed from the 16th to 31st Dec. inst., both days inclusive, for the purpose of taking the vote on the question of proposed lease of McGregor Western Railroad, as stated in Circular of the President of 8th of December. None but registered holders can vote.

☞ The Branch Railroad between Three Rivers and Arthabaska, is now finally completed, and is to be run by the Grand Trunk Company, of whose system of railways it forms a part.

Canadian Immigration.

The Department of Agriculture and Statistics at Quebec has completed the returns of immigration into Canada for the year 1864. From them it appears that the arrivals up to the 15th of October were 18,420, being an increase of 417 over the arrivals during the corresponding period of last year. Of this number 1,064 were cabin, and 17,356 steerage passengers. Seventy-seven sailing vessels conveyed 6,985, and thirty-four steamships, 10,585, making one hundred and eleven vessels that arrived with immigrants. The percentage of deaths on the passage was 32. Nearly two-thirds of the entire number remained in Canada. The number assisted to emigrate by charitable societies and private individuals was 960. The number that arrived from England was 681 cabin and 8,846 steerage passengers; from Ireland, 178 cabin and 3,389 steerage; from Scotland, 155 cabin and 2,678 steerage; from Germany, 4 cabin and 2,125 steerage; Norway and Sweden, 46 cabin and 5,198 steerage; and from Belgium (Antwerp,) 118 steerage. The nationalities of the immigrants are thus given: English, 2,681; Irish, 4,599; Germans and Russians, 2,276; Norwegians and Swedes, 5,418; Danes, 120; Belgians, 116; and Americans, colonists, etc., 653.

☞ The Mayor of Providence has vetoed resolutions taxing the Boston and Providence, and Providence and Worcester Railroads for the use of certain streets in that city, and directing that they shall keep the streets in repair, &c. The reason for the veto is that the corporations are already sufficiently taxed upon property held in that city. He says the Boston and Providence Company are now making improvements upon their proprrty in that city at a cost of $30,000, and the Providence and Worcester Company are expending $50,000 in a similar manner.

☞ The following table shows the aggregate of American and English steam tonnage which entered the port of New York from British ports during each year, from 1850 to 1863:

	American.	English.
1850	3,951	48,065
1851	54,785	41,880
1852	63,359	59,554
1853	73,314	31,388
1854	75,302	78,256
1855	66,092	88,650
1856	71,578	39,185
1857	48,649	137,678
1858	38,431	141,903
1859	2,989	183,354
1860	None.	221,724
1861	None.	256,857
1862	None.	231,043
1863	5,923	401,210

☞ The following will show the value of the different descriptions of dry goods imported at New York for the past eleven months:

Manufs. of	1862.	1863.	1864.
Wool	$25,671,200	$27,698,600	$30,952,700
Cotton.....	7.952,900	7,164,000	8,263,500
Silk	10,970,300	14,489,400	15,959,000
Flax.....	6,640,400	9,464,800	11,043,100
Miscellan'ous	2,419,500	3,346,800	3,812,800
Total ...	$52,654,300	$31,883,500	$70,031,100

OFFICE MARIETTA AND CINCINNATI R. R. COMPANY, Chillicothe, O., Dec. 17, 1864.

TO STOCKHOLDERS.—The transfer books of this Company, at the agency in New York and at this office, will be closed from the first to the fifteenth of January proximo inclusive.

31-52 WM. E. WATSON, Secretary.

Travelers Insurance COMPANY,

HARTFORD CT.,

INSURES AGAINST

ACCIDENTS of EVERY DESCRIPTION,

CAPITAL, - - $500,000.

FIVE DOLLARS ANNUAL PREMIUM

Will insure $5,000 against accidental loss of life while traveling by any public conveyance.

TEN DOLLARS PREMIUM

Secures a policy for $5,000 and also $25 per week compensation for personal injury, incapacitating the assured from his ordinary business.

TWENTY-FIVE DOLLARS PREMIUM

Secures a full policy for $5,000 and $25 per week compensation for all and every description of accident, traveling or otherwise.

Policies for $500, with a $3 per week compensation, can be had for $3 per annum, or any other sum between $500 and $5,000 at proportionate rates.

INSURANCE TICKETS

Will soon be on sale at all the Railway Stations covering the passenger with $3000 Insurance in case of fatal accident, and **$60 Per Month** compensation for personal injury—at the rate of 10 cents for 24 hours travel.

JAMES G. BATTERSON, President.

RODNEY DENNIS, Secretary.

HENRY C. MARSHALL, General Ticket Agent.

EDGAR FORMAN, Agent,

161 Fulton St., cor. Broadway, New York.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. R. COMPANY, PITTSBURG, Dec. 15, 1864.

DIVIDENDS.—The Board of Directors have declared a Dividend of TWO AND A-HALF Per Cent. (free of Government tax) on the Capital Stock, for the quarter ending December 31st inst., and of THREE AND A-HALF Per Cent. (less the Government tax) on the Third Mortgage Bonds, for the six months ending December 31st inst., the latter in anticipation of that due April 1, 1865, both payable on and after January 17, 1865, at the Company's Office in this city, and by the transfer Agents, WINSLOW, LANIER & CO., No. 52 Wall street, New-York, to the holders as registered at the respective offices.

The transfer-books will close on the 21st inst., at 2 o'clock P. M., and will reopen on the 17th day of January thereafter. By order of the Board,

51-52 W. A. BARNES, Secretary.

NOTICE to holders of the remaining unconverted shares of Galena and Chicago Union Railroad Stock: The dividend of Three and One-Half Per Cent., subject to government tax, declared payable on and after the first December, instant, on the Preferred Stock of the Chicago and North Western Railway Company, will also be paid on and after this date at the Company's Office, in New York, or Chicago, to the parties in whose names unconverted shares of the Galena and Chicago Union Railroad Company now stands, upon the presentation of the certificates at either of said offices for the indorsement thereon of the payment of the dividend, such unconverted shares amounting to 3,136, out of 60,284 shares, and much of which is understood to be held in trusts, or by agents, and persons not as yet enabled to convert the same.

By order of the Board of Directors.

JAMES R. YOUNG, Secretary.

New York, Dec. 16, 1864. 51-52

FOR SALE.

20 Platform Cars—4-8½ or 4-10 Gauge.
2 Locomotives 4-8½ Gauge, 24 Tons, 15×20 Cylinder.
1 " 4-8½ " 28 " 15×24 "
1 " 5-6 " 24 " 14×20 "

KASSON & CO.,

67 Exchange Place, New York.

WANTED

A gentleman with a capital of $25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2287 P. O., New Haven, Ct.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the *Journal*.

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American Railroad Journal.

New York, Saturday, December 31, 1864.

The Closing Year.

Our present number marks the close of the year 1864, and of the 37th volume of the AMERICAN RAILROAD JOURNAL. To our long attached and faithful patrons we tender our thanks, assuring them that our future exertions will fully equal those of the preceding years.

We have not found it necessary to resort to any of the usual methods to increase our circulation or advertising, the good sense and obvious interest of the public being our reliance for our success.

The JOURNAL may well claim to have been a useful, if not indispensable agent in the dissemination of the most important and valuable information. While its speciality is railroads, and the arts connected with their construction, maintenance and prosperity, it has embraced many other subjects intimately blended with them, such as finance, commerce and navigation.

The former has swelled to large proportions, from the circumstance that nearly thirteen hundred millions of dollars have been invested in the construction of nearly thirty-five thousand miles of railways, and the latter has derived most of its activity from these internal channels of transportation. In addition to these, our pages have been largely filled with statistical tables of value, so that we venture to say no great work on any subject regarding the wealth, resources or progress of this country can ever be compiled without reference to the columns of the AMERICAN RAILROAD JOURNAL. Neither with regard to finance, railway history, the money market, navigation or useful inventions, can such valuable materials be obtained so fully or so readily elsewhere as in the volumes we have given to the public during the last 33 years. So much for ourselves.

The country during the past year has been visibly emerging from its difficulties. Engaged in a terrific struggle to maintain itself, its union, its institutions, and its principles, it has been most sorely tried. A nation always disposed to peace was dragged into war, and into the worst kind of wars, one between its own citizens, and every drop of blood shed by us in our defence has been accompanied by bitter tears. But a good cause, a patriotic people, and a superintending Providence have carried us thus far through our most serious difficulties, and recent events have assured us that we are near the end of them all.

During this struggle, the very dangers we have encountered have unexpectedly added to our prosperity. Our paper system, a necessity for the hour which we could not escape from, has added largely to the active and immediate means and resources of the people, and thus their products have been largely increased. Debtors have been enabled to clear themselves from their chains, our manufactures have largely advanced, high wages have rewarded labor, which if very severely taxed has had superabundant means of meeting taxation, with the full opportunity of economy notwithstanding, in all the great staples of food, and thus while few have been impoverished in the loyal States by the visitation of war, a very large number have been very prosperous. Invited by this circumstance our immigration has been so largely increased that it is computed the losses in battle have been more than replaced by emigration from Europe.

Nor has our effective commerce been so much injured as has been supposed. The tonnage entering the ports of the United States, has been during the past year 7,511,284 tons, only less by 763,912 tons, than it was in 1860, which was the most prosperous year in this respect the country has ever known.

The manufacturing interests have been very successful, being on the increase, and all of them making large profits for their owners.

Our railways have been used to their utmost capacity and are being extended wherever there is a propriety in their extension, though we must remember that all the great natural lines of communication were early appropriated, and the work of centuries accomplished in a generation. We must therefore look beyond the Mississippi and Missouri for the principal future enlargement of our present system.

Our inventors were never more active or successful. In the construction of ships of war, of ordnance, of labor saving machines, and a vast many useful aids to agricultural industry, we have outstripped all rivals. There is a practical common sense, allied to American ingenuity which makes an American machine the best which can be devised.

In money matters the market has been easy during the whole year. The Government has raised all it wanted without difficulty, and it has paid its interest in gold, several times in advance. Its currency, depreciated as it has been in relation to gold, has been a great assistance to the people, and so popular as to be universally preferred by them to all other kinds. And above all, the unanimity displayed at the recent elections, a sublime spectacle, and viewed as such all over the world, has settled the solidarity of the popular will, and assured all nations of the stability of the institutions in whose favor it was expressed.

We seem thus to stand upon a rock, firm as the everlasting hills, and we have nothing now to do but to pursue our national career; every citizen doing his best for himself and his country, and at the same time kindly and forgivingly to receive back to our friendship those misguided men, who in attempting to injure us have nearly ruined themselves. Let the broad folds of the National flag once more cover us all.

Report of the Secretary of the Interior.

This department of the Government is very well filled by Mr. Usher, and the annual report from his pen is unusually interesting. The following is a synopsis of the most important statements:

Public Lands.

The United States have always possessed one peculiar advantage over all other nations. They were from the first the owners of a vast domain, known as the Public Lands. In other countries whatever of the soil was remaining beyond that owned by individuals, has been generally appropriated by the Sovereign, but with us the people are the real owners of all surplus property. One thousand four hundred millions of acres comprised this property, and of this in spite of the land appropriations from time to time made by Congress to States, Educational and other institutions and Railway companies, there still remain one thousand millions of acres. A population of 10,000,000, each with a farm of 100 acres would absorb the whole. If this land should rise in value to $5 or 10 per acre in the course of 30 years as it has in all the new territories, and as it would, if that population should accrue, we should have five thousand or ten thousand millions of dollars from these lands, and our public debt would be spunged out long before the end of a single generation even without our present direct taxation.

In this view of the subject would it not be wise in Congress to make these remaining lands the basis of a great sinking fund for that purpose? The report makes the following statement:

During the first sixty years of the present century, the average income from sales was two and three quarter millions of dollars per year, and the quantity disposed of by sales, and for military bounties, was about two hundred and five millions of acres.

During the last ten years the income from lands was less than during the preceding decade. This war occasioned by the large quantities of land—granted for internal improvements and for military and other purposes—which have competed, in the market, with the lands of the United States; and more recently, by the passage of the Homestead law, under which large quantities have been entered at nominal rates. The annual receipts from ordinary sales for four years past have been as follows:

For the year ending June 30, 1861...	$884,887 30
" " " " 1862...	125,048 20
" " " " 1863...	136,077 95
" " " " 1864...	678,007 21

The depressing influences of civil war have been felt during the last three years, but the results for that just closed demonstrate a revival of the annual demand for the public lands, particularly for settlement and cultivation.

During the year ending June 30, 1864, public lands have been disposed of as follows:

Acres sold for cash.....	432,773 90
Acres located with military warrants.	515,900 00
" " agricultural scrip.	214,418 14
Acres certified to States for railroad.	857,180 87
Acres taken under the Homestead law.	1,261,592 62
Acres disposed of during the year...	3,281,865 52
During the quarter ending Sept. 30, 1864, the aggregate quantity taken for the same purpose was	939,476 90
Making a total of.....	4,221,342 42

The cash receipts for sales, homestead and location fees for the same five quarters, were $1,019,446 44.

The aggregate quantity of public lands surveyed, but not disposed, was on the 30th September last 133,517,587 acres. This has been the average quantity for several years past. The amount surveyed annually has been about equal to that disposed of annually.

Among the various most recent grants by the Government is that referred too in the following statement:

Under the acts of Congress of July 1, 1862, and July 2, 1864, making grants of land to aid the construction of railroad and telegraph lines to the Pacific coast, the initial point of the main line of railroad from the Missouri river westward has been fixed at Omaha, Nebraska, and the definite location of the road for one hundred miles west from that point has been approved by the President. The route of the Pacific Railroad of California has been selected and a map of the preliminary location thereof, from Sacramento eastward to the great bend of the Truckee River, in Nevada, has been filed in this department. The lands along these routes for twenty-miles, on both sides, have been withdrawn from market, pursuant to the requirements of the act of 1862.

This we think the very best disposition that could have been made of the land referred to. The construction of the Pacific Union Railroad will do more for the Country generally than any other work of similar character, ever projected on this continent.

Mineral Lands.

During the past year additional discoveries of precious metals, particularly of silver, have been made in the region flanking, on eastward, the extended mountain ranges of the Sierra Nevada. A vast belt of some one or two hundred miles in width, and eight or nine hundred in length, embracing portions of Idaho, Nevada and Arizona, is rich in silver ore. Owing to the remote locality of these mines, and the difficulty of transportation thereto, but little machinery well adapted to the rapid and economical reduction of the various ores has been introduced. In that portion of Nevada, through which the Pacific Railroad will pass, many rich veins have been found, and it is estimated by persons familiar with the subject, that, if the mines now opened there were supplied with the proper machinery, they would yield $10,000,000 per month. In the same region vast beds of salt have also been found, which, from its value in the process of separating the silver in the ores, has given a fresh impulse to mining. When we reflect that the region of the country in which deposits of the precious metals abound, includes large portions of three States and six Territories, and that the richest veins of ore heretofore discovered are as yet but slightly developed, whilst new discoveries are constantly made, it will be perceived that the annual product of the mines in the United States must soon reach a magnitude without precedent in the history of mining operations.

The wealth imbedded in the rocks of that extensive region is actually inexhaustible, and it will furnish, in future years, indirectly, a principal part of our means of liquidating the debt contracted by the Government for the overthrow of the great rebellion. As a measure tending to accelerate the reduction of these vast mineral deposits into available wealth, and to strengthen the public credit by an authentic publication of our vast resources, I respectfully recommend that provision be made for the appointment of experienced and skillful mineralogists to make a scientific examition of the principal mining localities, and of the mineral regions generally, and to report the results. Their reports should be printed and widely circulated. An appropriation would be required for those purposes. Much interest has been manifested in favor of the establishment of a bureau of mines and minerals, to which the administration of all details in respect to this important subject should be committed. I am satisfied that such legislation will, before many years, be found necessary, if it has not already become so.

The report recommends a system of taxation in reference to these mines, such as a moderate license fee for working, and a percentage on the products, the whole under the direction of the Bureau of Internal Revenue. One per cent. on the latter it is estimated would produce more than the present income tax. We also think that if the Government would establish mints throughout the mining States and territories, it would be gladly paid several per cent. for the conversion of the gold into coin of convenient denominations. One of the greatest losses sustained by the miners is in the inaccurate assays, and the want of a currency for their daily transactions.

The report suggests some enactments to protect the rights of miners, and to irrigate by dams, &c., the valley of the Colorado River.

Railroads.

There can be doubt that the public resources would be much increased by the immediate working of the mines to the extent of their capacity, and by the settlement of those regions by an enterprising and industrious population, though no direct income should be derived from the sale of the lands. It is, therefore, worthy of consideration, whether it would not be expedient to grant all, or such portions of the lands, as are requisite to insure the construction of the necessary railroads, and the conversion of the sterile lands to a condition of fertility. The benefits resulting from such roads would not be confined to the product of the mines. A new highway, at all times exempt from obstruction by snow, would be open to the Pacific. Passing by the valley of the Rio Grande to El Paso, it would receive a large portion of the rich commerce of Central and Western Mexico. These benefits are so obvious and of such surpassing importance, that I do not hesitate in expressing my earnest conviction that the Government should embrace any suitable opportunity which may be offered to secure the completion of a railroad upon the terms suggested.

It appears from a communication of Gen. Dix, the President of the Union Pacific Railroad Company, that it has, since the adjournment of Congress, expended more than half a million of dollars upon the main line of the road leading westward from Omaha, of which one hundred miles have been permanently located, and forty miles are in process of construction.

The company has surveyed lines to Salt Lake City, through the South Pass, Laramie Plains, Bridger's Pass, by way of Timpanagos and Weber Rivers, to determine the most feasible route. Parties have also been engaged in explorations in Colorado Territory, through Berthold's Pass and up the Cache la Poudre River; and also in examining the topography of the country in the vicinity of the 100th meridian of longitude, and in locating the line from Omaha to Fort Kearney. Considering the limited time which has elapsed since the action of Congress enabled this company to prosecute the work with energy, satisfactory progress has been made, and the country has no reason to apprehend any tardiness in the prosecution of this great enterprise.

The progress made in the construction of the branch road in Kansas, known as the Union Pacific Railroad, Eastern Division, has not met the reasonable expectations of the public. There was just reason to believe that the second section of forty miles of that road would have been rapidly approaching completion, if not actually completed by this time; instead of which, forty miles only of the track are laid, and that not yet in a condition to be examined by the Commissioners appointed by the President to inspect and report upon the work.

For this unexpected state of affairs the company is not altogether without excuse. The assassination of its contractor in July last, soon after the adjournment of Congress, the continued insurmountable difficulties of obtaining the necessary

materials, either by river or rail, from causes known to all, prevented them for a time from prosecuting the work. Since these difficulties have been partially removed, a commendable energy has marked the conduct of the company. The first section of the road to Lawrence, to which place the track is laid, will undoubtedly be open to the public and in use within a few days. The company in California is also making satisfactory progress with its portion of the road.

The President has appointed George Ashmun of Massachusetts, Springer Harbaugh of Pennsylvania, Charles T. Sherman of Ohio, Jesse L. Williams of Indiana, and Timothy J. Carter of Illinois, to be Directors, on the part of the United States, in the Union Pacific Railroad Company, and these gentlemen have accepted the appointment. The wisdom of Congress in providing for the appointment of such officers cannot be doubted.

Being impressed with the conviction of the importance of securing the interest of the Government in the roads connecting with the main line, and the faithful compliance by the companies constructing them, with the terms and conditions upon which they are entitled to the munificent bounties offered by Congress, I should not hesitate to recommend, if it were deemed practicable, that such directors should be *ex officio* members of the board or other governing authority of each of such companies. I submit this subject to the consideration of Congress, with the hope that some means will be devised, by which a supervisory control over the action of such companies may, within proper limits, be conferred upon the directors on the part of the United States.

INDIANS.

The report contains some excellent suggestions in relation to the Indians, as to treaties in regard to their lands, and their removal from them. They are not, however, of sufficient interest to induce us to republish them.

PENSIONS.

As we gave in our issue of last week an abstract of the condition of the pension fund it is not necessary to allude to it again in this place.

The remainder of the report is occupied with the subjects of the patent office, showing the inventive character of our people, the census, the bureau of statistics, the New York Courts, and the slave trade.

We quote that portion what relates to the

PATENT OFFICE.

The business operations of the Patent Office for the year ending Sept. 30, last, have been very satisfactory. During the period above named, 6,740 applications for patents and 989 caveats were filed; 29 applications also were made for the extension of patents previously granted. During the same period 4,843 patents, including reissues and designs, were issued, and 40 extensions granted. The number of applications awaiting the payment of the final fee required by law before patents can be issued has largely increased, numbering now over 1,000. The finances of the office are in a prosperous condition, as appears by the following short statement:

The balance in the Treasury to the credit of the patent fund on Oct. 1, 1863, was $37,732 63. The receipts of the office to Sept. 30, 1864, amounted to $230,838 60, making a sum total of $268,571 23. The expenditures during the same period were $212,453 84, leaving a balance of $56,117 39 on hand Oct. 1, 1864, being $18,384 76 more than the balance as exhibited on Oct. 1, 1863.

The document gives a clear idea of the immense responsibilities and important duties of the department.

☞ At a special meeting of the stockholders of the Boston, Hartford and Erie Railroad Company, it was voted to consolidate with the New York and Boston (Air Line) Railroad.

Michigan Central Railroad.

The financial condition of this company, on the first of December, 1864, is exhibited in the following report:

INCOME ACCOUNT.

July 1, 1864.—To Div. of 6 per cent, and div. of 6 per cent. extra with government tax	$797,773 00
Nov. 30.—U. S. tax on former div's.	54 60
" " surplus.	10,256 00
" " pass. & rec'ts.	44,306 86
Annual payments towards S. F's	84,500 00
Operating account, exclusive of interest and exchange, from June 1, 1864, to Dec. 1, 1864	1,189,183 80
Interest and exchange account, from June 1, 1864, to Dec. 1, 1864	330,608 62
Balance to new account	600,834 66
	$3,057,517 54
June 1 1864.—By balance of Income Account, per Treasurer's Report	$1,002,894 06
Nov. 30.—Receipts of Road, from June 1, 1864, to Dec. 1, 1864	2,054,623 48
	$3,057,517 54

The foregoing account shows the net receipts of the road for six months ending 1st inst., after deducting operating, interest, and exchange accounts, but excluding the amount paid to the Sinking Funds, to be $480,213 60. After deducting the amount paid to Sinking Funds, the balance is $395,713 60. Adding the balance to credit of this account, June 1st, $1,002,894 06 less the July dividend, $797,773, the amount to credit of Income Account is $600,834 66.

The Income Account, as here stated, does not include a large amount due from the U. S. Government for transportation during the last six months.

The Operating Expenses include over $70,000, paid on account of the new Grain House in Detroit, and some other expenditures of a permanent character.

The Company is free from floating debt.

The sum invested in the Sinking Funds amounts to $693,721 42.

The balance of Income Account, 1st Dec., as per above Report	$600,834 66
Deduct amount of dividend payable-able Jan. 3, 1865, including Government Tax	398,886 00
Leaves a balance to Income Acc't of.	$201,948 66

Western Maryland Railroad.--Its Extension to Cumberland.

We learn that on the 9th inst. a corps of engineers, under the direction of W. W. Taylor, Esq., the Engineer of the Western Maryland Railroad Company, completed the alignment of the route for the extension of the Western Maryland Road from Hagerstown to Cumberland. The construction of this road would be a great public benefit, and we see nothing to prevent it. The great commercial interests of Chicago, Pittsburg and the Northwest, in conjunction with the coal trade of Western Maryland, and especially the commercial interests of Baltimore, and the interests of all property-holders in Baltimore, all conspire to urge the prompt completion of the work from Hagerstown to Cumberland.

We understand that the length of the road by the recent survey is 79 miles, and that the grades are moderate, and can be reduced still lower. The line is entirely on Maryland soil, but will not only promote the interests of Maryland citizens, but equally reward the interests of New York and other capitalists who are largely concerned in the coal trade of Alleghany county, as well as the great commercial interests of our enterprising sister city of Pittsburg. But above and beyond all, the Pittsburg, Fort Wayne and Chicago Railroad Company are deeply and directly interested in this enterprise, which a connection with the Pittsburg and Connellsville Railroad will place Chicago in direct daily communication with Baltimore and Washington city. A combination of these interests would soon render this enterprise an accomplished fact.—*Cumberland Civilian.*

Finances of Pennsylvania.

The receipts and disbursements of the State Treasury, as given in the recent report of the Auditor General are as follows:

Balance Nov. 30, 1863	$2,147,331 70
Receipts from Dec. 1 1863, to Nov. 30, 1864	4,733,313 02
Total	$6,880,644 72
Disbursements	4,938,441 09
Balance Dec. 1, 1864	$1,942,203 63

Included in the expenses of 1864 were considerably over one million of dollars for military defense and for repelling the rebel raiders on the border, for which, it is presumed, the State will ultimately be indemnified by the National Government.

The New Point Bridge.

We understand that all the preliminary arrangements for the erection of this important structure have been completed, and there seems little doubt even that the work will be commenced at an early day. It has been decided, after due consideration of the subject, to build the structure of iron, on what is known as the lattice style, and as our fellow-townsman, MR. SCHULTZ, one of the most experienced bridge-builders in the country has the contract for the job, the work will no doubt be carefully and expeditiously executed. The erection of this bridge will prove a great convenience to those living across the river, while the immense traffic which must pass over it will render the stock a safe and highly profitable investment. It is a most important undertaking in all respects, and we wish it every success.—*Pittsburg Chronicle*

St. Stephen's Branch R. R.

This road connecting St. Stephens with Lawrence on the line of the St. Andrews and Quebec railroad, distance 19 miles, is to be commenced immediately. The contract has been made with Lawrence M. Myers, Esq., who has been connected for several years in the construction of roads in this and other states. The whole line is to be built, including the laying of the track, and ready for running by 1st of December next. The Calais Advertiser says the conditions are that he is to commence operations before the first of January, 1865, and expend in labor on said road by the first day of July, one hundred thousand dollars; then the Trustees agree to give him up the Charter of the road, government grant, &c. If he fails to fulfill his part of the agreement, that ends the matter and the present Company stands as it did before such agreement was entered into.—*Portland Press.*

The New Castle and Franklin Railroad.

At a recent meeting of the directors of the New Castle and Franklin railroad, it was determined that a subscription of $300,000 to the capital stock was necessary to build that portion of the road lying between New Castle and Brownsville, and that there should be no further expenditure of money until that amount of stock should be subscribed. This determination of the directors is an evidence that they intend acting in good faith with the stockholders of the company. If the amount of stock should be subscribed, it will be a sufficient basis for the issue of bonds with which to build the road, and will justify the directors to put the line under contract at once.—*Pittsburg Chronicle.*

Union Pacific Railroad.

St. Louis, Dec. 24, 1864.—The formal opening of the Union Pacific Railroad, from Kansas City to Lawrence, Kansas, took place on Monday and Wednesday. Daily trains are now running between the points named.

PETROLEUM COMPANIES.

Companies.	Number of Shares.	Par Value.	Paid on Shares.
Acme ..... Pbg.	10,000	20	....
Adamantine .. Phila.	50,000	10	2.00
Ætna ..... "	50,000	10	2.00
Alcorn ..... "	50,000	10	....
Allegewi ..... "	100,000	10	....
Alleghany & P. "	50,000	10	10.00
Alleghany River "	75,000	1	....
Allegh'y & W.B. "	50,000	5	1.00
American ..... "	50,000	10	....
American O & M.N. Y.	50,000	10	3.00
American P .... "	5,000	100	....
Artesian ..... Phila.	25,000	10	2.50
Astor B. Spring N. Y.	100,000	20	....
Atlantic ..... "	30,000	10	....
Atlas ..... Phila.	200,000	5	2.50
Baltimore Co	20,000	5	....
Banner ..... Pbg.	65,000	2	....
Beacon ..... Phila	50,000	10	1.00
Beekman ..... N. Y.	100,000	10	....
Bergen C. and O. "	200,000	10	....
Big Tank ..... Phila.	100,000	5	1.00
Bleakley ..... "	50,000	10	2.00
Blood Farm .... N. Y.	50,000	100	....
Brevoort ..... "	.....	...	....
Briggs ..... Phila.	50,000	10	2.00
Brilliant ..... "	250,000	10	....
Brilliant ..... Pbg.	50,000	50	....
Bruner O. & M. Phila.	100,000	5	1.00
Buchanan Farm N. Y.	400,000	10	...
Buchanan O. & R. "	40,000	5	....
Bull Creek .... Phila.	100,000	10	10.00
Burning Spring. "	100,000	10	....
Big Whitley C. "	100,000	5	....
Black Diamond "	50,000	10	....
Brandon Island "	100,000	5	....
Buchanan Roy. "	40,000	10	....
Bullion Creek .. "	200,000	2½	....
B. S. & R. F. .. "	40,000	10	....
Central B Spring N.Y.	100,000	3	....
Caldwell ..... Phila.	200,000	10	....
Central ..... "	50,000	100	....
Central C. & O. "	20,000	10	....
Cherry Run .... "	20,000	10	....
Cherry Run .... N. Y.	10,000	10	....
Cherry Run C. ... Pbg.	50,000	5	....
Cherry Run P. ... "	50,000	2	2.00
Clemons ..... Phila.	75,000	5	1.00
Cleveland C. V. ...	20,000	10	....
Clifton ..... N. Y.	50,000	10	....
Clinton ..... "	50,000	10	....
Columbia ..... Pbg.	50,000	50	....
Commercial .... Phila.	50,000	10	....
Commercial .... N. Y.	50,000	100	....
Commonwealth. "	100,000	10	....
Consolidated ... "	100,000	10	....
Consolidated .. Phila.	60,000	10	....
Continental .... "	50,000	10	1.11
Cornplanter ... "	100,000	10	3.75
Cow C. & S. R. "	100,000	5	....
Culbertson's Run Pbg.	30,000	5	....
Curtin ..... Phila.	50,000	10	0.92
Cherry Run & A "	100,000	5	....
Clark O. & M.. "	100,000	5	....
Colf Creek .... "	100,000	10	....
Commonwealth . "	80,000	2½	....
Cotter Farm ... "	200,000	5	....
Crescent City .. "	100,000	5	....
Dalzell ..... "	200,000	10	3.50
Dark Hollow .. "	50,000	10	....
Decatur ..... "	40,000	10	2.00
Densmore ..... "	50,000	10	5.00
Diamond ..... "	50,000	10	....
Duck Creek ..... Pbg.	.....	..	....
Duquesne ..... "	100,000	5	....
Duffield Lub .. Phila.	100,000	10	2.00
Dunkard ..... "	100,000	5	1.00
Davenport .... "	50,000	10	....
Dawson Run ... "	100,000	10	....
Deer Creek .... "	50,000	10	....
Donaldson ..... "	100,000	5	....
Drake Petro ... "	100,000	10	....
Dutchman Run N. Y.	100,000	8	....
Dunkard Creek Phila.	100,000	10	....
Eagle Rock .... "	50,000	10	3.35
East Oil Creek . "	100,000	5	....
Egbert ..... "	100,000	5	3.00
El Dorado ..... "	200,000	5	2.00
Empire & O. C. "	50,000	10	....
Enterprise ..... N. Y.	10,000	10	....
Eureka ..... Phila.	50,000	10	1.50
Eureka, W. Va. "	100,000	10	....
Excelsior ..... "	100,000	5	1.00
East Brook .. "	100,000	5	....
Excelsior ..... N. Y.	100,000	5	....
Farel ..... Phila.	50,000	10	2.50
Fayette ..... Pbg.	.....	...	....
Federal ..... "	60,000	8	....
Feeder Dam .. Phila.	.....	...	....
Fleming & B. F. "	25,000	4	4.00
Fleming & B. F. Pbg.	25,000	4	4.00
Florence ..... Phila.	25,000	10	2.00
Flowing ..... N. Y.	1,000	50	....
Fountain ..... "	50,000	10	2.00
Franklin Lub .. Phila.	50,000	10	2.00
Franklin & O. C. "	100,000	1	1.00
French Creek L. "	30,000	15	10.00
Forest Shade .. "	200,000	5	....
Fountain ..... "	100,000	10	....
Fuller Farm .. Boston	25,000	10	....
Germania ..... Pbg.	100,000	2	....
Germania ..... N. Y.	600,000	5	....
Gilfillan ..... Phila.	62,500	8	....
Girard ..... "	10,000	10	5.00
Globe ..... "	30,000	10	2.00
Great Basin ... Phila.	70,000	5	....
Great Eastern .. "	300,000	10	....
Great Western . Phila.	50,000	10	2.50
Great Western C N.Y.	50,000	10	....
Green Hill .... Phila.	50,000	10	1.00
Grant ..... "	100,000	3	....
Greenland ..... "	50,000	10	....
Hammond ..... N. Y.	20,000	25	....
Hickory Farm .. "	100,000	5	5.00
Highgate ..... "	300,000	5	....
Hibberd ..... Phila.	100,000	5	2.50
Hoge Island L.O. "	25,000	10	1.00
Holland P. ..... "	50,000	10	2.00
Home ..... N. Y.	50,000	100	....
Hoover ..... Phila.	50,000	10	2.00
Hope ..... Pbg.	50,000	2	....
Hope Farm .... Phila.	.....	10	....
Horse Creek .. Phila.	10,000	50	6.00
Horse Neck .... Pbg.	10,000	5	...
Hosmer ..... Phila.	50,000	10	2.50
Howe's Eddy .. "	50,000	10	....
Hughes River .. "	30,000	10	....
Hyde Farm .... "	100,000	10	5.00
Hardwick ..... "	40,000	25	....
Harrison ..... "	100,000	5	....
Hendrick ..... "	50,000	10	....
Henry Comb P. "	100,000	10	....
Hoover & M... "	50,000	10	....
Humboldt ..... "	100,000	5	....
Huston ..... "	150,000	5	....
Imperial ..... "	30,000	10	5.00
Indian ..... N. Y.	10,000	10	....
Indian Spring .. "	60,000	5	....
Indiana ..... "	100,000	10	....
Iron City ..... Pbg.	30,000	5	....
Island ..... N. Y.	50,000	10	....
Inexha'stable P. "	500,000	5	...
Irwin ..... Phila.	50,000	10	3.00
Junction ..... "	50,000	10	2.25
Jennings ..... "	80,000	5	....
Kanawha Valley "	30,000	10	5.00
Kanawha ..... N. Y.	50,000	10	....
Kanawha ..... Pbg.	.....	...	....
Keystone ..... Phila.	50,000	10	2.50
Kinkhead ..... "	100,000	5	....
Krotzer ..... "	100,000	5	....
Knickerbocker P N.Y.	100,000	10	....
Knicker. P. of .. "	100,000	10	....
Lamb. O. & Mfg. Phila.	25,000	5	2.00
Lancaster ..... "	50,000	10	....
Linden ..... Pbg.	40,000	5	....
Lebanon ..... "	100,000	5	....
Little Toby Run "	50,000	10	....
Logan ..... "	100,000	5	....
Lower McE. F. N. Y.	200,000	...	....
McClintockville Phila.	200,000	10	2.15
McC. F. & C. T. N. Y.	10,000	100	....
McClintock & C. "	5,000	100	....
McCor. & McK. Phila.	100,000	10	2.00
McElrath ..... "	50,000	10	....
McElheny ..... "	100,000	10	4.00
McKinley ..... N. Y.	25,000	10	....
Maguire ..... Phila.	50,000	10	....
Manhattan .... N. Y.	250,000	2	....
Maple Farm ... Phila.	100,000	5	....
Maple Shade .. "	50,000	10	6.67
Maple Shade of N.Y.	50,000	10	....
Marietta ..... "	100,000	10	....
Mecca Lub .. Boston.	30,000	100	....
Merchants' ..... Pbg.	100,000	1	....
Merchants' .... Phila.	70,000	5	....
Metropolitan .. "	.....	10	....
Michigan Central N.Y.	50,000	10	....
Middlesex Valley "	50,000	10	....
Middle Walnut Phila.	50,000	10	1.00
Miller ..... "	60,000	5	1.00
Miller Farm ... N. Y.	60,000	5	....
Mineral ..... Phila.	50,000	10	2.50
Mingo ..... "	100,000	10	6.67
Montgomery .. "	80,000	5	1.00
McClintock R.. "	100,000	10	....
McCormack's F. "	100,000	5	....
Maple & S. C.. "	200,000	10	....
Marion ..... "	100,000	5	....
Mercantile .... "	60,000	5	....
Millward ..... "	125,000	8	....
Mount Farm ... "	100,000	10	....
Mullingar ..... "	100,000	5	....
Mutual ..... "	125,000	2	....
Mass. & O. C. Boston.	100,000	5	....
National ..... Phila.	40,000	10	5.00
National ..... N. Y.	40,000	5	....
National ..... Pbg.	.....	...	....
New Dominion Phila.	100,000	5	2.50
N. Y & Allegh'y N. Y.	50,000	5	....
N. Y. & Liverpool. "	100,000	10	....
N. Y. & Oil Creek "	100,000	5	....
N. Y. and Penn. "	100,000	10	....
N.Y. & W. Virgi'ia "	50,000	10	....
Noble & Dela .. Phila.	50,000	10	10.00
N. Y. & Boston. "	100,000	5	...
N. Y. & Phila .. "	300,000	5	....
Niagara ..... "	100,000	10	....
New England Boston.	90,000	5	....
Noble & Dela. .. N. Y.	100,000	10	3.00
Noble & D. R. O. "	100,000	3	....
Noble Well .... "	40,000	25	....
Nonpareil ..... Pbg.	.....	...	....
North American. "	125,000	10	10.00
Northern Light N. Y.	20,000	50	....
Oak Bull ..... Phila.	100,000	5	2.50
Ocean ..... N. Y.	15,000	100	....
Oceanic ..... N. Y.	200,000	10	....
Ohio ..... "	100,000	10	....
Ohio Petroleum Phila.	100,000	5	....
Ohio River ..... N. Y.	100,000	5	....
Ohio Valley .... Pbg.	60,000	15	....
Oil Basin P .... Phila.	50,000	10	10.00
Oil Burning Sp. "	100,000	10	5.00
Oil City & Pbg .. Pbg.	30,000	3	....
Oil City ..... N. Y.	50,000	10	....
Oil Creek ..... "	50,000	20	....
Oil Creek Petro. Phila.	50,000	10	5.00
Oil Spring & R. Phila.	100,000	10	2.00
Oil Valley Petro. "	37,500	10	2.00
Olmstead ..... "	50,000	10	4.00
Organic ..... "	50,000	10	1.00
Ormsby Petro .. "	50,000	10	3.00
Oil City Refin'g "	100,000	5	....
Oil Creek & C. R. "	100,000	3	....
Oil Run ..... "	1,000,000	2	....
Old Dominion .. "	100,000	5	....
Pannebacker ... N. Y.	50,000	4	....
Parker Petro .. Phila.	50,000	10	4.00
Pearson Petro. Phila.	100,000	5	2.00
Penn. Petro. ... "	50,000	10	3.00
Penn. Central .. "	20,000	10	1.00
Penn. Oil Ck. P. "	50,000	10	....
People's ..... Pbg.	60,000	1	....
Perry ..... "	50,000	10	2.25
Petro. Center. .. "	50,000	10	5.00
Philadelphia ... "	10,000	25	....
Phila. & Oil Ck. "	50,000	10	2.50
Phila. & T. Is.. "	50,000	10	....
Phillips ..... "	40,000	5	....
Phœnix ..... "	25,000	10	....
Pit Hole ..... "	50,000	10	....
Pit Hole Creek . N. Y.	40,000	25	....
Pbg. & Oil Ck .. Phila.	50,000	10	3.50
Pbg. and Gt. W. Pbg.	50,000	2	....
Pope Farm .... Phila.	50,000	10	1.25
Porter ..... "	50,000	10	....
Pembroke ..... "	100,000	5	....
Penn Oil ..... "	100,000	2	....
Penn. Imperial. "	200,000	2	....
Penn. & Ohio .. "	100,000	10	....
Penn. Second .. "	100,000	2	....
Phila. & Boston "	200,000	10	....
Pleasant Valley. "	100,000	10	....
President ..... N. Y.	1,000,000	5	....
Quaker City ... Phila.	10,000	10	....
Rathbone & C. "	200,000	5	1.75
Reinhard ..... "	50,000	5	2.50
Reliance ..... "	50,000	10	....
Revenue ..... "	50,000	5	3.00
Revenue ..... N. Y.	50,000	5	....
River ..... Phila.	50,000	10	3.00
Roberts Oil & M. "	50,000	10	3.00
Rock ..... "	50,000	10	3.50
Rockland ..... "	50,000	10	2.00
Ross ..... "	100,000	1	1.00
Rathbone P. .... "	100,000	5	....
Royal P. ..... "	200,000	2½	....
Russell Farm .. "	50,000	5	....
Ross ..... Pbg.	100,000	1	....
Rynd Farm .... N. Y.	200,000	10	....
Sage Run ..... Phila.	80,000	5	2.50
St. Nicholas ... "	50,000	2½	2.50
Sandy River ... N. Y.	200,000	100	5.00
Schuylkill & O.C. Phil.	50,000	10	....
Seneca ..... "	25,000	20	....
Sherman ..... Phila.	100,000	10	....
Shreve Farm ... N. Y.	100,000	5	....
South Western . Phila.	200,000	10	....
Star ..... Phila.	200,000	10	1.00
Sterling ..... N. Y.	120,000	5	....
Story ..... Pbg.	5,000	5	....
Story Centre .. Phila.	50,000	10	....
Story Farm .... "	200,000	5	2.50
Story & McC .... N.Y.	50,000	10	....
Success ..... "	10,000	10	....
Sugar Creek ... Phila.	50,000	10	....
Sugar Dale .... "	50,000	2	2.00
Sutley Lubric'g. "	50,000	10	....
Sadorus & O. C. "	125,000	12	....
Sterling ..... "	250,000	5	....
Sunbury ..... "	100,000	5	....
Superior ..... "	50,000	5	....
Sun ..... N. Y.	100,000	2	....
Tack ..... "	100,000	5	3.00
Tarr Farm .... Phila.	50,000	5	5.00
Tarr Farm H... "	200,000	50	5.00
Tarr Farm .... N. Y.	30,000	100	....
Terragenta ..... "	100,000	5	....
Tidioute and A. Phila.	50,000	10	2.00
Tionesta ..... "	70,000	5	....
Tipton ..... "	50,000	10	....
Titus ..... N. Y.	63,000	10	....
Union ..... Phila.	100,000	55	....
Upper Island .. "	50,000	5	....
Union ..... N. Y.	12,500	10	....
United States .. "	50,000	10	....
United States .. Phila.	50,000	10	....
Upper Econ'y P. "	50,000	10	....
Van Buren .... "	25,000	20	2.50
Vance Stewart. "	60,000	5	3.00
Venango ..... "	25,000	20	1.00
Van Etten ..... "	50,000	10	....
Virginia Nat'n'l "	500,000	1	....
Volcanic ..... "	100,000	10	....
Venango Central Pbg.	75,000	1	....
Venango ..... N. Y.	40,000	10	....
Vesta P. & R. .. "	5,000	100	....
Virginia ..... "	50,000	10	....
Virginia & Ohio "	100,000	10	5.00
Wallace ..... Phila.	15,000	10	....
Walnut Bend .. N. Y.	20,000	10	6.00
Washington ... "	25,000	20	2.00
Watson Petro .. "	50,000	10	3.00
Westmoreland P. Pbg.	60,000	10	....
West Virginia. Phila.	20,000	10	2.50
West Virginia ... Pbg.	20,000	1	....
Wilkens Farm . Phila.	50,000	5	....
William Penn .. "	100,000	2½	2.50
Wash. & W. B. "	100,000	5	....
Wes ern ..... "	80,000	5	....
Western Ridge. "	200,000	5	....
W. V. & Ohio .. "	100,000	5	....
White Hill .... "	50,000	10	....
Willow Glen ... "	60,000	5	....
Winslow ..... "	200,000	5	....
Witherup P.... "	250,000	5	....

MUNICIPAL SECURITIES LIST.

Description.	Amount outstanding.	Interest payable	Principal payable.	Market Price.
Albany, N. Y.:				
5 per cents, municipal	$50,000	M. & N.	1864	
6 " " "	100,000	J. & D.	'70–'74	
6 " " "	225,000	J. & J.	'65–'69	
6 " " water	800,000	F & A.	'70–'81	
6 " " Alb. N'th. R.R.	300,000	M. & N.	1879	
6 " " A. & W. S. R.R.	1,000,000	J. & J.	'65–'76	
Alleghany City, Pa.:				
7 per cents, municipal		J. & J.	var.	
6 " " railroad		J. & J.	"	
Augusta, Me.:				
6 per cents, municipal	21,545	var.	'64–'69	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Baltimore, Md.:				
5 per cents, Int. Improv.	4,963,215	Qrtrly.	'38–'70	
6 " " Miscellaneous	400,920			
6 " " Court House	169,754			
6 " " Water	3,500,000			
6 " " New Jail	250,000			
6 " " B. & O. R. R.	5,000,000		1890	
6 " " P. & C. R. R.	1,000,000	J. & J.	1886	
6 " " Park	553,996		1890	
6 " " Float. & Defens.	225,000		var.	
6 " " Bounty	92,900			
6 " " N.W.Va. guar.	1,500,000	J. & J.	1873	
6 " " Y. & C. "	500,000	" "	1877	
6 " " W.Md.RR. "	200,000	" "	1890	
Bangor, Me.:				
6 per cents, municipal	169,700	A. & O.	'65–'82	
6 " " K. & P. R. R.	740,000	" "	'65–'74	
Bath, Me.:				
6 per cents, municipal	145,212	var.	'65–'73	
6 " " K. & P. R. R.	200,000	A. & O.	1870	
Boston, Mass.:				
4½ per cents, municipal	568,205	var.	'78–'84	
5 " " "	1,607,618	"	'63–'70	
5 " " "	2,583,000	"	'71–'80	
5 " " "	364,000	"	'81–'85	
6 " " "	542,000	"	'63–'71	
5 " " water (notes)	400,000	"	'78–'79	
4½ " " " (sterling)	1,949,711	"	'72–'78	
5 " " " (dollar)	708,000	"	'63–'71	
Brooklyn, N. Y.:				
6 per cents, municipal	804,200	J. & J.	'65–'74	
6 " " "	245,000	" "	'75–'85	
6 " " "	403,000	" "	'86–'95	
6 " " "	25,000	M. & N.	'66–'68	
6 " " Williamsburg	329,070	J. & J.	'65–'81	
6 " " water	1,700,000	" "	'68–'81	
6 " " "	749,000	" "	1886	
6 " " "	819,000	" "	1891	
6 " " "	1,432,000	" "	1896	
6 " " "	350,000	" "	1899	
6 " " War Loan	115,000	" "	1895	
Buffalo, N. Y.:				
6 per cents, municipal	216,000	var.	'65–'79	
7 " " "	299,000	"	'65–'82	
Calais, Me.:				
6 per cents, municipal		J. & D.	1876	
Cambridge, Mass.:				
5 per cents, municipal	166,000	var.	'65–'82	
5½ " " of '50–'51	16,000	"	'65–'71	
5½ " " of '54–'57	56,000	"	'64–'77	
6 " " of '56–'62	52,692	"	'64–'69	
6 " " bridge	20,000	F. & A.	1872	
6 " " water	50,000	J. & J.	1891	
Camden, N. J.:				
6 per cents, municipal	38,100	J. & J.	'65–'74	
6 " " "	27,300	" "	'78–'81	
Charlestown, Mass.:				
5 per cents, municipal	50,000	J. & J.	'67–'73	
5½ " " "	52,000	var.	'65–'67	
6 " " "	78,000	"	'68–'77	
5 " " Volunteer Aid	174,000	A. & O.	'77–'83	
5 " " water	202,000	" "	'82–'83	
Chelsea, Mass.:				
5½ per cents, municipal	105,000	A. & O.	'70–'72	
5½ " " "	74,000	" "	'79–'88	
6 " " "	117,000	var.	'63–'77	
Chicago, Ill.:				
7 per cents, municipal (old)	60,000	J. & J.	'65–'75	
7 " " (new)	511,000	A. & O.	1881	
6 " " (old)	180,000	J. & J.	'63–'74	
6 " " (new)	200,000	" "	'75–'76	
7 " " sewerage	913,000	" "	'79–'87	
6 " " "	87,000	" "	1888	
7 " " water	113,000	" "	1884	
6 " " water	1,050,000	" "	1888	
Cincinnati, Ohio:				
6 per cents, municipal		A. & O.	1825	
6 " " water				
7 " " railroads				
Cleveland, Ohio:				
7 per cents, municipal		J. & J.	var.	
6 " " Ohio city		" "	"	
7 " " water		" "	1879	
7 " " sewerage		" "	1890	
Detroit, Mich.:				
6 per cents, hydraulics	50,000	A. & O.	1865	
7 " " sewers	38,545	var.	'69–'71	
7 " " redemptions	167,338	"	'70–'79	
6 " " H. of Correct'n	50,000	J. & D.	1879	
6 " " redemptions	20,000	var.	'70–'71	
7 " " water	650,000	J. & J.	'70–'71	
Dubuque, Iowa:				
8 per cents, municipal	319,547	var.	'63–'72	
7 " " D. & Pac. R. R.	200,000	J. & J.	1875	
7 " " D. & W. R. R.	250,000	" "	1877	
Fall River, Mass.:				
5 per cents, municipal	$165,500	var.	'64–'71	
5 " " " (1862–'3)	56,500	"	1872	
Gardiner, Me.:				
6 " " K. & P. R. R.	150,000	M. & N.	1870	
Hannibal, Mo.:				
10 per cents, municipal	40,000	var.	var.	
10 " " Pike Co. R. R.	59,000	Feb.	'62–'79	
10 " " " (N.Y.)	141,000	"	'74–'81	
Hartford, Ct.:				
6 per cents, municipal	125,500	var.	'64–'80	
6 " " park	130,000	F. & A.	1882	
6 " " railroad	500,000	J. & J.	1876	
6 " " water	250,000	J. & D.	1883	
6 " " "	125,000	J. & J.	1883	
Jersey City, N. J.:				
6 per cents, municipal	58,925	var.	'68–'74	
6 " " coupon	63,000	"	65–'81	
7 " " "	118,000	"	64–'75	
6 " " water	650,000	J. & J.	'77–'85	
Keokuk, Iowa:				
8 per cts., railroad	600,000			
10 " " " (sp'l tax)	150,000			
Lawrence, Mass.:				
5 per cents, municipal	13,000	var.	'64–'75	
5½ " " "	130,000	"	'63–'82	
6 " " "	151,550	"	'63–'79	
Lowell, Mass.:				
5 per cents, municipal	58,000	annual.	'64–'67	
5 " " "	60,000	sem.-an.	'72–'82	
5½ " " "	60,000	"	'72–'87	
5 5-8 p. " "	42,000	Feb.	'69–'78	
Louisville, Ky.:				
6 per cents, municipal		var.	var.	
7 " " "		"	"	
6 " " water		M. & N.	1887	
7 " " railroads				
Lynn, Mass.:				
5 per cents, municipal	40,000		1882	
5½ " " "	20,000		1874	
5½ " " "	60,000		1879	
5½ " " "	18,800		'64–'69	
6 " " "	76,300		'64–'74	
Manchester, N. H.:				
6 per cents, munic'l (notes)	7,100	sem.-an.	'72–'78	
6 " " (coupon)	99,500	" "	'66–'78	
6 " " (")	67,500	" "	'80–'85	
Marysville, Cal.:				
10 per cents, municipal		J. & J.	var.	
8 " " "		" "	"	
Milwaukee, Wis.:				
10 per cents, municipal	22,000	var.	due.	
7 " " "	77,500	"		
4 " " "re-adjust'd	812,000	J. & D.	1894	
Nashua, N. H.:				
6 per cents, municipal	103,185	var.	'64–'80	
Newark, N. J.:				
6 per cents, municipal	216,000	sem.-an.	'70–'83	
7 " " Volunteer Aid	100,000	" "	1873	
New Bedford, Mass.:				
5 per cents, municipal	425,150	A. & O.	'83–'84	
New London, Ct.:				
6 per cents, municipal	150,000	J. & J.	'67–'87	
Newport, Ky.:				
7 per cents, municipal	20,000	F. & A.	1872	
6 " " bridge	37,000	J. & J.	1883	
8 " " "	15,000	" "	1883	
10 " " municipal	19,500	M. & N.	1888	
Newport, R. I.:				
5 per cents, municipal	150,000	A. & O.	'73–'84	
Newburyport, Mass.:				
5 per cents, municipal	205,000	var.	var.	
6 " " "		"	"	
7 " " "		"	"	
New Haven, Ct.:				
6 per cents, municipal	200,000	J. & J.	'70–'81	
New York, N. Y.:				
5 per cents, water	3,000,200	Quarterly, viz. F., M., A., & N.	1870	
5 " " "	2,147,000		1880	
5 " " Croton water	900,000		1890	
5 " " " "	100,000		1890	
5 " " Wat. Stk '49 & '54	512,700		1875	
5 " " " '54 & '57	1,878,500		1875	
5 " " Build'g Stk No. 3	75,000		1870	
5 " " " No. 4	115,000		1873	
5 " " Fire Indemnity	402,768	F. & A.	1868	
5 " " Central Park	399,300	Quarterly, viz. F., M., A., & N.	1898	
6 " " " "	3,066,071		1887	
6 " " " "	275,000		1898	
6 " " " Improv.	2,083,200		1887	
6 " " " "	1,966,000		1876	
6 " " Add. Improv	1,000,000		1874	
6 " " W. Wash. Mark't	600,000		1873	
6 " " Croton water	1,800,000		1883	
6 " " Floating Debt	2,748,000		1878	
5 " " Publ. Bld'g No. 3	150,000		'64–'68	
6 " " Docks & Slips	500,000		'67–'76	
5 " " Publ. Education	154,000		1873	
6 " " Tompkins M'k't	102,000	F. & A.	'62–'69	
7 " " Harlem Bridge	60,000	var.	'64–'68	
6 " " Co. Court House	1,000,000	M. & N.	'76–'84	
5 " "Vol. Sold. Aid 7-11	4,500,000	" "	'65–'75	
Oswego, N. Y.:				
7 per cents, Iron Bridge	24,500	annual.	'64–'70	
Peoria, Ill.:				
7 per cents, school	33,000		'78–'80	
7 " " railroad	215,000		'73–'74	
6 " " "	75,000		'71–'72	
Philadelphia, Pa.:				
5 per cents, consolidated	$689,967	J. & J.	'64–'73	
5 " " "	69,255	" "	'74–'82	
6 " " "	1,152,247	" "	'64–'73	
6 " " "	2,902,308	" "	'74–'83	
6 " " "	9,606,307	" "	'84–'90	
6 " " "	4,237,856	" "	'91–'99	
5 " " Phila. City	552,700	" "	'64–'74	
6 " " " "	489,600	" "	'75–'79	
6 " " " "	1,743,200	" "	'80–'91	
5 " " " Poor	217,295		'64–'68	
5 " " Southwark	99,160		'74–'81	
6 " " "	110,606		'64–'77	
6 " " Richmond	34,146		'82–'93	
5 " " Spring Garden	17,000		1885	
6 " " "	726,200		'65–'88	
6 " " Kensington	204,200		'65–'81	
6 " " District of Penn	60,333		'65–'76	
5 " " Moyamensing	6,000		'68–'71	
6 " " Frankford	48,450		'70–'78	
6 " " North Liberties	30,784		'70–'80	
6 " " West Phila.	71,513		'72–'73	
6 " " Germantown	1,000		1875	
6 " " Phila. County	380,117		'70–'76	
Pittsburg, Pa.:				
6 per cents, municipal	1,009,700	J. & J.	var.	
4 " " railroad	1,800,000	" "	1913	
Portland, Me.:				
6 per cents, municipal	907,496	var.	'72–'83	
6 " " A. & St. L. R. R.	1,000,000	"	'65–'70	
6 " " " "	500,000	A. & O.	1866	
Portsmouth, N. H.:				
5 per cents, municipal	39,700	M. & S.	'64–'72	
5½ " " "	14,900	" "	'74–'80	
5½ " " "	15,000	" "	'64–'71	
5 " " Volunteer Aid	68,000	A. & O.	'67–'82	
Portsmouth, Ohio:				
7 per cents, municipal	30,000	J. & D.	1871	
7 " " railroad	90,000	" "	1866	
Poughkeepsie, N. Y.:				
6 per cents, municipal	47,677	var.	'64–'80	
6 " " water	14,000	"	'69–'78	
6 " " bounty	48,120	A. & O		
Providence, R. I.:				
6 per cents, municipal	600,000	M. & S.	1888	
6 " " railroad	500,000	J. & J.	1876	
5 " " war	300,000	" "	1893	
Reading, Pa.:				
6 per cents, municipal	52,000	var.	var.	
Racine, Wisc.:				
10 per cents, plank road, etc.	43,000	var.	var.	
8 " " harbor	25,000			
7 " " railroad	300,000			
Rochester, N. Y.:				
7 per cents, Alms house	20,000	J. & J.	1864	
7 " " Floating	66,000	A. & O.	'74–'82	
6 " " City Hall	70,000	J. & J.	'64–'73	
7 " " Bridge & impr.	125,000	var.	'63–'82	
6 " " "	60,000	"	'76–'82	
6 " " Stm Fire Eng'e	20,000	"	'81–'82	
6 " " R. & Gen. V. RR.	200,000	J. & J.	'64–'76	
Sacramento City, Cal.:				
6 per cents, municipal S. F.	1,474,800		'81–'90	
St. Louis, Mo.:				
6 per cents, Pacific R. R.	457,000	var.	'71–'73	
6 " " O. & M. R. R.	429,900	J. & J.	'72–'74	
6 " " Iron Mt'n R.R.	265,000	" "	'74–'77	
6 " " municipal	1,464,000	var.	'65–'83	
6 " " real estate	525,000	"	'64–'90	
6 " " sewerage	425,000	"	'70–'88	
6 " " impr. (old lim.)	254,000	"	'71–'87	
6 " " water	484,000	"	'71–'83	
6 " " harbors	239,000	"	'75–'86	
6 " " wharfs	163,000	"	'67–'81	
6 " " district sewers	15,000	"		
San Francisco, Calif.:				
10 per cents, municipal	1,552,600	M. & N.	1871	
10 " " fire	179,500	J. & J.	1886	
10 " " school	79,500	" "	1870	
7 " " "	42,000	" "	'77–'78	
7 " " city & county	2,300,000	" "	'77–'84	
7 " " " "	960,900	A. & O.	1883	
6 " " municipal	524,000	J. & J.	1875	
6 " " city & county	1,133,500	" "	1888	
Springfield, Ill.:				
10 per cents, municipal	51,467		'64–'82	
8 " " "	55,000		'68–'87	
Taunton, Mass.:				
6 per cents, town bonds	75,000	J. & J.	var.	
6 " " town notes	10,000	" "	"	
Troy, N. Y.:				
7 per cents, municipal	140,000		'73–'79	
6 " " Schen. & T. R. R.	19,000		'63–'67	
6 " " Troy Un'n R.R.	115,000			
5½ " " Schen. & T. R. R.	167,000		'62–'72	
5 " " water	71,000		'82–'90	
Utica, N. Y.:				
6 per cents, municipal		var.	var.	
Watertown, Wisc.:				
8 per cents, M. lw. & W. RR.	80,000	J. & J.	1878	
8 " " W. & Mad. R.R.	200,000	" "	1877	
8 " " C., St. P. & F. du L.	200,000	" "	1876	
Wheeling, W. Va.:				
6 per cents, municipal		M. & S.	1873	
Worcester, Mass.:				
5 per cents, municipal	194,500	J. & D.	'64–'84	
Zanesville, Ohio:				
6 per cents, municipal		J. & J.	var.	

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton ..... Ca.	200,000	5	----	1¾
Acton Vale ..... Ca	50,000	5	----	65c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	22,000	----	20	25
Algomah ..... "	20,000	----	2	2¾
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	3½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6¼
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	7
Balt. and N. C. ..... N. C.	2,000	5	----	20c
Bare Hill ..... "	----	----	----	----
Bay State ..... L. S.	20,000	----	3½	22
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	65c
Black River ..... "	200,000	2½	----	15c
Bohemian ..... L. S.	20,000	----	10½	----
Bolton ..... Ca.	20,000	5	----	1
Boston ..... L. S.	20,000	----	5*	4
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca	100,000	5	----	1½
Cabot ..... L. S.	20,000	----	----	----
Caledonia ..... "	20,000	----	----	7
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	1½
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	84
Champlain ..... Ca.	200,000	1¼	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	80c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S.	20,000	----	----	----
Clifton ..... "	20,000	----	----	----
Collin ..... "	20,000	----	----	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c
Copper Falls ..... "	20,000	----	24½	30
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	2½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	1½	2
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	4
Dudley ..... L. S.	20,000	----	----	5
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	3½	4½
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	5½
Forest City ..... "	20,000	----	3	----
Forest Shepherd ... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	5½
French Creek ..... Pa.	100,000	5	----	1
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	60c
Great Western ... L. S.	20,000	----	2	1½
Green Mountain ... Vt.	20,000	10	----	5
Guilford ..... L. S.	20,000	----	5	25c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	8
Hanover ..... "	20,000	----	----	2½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	6½
Hilton ..... "	20,000	----	----	3
Hope ..... "	20,000	----	----	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	10
Hungarian ..... "	20,000	----	1	2½
Huron ..... "	20,000	----	16	41
Indiana ..... "	20,000	----	----	5
Iuverness ..... "	200,000	----	2½	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	18½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	55c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	3¾
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	80c
Manhattan ..... "	20,000	----	2½	7½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	75c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	1	----
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	----	6½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	----	25
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	----	5½
Native ..... "	20,000	----	----	27½
Naumkeag ..... "	20,000	----	----	3
Nelson ..... Ca.	200,000	1	----	1
Nequaket ..... L. S.	20,000	----	----	10c
Nevada (Silver) .. "	20,000	----	----	----
New England ..... "	20,000	----	2	----
Newton ..... Ca.	200,000	1	----	1½
New York ..... L. S.	20,000	----	----	80
N. Y. & Passaic .. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	8	15c
North Sutton ..... Ca.	100,000	5	----	1
North Western .... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4½
Ogima ..... "	20,000	----	----	6½
Ontonagon ..... "	20,000	----	----	1½
Ottawa ..... Ca.	200,000	1	----	30c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	22
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	8½	55
Phila. & Boston.. "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	22
Pittsburg & Boston "	20,000	----	6½	84
Pontiac ..... "	20,000	----	3½	5½
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	----
Quincy ..... "	20,000	----	10	99
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	12
Roscoe ..... Ca.	200,000	1	----	----
Rudisell ..... "	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	9½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	4
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	8
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	8
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3
Union (L. & M.) .. "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	----
Wickham ..... Ca.	200,000	5	----	15c
Wiskopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	2½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	4
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	110
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	2½	----
Tyson ..... "	20,000	10	----	9½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	9½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oswegatchie ..... Ca.	100,000	5	----	1
Placentin Bay ..... N. Y.	----	----	----	1½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	1
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	84½
Ashburton ..... "	50,000	50	----	10
Atlantic & G. C. .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	50
Bear Valley ..... "	40,000	12½	----	2½
Beaver Meadow .... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	10
Big Mountain ..... Pa.	----	----	----	5½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou.. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	47½
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	62
Clinton ..... "	----	----	----	1½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	47
Daniel Webster	4,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	69½
Fulton ..... "	60,000	5	----	7½
Gilbertson	5,000	100	----	84
George's Creek ..... Pa.	10,000	----	----	120
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	4½
Hampton & Balt. .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain .. "	----	----	----	52
Lorberry ..... "	4,000	100	----	30
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	9½
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1
North. & Luzerne .. "	----	----	----	----
Penn. ..... "	100,000	50	----	105
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	30
Princess Alex. .... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	26
Schuylkill Valley... "	20,000	10	----	8
Shawmut	6,000	50	----	----
Short Mountain .... Pa.	16,000	50	----	40
Stafford	----	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	75

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	----
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	80,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	½
Black Hawk (G.) .. "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	60c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) .... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	3½
Consol. Gregory (G.) Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corlsannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	2½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	2½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	½
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	20
Massachusetts (G.) . Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50 000	10	----	----
New York (S.) .... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	½
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	7	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) . Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	40,000	25	----	9½
Quicksilver ..... Cal.	40,000	25	----	99
Renfrew (G.) ..... Ca.	120,000	2½	----	50*
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ..... Col.	----	----	----	10
Sacramento (S.) ... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single t'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	.....	42
30 Nov. '63	4.18	—	161	28	..	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	.....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	.....	101
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,865	—	—	—	.....	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	.....	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	.....	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	.....	46
30 Nov. '63	11.75	—	195	25	..	Lynn and Boston	151,396	150,000	50,000	23,230	88,285	0,516	—	.....	100
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	.....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	.....	—
30 Nov. '63	56.88	—	762	125	..	Metropolitan (Boston)	621,602	539,300	—	297,509	388,616	65,539	10	.....	53½
30 Nov. '63	7.50	—	216	41	..	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	.....	59
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	63,000	50,932	16,650	25,837	6,012	—	.....	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	.....	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	.....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	.....	—
30 Nov. '63	7.75	—	61	14	..	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	.....	—
30 Nov. '63	—	—	311	50	..	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	.....	—
30 Nov. '63	1.59	—	—	—	—	West Cambridge	12,850	12,850	—	125	642	642	5	.....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	.....	—	.....	.....	—	.....	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	.....	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	.....	6,202	542	—	.....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	2	.....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	.....	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	51,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.09	—	—	—	83	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	.....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	.....	58
30 Sep. '63	—	10.09	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	.....	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	—	.....	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	—	.....	—
30 Sep. '63	14.00	14.00	—	21	1	Central Pk, N. & E. Riv. (N. Y.)	994,655	441,073	550,000	.....	19,794	7,008	—	.....	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	.....	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	.....	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	.....	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'r	.....	.....	.....	.....	.....	.....	8	.....	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	.....	.....	.....	.....	.....	.....	—	.....	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	—	.....	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	.....	—
30 Sep. '63	7.50	3.40	—	18	..	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	2 977	—	.....	—
30 Sep. '63	15.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	2?0,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	110
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	—	.....	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,519,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	—	.....	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	.....	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	.....	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	.....	—
31 Dec. '62	5.00	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,223	9,958	3	.....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	—	.....	.....	—	.....	—
31 Dec. '62	17 00	—	—	150	22	Orange and Newark	411,000	211,000	200,000	—	71,030	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	.....	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	40
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	.....	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	.....	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	.....	18
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	45
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	.....	57½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	.....	22
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	.....	20
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	.....	.....	—	.....	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	.....	.....	.....	—	.....	.....	—	.....	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	.....	.....	—	.....	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,491	—	—	.....	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	.....	—
31 Oct. '63	7.04	—	103	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	.....	30
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,269	40,526	16,184	9½	.....	—
31 Oct. '63	6.16	—	128	21	..	Race and Vine (Fairmount)	121,613	180,000	125,000	57,845	72,437	5,983	—	.....	11½
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	.....	6
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	5½	.....	12
31 Oct. '63	10.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	20	67½
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	.....	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	159,312	15,500	—	75,966	18,417	17½	.....	30
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	20	45
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	.....	20
31 Oct. '63	9.31	—	221	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	.....	72
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	259,050	21,058	—	.....	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	.....	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	.....	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	.....	—
31 Dec. '62	3.03	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	.....	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	—	.....	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	—	.....	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	—	.....	—
30 Nov '62	10.20	—	—	—	—	St Louis	298,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest, Rate.	Interest, Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	6,500	7	J. & J.	1893	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1900	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1900	.....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	99
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1900	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1890	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	87,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1900	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	.....
" O. & Newark	100,000	7	J. & J.	1890	.....
2d Mortgage "	100,000	7	J. & J.	1895	.....
Philadelphia City:					
1st Mortgage	125,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1900	.....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	—	M. & S.	1885	.....
Richmond and Schuylkill:					
1st Mortgage	50,000	7	J. & J.	1870	.....
Rochester City & Brighton:					
1st Mortgage	66,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	.....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	24,500	6	M. & S.	1872	.....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 25, 1847 .....registered..	$9,415,250	6	Jan. & July.	1867	132
Loan of March 31, 1849.....registered	8,909,342	6	" "	1868	130
" " " ..... coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850.....coupon..	2,052,000	5	" "	1865	225
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	112
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	104
" " " ..... coupon		5	" "	1871	110
Oregon War Debt of March, 1861.... coupon	1,016,000	6	" "	1881	111
" " " " " ... coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	116½
Loan of July 17, & Aug. 5, 1861 ..registered	249,977,800	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	108½
" " " (5-20s)..... coupon		6	" "	1882	108½
Loan of March 3, 1864, (10-40s)....registered	31,660,000	5	Mar. & Sept.	1904	101½
" " " " .....coupon		5	" "	1904	101½
Loan of March 3, 1864 (5-20s) .....registered	40,000,000	6	May & Nov.	1884	....
" " " " .....coupon		6	" "	1884	108
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	120
" " of Mar. 3, 1864.....coupon	76,665,550	7.3	Feb. & Aug	1867	114
Debt Certificates	236,373,000	6	At maturity.	.....	99½
One Year Treasury Notes (legal tender).....	43,585,000	5	" "	.....	....
Two Year's " " " "	15,748,000	5	" "	.....	....
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	....
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	....
" " " " " of '64	88,813,370	6	"	1867	....
STATE LOANS.					
Alabama—State bonds .....coupon	$3,422,000	5	Jan. & July.	1877	....
Arkansas—State bonds (R. E. B'k)....coupon	599,000	6	No int'est paid for many y'rs	1868	....
" — " " (B'k of State).. "	610,000	6		1868	....
" — " " (" "). "	28,000	6		1868	....
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1873	100
" — " " 1860..... "	105,500	7	" "	1880	....
" —War bonds..... "	610,004	7	" "	1872	....
Connecticut War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	....
" — " " " ..... "		6	" "	'81-'82	103
" — " " " ..... "	1,000,000	6	" "	1887	....
Florida—State bonds.....coupon	143,000	7	.....	.....	....
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	....
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'61-'80	80
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	....
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	93
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1856	86
" — " " ..... "	2,053,173	2½	" "	1856	68
—State Int. Imp bonds (not adjusted)	391,000	....	.....	d'm'd.	....
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	86
" — " " special stock "	1,216,737	5	" "	.....	....
" — " Deferred stock ..... "	1,243,000	5	" "	.....	....
" — " " special stock "	479,545	5	" "	.....	....
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1884	....
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	....
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	....
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	....
" — " " " (domestic)..... "	54,000	7	May & Nov.	1878	....
	65,000	6	July.	1883	....
Kentucky—State bonds .....coupon	4,800,000	6	Jan. & July.	'65-'75	....
" — " " ..... "		6	" "	'81-'91	....
" — " " ..... "		6	" "	'95-'96	....
" — " (bank) ..... "	600,000	5	" "	1891	....
" — " " ..... "	67,500	6	" "	'91-'96	99
" — " (war loan) .. "	2,000,000	6	" "	1871	....
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	.....	d'm'd	65
" — " (R. R. etc.)... "	3,902,000	6	.....	'67-'96	....
" — " " (banks)..... "	5,298,533	6	.....	.....	....
" — " " (war loan)... "	670,000	6	.....	.....	....
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'83-'97	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July	'81-'83	101½
Maryland—State bonds (st'g).....coupon	816,000	5	Chiefly quarterly.	1865	....
" — " " (st'g conv.)... "	200,876	5		1865	....
" — " " (st'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	5		1890	....
" — " " (") ..... "	104,000	4½		1883	....
" — " " (") ..... "	767,560	5		'42-'58	....
" — " " (") ..... "	399,408	5		1890	....
" — " " (") ..... "	148,711	5		'89-'90	101
" — " " (") ..... "	133,666	6		pleas.	....
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	....
" — " " (") ..... "	866,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'65-'71	....
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	....
" — " " (" ").dollar	415,500	6	" "	'90-'91	121
" — " " (" "). "	200,000	5	" "	1891	125½
" — " " (East'n R.R.) "	500,000	6	Jan. & July.	'65-'71	110
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	....
" — " " (Cons. Stk. 3s.) "	150,000	6	" "	1870	....
" — " " (Buildings 6s.) "	200,000	6	June & Dec.	'68-'77	124½
" — " " (" ") "	345,000	5	April & Oct.	'68-'74	....
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	....
" — " " (" ") "	94,000	5	Jan. & July.	1874	....
" — " scrip..... "	200,000	6	" "	'64-'66	....
" — " ..... "	247,000	6	June & Dec.	'68-'72	....
— " ..... "	42,000	5	" "	'65-'72	....

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.—Rate.	Interest.—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan.... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	....
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	....
" —War Loan.....(" ") "	597,000	7	" "	1896	100
" —Redemption Pn (" ") "	2,000,000	6	" "	'68-'83	....
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	....
" — " " (Railroads)... "	2,275,000	7	" "	1883	....
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	.....	'41-'71
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1868	....
" — " " "	199,000	6	" "	1868	64½
" —Capitol Loan of 1857.....	40,000	6	April & Oct	1868	....
" —Renewal Loan of 1853.....	200,000	6	Jan. & July.	1883	....
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	97
" — " " S.W. Branch.. "	4,500,000	6	" "	'87-'89	....
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	90
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	....
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	....
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	....
" — " " Platte Co. .... "	700,000	6	" "	1889	....
" —Revenue bonds	431,000	9	June & Dec.	'64-'66	....
" —State Defense warrants	780,000	....	.....	.....	....
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	.....	.....	....
New Jersey—State stock .....registered	90,000	6	Jan. & July.	Var.	....
" " —State bonds (war loan).coupon	531,520	6	" "	'65-'71	....
" " " " (" "). "	200,000	6	" "	1871	....
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	....
" " — " " Deficiency Loans..	348,107	5	" "	pleas	....
" " — " " " " "	900,000	5	" "	1875	....
" " — " " " " "	442,961	5	May & Nov.	1866	107
" " — " " " " "	1,189,781	6	Jan. & July	pleas	....
" " — " " " " "	1,800,000	6	" "	'68-'78	119
" " — " " " " "	700,000	7	" "	1870	112
" " — " " " Comptroller's bnds	25,698	5	.....	d'm'd	....
" " — " " " " "	11,050	5½	.....	d'm'd.	....
" " — " " " " "	14,230	6	.....	d'm'd.	....
" " — " " " " "	421,000	6	Jan. & July.	'65-'67	....
" " — " " " Railroad Loans....	287,700	4	J., A., J., & O	1894	....
" " — " " " " "	68,000	5	Feb. & Aug.	1876	....
" " — " " " " "	25,000	5½	J., A., J., & O.	1865	....
" " — " " " " "	320,000	5½	Jan. & July	1895	....
" " — " " " " "	100,000	6	" "	1867	....
" " — " " " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	105
" " — " " " " "	15,889,025	6	" "	64-'80	117
" " — " " " " "	1,200,000	7	" "	1864	....
North Carolina—State bonds .....coupon	8,129,505	6	Various.	Var.	5½
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	....
" — " " (" ") ..... "	2,183,532	6	" "	1870	100
" — " " (" ") ..... "	1,600,000	6	" "	1875	102
" — " " (" ") ..... "	4,095,309	6	" "	1881	105
" — " " (" ") ..... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	125,680	6	" "	1868	108
" — " " (war loan) .....coupon	1,500	....	" "	1868	....
" — " " (" ") ..... "	279,313	....	" "	1866	....
" —Irreducib'e debt (school funds, etc.)...	2,920,403	6	Yearly.	.....	....
Oregon—State scrip	55,372	....	.....	.....	....
Pennsylvania—State Stock Loans.....	131,200	4	April & Oct.	due.	....
" — " " "	10,780,095	5	Jan. & July.	due.	93½
" — " " "	3,886,070	5	Feb. & Aug	due.	....
" — " " "	3,690,614	5	Mar. & Sept.	due.	....
" — " " "	3,241,898	5	June & Dec.	due.	....
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	500,000	4½	Jan. & July.	1882	....
" —State Stock Loans.....	1,177,890	5	" "	1864	....
" — " " "	675,029	5	Feb. & Aug.	1864	....
" — " " "	1,045,629	5	June & Dec.	1864	....
" — " " "	1,558,573	5	Jan. & July.	1865	....
" — " " "	2,277,755	5	" "	1868	....
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " "	428,000	5	" "	1878	....
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	660,000	6	Jan. & July.	1882	....
" —Bank Charter Loans.....	360,937	5	.....	.....	....
" —Relief Notes in circulation...	97,260	....	.....	.....	....
" —Military Loan bonds ...coupon	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ....coupon	434,444	5	.....	.....	....
" " —Inscribed certificates	1,708,017	6	.....	.....	'63-'90
" " —State b'ds (railroads).coupon	1,810,000	6	.....	.....	1877
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	.....	1892
" — " " (interl. impr.) "	2,063,666	6	.....	.....	Var.
" — " " (railroads) .... "	12,799,000	5	.....	.....	Var.
" — " " (capitol) ..... "	808,000	5	.....	.....	1890
" — " " (Hermitage) . "	48,000	6	.....	.....	1890
Texas—Had no debt in 1861	.....	....	.....	.....	....
Vermont—Inscribed certificates	175,000	6	.....	.....	'63-'64
" —State bonds (war loan) ....coupon	88,000	6	.....	.....	'62-'63
" — " " (" ") .... "	761,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	401,000	5	Various.	Var.	....
" " —(railroad)	18,264,842	6	Jan. & July.	'85-'90	50
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	....
" — " " (sterling)..... "	1,866,000	5	" "	1892	....
West Virginia—No information	.....	....	.....	.....	....
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67 '68	100
" — " " (war) ..... "	300,000	6	Jan. & July.	1867	....
" — " " (domestic) .... "	100,000	6	" "	1877	....
" — " " (") .... "	1,100,000	6	" "	75-'86	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,581	75,621	78,361	65,358	75,280	63,761	73,474	136,897	141,174	122,437	104,254	90,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,301	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	166,869	153,294	1,673,706
1864	100,991	154,417	195,802	162,723	178,785	206,090	224,256	312,161	320,857	281,419	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,408	92,595	159,049	154,500	145,939	92,873	75,457	1,181,008
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	122,319	118,763	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,796	144,995	170,937	139,142	160,306	210,729	216,030	196,485	201,134	1,960,267
1864	158,735	175,482	243,150	176,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,581	28,291	23,066	24,326	28,536	51,340	55,831	55,003	42,101	400,450
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,831	53,554	675,764
1861	48,325	48,651	59,920	60,410	64,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,966	90,991	994,677
1863	69,891	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,783	44,781	61,791	72,389	79,673	76,304	82,220	780,226
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,386	66,573	84,603	94,408	82,467	62,400	889,499
1861	85,239	76,918	85,663	90,324	66,302	63,137	52,269	60,265	84,640	98,523	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,531	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	------	------
Erie:													
1859	304,705	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,603	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	835,136	902,106	963,850	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	781,243	657,092	816,801	965,294	1,024,649	1,035,321	10,489,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,193	1,021,976	974,317	1,085,364	1,291,006	1,202,560	1,294,908	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	106,541	219,528	262,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,328	172,700	122 309	1,720,290
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,296
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	222,013	1,923,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134.311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,892	250,742	192,322	2,126,066
1860	185,257	185,926	209.994	183,758	219.890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236.637	181,084	191,648	206.246	269,282	261,079	352.786	414.543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	284.224	324,687	407,992	343,929	511,305	478,576	496,453	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	35,579	32,668	29,384	37,271	56,687	46,452	51,329	55,257	43,544	513,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,050	76,764	68,363	710,295
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 533	94,375	96,062	90,576	97,047	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,595	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	68,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,280	71,587	69,362	155,417	205,054	158,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	113,398	168,218	178,526	157,099	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	158,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,784,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,658	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	161,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	257,227	268,613	264.935	241,236	189,145	238.012	308,106	375,567	332,200	348,048	3,302,541
1864	256,600	304,445	333,058	327,204	264,818	311,717	279,129	355,264	398,320	404,563	444,523	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,803	150.366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	161,671	172,614	149.550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2 124,214
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	305,168	376,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,313	504,217	591,920	743,599	709,671	637,792	520,296	6,803,703
1860	387,123	402,530	561.078	585,141	551,700	495,943	544,494	692,382	888,985	811,468	730,736	523,047	7,164,622
1861	489,065	420,793	627,051	589,688	577,073	558,743	523,138	562.076	696,175	927,036	952.980	872.985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,603,344
1863	920.272	790,167	867,590	911,397	889,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,074,700	11,069,356
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,203,764	1,169,142	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	80,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,176,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	238,619	245,977	2,786,394
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,958	321,208	249,032	3,315,501
1861	161,106	160,538	191,286	252,164	263,917	270,051	289,987	285,358	284,456	276,209	291,763	278,219	2,906,839
1862	192,216	217,161	244,423	258,674	283,906	254,285	288,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,488	714,902	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,631	165,795	154,032	203,853	245,983	256,844	221,253	191,138	2,295,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	384,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407.077	463,509	506,814	466,300	487,442	5,132,134
1864	290,676	456,211	602,603	574,690	499,547	420,942	486,687	669,102	705,974	758,960	743,751	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	63,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129.166	125,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	150,578	153.470	144,736	143,748	102,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	234,134	203,441	202,986	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	54,879	122,785	106,100	125,027	77,800	51,296	996 736
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,557	162,853	137,086	92,574	1,172,100
1862	82,238	47,142	56,006	63,583	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,372	152,585	106,554	116,379	120,595	151,062	134,563	111,230	1,439,790
1864	79,735	95,842	132,896	128,957	127,009	136,225	139,626	244,114	243,940	221,569	220,306	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$400,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1903	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	823,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,706	8	----	----	1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1867	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	990,000	7	April & Oct.	New York.	1879	----
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	----
2d Mortgage	956,000	7	" "	" "	1892	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97
2d Mortgage	----------	7	Jan. & July.	" "	1853	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	494,000	6	Nov. & May.	London.	1876	66
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	----
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1855	109
" " " 1860.	700,000	6	Jan. & July.	"	1880	108½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	108
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1886	101½
2d Mortgage	130,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
						101
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1886	101
Income ½ in '99, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1884	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	600,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----	----	'72-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $300,000	790,600	6	"	"	1870	106½
" " $375,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	100½
" " $2,500,000	867,000	6	"	"	1889	105
Consolid. Mort. Loan $5,000,000	----------	---	"	"	------	107
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	114
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	80
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----	----	----	----
2d Mortgage	1,000,000	7	----	----	----	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	120
" " " inconvertible	3163,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	----
" " " Plain	65,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	106½
1st Mortgage pref. S. F.	585,000	7	April & Oct.	"	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1852	90
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July	New York.	1901	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18...	----
2d " "	----------	8	" "	" "	18...	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1904	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	104
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage	3,600,000	7	" "	" "	1885	97½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1885	95
2d Mortgage	2,000,000	6	" "	" "	1860	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	106
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1863	----
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Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	98
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	80
River Line bonds	20,000	7	----------	----------	1867	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	76
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	167,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	107
Columbus and Xenia:						
Dividend (due 1880, '81, '82, '86)	208,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1878	92½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	500,000	8	Jan. & July	New York.	1867	114
2d Mortgage	2,606,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	108
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	110
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	790,688	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	------	----
Endorsed by State of Tennessee	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,963	---	----------	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1901	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1901	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1891	----
Free Land, 2d Mortgage	----------	8	----------	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	500,000	7	----------	----------	1901	----
Free Land, 2d Mortgage	200,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var ," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,900	7	Feb. & Aug.	New York.	1882	114
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	106
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1846	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	90
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---				
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	108
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1883	110
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	103
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	115
Right per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "			118
Income	20,500	---				
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "		----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1861	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
***Kennebec and Portland:**						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	250,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
3d Mortgage	600,000	7				
Guaranteed by Covington	200,000	6				
Cincinnati (exchanged)	100,000	6				
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†				
City of Keokuk, (special tax)	150,000	10†				
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8				
City of Keokuk	200,000	8				
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		
2d Mortgage (Eastern Div.)	1,000,000	†				
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.		
2d Land Grant (Western Div.)	353,600	†	" "	"		
3d Mortgage (whole road)	1,700,000	†				
Unsecured Bonds	1,785,000	†				
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	103,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,800,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "		
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	565,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Mortgage	10,000	6				
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	97
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7				
Memphis, Clarksev. and Louisv.:						
State (Tenn.) Loan	910,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State (Tenn.) Loan	$1,340,000	6				
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1859	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	120
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.		1882	122
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	122
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	102½
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1882	106
2d General Mortgage	2,194,500	7	" "	" "	1877	99
***Milwaukee and Beloit:**						
1st Mortgage	630,000	8				
***Milwaukee and Horicon:**						
1st Mortgage	420,000	8				
2d Mortgage	600,000	8				
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1901	108
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
Mississippi Central:						
1st Mortgage	1,007,263	7				
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7		" "		56
2d Land Grant	650,000	---		" "		
Income bonds	511,000	---				
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6				
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6				
Tennessee State Loan	674,860	6				
Alabama State Loan	386,416	6				
Income	1,508,970	8	Jan. & July.	New York.	'61-'67	
Sterling	878,035	6			1858	
Mississippi State Loan	200,970	6				
Montgomery and West Point:						
Alabama State Loan	122,622	---				
Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Mortgage	460,000	8			1856	
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---				
Chat. and Clev. Subsc. (endors.)	251,000	---				
***New Albany and Salem:**						
Crawfordsville	175,000	7				
1st Mortgage	500,000	10				
1st Mortgage	2,236,000	6				
N. Hav., N. Lond. and Ston'gton:						
Mortgage	440,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	98
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'62 '4'9	
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mortgage (S. F.)	566,000	8			1880	
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	104
D'bts of former Co's outst'ding.	224,920	---				
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	117½
Exchanged St'k (S. F.) B'ds	661,000	6	May & Nov.	" "	1883	104
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	163,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1853	101
Bonds of Aug. 1859, Convertible	694,000	7	Feb. & Aug.	" "	1876	120
Bonds of Oct. 1863, (S. F.)	2,926,000	6	June & Dec	" "	1887	104
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	114½
3d Mortgage	6,000,000	7	" "	" "	1883	118
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	105
5th Mortgage	1,739,500	7	June & Dec	" "	1888	104½
Buffalo Branch	200,000	7	Jan. & July.		1921	104
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	105
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1884	100
3d Mortgage	950,300	7	Jan. & July.		1867	102
New York and New Haven:						
Plain Bonds, Coupon	911,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,066,000	6	April & Oct.	"	1873	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	'73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	101½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	50
2d Mortgage	3,077,000	7†	" "	" "	1861	30
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	58
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90‡
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	99
2d Mortgage	258,000	†	April & Oct.	" "	1850	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	87
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	111½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	106‡
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1394	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
2d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'66)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,600	6	" "	"	1865	110
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1851, "	110,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	105½
" 1844, "	810,000	6	" "	"	1880	104
" 1848, "	101,000	6	" "	"	1880	104
" 1849, "	67,000	6	" "	"	1880	104
" 1857, (convertible)	2,450,500	6	" "	"	1886	135½
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1883	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	111
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	105
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	93
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	89,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$580,000	8	----	New York.	----	----
1st Mortgage (West'n Division)	757,000	8	----	" "	1875	25
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1876	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	68
2d Mortgage	937,500	7	" "	"	1863	26
3d Mortgage	440,000	7	" "	"	1863	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug	----	1890	----
2d Mortgage	185,000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,229	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1866	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1860	----
2d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1860	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.)**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	100
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	100
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	----	88
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1850	83
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1850	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'65-'76	103½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	896,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,326	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,865	—	—
28 Feb '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,677	518,965	30.3	.....	55,791	31,532	—	—
31 May '60	102.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,028	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	....	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,773	21,006	—	—
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—							1,402,868	696,370	—	—
29 Feb. '60	88.5	20.4	....	—	28	14	253	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	22,579	2,582,506	116.9	.....	505,156	280,269	6	—
								ARKANSAS.													
3 Nov.'58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	250,251	104,594	—	—
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,660	100,000	—	422,290	23.8	46,928	65,909	36,669	5	—
31 Jan. '64	122.4	—	15.6	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	—
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280, 00	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439 775	*	—	2,000,000	191,000	64,859	2 439 775	124.0	182,857	329,539	92,439	—	—
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,469,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	285,387	18,966	8	—
29 Feb '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156 429	1,644,967	62.0	172,134	212,558	—	—	117
30 Nov. '63	8.48	8.5	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	186,663	78,641	3	—
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	158,916	195,035	61,237	7	90
31 Mar. '64	61.3	1.0	61.6	—	29	76	405	New York and New Haven	4,721,932	764,677	—	3,572 800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	120
30 Nov. '63	59.4	7.0	5.5	—	16	17	566	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,589	180,839	6	108
								DELAWARE.													
31 Oct. '60	54.3	—	13.7	—	—	—	—	Delaware	1,552,257	—	—	406,122	870,000	271,877	1,607,684	84.3	136,631	138,970	41,486	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	744,520	—	6,024	749,544	5.0	.....	27,288	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	2.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,556	—	191,495	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	....	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	2.9	10.0	153.5	....	....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '60	56.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	128,000	—	1,597,386	56.7	.....	418,000	265,827	8	125
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	80.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	165,988	95,612	—	—
30 Apr. '60	43.5	—	22.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '60	191.0	—	....	53	62	697	.....	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	.....	.....	6,590,173	229.0	870 408	1,715,025	764,574	10	—
31 Mar. '60	171.0	61.0	....	—	....	....	.....	Georgia (and Bank)	4,156,000	*	1,063,650	4,156,000	312,500	—	6,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	19	16	171	.....	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404 618	212,676	19	72
31 July '59	30.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,588	50.0	.....	202,714	110,516	8	—
1 May,'58	65.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	—
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	250,500	19,913	3,822,913	228.8	.....	.....	388,854	13	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.				138.0	.....	632 343	454,841	—	—
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	848	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,416	281.0	1,002,440	1,673,706	701,866	2	92
30 Apr. '64	240.0	096.0	47.0	—	95	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,439	294.0	1,965,619	3,090,211	1,250,499	8	117
1 Apr. '63	242.0	—	....	29.0	56	23	705	Chicago and Northwestern	12,325,899	510,983	—	3,731,316	8,345,000	226,641	13,147,136	242.0	.....	1 032,054	448,503	—	41
21 Mar. '64	181.5	—	....	—	61	60	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,576	228.4	1,162,850	2,143,875	1,103,414	6	105
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,962,118	341.7	1,484,063	2,201,481	1,279,460	6	—
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	5,010,697	4,571,625	2,118,347	6	126
— — —	148.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	—
31 Dec. '63	195.0	14	12.2	—	31	20	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	13 mos.	2,202,415	704,650	—	50
								INDIANA.													
— — —	108.0	—	....	—	....	....	.....	Cincinnati and Chicago	2,040,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	—
31 Aug.'57	109.0	—	....	—	....	....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2.283,748	109.0	.....	249,867	119,342	—	—
31 Dec. '62	72.4	—	....	—	19	17	236	Indiana Central	1,667,039	274,081	26.641	611,050	1,254.500	15,900	2,102,761	109.0	.....	442.893	158,541	—	72
1 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,699	3,458,108	110.0	.....	445,558	230,331	9	103
1 Dec. '63	84.0	—	....	—	....	....	.....	Ind., Pittsburg and Cleveland	1,843.508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,857	598,092	350,525	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	268	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,588,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	85
30 Nov.'63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	235,679	1,517,450	94,000	—	2,326,955	73 0	357,302	774,61	307,527	18	159
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,766	50.0	.....	.....	.....	—	—
31 Dec. '59	86.0	—	....	—	....	....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	800,000	389,034	.....	86 0	7 mo's	85,230	46,771	—	—
31 Dec. '63	100.0	—	....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276.197	155,889	—	—
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,556	—	—
— — '62	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	55
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,406	227,584	—	—
30 Jun. '63	29.0	—	—	—	13	5	160	Lexington and Frankfort	597,950	52,300	—	514,573	196,000	—	741.051	29 0	181,633	99,920	53,555	4	80
30 Jun. '63	65.1	—	—	—				Louisville and Frankfort	1,398,832	126,735	6,840	1,109,594	301,000	—	1,463,713	65.1		222,909	120,669	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,896,430	300 0	841,558	3,261,690	1,803,963	6	—
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	210	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	—
31 Mar. '61	206.0	—	....	205.0	48	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,160,717	.....	206.0	.....	1,292,624	556 434	—	—
31 Aug '60	55.7	—	....	135.8	..	..	....	*Vicksburgh, Shreveport & Texas*	1,962,691	*	—	1,533,016	248,967	103,454	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	840,898	.....	—	—
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	12,805,576	*	168,225	6,3 5,906	7.740,989	—	15,066,822	329.3	1,558.2	3,417,1	1,697,060	12	117
31 Mar. '64	246.0	281.0	.....	—	96	110	1,155	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,863,568	10,120,400	8,287,255	—	18 407,695	527.0	2,171,477	3,384,294	1,630,777	—	72
								MINNESOTA.													
31 Dec. '62	14.5	—	—	508.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	168.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	256.0	—	....	25	22	336		*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	695,992	6,331,599	236.0	.....	884,343	328,092	—	—
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,015	—	798,285	450,949	276,000	1,974,444	59.7	.....	176,462	116,483	—	—
31 Dec. '58	83.2	—	....	60.4	....	....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,660	—	—
								MISSOURI.													
31 Aug.'63	66.5	—	13.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,224	1,047,567	420,026	—	30
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,395,779	504,952	—	2,459,207	4,250,000	.....	.....	168.8	.....	444,460	162,695	—	—
31 Dec. '62	152 0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	—
28 Feb, '63	77.0	—	5.9	206.0	—	—	—	*South-Western Branch*	4,[illegible]86	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	126,886	—	—
30 Sep. '62	90.5	5.6	8.2	—	16	13	219	*St. Louis and Ire Mountain*	[illegible]	344,168	—	1,971,127	3,501,000	57,261	6,996,277	90.1	221,961	913,295	65,250	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,554	757,381	55.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,058,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,237,779	—	271,143	2,990,998	109.5	139,963	172,118	91,457	—	—
31 May, '65	99.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	.....	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,124	6	107½
31 May, '59	37.0	.....	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	550,000	.....	.....	37.0	.....	55,408	28,404	—	.....
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	606,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	111
30 Sep. '60	99.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	136.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,195	2,200,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	55
								MASSACHUSETTS.													
30 Nov. '63	20.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,243	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,063	503,718	167,051	6	106
30 Nov. '63	74.8	8.8	51.1	—	56	74	635	Boston and Maine	4,880,349	446,557	495,905	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	127
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	2,247,720	61.8	428,301	853,727	397,720	8	140
30 Nov. '63	44.6	24.0	50.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	53.6	573,514	1,202,654	458,357	9	138
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 50)	907,760	123,865	—	651,660	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	59.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,288	52.4	169,351	344,194	168,008	6	110½
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	105½
30 Nov. '63	50.9	42.5	74.8	—	29	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	121
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,884	—	603,000	—	—	704,336	71.0	167,154	223,794	59,077	8	128
30 Nov. '63	25.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	35.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	.....	—	10½
30 Nov. '63	79.5	7.8	23.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,644	7	122½
30 Nov. '63	45.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	381,512	169,145	8	140½
30 Nov. '63	16.0	—	1.7	—	3	4	197	Salem and Lowell	351,470	52,543	—	243,205	226,900	1,386	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	8.1	.....	.....	26.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	41½
30 Nov. '63	134.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,838	1,232,831	10	149
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,158	6	98
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	222	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.8	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	—
31 Mar. '63	34.5	.....	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	66
31 Mar. '63	20.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	113
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '65	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,348,214	82.0	.....	366,846	154,718	4	95
30 Apr. '65	24.7	—	2.2	—	5	2	50	Sullivan	1,490,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	54.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	150½
31 Dec. '62	63.0	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,151	—	.....	124.2	.....	3,040,148	1,728,648	10	150½
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,626	4,620,160	2,000,000	—	7,708,800	54.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	.....	293,857	103,646	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	443,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	165
31 Dec. '62	21.8	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	294,200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec. 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	(2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	800,000	—	1,907,750	24.0	.....	239,889	154 908	6½	110
31 Dec. '62	38.6	—	.....	47.	—	—	—	West Jersey	821,984	*	—	481,893	212,500	31,743	821,984	—	—	82,036	90,122	4½	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	5	36	Albany & Susquehanna	1,192,179	64,558	—	978,670	120,000	34,888	1,257,087	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	905,995	1,587,685	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	103½
30 Sep. '63	88.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,031,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	220.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	85½
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	143.0	1,084,836	3,581,713	1,844,287	7	116½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	47
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,114	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	115
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389 919	811,987	922,662	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	—
30 Sep. '62	118.0	3.5	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,500	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938 884	58.2	151,198	335,625	117,450	7	.....
30 Sep. '63	189.6	48.5	18.2	2	2	27	348	Rome, Water'n & Ogdensb'g	3,091,576	268,504	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	100
30 Sep. '63	40.9	6.7	8.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,355	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,900	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	18	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	34.9	—	5.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	190,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
-- -- '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
-- -- '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469 458	219,688	—	.....
30 Sep. '59	161.5	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,240,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	5	414	Atlantic and Great Western	2,042,067	*	—	977,982	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	187.0	—	.....	—	41	29	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	80.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	400,056	113,147	2,500,000	1,634,000	—	4,996,205	202.0	.....	1,083,328	495,691	10	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,748	19,180	—	—
31 Dec. '63	135.4	55.8	.....	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,255	1,035,520	6,000,000	510,000	—	—	7,237,513	191.2	1,012 130	2 151,943	1,216,257	31	180
31 Dec. '63	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	25,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	735,202	200,000	1,500,000	1,503,000	—	5,103,000	98.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '63	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,093	*	—	3,832,712	4,324,606	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	96
31 May '64	109.1	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	103
31 Dec. '58	61.4	.....	.....	53.0	5	5	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,765	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	296,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,678	460,583	.....	2,462,217	2,905,000	.....	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	24	28	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948.778	791 362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164.820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.5	—	.....	—	43	54	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '55	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	133.9	42.0	.....	—	33	28	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 887	1,496,728	11,190	5,189,662	205.9	388,894	600 162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & Newk	2,385,156	*	—	862,571	1,299,100	127,118	2,694,894	125.0	220,717	272,202	92,283	—	.....
Dec '63	242.4	—	.....	—	47	15	928	Toledo & Wabash	9,709,616	*	25,000	3,314,775	6,651,830	38,272	10,152,632	250.0	1,279,950	1,439,798	540,921	—	60

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '62	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000	——	5,634,039	100.0	——	560,215	171,296	——	——
31 Oct. '63	24.5	——	24.9	——	19	3	1,303	Beaver Meadow	1,004,230	409,560	——	1,983,900	1,000	——	1,984,900	24.5	247,080	884,219	342,661	22½	75
30 Sep. '63	55.0	——	6.0	——	——	11	359	Catawissa	3,634,000	*	——	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	——	16
31 Oct. '63	52.0	——	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	——	956,900	270,000	16,481	1,243,381	162.0	165,712	276,336	118,193	8	10½
31 Oct. '63	110.7	2.5	47.2	——	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	——	5,698,250	4,571,000	1,006,961	13,276,201	202.0	1,469,494	1,757,083	828,148	9	127
31 Oct. '63	86.8	1.1	3.2	——	7	4	65	East Pennsylvania	1,161,430	104,941	——	604,190	598,400	——	1,212,590	36.9	151,820	238,243	150,163	——	——
31 Dec. '63	78.0	——	8.5	——	16	7	647	Elmira and Williamsport	2,083,607	*	——	1,000,000	1,000,000	Lease'd to Northn	Cen.	196,907	334,790	110,368	——	——	81
31 Oct. '63	18.6	——	4.6	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,000	18.6	144,571	423,358	169,268	10	——
31 Oct. '63	36.9	18.6	17.0	——	——	——	——	Harrisburg and Lancaster	1,882,560	*	——	1,182,550	700,000	.....	1,882,550	58.5	oper. by	Penn.	R.R.Co.	7	69
31 Oct. '63	32.0	——	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	——	1,809,565	500,000	100,000	2,409,565	32.2	27,000	87,047	4,163	——	——
31 Oct. '63	31.3	14.5	10.5	——	14	2	100	Huntingdon and Broad Top	1,927,246	*	——	622,345	1,325,992	223,000	2,174,427	54.0	143,578	259,629	101,570	——	30
31 Dec. '63	80.0	——	17.0	——	16	7	1,068	Lackawanna and Bloomsburg	2,805,846	*	——	710,000	1,929,065	68,833	2,707,898	80.0	235,700	478,113	243,838	——	——
31 Oct. '63	46.0	34.0	32.0	——	29	12	1,209	Lehigh Valley	3,622,008	869,222	——	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	81
31 Oct. '63	28.3	5.5	8.0	——	10	——	61	Little Schuylkill	1,371,868	*	——	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	44
31 Oct. '63	24.5	103.0	63.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,311,613	*	——	4,132,935	——	——	4,132,935	130.0	319,462	383,367	89,991	8	57½
30 Nov. '63	55.6	13.2	10.5	——	17	27	613	North Pennsylvania	5,485,709	404,764	——	3,147,750	3,104,287	——	6,252,037	68.8	274,990	511,896	273,391	——	25
31 Oct. '63	17.0	7.0	42.3	17.0	19	41	101	Pennsylvania	27,048,814	3,543,484	2,883,457	13,450,250	16,949,124	——	38,245,668	356.9	5,311,202	1,891,413	5,111,412	——	64½
31 Oct. '63	230.0	——	21.5	58.0	30	5	530	Phila. and (Sunbury) Erie	1,131,079	235,439	——	1,267,200	405,500	80,151	1,672,200	24.0	244,425	382,492	179,565	9	58
30 Nov. '63	147.4	51.1	211.3	——	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	——	36,613,828	403.0	2,721,689	6,252,902	3,706,900	7	57½
31 Oct. '63	28.2	——	1.9	——	——	——	——	Philadelphia and Trenton	6,83,882	——	——	999,200	250,000	——	1,249,200	28.2	137,074	644,050	253,646	10	148½
31 Oct. '63	95.9	——	51.4	——	86	98	828	Phila., Wilmington and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	——	8,477,500	200.5	647,029	2,440,248	1,402,119	10	66
31 Dec. '63	59.5	——	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,004,337	124,432	——	1,767,373	1,500,000	82,630	3,565,629	72.0	209,746	215,587	105,356	9	12
31 Dec. '63	468.3	——	73.8	——	146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,935,173	——	19,932,741	468.3	3,472,914	5,132,934	2,106,623	——	104½
31 Dec. '63	28.0	——	6.2	——	5	1	484	Shamokin Valley & Pottsville	1,178,778	112,824	——	500,000	791,597	Lease'd to Northn	Cen.	40,476	144,758	87,112	10	40
31 Oct. '63	29.6	——	3.1	——	5	4	195	Tioga	730,967	106,553	——	367,300	395,500	65,206	832,009	29.6	75,355	128,693	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,800	——	——	62.0	297,700	421,757	199,158	8½	129
30 Nov. '63	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	423,943	13,229	——	457,117	8,500	——	——	13.6	24,916	31,702	9,718	——	——
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	——	47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,265	195,286	197,905	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	109.6	——	——	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	383,295	151,536	6	——
1 Jan. '59	143.2	21.3	——	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	245,546	——	164.5	——	841,190	125,571	——	——
28 Feb. '59	102.0	——	——	——	——	——	——	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	——	239,014	86,142	——	——
31 Dec. '60	136.0	106.0	——	——	62	59	790	South Carolina	——	——	——	——	2,643,833	——	——	——	——	1,499,636	701,943	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	——	——	——	——	——	Central Southern (Tenn.)	1,021,489	58,183	——	505,214	514,000	99,110	1,137,707	47.6	——	99,967	19,187	——	——
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,466	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,810,033	156,264	——	536,654	1,902,000	390,407	——	130.3	150,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,865,678	878,069	129,364	3,599,949	2,659,000	260,112	7,627,797	291.0	——	1,635,096	573,597	——	——
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	——
1859	100.0	——	30.8	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,409	*	——	798,285	564,949	512,518	——	59.4	69,870	177,256	90,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	817,447	632,500	22,369	——	47.4	54,175	83,129	44,666	——	——
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	——	34.2	30,065	21,508	13,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	319	Nashville and Chattanooga	3,652,882	*	——	2,056,544	1,731,000	——	——	189.0	——	734,118	337,384	6	——
1859	——	——	——	——	——	——	——	Nashville and North western	——	——	——	——	——	——	——	——	——	——	——	——	——
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	360,000	204,544	——	45.8	57,960	127,953	87,243	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,962	412,000	408,477	——	30.0	——	1,248	——	——	——
								TEXAS, (*all aided by State*).													
— — '58	32.0	——	——	158.0	——	——	——	Buffalo Bayou, Braz. & Col'do	——	——	——	——	——	——	——	32.0	——	——	——	——	——
— — '58	50.0	——	——	184.0	——	——	——	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	50.0	——	——	——	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	275,000	240,000	171,563	——	50.0	31,300	32,870	——	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,045	*	——	455,000	976,000	369,000	——	70.0	102,200	282,846	166,568	——	——
— — '59	25.0	——	——	110.0	——	——	——	San Antonio & Mexican Gulf	——	——	——	——	——	——	——	25.0	——	——	——	——	——
								VERMONT.													
31 May '64	110.3	——	6.6	——	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	——	1,650,000	800,000	——	3,036,338	90.7	139,877	306,850	167,430	——	——
31 Aug. '63	119.6	——	16.0	——	26	25	555	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	——	——	1,206,683	62.5	136,761	185,474	67,785	——	——
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	536,269	941 045	262,887	——	1½
31 May, '63	47.0	5.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	——	1,687,500	ope	r. by Vt.	Central	——	8	106
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	798,200	——	1,301,886	23.7	48,995	64,267	26,451	——	——
20 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	——	——	ope	r.b.Troy	& Bost.	53,852	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,104	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	5	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	——	113.7	703,034	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,166	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——
30 Sep. '59	103.5	——	——	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	——	——	103.5	245,427	248,004	loss	——	10
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,655	2,517,500	590,056	——	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	——	——	10	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	132.4	——	410,166	201,344	——	——
30 Sep. '59	59.2	21.3	——	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326,554	213,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,763,665	143.2	224,014	560,904	282,328	——	67
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,823	——	78.6	159,981	279,945	145,386	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	——	43.5	1,058,064	163,753	79,585	6	60
30 Sep. '58	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	80.0	——	——	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,629,648	80.0	——	240,448	121,053	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,962,753	541,197	33,648	3,162,764	1,450,592	52,929	4,832,929	196.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	5.4	10.6	——	30	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,462,818	3,265,000	571,958	10,233,271	214.9	450,193	740,489	347,957	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25.000	——	55.0	——	——	——	——	——
31 Dec. '61	199.9	——	24.9	27.8	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	——
31 Dec. '62	191.9	42.5	28.3	——	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,454,000	221,282	7,978,841	234.4	——	1,163,734	414,741	——	50
10 May, '64	103.9	——	10.6	——	20	22	557	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,065,328	5,692,471	142.3	466,043	490,597	138,210	——	——
								CANADA.													
31 Jan. '63	161.0	——	——	——	31	27	40	Buffalo and Lake Huron (& y)	11,038,000	*	——	11,750,000	188,000	——	11,938,000	16.10	——	236,798	67,652	——	——
31 Dec. '62	49.0	——	——	——	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,081,130	911,029	22,984	2,663,376	49.0	——	242,796	117,842	——	15
30 Jun. '63	1,096	187.0	——	78.0	204	130	2,390	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,406	77,210,345	1,096	——	4,368,510	1,154,858	——	——
31 July, '63	229.0	115.5	63.0	——	92	125	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	——	26,084,180	357.0	——	3,011,860	1,649,510	1½	——
31 Dec. '62	85.0	1.5	——	——	17	20	337	Northern (O. S. & H.)	——	——	——	——	——	——	——	96.6	——	——	——	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108.0	160,421	107,640	20,005	——	——
1 July, '61	60.0	——	——	——	——	——	——	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	13,100	126,000	1,709,232	60 0	——	132,555	36,670	——	——
								NOVA SCOTIA.													
Dec. '62	61.5	20.5	——	——	20	18	166	Nova Scotia	4,273,401	*	——	4,273,231	——	——	4,273,231	92.0	158,416	139,107	37,151	——	——
								NEW GRANADA.													
31 Dec. '63	48.1	——	——	——	11	12	120	Panama	5,000,000	*	615,658	5,000,000	3,375,000	——	10,763,723	48.1	——	2,027,438	1,285,921	13	270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$50,000	6	6	....
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	....
Berkshire (guaranteed)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	....
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	....
Camden & Atlantic (preferred)	600,000	7	—	21
Catawissa (preferred)	1,150,000	7	—	37½
Chemung (guarantied)	380,000	--	--	....
Cayuga & Susquehanna (guarant.)	343,500	--	--	....
Cheshire (preferred)	2,017,825	7	—	54½
Chicago & Alton (preferred)	2,442,598	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	5½	72
Cochecho (preferred)	177,750	8	—	....
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	72½
Cumberland Valley (1st preferred)	241,900	8	8	....
" " (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	--	--	....
Dubuque & Sioux City (preferred)	1,987,014	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	--	--	....
Elmira & William-port (preferred)	500,000	--	—	80½
Erie (preferred)	8,535,700	7	7	101
Hannibal & St. Joseph (preferred)	5,253,866	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	247,000	6	—	....
" " (new pref.)	125,000	6	—	....
Lackawanna & Bloomsburg (pref.)	500,000	7	—	....
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,163	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	145
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	--	4	....
New York & Harlem (preferred)	1,500,000	8	—	....
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	--	8	....
Paterson & Ramapo (guarantied)	248,000	--	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	--	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	--	10	....
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	93
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	—	....
" " (preferred)	608,176	6	—	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	70
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	....
Vermont & Canada, (guarantied)	1,600,000	8	8	....
Warren (guarantied)	1,307,750	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1856	103
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	....
" " sterling	4,375,000	5	"		1890	....
Preferred bonds	1,700,000	6			18..	....
Bonds guar. by Virginia	200,000	6			18..	....
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	95
Delaware & Hudson:						
1st Mortgage	600,000	6	J. & D		1865	110
2d Mortgage	300,000	6	M. & S.		1870	....
Delaware & Raritan:						
See Camden & Amb RR.						
Erie and Penn.:						
1st Mortgage	752,000	7	J. & J.		1865	....
Interest Certificates	161,990	6	"	"	1868	....
Lehigh Navigation						
1st Mortgage	2,786,682	6	M. & S.		1870	104
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	....
2d Mortgage	57,000	6	"	"	1865	....
Morris:						
1st Mortgage	485,500	6	J. & O.		1876	103
2d Mortgage	294,750	6				97
North Branch:						
1st Mortgage	500,000	6	M. & N.		1876	40
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	93
2d Mortgage	3,980,670	6	J. & J.		1882	84
Improvement	568,500	6	M. & N.		1876	85
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	....
Md stg. loan converted	200,376	5	"	"	1865	....
Mortgage bonds	993,000	6	"	"	1878	60
Preferred Interest b'ds.	227,569	6	"	"	1878	27
Union, (Pa.)						
1st Mortgage	2,500,000	6	M. & N.		1888	22
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	78
Wyoming Valley.						
1st Mortgage	650,000	6	J. & J.		1878	90½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,224,695	—	....
Delaware Division	100	1,633,250	—	86½
Delaware and Hudson	100	7,500,000	10	215½
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	58,000	—	....
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	73½
" " (scrip)	50	1,803,000	6	....
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	125
North Branch	100		—	....
Sault Ste Marie	100		—	....
Schuylkill Navigation (consolid.)	50	1,932,457	—	35½
" " (preferred)	50	2,722,607	—	39½
Susquehanna and Tide Water	50	2,048,260	—	15½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	130
Wyoming Valley	50	700,000	16	78½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 65 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 61 —	@ 64 —
Pig, American, No. 1		58 —	@ 60 —
Bar, Swedes, assorted sizes	(in gold)	— —	@ 92 50
Bar, English, Refined		180 —	@195 —
Bar, English, common		165 —	@180 —
Band, English		225 —	@ — —
Horse Shoe		220 —	@ — —
Rods, English		200 —	@210 —
Hoop, English,		230 —	@310 —
Nail Rod		per lb. —	15 @ — 17
Sheet, Russia		per lb. —	30 @ — 33
Sheet, English, Single, Double and Treble		— —	@ — 12½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb. —	30 @ — 37
English Spring	(1st & 2d qlty.)	— —	18 @ — 21
English Blister	(1st & 2d qlty.)	— —	20 @ — 31
English Machinery		— —	20 @ — 24
American, Blister		— —	16 @ — 20
American, Cast, Hammered		— —	30 @ — 34
American, Cast, Rolled		— —	19 @ — 23
American Spring		— —	15 @ — 20
German		— —	21 @ — 23
Milan (in bond)		— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(cults)	per lb. —	@ — 65
Sheathing, &c. Old	(cash)	— —	@ — —
Sheathing, Yellow		— —	@ — 50
Pig, White		— —	@ — —
Bolts		— —	@ — 65
Braziers'		— —	@ — 65
American Ingot	(cash)	— 48½	@ — 49

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb. —	@ 15 50
Spanish		14 50	@ — —
German Refined		14 50	@ — —
English		14 50	@ — —
Bar		per lb. —	@ — 18
Pipe and Sheet		— —	@ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb. —	@ — 72
Straits		— 61	@ — 61½
English		— 59	@ — —
Plates, Charcoal I. C		per box 20 —	@ 21 50
Plates, I. C. Coke		17 50	@ 18 —
Terne, Coke		15 50	@ 16 —
Terne, Charcoal		18 —	@ 19 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @ 6d	(cash)	per 100 lb. 8 50	@ 9 —
Clinch	(cash)	10 —	@ 10 50
Horse Shoe, Forged	(cash)	per lb. — 40	@ — 45
Wrought English	(cash)	— —	@ — 70
Ausable Horse, Norway Iron, Forged		— —	@ — 50
Zinc Nails	(6 mos)	— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine		per lb. 1 15	@ 1 20
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		70 —	@ 72
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 20 cents per gallon.

Crude, 40@47 gravity		— 50½	@ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 90	@ — 51
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 70	@ — —
Naptha, Refined, (60@63 gravity)		— —	@ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 28.

	Th 22.	F. 23	Sat 24.	M 26	Tu 27	W. 28.
American Coal Co.	85½	83½	84½	....	84½	....
At. & Gt. W. (O) 1st m't.	....	....	....	....	....	....
Buffalo, N.Y. & E., 1M.	104	....	....	....	....	....
California 7s	....	....	....	....	....	....
Canton Co.	34½	34½	35	....	34½	36
Central Am. Transit	....	....	....	....	....	....
Chicago & Alton	....	92	....	....	....	93
" " pref.	95	....	....	....	95	....
" " 1 M.	....	....	....	....	106½	....
" " Inc. b'ds	80	....	....	....	....	....
Chicago, Burl. & Q.	117½	....	117	....	116½	....
" " 8 p.c.	....	....	120½	....	....	....
Chic. & Northwest'n.	40½	43½	41	....	41½	41½
" " pref.	71	77	71½	....	71½	71½
" " 1st M.	....	....	97½	....	....	....
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " A. B.	....	....	....	....	....	....
" " I. B.	....	....	....	....	....	....
Chicago & Rock Isl.	104½	103½	104	....	105½	106
" " 1st M. '70	....	....	....	....	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	97½	93½	94½	....	96	97
" " 1 M.	....	....	....	....	....	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	80	....	....	....	80	80
Clev. and Toledo	109	108	119	....	....	108
" " S. F. 7 p.c.	....	....	....	....	....	....
Cumberland Coal, pref.	45	44½	46	....	46½	47½
Del. & Hudson Canal	215½	210½	211	....	212½	212
Del., Lack. & West.	....	....	....	....	230	227
" " 1M. 8 p.c. '71-6.	....	....	....	....	....	....
" " 2M. 8 p.c. '81	....	....	....	....	....	....
Erie	89	87½	88	....	87	86½
" pref.	100	100	101	....	....	....
" 1 M. 7 p.c. '67	....	....	104½	....	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	....	....	....	....	....
" 4 M. 7 p.c. '80	106	....	....	....	....	....
" 5 M. 7 p.c. '89	....	....	....	....	....	105
Galena and Chicago	....	....	....	....	....	....
" 1M. 7 p.c. '82	....	....	....	....	....	....
Hann. & St. Joseph	....	30	....	....	....	....
" " pref.	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hudson River	115	115½	116	....	117	117½
" scrip	....	....	....	....	....	....
" 1M. 7 p.c. '69	....	....	....	....	....	....
" 2M. S.F.	....	....	....	....	....	110
" 3M. 7 p.c. '75	....	....	....	....	....	....
" conv. bonds	....	....	....	....	....	....
Illinois Central	125	124	125½	....	125½	....
" Can. bd. sc.	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
Mariposa Mining Co.	33½	33½	33½	....	32½	31
Michigan Central	116	118	117½	....	117	116½
" S.F. 8 p.c. '82	....	....	....	....	....	122
" conv. 8 p.c. '69	....	....	....	....	....	....
M. S. and N. I.	71	70½	70½	....	72	71½
" " guar'd	....	....	....	....	....	....
" " 1M. S.F.	....	....	106	....	106	106
" " 2 M.	....	....	....	....	95	....
Mil. and P. du Chien	....	52	....	....	....	....
" " 1st pref.	....	....	....	....	....	....
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Minnesota Mining Co.	....	....	....	....	....	....
Miss. & Mo.	....	....	....	....	....	....
" L.G. bonds	....	....	....	....	....	....
Missouri 6s	63½	64	64	....	64	....
" 1st. to H. & St. J. R.	....	....	....	....	....	....
" " Pacific	....	....	....	....	....	67½
New York Central	114	114	115	....	115	114½
" " 7s, 1804	....	....	....	....	....	....
" " 7s, S.F. '76	....	....	....	....	....	....
" " 7s, conv. '76	....	....	....	....	....	....
" " 6s, S.F. '83	106	....	....	....	....	....
" " 6s, S.F. '87	106	....	....	....	....	....
N. York & Harlem	....	....	....	....	....	....
" " "pref."	....	....	....	....	....	....
" " 1M. 7 p.c. '73	....	....	....	....	....	....
" " 2M. 7 p.c. '64	....	....	....	....	....	....
" " 3M. 7 p.c. '67	....	....	....	....	....	....
Ohio & Miss. cer.	34	33	34	....	33½	33½
" " pref.	....	....	....	....	....	....
Pacific Mail S.S. Co.	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Penn'a Coal Co.	195	195	....	....	....	195
Phila. and Reading	114	114	114½	....	114½	114½
Pitts. Ft. W. & Chicago	101½	101½	102½	....	103½	104½
" " 1M.	112½	112½	....	....	....	....
" " 2M.	....	104	....	....	....	....
" " 3M.	....	....	....	....	....	....
Quicksilver Mining Co.	95	94½	95	....	95½	97½
St. L., Alton & T. H.	....	....	....	....	....	....
" " pref.	75	70	73	....	....	....
" " 1M.	101	....	....	....	....	....
" " 2M. pref.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Tennessee 6s, 1890	....	....	50	....	50	....
Toledo & Wabash	85	....	....	....	....	....
" " Pref.	....	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	....	....	100½
" " 2M.	85	....	....	....	....	....
" " Int. b'ds.	....	....	....	....	....	....
Virginia 6s	50	....	....	....	....	50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 28.

	Th.22.	F.23	Sat.24.	M.26.	Tu.27.	W.28.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	110	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	112
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	101⅛	100⅝	101⅛	----	102	101⅛
U. S. 5s, 10-40s, reg.	----	----	100⅛	----	----	----
U. S. 6s, 1881, reg.	111	109⅛	----	----	----	111⅛
U. S. 6s, 1881, cou.	116⅛	116⅛	----	----	116⅛	116⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	- -	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97⅛	96	97	----	96⅜	96⅜
U. S. 6s, 5-20s, coupon	108⅛	107	108⅛	----	109	108⅛
U. S. 6s, 5-20s, new	107⅛	106⅛	108⅛	----	108⅛	108⅛
U. S. 6s, " reg.	----	106⅛	----	----	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	120⅛	121	----	----	----	120⅛
American Gold	221	221	----	----	217⅛	221⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

	W. 21.	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.
Beaver Meadow	----	----	16	16	----	16
Cattawissa	----	----	16	16	----	16
" preferred	37⅛	37⅛	37⅝	37⅛	----	37⅛
Camden & Amboy	151	----	150⅛	----	----	----
" " 6s, '67.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	----	----	----	----
" " 6s, '89.	----	----	----	----	----	----
" mort. 6s, '89.	107	107	----	----	----	----
Ches. & Del. Canal 6s '80	----	----	----	----	----	----
Del. Div. Canal	----	----	----	36⅛	----	36
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	----	----	----	----
" 6s	----	----	----	----	----	----
Lehigh Valley R. R. '81	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	44	----	44
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	58	57⅛	57⅛	----	----	57⅛
Morris Canal	----	----	----	----	----	----
" " pref.	125	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	25	----	----	----	----	----
" 6s.	98	----	----	----	----	----
" 10s.	----	----	----	----	----	----
Northern Central	56⅛	----	----	----	----	53
Pennsylvania R. R.	65⅛	65⅛	65	64⅞	----	64⅛
" 1st m.	112	111⅛	----	111⅛	----	----
" 2d m.	----	----	106⅛	----	----	----
Penn. State, 5s	93	91	92	93⅛	----	93⅛
" " 6s, coupon	----	----	----	95	----	----
" " 6s, W. L.	102	102	----	----	----	----
Philadelphia City, 6s	----	98⅛	----	----	----	98⅛
" " new	----	----	----	99	----	----
Philad., Germ. & Nor.	----	58	58	58	----	----
Phila. & Reading	57⅛	59⅛	56⅛	57⅛	----	57⅛
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	101	101	101	----	----	----
Philadelphia & Erie	27⅛	26⅛	26	25⅞	----	27⅛
" 6s.	----	----	----	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	39⅛	39	----	----	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s.	----	----	----	----	----	----
Susq. Canal	----	----	14½	----	----	14⅛
" " 6s '78.	60	----	60	----	----	----
Union Canal, pref.	8	----	----	----	----	----
" " 6s '83.	21	----	----	----	----	22
West Br. Canal 6s '78.	----	----	----	----	----	----
Wyoming Valley Canal.	----	----	70	70	----	----
" " bonds.	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

	W. 21.	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.
Baltimore City 6s, 1875	----	----	108⅛	----	----	109
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	109	----	----	----	----
Balt. and Ohio	113	112⅛	----	----	----	111
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	109
Northern Central	----	----	56	----	----	----
" " b'ds, '85	----	101⅛	101⅛	----	----	----
" " " 90	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	125½x	----	----	127
Boston and Providence	----	----	140	----	----	----
Boston and Worcest	----	----	138	----	----	----
Cheshire, pref.	----	----	55	----	----	54½
Concord	----	----	56	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	105½x	----	----	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	121
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	92	94	----	----	95½	95
Old Colony and Fall R.	122	----	121	----	121	122½
Ph., Wil. & Baltimore	68½	68½	68	----	67½	68
Portl'd, Saco & Ports.	----	----	107⅛	----	----	----
Vermont & Canada	106	106	106	----	106	106
Vermont & Mass.	----	41½	----	----	----	----
Western	----	----	149x	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	103	102	101	----	----	101
Metropolitan "	53	53	52½	----	----	----
Middlesex "	----	----	----	----	----	50
Central Mining Co.	----	----	----	----	----	----
Franklin "	55	54	56	----	55	54½
Isle Royale "	----	----	----	----	----	----
National "	27½	----	----	----	----	----
Minnesota "	26	26⅛	----	----	----	28⅛
Pewabic "	----	57	57½	----	----	58
Pittsburg "	----	----	----	----	----	----
Quincy "	99	----	99	----	99	99
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 9th of December:

Maryland 6s	65	to	66
United States 6s, 1881	42⅛	"	43⅛
Do. 5s, 1874	48	"	50
Virginia State 6s	40	"	45
Do. 6 per cent.	29	"	31
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	71	"	73
Do., 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	70	"	72
Do., 2d mort., 1883	67	"	69
Erie shares, $100 (all paid)	38⅛	"	39⅛
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	56	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	42	"	42
Do. do. $100 shares, all paid	59½	"	61½
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82 x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, December 31, 1864.

Stock Exchange and Money Market.

The gold barometer the last week gave tokens of great disturbance. On Monday it marked 208 a very considerable decline from its previous range. On Tuesday, however, it went up about 9 per cent., and the reason given for the advance was that Hardee had escaped from Savannah with 15,000 men. Political economists would be apt to receive this explanation with some grains of allowance. Perhaps they would rather believe that the shorts were temporary sufferers, and had to pay any price that was demanded of them. A cotemporary suggests that the 25,000 or 33,000 bales of cotton captured at Savannah, should be immediately shipped to Liverpool, turned into gold, and in this form be returned to the United States. We think this a feasible proposition and a good one. We know that while Mr. Chase was Secretary of the Treasury, by an error in a telegram, a much larger amount of specie was remitted to England from San Francisco than was ordered to be sent there; he was advised to bring it back to the United States by a direct remittance. The only objection he made to the proposition was that it would have to come back in a British steamer, which, with all due respect, was no reason at all. If it had come over to the extent of about four millions as it might have done, it would have helped gold a good way on its fall at a time when such a result would have been extensively beneficial.

So at the present time the same result might be obtained by the sale of the Savannah cotton abroad. For the cotton speculators in England, as we see by the last advices, have renewed their operations in this staple to a great extent, about $130,000,000 being now invested in the hope of a further rise, founded on an entire misconception of the result of the late Presidential election. They argue because Mr. Lincoln was re-elected, the war will last for many years longer, especially for two reasons, viz.: that he will designedly protract the war for the benefit of his party, and next because the confederates more exasperated than ever will hold out more vigorously. Therefore the supply of cotton will still be on the smallest scale from the Southern States. Now in these opinions, time and not a long time either, will show they have been entirely mistaken. The result will in all respects be quite the reverse. The event alluded to, gave new power to our policy, invigorated our army, and has conduced to its triumphs. These latter assure us that ere long, the whole of the cotton held in the South will be liberated and in market, and we may count, that as much as one year's crop will find its way into the hands of both foreign and domestic manufacturers. The English prints estimate that a decline of one half of the present price abroad, which advanced 30 per cent upon the calculation already alluded to, would produce a loss of upwards of sixty millions of dollars to the present holders of the stock in hand and contracted for in India and Egypt.

If Mr. Fessenden would therefore place the captured cotton at Savannah in the foreign market and bring home to the Treasury the proceeds in gold which it is estimated at present prices would be nearly six millions of dollars, it would be an operation that would be equal to a great victory. It would hit the right people both in England and New York, and make an immense difference in our currency, and money market.

We learn that several of the associated Banks of this city have wisely, even if reluctantly, determined to come into the National system. Among them are the Park Bank, the Mercantile, Broadway Bank and Bank of the Republic. Sooner or later they will all adopt this measure as they lose nothing by it, but gain a great deal. The total amount of National Bank currency is at the present moment about $74,000,000 equal to half we believe of the other bank circulation afloat. It must eventually supersede all other kinds because it approaches nearest a national currency, and is at par every where from its character and availability.

With regard to the National finances we can

not learn what policy is yet decided upon by the Secretary of the Treasury. We are informed that he has issued a circular announcing that the subscriptions to the 10-40s which are now quoted at 102 will be suspended on the last day of the present month. What is to be the alternative loan for the public remains to be seen. The coupon 6s of 1881 stand well in the market, selling at 116; the registered 6s of 1881 have advanced to 111, the 7-30s to 120, and the 5-20s to 108. All this speaks well for Government securities, which as the war approaches its close, must go up to a high figure.

We believe it is the true policy of the Government to stop the further issue of gold bearing interest bonds, not because we think we shall fall short in the receipts at the Customs for that purpose, but because the negotiation of future currency loans will be rendered so much easier.

The present gold bonds will then probably rise to 150, just as the California and other gold bonds have risen, and will be too dear for ordinary investors. Currency 7 per cent bonds will then be the best and cheapest investments remaining, and will be absorbed as fast as they are offered to the public.

The Money Market is easy, easier than usual at this season of the year, but the rate keeps up. There are so many speculative operations afloat with the promise of large profits, that both capital and credit are liberally used to "await the triumph and partake the gale."

It is asserted by those who have access to the proper channels of information, that the *increase* in the amount of gold received for duties beyond that of 1863, in New York up to the 24th inst., will be $9,000,000, and it is *stated* that the whole receipts for the year will be $80,000,000, which will be about $20,000,000 more than the whole of the present charge for interest payable in gold. Such is the accumulation of capital owing to the large outlays of the Government, and so evidently near its termination is the rebellion, we believe that loans with the interest payable in paper would be readily and freely taken, for everybody must see that the war over and our expenditure cut down to the peace standard, a Government paper dollar will soon be the same as one in gold, and the public will neither know nor see any difference. This is the certain tendency of things when peace returns. The quotations for all Government stocks will then be regulated by the amounts of interest payable, rather than their form. Mr. Chase always contended, and in a recent speech reasserted that he never forgot the idea of an early resumption of specie payments, and never doubted his ability to secure this object with very short preparation. The revenue is turning out so much larger than was even hoped for, that one year's income if it could be applied to the redemption of the outstanding legal tenders, would enable the Treasury to retire them in a single year, if it could be relieved from the necessity of further loans.

A cotemporary publishes a plan of substituting taxes on sales instead of the many which now produce the revenue. The proposition is to make the collection by means of stamps of various denominations affixed to each invoice or bill of goods or personal property every time a sale occurs. The amount of transfers of property of this nature is thousands of millions every year, and it is supposed the revenue from this source alone would be $700,000,000 per annum.

This is a startling assertion but has foundation. Our readers will remember that we have for a long time recommended the principle, though we have not attempted to put it in a practical form. Every one who buys or sells does so in the expectation of an advantage and a profit. Every ordinary transaction of this kind is voluntary, and the stamp would never hinder the ratification of a bargain any more than it does now. There is a good deal of force therefore in the proposition referred to. If the necessary revenue could be obtained in this way we should get rid of many of our present annoyances in the shape of taxation, which though we loyally submit to and are willing to bear, are yet a great annoyance.

Railway shares and securities are dull but firm. The changes in rates are given in our usual tables.

The balance in the Sub-Treasury on Tuesday was $22,668,270.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending December 27, was $1,636,390 against $2,916,434 in 1863, and $1,667,936 in 1862.

The exports from New York for the week ending December 27, were $1,619,706 against $3,424,351 in 1863, and $2,951,636 in 1862. The shipments of specie since January 1, have been $49,080,000. The exports since January 1, have been $209,751,386 against $169,324,807, in 1863, an increase of $40,426,578. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to December 24, was $66,520,935.

The value of foreign goods imported into the port of Boston for the week ending December 23, were $147,428, against $318,872 for the corresponding week in 1863. The exports were $522,331 16, against $358,939 42 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $39,467.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Connecticut State 6s, 103; Ohio 6s, 1875, 102; Illinois War Loan, 100; North Carolina 6s, 60; Central R. R. of New Jersey, 175; N. Y. and N. Haven, 120; McGregor Western 1st mort., 79; Peninsula 1st mort., 85; Mariposa 1st mort., 90; do., 2d mort., 33; Sixth Avenue R. R., 110; Atlantic M. S. S. Co., 150; Ashburton Coal, 19; Schuylkill Coal, 8; Copake Iron, 4; 4th National Bank, 97; Central Bank, 105; Shoe and Leather Bank, 108; Importers' and Traders' Bank, 111; Merchants' Bank, 115; Nassau Bank, 110; N. Y. Co. Bank, 155; Bank of Commerce, 118; Merchants' Ex. Bank, 105; Am. Ex. Bank, 181.

Philadelphia.—Pittsburg coupon 5s, 75; Allegheny Co. coupon 5s, 79; North Branch bonds, 40; 10th and 11th streets, R. R., 45; Atlas Oil, 2; Bergen C. and O., 4⅛; Bruner, 1⅞; Big Tank, 2¼; Continental, 2¼; Cherry Run, 28; Curtin, 15⅞; Corn Pl., 7⅜; Caldwell, 7¾; Cow Creek, 2; Dunkard Creek, 1¾; Dalzell, 9⅛; Densmore, 7; Eldorado, 2; Excelsior, 1⅝; Egbert, 4; Feeder Dam, 81 Franklin, 2⅛; Fenango, ⅞; Germania, 1⅛; Great Western, 3⅜; Great Basin, 3⅛; Howe's Eddy, 1¼; Hibbard, 2; Hoge Island, 81 Hyde Farm, 5; Irwin, 11; Krotzer, 1⅜; Keystone, 1⅛; Maple Shade, 38; Mineral, 2⅞; McCrea and C. R., 1¾; McClintock, 5; McElheny, 5⅞; Mingo, 3¾; Noble and Delamater, 10⅛; Olmstead, 2⅛; Oil Basin, 9⅛; Oil C. and C. R., 4; Oil Creek, 7½; Organic, 1; Perry, 4⅛; Petroleum Centre, 3½; Rock, 4; Story Farm, 2⅜; St. Nicholas, 4¼; Seneca, 6¼; Tarr Home, 81; Tarr Farm, 3; Union Petroleum, 2; Upper Economy, ⅞; Walnut Island, 2¾; Watson, 2⅛; Amygdaloid Copper, 25; Preston Coal, 30; Shamokin, 14; Big Mt., 5⅞; Green Mt., 4¼; N. Y. and Middle Coal Fields, 9½; Locust Mt., 52; Commercial Bank, 50½; Philadelphia Bank, 159; Farmers' and Mech. Bank, 69; Mechanics' Bank, 34; Bank Penn Township, 44⅛; Kensington Bank, 100; Girard Bank, 51; Bank of North America, 189¼. The latest quotations are: City 6s, 95@95⅛; do., new, 98¾@99; State 5s, 93@93½; do. coupon, 94@96; do., 6s, W. L., 103@104½; Phila., Wil. and Balt., 68; Reading, 57¼@57¾; do., 6s, 1870, 101@102; do., 1886, 135½@135⅝; Camden and Amboy, 150@150½; Penn. R. R., 64⅛@64¾; do., 1st mort., 111@112; do., 2d mort., 106@106½; Little Schuylkill R. R., 43¾@44; Morris Canal, 94@96; do., pref., 120@125; do., bonds, 103@103; Wyoming Valley Canal, 69¾@70; do., 6s, 96½@100; Susquehanna Canal, 14½@14⅞; do., 6s, 59½@61; Sch. Nav., 33½@34; do., pref., 39@39¾; do., 6s, 1882, 84@85; Union Canal bonds, 22@22¼; Delaware Div. Canal 35¼@36⅛; do., bonds, 95@97; Elmira and Williamsport, 31@34; do., pref., 50½@51; do., 7s, 1873, 105@107; do., Chattle 10s, 75@78; Long Island R. R., 47@49; Lehigh Coal and Navigation, 70@74; North Pennsylvania, 27@29½; do., 6s, 97@98; do., 10s, 110@120; Philadelphia and Erie, 27@28; do., 6s, 101@102; Minehill, 57@57¾; Catawissa, 15@18; do., pref. 37¼@38; Lehigh Valley, 80@86; do., bonds, 100@101½; Fifth and Sixth streets, (horse,) 45@49; Second and Third, 67½@69; Race and Vine, 11½@12; West Philadelphia, 72@72; Spruce and Pine, 30@35; Green and Coates, 20@26; Chestnut and Walnut, 40@50; Arch, 18@20; Thirteenth and Fifteenth, 20@30; Girard College, 22@26; Tenth and Eleventh, 45@47; Norristown, 57½@58.

Boston.—Northern (Ogdensburg) 2d mort., 30; Boston and New York Air Line 6s, 58; Rutland and Burlington 1st mort., 68; do., 2d mort., 26; Vermont Central, 1½; do., 2d mort., 25; Connecticut and Passumpsic Rivers R. R., 72½; do., 6s, 99; Nashua and Lowell R. R., 128; Hartford and New Haven R. R., 117; Bear Valley and Summit Br. R. R., 24¾; Western R. R. 6s, 1875, 105¼; Mad River and Lake Erie, R. R. 6s, 1900, 68; Eastern R. R. 6s, 1874, 103; Boston and Lynn horse R. R., 100; Boston 5s, 1871, 115; do., 1883, 120; do., 6s, 1874, 105⅛; Augusta 6s, 1870, 98; Albany 6s, 1871, (W R. R.) 103½; Bangor 6s, 1874, 94¼; Portland 6s, 1870, 98½; Hallowell 6s, 1870, 97; Vermont 6s, 1871, 99; Boston Water Power, 36; Cary Imp., 11¼; Essex Co., 96½; Mt. Pleasant Coal, 35¼; Mammoth Vein Coal, 32¼; Maca Coal, 20; Butler Coal, 47¾; Franklin Coal, 69¼; Belmont Coal, 10; Short Mt. Coal, 40; Gilberton Coal, 84; Am. Telegraph Co., 175; Cambridge Gas, 97½; Fulton

Oil, 6; Cambridge Water Works pref., 101½; do., 6s, 1883, 100; Mt. Vernon Bank, 110; Merchants' Bank, 112; Boston Bank, 81; State Bank, 90; Washington Bank, 124; 3d National Bank, 100¼; Bank of Commerce, 115½; Boston National Bank, 100; Suffolk Bank, 237; Rockland Bank, (Roxbury,) 117¼; Tremont Bank, 148; Globe Bank, 139; Traders' Bank, 98½; Atlas Bank, 121¾; Market Bank, 104; Railroad Bank, (Lowell,) 89; 2d National Bank, 120; Hamilton Bank, 156¼; Eliot Bank, 103; Blackstone Bank, 105½; Acton Mining Co., 1⅜; Albany and Boston, 25; Almada Silver, 5; Arnold, 1; Boston, 4; Buckingham Plumbago, 1¼; Bedford, 95c.; Brome, 1½; Brandon, 105½; Bay State, 22; Black River, 15c.; Copper Falls, 30; Concord, 5; Clarendon Gold, 21; Fuller Oil, 6; French Creek, 1; Great Basin Oil, 3⅛; Hancock, 8; Highland, 6⅛; Huron, 41; Hanover, 2½; Humbolt, 10; Manhattan, 7⅛; Mesnard, 6¾; Nova Scotia, 1⅛; Ottawa, 80c.; Pontiac, 3½; Pittsburg and Boston Oil, 2½; Renfrew Gold, 50c.; Star, 7⅜; Superior, 8; South Side, 3½; St. Clair, 8; Tremont, 3; Winthrop, 2¾.

Baltimore.—Penna. Oil, 1; Laurel Cannel Coal and Oil Co., 4.90; Virginia Coal and Iron, 5.50; Am. Gas Coal, 2; Maryland Copper Co., 0.65; Springfield, 1.40; Bare Hill, 3.05; Santa Clara, 26; Balt. Chrome, 1.75; Canton Co., 35; Com. and Farmers' Bank, 41¼; Howard Bank, 10; Franklin Bank, 13⅜. The latest quotations are: Balt. and Ohio, 110@112; do., 6s, 1867, 102@104¼; do., 1875, 108@110; do., 1880, 108@110; do., 1885, 109@109¼; Northern Central, 54¼@55½; do., bonds, 1885, 101@102; N. W. Va., 00@05; do., 1st mort., 107@109; do., 2d mort., 101@105; do., 3d mort., 23@30; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 98@100; Central Ohio 1st mort., 93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 89½@90; do., guar., 108@110; Maryand 5s, coupon, 1870, 105@112; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 103@105; do., 1873, 104@108; do., 1875, 108½@109; do., 1886, 109@109¾; do., 1890, 109@110; do., coupon, 107@109½; do., 5s, 1838-'70, 98½@100; City Passenger R. R., 16@18; Canton Co. 33@34¾; Gardner, 0.50@0.90; Gas Coal, 1.90@2.00; Maryland, 0.65@0.75; North State, .10@.20; Springfield, 1.30@1.40; George's Creek, 120@127¼; Santa Clara, 24½@25¾; Balt. Chrome, 1.60@1.75; Bare Hill, 3.00@3.10; Atlantic Coal, 1.30@1.40; Mineral Hill, 1.50@1.80; Baltimore Coal, 110; Laurel Cannel Coal and Oil Co., 5.05@5.20.

Central Pacific Railroad.

San Francisco, Dec. 22.—The report of the Central Pacific Railroad, (the California end of the Pacific Railroad,) shows the earnings of the thirty-one miles of the road for the seven months it has been in operation to be one hundred and three thousand dollars in gold, of which forty-eight thousand dollars in gold was net profit. The road is graded twelve miles further into the mountains.

New Castle and Franklin Railroad.

A meeting of the stockholders of this company will be held at Newcastle, Pa., on the 9th of January next for the purpose of electing directors, etc.

Finances of Albany.

The receipts and disbursements at the office of the City Chamberlain for the fiscal year ending November 1, 1864, were:

Balance from previous year	$103,600 22
Receipts from November 1, 1863, to Nov. 1, 1864	759,936 82
Total	$863,537 04
Disbursements	796,981 34
Balance Nov. 1, 1864	$66,555 70

Delaware and Hudson Canal Company.

There will be apportioned among the stockholders of this company, on the 12th of January next, 12,500 shares of new stock in the ratio of one share to every seven shares of stock then held by each; certificates of stock so apportioned will be ready for delivery on and after the first day of January, (the same day on which the usual cash dividend will be paid.) No scrip will be issued for fractions of a share, but the number of shares representing the aggregate of such fractions will be sold at public auction on the 26th of January, and the net proceeds paid to the stockholders on and after the 1st of February next, according to their respective interests. The Government tax on the above mentioned apportionment will be paid by the company.

Cedar Falls and Minnesota Railroad

The first regular train over the Cedar Falls and Minnesota railroad was run on the 1st of December. Great credit is due the officers of the road for the energy displayed in pushing forward the work.

The Albany Bridge.

Hon. John A. Griswold gives notice to the opponents of the Albany Bridge that the Congressional Committee, to whom the subject has been referred, will hear parties, *pro* and *con.*, on Friday, January 6th.

Northern Central Railway.

The work of laying the second track on this line is progressing rapidly. The rails will, it is said, all be down within a short time, when there will be a double track from Baltimore to Sunbury.

New England Mutual Life Insurance Co.

The annual meeting of this company was held in Boston on the 21st inst. The following gentlemen were elected directors for the ensuing year, viz: Willard Phillips, Thos. A. Dexter, Marshall P. Wilder, Sewell Tappan, Wm. B. Reynolds, Geo. H. Folger, Francis C. Lowell, James S. Amory, Charles Hubbard, Homer Bartlett, Benj. F. Stevens. Mr. Stevens, Vice President of the Company, was elected in place of the late Charles P. Curtis, Esq. The report of the directors exhibits a highly satisfactory condition of affairs.

☞ The Boston and Worcester Railroad Company propose to construct a road from their present location in Albany street, across Fort Point Channel and over the South Boston flats to deep water, and to construct and use wharves on said flats, under such provisions as the General Court shall deem proper; and authority for the said extension will be asked at the coming session of the Legislature.

☞ The receipts into the treasury of Wisconsin last year amount to $2,550,648; expenditures, $2,443,027. The whole amount of State indebtedness is $2,150,000.

Railways in England.

We learn that the question is being agitated pretty freely in England, of the Government's taking possession of all the railways in that country under an act of Parliament which had been almost lost sight of.

In 1844 an act of Parliament was passed entitling the Government to take possession of every railway, branch or section of a line thereafter constructed, upon giving 25 years purchase of the divisible profits, in no case to exceed 10 per cent. It is thought that by this measure fares can be largely reduced, and that the example of the Belgian railways worked by the Government with great economy and success may be safely followed.

The Lake Tunnel.

The work on the tunnel under Lake Michigan, at Chicago, is said to be progressing at the rate of twelve feet per day. Eleven hundred and thirty feet are already finished. In the course of the mining many curious kinds of earth and stone have been discovered, which are being collected and placed in a cabinet. A Chicago paper says: "Petroleum has been found in large quantities, and several stones from which the oil issued freely were exhibited to the visitors. Sulphate of iron has also been discovered in many places. At present there is nothing taken out but a sort of blue clay that is very much of the consistency of beeswax. It becomes very hard as soon as exposed to the air, and has proved to be a most excellent substance for grading."

Wealth and Resources of Maine.

This State is the tangent of the Union, and touches the British provinces at the extreme North Eastern point of our States. Its boundary line was for a long time disputed by the British Government, and was at one time referred to the King of the Netherlands for his adjustment and decision. This decision made in 1831 was unsatisfactory to all parties, and the difficulty which at times assumed a serious aspect was not settled until 1842 by the Ashburton treaty. Perhaps no negotiation was ever attended from first to last with so many curious incidents. Some of these were made the subject of an address in this city by the late Daniel Webster.

The neighboring province of New Brunswick affords a good opportunity of contrasting in some particulars the progress made by a free state and a foreign possession.

Maine contains 31,766 square miles or about 20,330,240 acres very nearly of the same size as New Brunswick. It was originally a part of Massachusetts, and was admitted into the Union in 1820. In 1860 its population was 628,279 having almost doubled in ten years. It contains eleven principal cities and towns of which the most flourishing and populous are Portland and Bangor, the former containing 26,341 inhabitants, and the latter 16,407. Biddeford is the next in rank having a population of about 10,000. The others vary from 3,500 to 9,000.

The improved land consists of 2,677,216 acres, and the unimproved 3,023,539 acres.

The value of the improved is $78,690,725, and of the implements of husbandry used in their cultivation $3,289,327.

The live stock is as follows: 60,638 horses, 104 asses and mules, 147,315 milch cows, 79,792

working oxen, 149,827 other cattle, 452,472 sheep, 54,783 swine.

The animal products were butter 11,687,781 lbs., cheese 1,799,862 lbs., wool 1,495,073 lbs., animals slaughtered, in value $2,780,179, and wax and honey 323,454 lbs.

The cereal crops were as follows: wheat 253,877 bushels, rye 123,290 bushels, Indian corn 1,546,071 bushels, oats 2,988,939 barley 802,109 bushels, buckwheat 339,520 bushels.

The commercial crops were, Tobacco only 1,583 lbs., hops 102,987 lbs., hemp 50 tons, flax 2,997 lbs.

The miscellaneous crops were as follows:

Peas and beans bushels	246,918
Irish potatoes "	6,374,617
Sweet " "	1,435
Wine gallons	3,165
Hay tons	975,716
Clover seed bushels	48,851
Grass seed "	6,307
Flax seed "	489
Maple sugar lbs	306,742
" molasses	
Sorghum "	
Silk cocoons	73

The value of the orchard products was $501,767, of market gardens $194,006, and of home made manufactures $490,787.

The manufacturing establishments are 3,582 in number with a capital of $22,000,000 using annually raw material of the value of $20,861,452 employing about 40,000 operatives, and turning out fabrics of the value of $36,075,498. The following table gives the value of the principal articles of production. At the head of them all stands

Lumber	$6,784,981
Cotton goods	6,636,623
Leather	2,011,034
Wool and mixed goods	1,674,800
Boots and shoes	1,661,915
Clothing	1,632,946
Flour and meal	1,576,863
Fish	1,050,755
Steam engines and machinery	681,295
Agricultural implements	339,180
Iron castings	429,896
Iron bar and rolled (5,300 tons)	332,000
Printing	294,937
Furniture	286,584
Illuminating gas	148,852
Spirits (452,000 gallons)	142,500
Malt liquors (7,230 bbls.)	36,169
Soap and candles	53,637
Jewelry, silverware	34,240
Musical instruments	32,850

The total value of the exports and imports in 1860 was $5,375,630. The total movement of tonnage the same year was 510,000 tons. The total tonnage owned in the State, much of it employed elsewhere is 801,941 tons. The Railways in 1863 were 509 miles in extent, and their cost of construction was $17,788,316. They are 14 in number and the longest is the Atlantic and St. Lawrence 78 miles, being a part of the trunk line to Quebec, Montreal.

The artifical navigation works consist of the Cumberland and Oxford Canal from Portland to Sebago pond 20 miles, and an improvement in the Saco river which gives it boat navigation for 30 miles.

The public debt of the State in 1860 was $1,162,727.

The surface of the Country is elevated and mountainous. The lands on the Kennebec and St. Johns are very fertile. The forests are extensive and valuable, the coast is indented with good harbors, its quarries furnish large quantities of the best granite, its rivers salmon in abundance, and its sea fisheries are very lucrative.

The neighboring province of New Brunswick is also very flourishing, having as large a commerce but not so much population. The soil is also represented as being generally fertile, the river St. John is one of great importance, heading in the State of Maine and affording an outlet to both countries for large amounts of lumber. Through the effect of the Reciprocity treaty both are doing well, and though the lumber trade of both was at one time over done from speculation, it is now carried on with great regularity and success.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Dec. 23, 1864, was as follows:

Passengers	$20,096 38
Freight and live stock	38,718 70
Mails and sundries	5,230 42
Total	$64,045 50
Corresponding week of 1863	57,712 15
Increase	$6,333 35

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Dec. 14, 1864, were:

	1864.	1863.
Passengers	$2,278 84	$2,137 28
Freight	5,540 44	6,647 70
Express	104 16	104 16
Mails	296 58	296 58
Total	$8,220 02	$9,185 67

Receipts from January 1st to Dec. 14:

1864	$558,228 17
1863	397,567 15
Increase	$160,661 02

The earnings of the Marietta and Cincinnati Railroad for the 2d week in December:

	1864.	1863.
Passengers	$8,095 08	$4,303 40
Freight	13,157 71	11,676 70
Mail, express & telegraph	1,079 58	907 00
Total	$22,332 37	$16,887 10
Total since Jan. 1	$966,538 33	$674,444 66

The earnings of the Grand Trunk Railway for the week ending Dec. 17, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$34,309 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	75,865 00
Total	$113,298 00
Corresponding week, 1863	111,967 00
Increase	$1,331 00

The earnings of the Cleveland and Toledo Railroad for the 3d week in Dec. were $48,707 00
Corresponding week of previous year.. 40,643 00
Increase $8,004 00

The earnings of the Toledo and Wabash Railroad Company for the third week of December, 1864, were $50,900 00
Corresponding week of previous year. 17,869 00
Increase $33,031 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of December, 1864, were $92,639 00
Corresponding week of previous year. 71,373 00
Increase $21,266 00

The earnings of the Michigan Central Railroad for the 3d week in Dec., 1864 $86,240 00
Corresponding week of previous year.. 59,632 95
Increase $27,807 05

The earnings of the Chicago and Rock Island Railroad for the 3d week in December, 1864, were $88,572 00
Corresponding week of previous year.. 46,905 00
Increase $41,667 00

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 3d week of Dec., were $131,756 00
Corresponding week of 1863 79,993 00
Increase $51,761 00

The Railway Crossings.--Highway.--Negligence.

The recent case of the Manchester, South Junction and Attrincham Railway Company, appellants, and Fullarton, respondent, was an action brought by James Alexander Fullarton, the plaintiff below, against the Manchester, South Junction and Attrincham Railway Company to recover damages for alleged negligence and misconduct of their servants, in discharging steam through the mud-cocks of one of the engines on their line; in consequence whereof the plaintiff's horses took fright, ran away with and broke the carriage to which they were harnessed, and injured themselves.

At the hearing before the judge of the County Court of Lancashire, holden at Manchester, England, on the 1st of January last, the following facts were proved:

Close to the Attrincham station the defendants' line of railway crosses on the level a turnpike road leading from Attrincham to Timperley and Stockport, on which there is a considerable traffic. At the crossing there are, as usual, gates, which, when any train or engine is approaching, are closed across the road on each side of the line. These gates are in charge of the railway company's servants.

On the 7th of September, 1862, a train arrived at the Attrincham station at 1.30 P. M., on its way from Bowden to Manchester. This train drew up alongside the platform, to enable passengers to alight and get in, and being rather long the engine was obliged to draw up a little beyond the end of the platform, and in fact just on the level crossing.

Before the train arrived, the gates between the level crossing and the road had been closed, and they remained closed till the train left.

At the time that the train was alongside the platform and the engine in the position described, the plaintiff's carriage, which was drawn by two thoroughbred and spirited horses, was on the turnpike road on the Timperley side of the line, about twenty-five to thirty yards from the crossing, waiting to pass when the gates should be opened. The reason of the carriage being so near the crossing was, that the gates having been open previously to allow a cab to cross the line, they, just as the plaintiff's carriage was about to cross, were suddenly closed in consequence of the coming up of the above train.

The plaintiff's horses had often traversed the road in question, and been near the crossing when trains and engines were about without being frightened.

On the way from Bowden to Attrincham, the

engine driver of the train alluded to had been blowing off the water made by the condensed steam and left in the cylinders of the engine, through the mud-cocks in front of the engine. As he entered the station and passed along the platform he discontinued to do this, and whilst the engine was standing on the level crossing during the time the passengers were getting in and out of the train, the steam was not being blown through the mud-cocks. Immediately on the train proceeding to start on its way to Manchester, and whilst the engine was still on the level crossing, the driver whistled, and again commenced blowing off at the mud-cocks. The steam rushing out of the taps in front of the engine made a loud hissing noise, and raised a cloud of steam, which not merely enveloped the forepart of the engine, but extended itself also through the gates on the side towards the plaintiff's carriage and horses.

It was proved, that as soon as the whistle was heard, the plaintiff's horses began to prance, the coachman, however, having them well in hand; but that the moment the mud-cocks were opened, and the cloud of steam ejected, the horses turned right round and went with great force and violence against a wall at the side of the road. The horses were much cut, the pole of the carriage broken, and damage done to the extent afterwards awarded.

The learned judge was satisfied, upon the proof, that although it is necessary occasionally to relieve the cylinder by blowing off from the mud-cocks, it is quite unnecessary and unusual to do so in passing through this station or level crossing.

It was proved also that the hissing noise and cloud of steam above alluded to are the necessary consequence of blowing off at the mud-cocks, as was well known to the servants of the company in charge of the engine at the time. It was also proved, that at the time this was done, the company's servants in charge of the engine had seen and were aware of the plaintiff's carriage, and horses being where they were at the time, they having made a remark to that effect to a person at the station. It was proved also that the same coachman had driven the same horses for upwards of a year in the plaintiff's carriage without any accident.

The learned judge was satisfied upon the evidence that there was no fault in the plaintiff's coachman either in being where he was at the time or in the way he managed his horses. He was also satisfied upon the evidence, that the accident was altogether caused by the blowing off the mud-cocks at the level crossing.

He came to the conclusion that this, under the circumstances, was negligence on the part of the company through their servants. And he ruled, that at a level crossing like this, where there is considerable traffic, and where horses, carriages, and carts are continually passing, the company are bound to use reasonable care in the management of their trains and engines; and he found that under the circumstances they had not done so.

The counsel for the defendants objected, that there was no evidence of negligence on the part of the company's servants; and that if there were any negligence, it was not such as under the circumstances of the case would in law render the defendants liable.

The learned judge overruled the objections, and found a verdict for the plaintiff with £40 damages.

Erle, C. J.—Mr. Jones (counsel for the appellants,) has failed to convince me that the county court judge, in finding that there was evidence of negligence on the part of the servants of the company, came to a wrong conclusion. It appears that the plaintiff's horses were using the road as of right, and that the company were also as of right exercising the power given them by their act of crossing the highway; and if there had been nothing to show that they were not exercising their rights in the ordinary way and with due and reasonable care, the company undoubtedly would not be liable for the misfortune which has happened. But I am of opinion, that the evidence abundantly shows that the company by their servants exercised their right of crossing the highway in an inconvenient and improper manner. Whilst near the gate which separates the railway from the road, the driver blew off the steam from the mud-cocks in front of the engine, so that the plaintiff's horses became enveloped therein and frightened, and so became unmanageable. It is clear that the company have not used their railway with that attention to the rights, and the safety of the Queen's subjects which under the circumstances they were bound to exercise. The decision of the learned judge must therefore be affirmed.

The rest of the Court concurring.

Appeal dismissed, with costs.

Practical Information for Emigrants.

The advantages offered to immigrants from Europe to the United States are without a parallel. The following letter from the new and flouring State of Minnesota explains in a simple manner how these advantages may be realised:

By the Homestead act of Congress, any person, the head of a family, male or female, can select any Government land not exceeding one hundred and sixty acres. This is secured to them at the Land Office in that District, by paying three dollars for the entry and papers. They then make their improvements, and establish themselves for a home, which they must occupy for five years, in good faith, when, by paying ten dollars more, they receive a patent from Government. This is their homestead. No creditor can touch it at any time; and if a man is economical and industrious, prosperity must follow. Now, why not make this fact known in your cities, and by this means induce your charitable societies to assist hundreds of families to come here, and be healthy and happy, where they are sure of support and a good livelihood, instead of being dependent upon the good will of those who are already perplexed to find the means of assisting all that are dependent upon them for daily bread? Why not originate Homestead Aid Societies in all our large cities, for the purpose of assisting all who desire it to come to the West and make homes, where health, wealth and happiness must follow? The same could act in conjunction with societies here.

Our educational system, supported by the liberal land grants of Congress, insures for every child in our State a liberal education, and religious instruction goes hand in hand with the school.

Manufactories of all kinds are springinig into existence on our unsurpassed water-powers. Railroads are rapidly being built, and the great overland telegraph to Europe will undoubtedly be completed through our State to Pembina next season, the wire from that point to Fort Garry has already been delivered.

To capitalists we offer great inducements in our advantages for wool raising, our immense water powers, and in our railroads. The roads now in operation—particularly the St. Paul and Pacific—have just put into the market some sixty thousand acres of the land granted them by Congress, which is mostly located in old established counties through which the road passes, and a branch is being built. These lands are offered on the very best of terms to the actual settler, while to any one desiring to invest they present excellent inducements. The increase in value must be permanent, as all wild speculation has totally disappeared, and we are now moderately moving in a healthy pace of prosperity.

☞ The Carleton (N. B.) *Sentinel* says that Mr. Buck is now rapidly progressing with the survey of the Wolhaupter route for the Branch Railway. It appears that he has received orders to make a survey of the Fish Creek route, which it appears presents facilities for continuation beyond Woodstock to Canada.

Delaware and Hudson Canal Co.

The amount of coal mined and forward upon the railroad of this company for the year ending December 13, 1864, was 886,841 07 tons, against 827,557 18 tons in 1863—an increase of 59,283 09 tons.

☞ The Carlisle, Pa., *Democrat*, says that the "Pine Grove estate," situated in Cumberland county, Pa., was sold on the 26th ult., to the South Mountain Iron Company, for the sum of $1,500,000. The revenue stamps on the deed amounted to $1,500.

☞ The Pottsville *Miners' Journal* of December 24th says: "Among the many changes that have and are about taking place in the Coal Trade of this County, we learn that Messrs. Heckscher & Co., who have so long been engaged in Coal Operations are about to discontinue their business, and that their several collieries will be worked after the first of January, by the New York and Schuylkill Coal Company, (formerly the Forest Improvement Company,) proprietors of the extensive tract of Coal lands formerly owned by the Coster family of New York. Among those who are interested in this Company, Moses Taylor, Charles A. Heckscher and John J. Phelphs, are prominent."

☞ It is stated that the Eastern Railroad Company are having their coal-burning locomotives changed to burn wood, and that the same course is being adopted by the Boston and Maine Railroad Company.

☞ The earnings of the New York Canals during the season just closed were $4,346,265 52; and the expenditures $1,028,909 46—leaving a balance of $3,317,356 06. The earnings are about one million dollars less than last year.

☞ It is reported that a contract has been made to build the Air Line Railroad between Woonsocket and New Haven, and that the work will soon be commenced between Pascoag and Woonsocket.

Maryland Coal Trade.

During the present year 258,430 tons of coal have been shipped from Cumberland over the Chesapeake and Ohio Canal, against 225,366 tons in the previous year. The number of boats cleared in 1864 was 2,363, and in 1863 the number was 2,065. The canal is now closed by ice, and navigation has ceased for the season.

Interest and Dividends.

The Panama Railroad Company have declared a dividend of 4 per cent. out of the earnings of the road for the three months ending 31st inst., and 1 per cent. out of the earnings of Steamers, Sailing Vessels, &c., payable on the 5th of January next.

The Fitchburg Railroad Company has declared a dividend of $4 per share, free of Government tax, payable Jan. 2.

The Rome and WatertoUn road will pay, 16th of January, at the Mercantile Bank, a dividend of 5 per cent. and the government tax.

The Eastern Railroad Company has declared a dividend of 3 per cent., free of Government tax, payable Jan. 2.

The Eastern Railroad Company (in New Hampshire) has declared a dividend of 3 per cent. payable Jan. 2.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of $3 per share.

The coupons on the bonds of the Evansville and Crawfordsville Railroad Company, due January 1, 1865, will be paid at the office of the Farmer's Loan and Trust Co.

The interest on the first mortgage bonds of the Milwaukee and St. Paul Company, due on the 1st of January next, will be paid at the office of the Company, No. 25 William street, on and after the 3d of January, 1865.

The United States Trust Company will pay, 3d of January, the quarterly dividend of 1¼ per cent. on the stock of the Joliet and Chicago, and the Alton and St. Louis roads.

The coupons due January 1, 1865, on the Special Mortgage Bonds of the Cleveland, Painesville Ashtabula Railroad Company, issued to the Sunbury and Erie Railroad Company, will be paid at the Ocean Bank.

The interest due on the first of January next, on the bonds of the Minnesota Central Railroad Company, will be paid at the office of the Company, No. 25 William street, room No. 8.

The interest due on Kansas State Bonds, Jan. 1, 1865, will be paid at maturity at the Banking House of Winslow, Lanier & Co., in New York city.

The coupons of the first mortgage bonds of the Chicago and Alton Railroad, Joliet and Chicago Railroad, Dubuque and Sioux City Railroad, and Dubuque Southwestern Railroad (preferred), due January 1, 1865, will be paid by Messrs. M. K. Jesup & Co.

The coupons due January 1, of the first mortgage bonds of the Sacramento Valley Railroad Company, will be paid on presentation, in gold coin, less Government tax, at the office of Schuchardt & Gebhard.

The coupons of the mortgage bonds of the Central Pacific Railroad Company of California, due January 1, will be paid in coin at the office of Eugene Kelly & Co.

The following coupons due January 1, 1865, will be paid at the office of Duncan, Sherman & Co., Bankers: "Chicago City Municipal Bonds; Chicago City Water Loan Bonds; Albany City 6 per cent. Bonds."

The transfer books of the Marietta and Cincinnati Railroad Company will be closed from 31st December to 15th January, preparatory to the annual meeting of stockholders.

The interest coupons of the Jersey City Water Loan bonds, due January 1, will be paid on presentation at the Merchant's Bank, this city.

☞ The lake harbor appropriation bill gives Buffalo, $50,000; Cleveland, $50,000; Chicago, $50,000; Milwaukee, $50,000; Racine, $25,000; Kenosha, $25,000; Sheboygan, $20,000; Grand Haven, $25,000.

☞ The total population of Montana Territory is put down at 15,822. It is claimed that large accessions have been made since the census was taken.

☞ The receipts in the Treasury of California during the fifteenth fiscal year of the State's organization, ending June 30, '64, were $2,096,437
Expenses 2,093,228

Receipts exceeds expenses $3,209

The total debt on the 1st of December, 1864, was $4,910,187, in which is not included the old Indian war debt, which is practically repudiated, as successive Legislatures have refused to make any provision for its payment.

☞ The shipments of gold from California this year to Nov. 23d, were $51,884,062, against $41,345,640 to same time in 1863—an excess of $10,538,422. The annexed figures show the aggregate amount of gold brought from California to this port by sea in each year since 1854:—

1854.....	$46,533,116	1860.....	$33,490,409
1855.....	41,682,524	1861.....	34,870,557
1856.....	40,319,929	1862.....	24,882,846
1857.....	34,222,904	1863.....	11,905,478
1858.....	36,179,344	1864.....	12,952,967
1859.....	39,975,750		

Total in eleven years $356,515,824

☞ About seventeen miles from Portland, Oregon, is an iron ore of the variety known as "limonite," said to be suitable for making pig and bar iron, and which produces about sixty per cent of pure iron. Specimens were exhibited at the late Mechanics' Fair in San Francisco.

☞ Among the new railway schemes which will come before the British parliament next session is one for the construction of a railway under the River Mersey, for the connection of Liverpool to Birkenhead.

☞ Engineers are engaged in locating a route for a railroad from Pinegrove to Lebanon, Pa. The enterprise is in the hands of the Reading Railroad Company, which warrants the expectation that it will be put through at an early day.

Chautauqua Central Railroad

This enterprise is not quite dead yet. A meeting in its behalf was to be held on the 8th inst., at Mayville. The call was signed by G. W. Whallon, Dan. Williams, Stephen Hunt, Martin Prendergast, W. P. Whiteside, Milton Smith, and others. —*Jamestown Journal Dec. 9.*

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 22, 1864

AT A MEETING of the Board of Directors, held this day, it was resolved that a dividend of five per cent. in cash, free of Government tax, be paid on the first day of February next, to the holders of full-paid shares of this Company, registered the 20th day of January next, and that the transfer books be closed on the said 20th day of January, and opened on the 3d day of February.

THOMAS E. WALKER, Treasurer.

OFFICE MARIETTA AND CINCINNATI R. R. COMPANY,
Chillicothe, O., Dec. 17, 1864.

TO STOCKHOLDERS.—The transfer books of this Company, at the agency in New York and at this office, will be closed from the first to the fifteenth of January proximo inclusive.

21-52 WM. R. WATSON, Secretary.

Travelers Insurance COMPANY,

HARTFORD CT.,

INSURES AGAINST

ACCIDENTS of EVERY DESCRIPTION,

CAPITAL, - - $500,000.

FIVE DOLLARS ANNUAL PREMIUM

Will insure $5,000 against accidental loss of life while traveling by any public conveyance.

TEN DOLLARS PREMIUM

Secures a policy for $3,000 and also $25 per week compensation for personal injury, incapacitating the assured from his ordinary business.

TWENTY-FIVE DOLLARS PREMIUM

Secures a full policy for $5,000 and $25 per week compensation for all and every description of accident, traveling or otherwise.

Policies for $500, with a $3 per week compensation, can be had for $3 per annum, or any other sum between $500 and $5,000 at proportionate rates.

INSURANCE TICKETS

Will soon be on sale at all the Railway Stations covering the passenger with $3000 Insurance in case of fatal accident, and **$60 Per Month** compensation for personal injury—at the rate of 10 cents for 24 hours travel.

JAMES G. BATTERSON, President.

RODNEY DENNIS, Secretary.

HENRY C. MARSHALL, General Ticket Agent.

EDGAR FORMAN, Agent,

161 Fulton St., cor. Broadway, New York.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. R. COMPANY, PITTSBURG, Dec. 15, 1864.

DIVIDENDS.—The Board of Directors have declared a Dividend of TWO AND A-HALF Per Cent. (free of Government tax) on the Capital Stock, for the quarter ending December 31st inst., and of THREE AND A-HALF Per Cent. (less the Government tax) on the Third Mortgage Bonds, for the six months ending December 31st inst., the latter in anticipation of that due April 1, 1865, both payable on and after January 17, 1865, at the Company's Office in this city, and by the transfer Agents, WINSLOW, LANIER & CO., No. 52 Wall street, New-York, to the holders as registered at the respective offices.

The transfer-books will close on the 21st inst., at 2 o'clock P. M., and will reopen on the 17th day of January thereafter. By order of the Board,

4t-52 W. A. BARNES, Secretary.

NOTICE to holders of the remaining unconverted shares of Galena and Chicago Union Railroad Stock: The dividend of Three and One-Half Per Cent., subject to government tax, declared payable on and after the first December, instant, on the Preferred Stock of the Chicago and North Western Railway Company, will also be paid on and after this date at the Company's Office, in New York, or Chicago, to the parties in whose names unconverted shares of the Galena and Chicago Union Railroad Company now stands, upon the presentation of the certificates at either of said offices for the indorsement thereon of the payment of the dividend, such unconverted shares amounting to 3,186, out of 60,284 shares, and much of which is understood to be held in trusts, or by agents, and persons not as yet enabled to convert the same.

By order of the Board of Directors.

JAMES R. YOUNG, Secretary.

New York, Dec. 16, 1864. 21-52

FOR SALE.

30	Platform Cars	4–8½	or 4–10	Gauge.		
2	Locomotives	4–8½	Gauge,	24	Tons,	15×20 Cylinder.
1	"	4–8½	"	28	"	15×24 "
1	"	5–6	"	24	"	14×20 "

KASSON & CO.,

67 Exchange Place, New York.

WANTED

A gentleman with a capital of $25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2287 P. O., New Haven, Ct.

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